ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 703 – BUILDINGS Support – Others

184GK – Chai Wan Government Complex and Vehicle Depot

Members are invited to recommend to the Finance Committee the upgrading of **184GK** to Category A at an estimated cost of \$1,585.0 million in money-of-the-day prices for the construction of Chai Wan Government Complex and Vehicle Depot.

PROBLEM

The proposed works aims to accommodate the facilities of multiple government departments currently scattered across Hong Kong in the Chai Wan Government Complex and Vehicle Depot (the Complex) so that various sites can be released for long-term development, while alleviating the acute shortage of space for the facilities and of the departments concerned.

PROPOSAL

2. The Director of Architectural Services, with the support of the Secretary for Security, proposes to upgrade **184GK** to Category A at an estimated cost of \$1,585.0 million in money-of-the-day (MOD) prices for the construction of the Complex.

/PROJECT

PROJECT SCOPE AND NATURE

3. The Government proposes a multi-storey development at a "Government, Institution or Community" site of about 7 000 square metres (m²) abutting on Sheung Tat Street, Sheung Mau Street and Sheung On Street in Chai Wan for the construction of the Complex under the concept of single site with multiple uses. The site will be used for reprovisioning the existing facilities and providing additional facilities for five government departments, namely the Hong Kong Police Force (HKPF), the Food and Environmental Hygiene Department (FEHD), the Electrical and Mechanical Services Department (EMSD), the Government Laboratory (GL).

4. An eight-storey Complex will be constructed under the proposed works project. The height of the Complex will be limited to 70 metres (m) above Principal Datum $(mPD)^1$, with a plot ratio at the maximum of 5.8 to make full use of its land development potential. The project scope is as follows –

- (a) HKPF's facilities
 - (i) reprovisioning of HKPF's Police Vehicle Pound and Examination Centre under Traffic Hong Kong Island;
 - (ii) reprovisioning of the storage facility of HKPF's Store Management Division; and
 - (iii) provision of a case property store for HKPF's Crime Wing Headquarters;
- (b) reprovisioning of FEHD's Vehicle Depot;
- (c) reprovisioning of EMSD's Hong Kong Vehicle Depot;
- (d) reprovisioning of GLD's Transport Pool; and
- (e) provision of a GL's Specialist Laboratory.

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¹ In the Notes to the approved Chai Wan Outline Zoning Plan No. S/H20/23, the building height restriction specified for this site is 70 mPD, including roof-top structures.

5. A site and location plan, a sectional drawing and a barrier-free access plan for the project are at **Enclosures 1** to **3**. We plan to commence the proposed works upon obtaining funding approval from the Finance Committee for target completion in around three years.

JUSTIFICATION

<u>Releasing multiple sites for long-term development by reprovisioning government facilities</u>

(a) <u>Releasing the sites at Hoi Tai Street in Quarry Bay</u>

6. Currently located at Hoi Tai Street in Quarry Bay, the Police Vehicle Pound and Examination Centre under Traffic Hong Kong Island of HKPF, and the adjacent Vehicle Depot of FEHD are both situated on temporary government land allocations (TGLAs). The Police Vehicle Pound and Examination Centre serves two key purposes. First, it enables HKPF to detain vehicles, skips and bicycles in accordance with the law. Second, it provides the equipment for examining various types of vehicles. The Vehicle Depot of FEHD is primarily used for parking FEHD vehicles which provide routine environmental hygiene services in the Eastern District and the Wan Chai District. As these TGLAs have been zoned as open space, the two departments have to identify another site on Hong Kong Island to permanently reprovision these two facilities, with a view to releasing the relevant sites early for public enjoyment.

(b) <u>Releasing the site at Sheung On Street in Chai Wan</u>

7. The Hong Kong Vehicle Depot of EMSD, currently situated on a temporary site at Sheung On Street in Chai Wan, mainly provides maintenance services and emergency support for vehicles of different government departments discharging duties on Hong Kong Island, including but not limited to police vehicles and ambulances. The Hong Kong Vehicle Depot must be located at an easily accessible location on Hong Kong Island to shorten the time for transport and repair of vehicles, so as to render swift support for the operation of vehicle fleets of different government departments on Hong Kong Island. Since EMSD has regular operational needs to provide maintenance services and emergency support for government vehicles, it is undesirable to accommodate the Hong Kong Vehicle Depot at a temporary site, and a permanent site for reprovisioning of the Hong Kong Vehicle Depot is therefore needed. After reprovisioning, the existing temporary site at Sheung On Street can be released for other development for better use of land resources.

/(c)

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(c) <u>Releasing the site in Wan Chai North</u>

8. Located at the basement of Wan Chai Government Offices Compound (WCGOC), the Transport Pool of GLD stations 48 government vehicles which mainly provide transport services to policy bureaux, departments and the Judiciary on Hong Kong Island. Emergency transport support will also be rendered for government departments when necessary. To dovetail with the Government's redevelopment plan in Wan Chai North, it is necessary for the Transport Pool to timely vacate the premises at WCGOC with a view to releasing the site. The Complex is considered suitable for the permanent reprovisioning of the Transport Pool.

Alleviating the severe shortage of space of departmental facilities

9. Due to the continued growth in manpower and equipment of HKPF, the problem of insufficient storage facilities for HKPF's Store Management Division is aggravating. Currently, the Division has to keep its stores at different police facilities which are neither designed for storage purpose nor equipped with the required ancillary facilities. The retrieval and deposit of stores by staff members might cause occupational safety and health (OSH) problems. Moreover, the movement of stores also affects the daily operation of the police facilities. In view of this, the Store Management Division needs a permanent storage facility in the Complex in order to ease the shortage of storage space and meet the increasing storage demand in future, with a view to better coordinating and managing HKPF's stores, and also minimising OSH risks.

10. Besides, the number of case property items managed by various formations under the Crime Wing Headquarters of HKPF has been increasing. Further, the prosecution process of cases in courts is time-consuming and bulky case properties are also involved in certain cases. As a result, the seized case properties are mostly stored at different Police Districts but the capacity of holding case properties has already reached its ceiling. To ensure the continued and effective management and enhance the safekeeping of case properties, it is necessary to provide a new case property store for Crime Wing Headquarters.

11. The laboratories of GL are dispersed in various places throughout the territory, including Ho Man Tin, Kowloon Bay, Pok Fu Lam, etc. To meet the growing demand for testing services over the years, the manpower and instrument of GL keep increasing. The operational space has become seriously insufficient and the situation is increasingly critical. GL therefore has a pressing need to acquire

/more

more laboratory space to ease the crowded condition and cater for the increasing demand for testing services, as well as continue to provide professional and a wide range of analytical, investigatory and advisory services to bureaux / departments in support of law enforcement duties in different areas, thereby assisting bureaux / departments in discharge of their duties.

FINANCIAL IMPLICATIONS

12. We estimate the cost of the project to be \$1,585.0 million in MOD prices, broken down as follows –

		\$ million (in MOD prices)
(a)	Site works	7.9
(b)	Piling ²	180.5
(c)	Building ³	727.9
(d)	Building services ⁴	404.9
(e)	Drainage	12.1
(f)	External works	24.7
(g)	Additional energy conservation, green and recycled features	30.8
(h)	Furniture and equipment ⁵	37.1
(i)	 Consultants' fees for (i) contract administration (ii) management of resident site staff (RSS) 	13.5 12.9 0.6

/(j)

² Piling works cover construction of piles and all related works including tests and monitoring.

³ Building works cover construction of substructure and superstructure of the building.

⁴ Building services works cover electrical installation, ventilation and air-conditioning installations, fire services installations, lift installation and other miscellaneous installations.

⁵ The estimated cost is based on an indicative list of furniture and equipment required.

		\$ million (in MOD prices)	
(j)	Remuneration of RSS		1.9
(k)	Contingencies		143.7
		Total	1,585.0

13. We propose to engage consultants to undertake contract administration and site supervision for the project. A detailed breakdown of the estimate for consultants' fees and RSS costs by man-months is at **Enclosure 4**. The construction floor area (CFA) of this project is about 44 860 m². The estimated construction unit cost, represented by the building and building services costs, is \$25,252 per m² of CFA in MOD prices. We consider this unit cost comparable to that of similar projects built by the Government.

14. Subject to funding approval, we plan to phase the expenditure as follows –

Year	\$ million (in MOD prices)
2021 - 22	36.6
2022 - 23	181.0
2023 - 24	383.7
2024 - 25	629.1
2025 - 26	147.3
2026 - 27	106.3
2027 - 28	69.4
2028 - 29	31.6
	1,585.0

15. We have derived the MOD estimates on the basis of the Government's latest set of assumptions on the trend rate of change in the prices of public sector building and construction output for the period from 2021 to 2029. We will deliver the construction works through a design and build contract and award the contract on a lump-sum basis as the scope of the works can be clearly defined in advance. The contract will provide for price adjustment.

16. We estimate the annual recurrent expenditure arising from this project to be \$35.2 million.

PUBLIC CONSULTATION

17. The Planning, Works and Housing Committee under the Eastern District Council was consulted on the proposed works project in September 2018 and supported taking forward the project.

18. We consulted the Legislative Council Panel on Security on the project on 9 April 2021. Members had no objection to the submission of the funding application to the Public Works Subcommittee.

ENVIRONMENTAL IMPLICATIONS

19. The project is a designated project under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499) and an environmental permit (EP) is required for construction and operation of the project. In October 2015, the EIA report for the project was approved under the EIA Ordinance, and an EP was subsequently issued. The EIA report concluded that the environmental impacts arising from the construction and operation of the project could be controlled within the criteria under the EIA Ordinance and the Technical Memorandum on EIA process. We also conducted an Environmental Review in October 2019, which concluded that the evaluation and recommendations presented in the approved EIA report are still valid.

20. We shall implement the measures recommended in the approved EIA report. The key measures include the use of silencers, mufflers and temporary acoustic lining or shields for noisy construction activities, frequent cleaning and watering of the site, and the provision of wheel-washing facilities to minimise dust generation during construction stage. We have also included the cost of

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implementing the environmental mitigation measures as well as the Environment Monitoring and Audit programme in the project estimate.

21. At the planning and design stages, we have considered measures to reduce the generation of construction waste wherever possible (e.g. using metal site hoardings and signboards so that these materials can be recycled or reused in other projects). In addition, we will require the contractor to reuse inert construction waste (e.g. excavated soil) on site or in other suitable construction sites as far as possible in order to minimise the disposal of inert construction waste at public fill reception facilities (PFRFs)⁶. We will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

22. At the construction stage, we will require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation measures to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations on site comply with the approved plan. We will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert construction waste and non-inert construction waste at PFRFs and landfills respectively through a trip-ticket system.

23. We estimate that the project will generate in total about 45 760 tonnes of construction waste. Of these, we will reuse about 1 140 tonnes (2.5%) of inert construction waste on site and deliver about 39 590 tonnes (86.5%) of inert construction waste to PFRFs for subsequent reuse. We will dispose of the remaining 5 030 tonnes (11%) of non-inert construction waste at landfills. The total cost for disposal of construction waste at PFRFs and landfill sites is estimated to be about \$3.8 million for this project (based on a unit charge rate of \$71 per tonne for disposal at PFRFs and \$200 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)).

/HERITAGE

⁶ PFRFs are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N). Disposal of inert construction waste at PFRFs requires a licence issued by the Director of Civil Engineering and Development.

HERITAGE IMPLICATIONS

24. The project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites or buildings, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

25. The project does not require any land acquisition.

ENERGY CONSERVATION, GREEN AND RECYCLED FEATURES

26. This project will adopt various forms of energy efficient features and renewable energy technologies, in particular –

- (a) variable speed drive for chillers;
- (b) demand control of supply air;
- (c) heat energy reclaim of exhaust air; and
- (d) photovoltaic system.

27. For greening features, we will provide landscape and greening features at ground, roof levels, and part of the vertical surfaces of the Complex as appropriate for environmental and amenity benefits.

28. For recycled features, we will adopt a rainwater harvesting system for landscape irrigation with a view to conserving water.

29. The total estimated additional cost for adoption of the above features is around \$30.8 million (including \$10.5 million for energy efficient features), which has been included in the cost estimate of this project. The energy efficient features will achieve 11% energy savings in the annual energy consumption with a payback period of about eight years.

/BACKGROUND

BACKGROUND INFORMATION

30. We upgraded **184GK** to Category B in October 2017. We engaged consultants to undertake various services, including ground investigation, topographical survey, environmental impact assessment, traffic study and quantity surveying services for tender documentation, at a total cost of \$4.8 million. The services and works by the consultants were funded under block allocation **Subhead 3100GX** "Project feasibility studies, minor investigations and consultants' fees for items in Category D of the Public Works Programme". The ground investigation, topographical survey, environmental impact assessment and traffic study have been completed.

31. Of the 30 trees within the project boundary, 18 trees will be retained and 12 trees which are not important trees⁷ will be felled. We will incorporate planting proposals as part of the project, including around 12 trees, 15 000 shrubs and 65 000 groundcovers.

32. We estimate that the proposed works will create about 320 jobs (300 for labourers and 20 for professional or technical staff) providing a total employment of 8 900 man-months.

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- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance e.g. Fung Shui trees, trees as landmark of monastery or heritage monument, and trees in memory of important persons or events;
- (c) trees of precious or rare species;
- (d) trees of outstanding forms (taking account of overall tree sizes, shapes and any special features) e.g. trees with curtain like aerial roots, trees growing in unusual habitat; or
- (e) trees with trunk diameter equal to or exceeding 1.0 metre (measured at 1.3 metres above ground level), or with height/canopy spread equal or exceeding 25 metres.

⁷ "Important trees" refer to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria –

附件1 ENCLOSURE 1





附件 3 ENCLOSURE 3



184GK - Chai Wan Government Complex and Vehicle Depot

Breakdown of the estimates for consultants' fees and resident site staff costs (in September 2020 prices)

			Estimated man- months	Average MPS [*] salary point	Multiplier (Note 1)	Estimated fee (\$ million)
(a)	Consultants' fees for	Professional	_	_	_	10.8
	contract administration ^(Note 2)	Technical	_	-	_	-
					Sub-total	10.8 #
(b)	Resident site staff	Professional	-	-	-	-
	(RSS) costs (Note 3)	Technical	43	14	1.6	2.1
					Sub-total	2.1
	Comprising –					
(i) Consultants' fees for management of RSS			0.5 #			
	(ii) Remuneration of RSS			1.6 #		
					Total	12.9

* MPS = Master Pay Scale

Notes

- 1. A multiplier of 1.6 is applied to the average MPS salary point to estimate the cost of RSS supplied by the consultants (As at now, MPS salary point 14 = \$30,235 per month).
- 2. The consultants' fees for contract administration are calculated in accordance with the existing consultancy agreement for the provision of contract administration and site supervision of **184GK**. The assignment will only be executed subject to Finance Committee's funding approval to upgrade **184GK** to Category A.
- 3. The consultants' fee and staff cost for site supervision is based on the estimate prepared by the Director of Architectural Services. We will only know the actual man-months and actual costs after completion of the construction works.

Remarks

The cost figures in this Enclosure are shown in constant prices to correlate with the MPS salary point of the same year. The figures marked with # are shown in money-of-the-day prices in paragraph 12 of the main paper.