

**APPLICATION FOR PERMISSION**  
**UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE**

**APPLICATION NO. A/KC/470**

- Applicant** : Hospital Authority (HA) represented by KJL Limited
- Site** : Lai King Building of Princess Margaret Hospital, 10 Lai Kong Street, Kwai Chung, New Territories
- Site Area** : About 21,419m<sup>2</sup>
- Engineering Conditions** : Permanent Government Land Allocation (“GLA”) No. KT-1023 allocated to the then Hospital Services Department now under the management of HA subject to the following under the Engineering Conditions :  
(a) a building height restriction of not exceeding 340mPD  
(b) vehicular access restriction; and  
(c) a drainage reserve clause
- Plan** : Draft Kwai Chung Outline Zoning Plan (OZP) No. S/KC/29
- Zoning** : “Government, Institution or Community” (“G/IC”)  
  
(a) maximum building height restriction (BHR) of 7 storeys, or the height of the existing building, whichever is the greater  
(b) in determining the relevant maximum number of storeys, any basement floor(s) may be disregarded
- Application** : Proposed Minor Relaxation of BHR for Permitted Hospital Use

**1. The Proposal**

- 1.1 The applicant seeks planning permission for minor relaxation of building height restriction (BHR) from 7 storeys to 12 storeys (i.e. + 5 storeys / about 71.4%) at the application site (the Site) which is zoned “G/IC” on the draft Kwai Chung Outline Zoning Plan (OZP) No. S/KC/29. According to the Notes of the OZP for “G/IC” zone, “Hospital” is a Column 1 use which is always permitted. The Site is also subject to the BHR of 7 storeys (excluding basement floor(s)), or the height of the existing building, whichever is the greater. As the proposed development of a New Block for Lai King Building (LKB) with a building height (BH) of 12 storeys (excluding two basement levels which are not countable for the calculation of maximum number of storeys according to the OZP provisions) exceeds the BHR of 7 storeys as stipulated on the OZP, planning permission for minor relaxation of BHR for the permitted hospital use from the Town Planning Board (the Board) is required.

- 1.2 The existing LKB, which was built in 2001 mainly providing in-patient extended care services on rehabilitation and convalescent services, is part of the Princess Margaret Hospital (PMH)<sup>1</sup> which is located further away from PMH main site (**Plan A-1**). As part of the first Ten-year Hospital Development Plan (HDP) announced by the Government in the 2016 Policy Address, the LKB expansion proposal would involve the redevelopment of the existing rehabilitation garden of LKB (**Plan A-4**) for the development of a New Block (**Drawing A-1**). The existing 7-storey LKB with a BH of about 179mPD would be retained which would be renovated and a linking bridge would be proposed to connect the New Block and the existing block (**Drawing A-1**). The existing carpark beneath the rehabilitation garden would be reprovisioned to the basement level of the proposed New Block.
- 1.3 The New Block will mainly accommodate 11 storeys for hospital uses including in-patient beds, associated clinical services and supporting services, with one storey for building services plant rooms which should be counted as one storey since it will cover over 50% of the total floor area of the building main roof according to the Joint Practice Note No. 5 (JPN No.5)<sup>2</sup> (**Drawing A-2**). There are two basement levels for carparking/E&M which are not countable for the calculation of maximum number of storeys. The resultant main roof level of the 12-storey New Block is about 206mPD. Apart from the main entrance at Lai Kong Street currently for the pedestrian and vehicular access for LKB, an additional access for service vehicles only is also proposed to the north of the existing entrance (**Drawing A-6**).
- 1.4 The proposal would increase the bed capacity and enhance ambulatory care services of LKB as part of PMH to ensure that its facilities comply with the infection control and services standards in a modern healthcare setting. The existing LKB currently provides 268 beds for extended care services. The whole LKB after expansion (i.e. the existing and New Block) would provide an addition of 562 to 582 beds to the existing 268 beds, and a total of 830 to 850 beds would alleviate the anticipated shortage of hospital beds and cope with the critically growing demand in convalescent and rehabilitation services. The total targeted provision of 830 to 850 beds for the whole LKB can address the community need in Kowloon West district and is also crucial in sparing bed capacity at the main site of PMH for acute clinical services, including accident & emergency, infectious disease control and many other specialties. The expansion of LKB is also planned to be part of the decanting arrangements for the redevelopment of PMH so that certain facilities at PMH will be relocated to the new expanded accommodation at LKB on a permanent basis.<sup>3</sup>

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<sup>1</sup> Built in 1975, PMH is a major hospital in the Kowloon West Cluster currently with 1,747 beds. It provides a comprehensive range of acute, specialist and ambulatory services and is both a tertiary referral centre and the cluster referral centre for many clinical care services. The PMH comprises two portions, one is located at Lai King Hill Road to the south, and one is the LKB located at Lai Kong Street to the north (**Plan A-1**).

<sup>2</sup> According to JPN No. 5, structures with the total areas of all the enclosed (and covered) structures on the roof-top of buildings, regardless of their height, which exceed 50% of the roof area of the floor below should also be counted towards the height of the building.

<sup>3</sup> Certain existing buildings at the PMH main site (with a site area of about 6.6 ha including the nurse quarter) will need to be vacated and these buildings will either be renovated or redeveloped to cater for rising demand for clinical services. Since most buildings at PMH are currently occupied, off-site decanting is necessary and LKB and its expansion is designated to receive some of the accommodations from PMH. According to the available information, the facilities which are currently planned to be decanted from PMH to the LKB existing block and New Block include rehabilitation service store, pathology store, pharmacy office and store, cluster human resources department office, cluster supplies store, linen store and finance store.

- 1.5 While the existing rehabilitation garden will be redeveloped to facilitate the proposal, greenery will be re-provided at street level and a new landscaped roof terrace at 2/F (i.e. the podium garden in **Drawing A-13**) to maintain a quality landscape garden to patients, family members and hospital staff. The overall greenery ratio is about 30%.
- 1.6 The section, floor layouts, landscape master plans, massing diagrams and photomontages submitted by the Applicant are at **Drawings A-1 to A-21**. The main development parameters of the proposed development are set out below:

Site Area	About 21,419 m <sup>2</sup>	
Gross Floor Area (GFA)	<u>New Block</u> About 56,900 m <sup>2</sup>	<u>Existing LKB Block (for information only)</u> About 25,603 m <sup>2</sup>
No. of Storeys/ Maximum BH	<ul style="list-style-type: none"> <li>• 12 storeys (excluding 2 basement levels)</li> <li>• About 206mPD (at main roof level)</li> </ul>	<ul style="list-style-type: none"> <li>• 7 storeys</li> <li>• About 179.075mPD (at main roof level)</li> </ul>
Site Coverage	Not more than 62.5%	
	About 44% (New Block)	About 18.5%
No. of Bed Spaces	Total : 830 to 850 268 (existing) and 562-582 (additional)	
Carparking Spaces	Total : 308-316	
	Private Car: 276-284	
	Motorcycles: 29	
	Ambulance: 3	
Loading/unloading (L/UL) Spaces	Total : 14	
	Taxi/Private Car: 6	
	Medium Goods Vehicle (MGV)/Heavy Goods Vehicle (HGV): 3	
	Ambulance: 2	
	Public Light Bus/Maxicab: 3	
Anticipated Year of Completion	2026	

- 1.7 The floor uses and floor-to-floor height of the proposed New Block are set out below:

	Floor Height	Floor Uses
B2/F	4.5m	Carpark ( <i>excluded from BH calculation</i> )
B1/F	4.5m	Carpark ( <i>excluded from BH calculation</i> )
G/F	5.375m	Entrance Lobby, Clinical Services, Support Services, Core, E&M Facilities, Back of House (BOH), Loading Bay/Driveway and Lay-by/Drop-off Area
1/F	6.3m	Clinical Services, Support Services, Core, E&M Facilities, BOH and Loading Bay
2/F	5.0m	Clinical Services, Support Services, Core, E&M Facilities, BOH, Landscaped Terrace Garden
3/F	4.5m	Clinical Services, Support Services, Core, E&M Facilities, BOH
4/F to 10/F	4.5m each	Clinical Wards, Core, E&M Facilities, BOH
11/F	6.625m	E&M Plant Rooms, Core
R/F		Green Main Roof, Mechanical Plant (PV Panels) and Air-cooled Chiller Plants

1.8 In support of the application, the Applicant has submitted the following documents:

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|-----|--|----------------------|
| (a) | Application Form and a letter received on 10.6.2020  | <b>(Appendix I)</b>  |
| (b) | Planning Statement   | <b>(Appendix Ia)</b> |
| (c) | Further information (FI 1) vide letter received on 17.7.2020 enclosing responses to departmental comments, revised figure for Traffic Impact Assessment (TIA), and a revised Sewerage Impact Statement (SIA) <sup>#</sup>  | <b>(Appendix Ib)</b> |
| (d) | FI 2 vide letter received on 27.7.2020 providing responses to departmental comments, revised Air Ventilation Assessment (AVA), preliminary tree survey, landscape plans, revised Environmental Assessment (EA), additional page of TIA on public transport services, additional drawings on building setback, illustration of boundary fence and proposed greenery at pedestrian level, revised block plan and section plan <sup>#</sup> | <b>(Appendix Ic)</b> |
| (e) | FI 3 vide letter received on 14.8.2020 providing responses to public comments <sup>*</sup>   | <b>(Appendix Id)</b> |
| (f) | FI 4 vide letter received on 10.9.2020 providing responses to departmental comments, revised TIA, updated EA; and updated VIA <sup>#</sup>   | <b>(Appendix Ie)</b> |
| (g) | FI 5 vide letter received on 9.10.2020 providing responses to departmental comments; revised AVA; revised EA; and updated SIA <sup>#</sup>   | <b>(Appendix If)</b> |
| (h) | FI 6 vide letter received on 19.10.2020 providing updated junction calculation sheets and junction improvement scheme and responses to public comments <sup>*</sup>  | <b>(Appendix Ig)</b> |
| (i) | FI 7 vide letter received on 1.12.2020 providing updated junction calculation sheets and responses to public and departmental comments <sup>*</sup>  | <b>(Appendix Ih)</b> |

<sup>#</sup> accepted but not exempted from publication and recounting requirement

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## **2. Justifications from the Applicant**

The justifications put forth by the Applicant in support of the application are provided in the Planning Statement and FIs (**Appendices I to Ih**) which are summarized as follows:

### **Demand for Public Health Services in Hong Kong and Kowloon West Cluster (KWC)**

- (a) Demand for public hospital services in Hong Kong has been tremendous. According to the Health Facts of Hong Kong 2019 Edition, the median waiting time for stable new case booking among specialist out-patient clinics ranged from 7 to 117 weeks while the longest waiting time recorded was 176 weeks. Health service demand is expected to further increase due to a rapidly ageing population in addition to the projected population growth.
- (b) HA has set out the strategic development in its respective Clinical Services Plan (CSP) for each of its seven clusters across Hong Kong to address long-term service

needs and roles of the hospitals and facilities in each cluster. The Government has announced the first and second Ten-year HDP in the 2016 and 2018 Policy Address respectively. KWC is providing public healthcare services for Tsuen Wan, Kwai Tsing, Sham Shui Po and the Lantau Island districts. KWC has been facing a high service demand as it serves the largest catchment population among HA clusters. The population is projected to increase and hence there is a need for increasing the extended care services to cope with the demand for rehabilitation and convalescent services.

- (c) The proposal aims to increase the capacity of convalescent and rehabilitation clinical services, ambulatory rehabilitation and allied health services to cope with the increasing population in a modern healthcare setting. Besides, the expansion proposal has been included in the first Ten-year HDP to provide additional capacity for the cluster's convalescent and rehabilitation services. Since the expansion of LKB will be part of the decanting arrangements for the redevelopment of PMH located to the south, it would also contribute to the redevelopment of PMH to facilitate the expansion of healthcare services of KWC.
- (d) The applicant has consulted the Community Affairs Committee (CAC) of the Kwai Tsing District Council (K&T DC) on 12.2.2019 on the LKB expansion project in relation to the original proposal for an OZP-compliant 7 storey New Block which would provide 400 beds in addition to the existing 268 beds of LKB, resulting a total of 668 beds for the whole LKB. Members of the CAC supported the proposed project and suggested HA to further study the feasibility of increasing the number of beds and storeys for the project. The expansion proposal of LKB was presented to the Legislative Council's Health Panel on 18.3.2019 and Public Works Subcommittee of the Finance Committee (FC) on 29.5.2019. The proposed expansion of LKB was also supported by the Legislative Council and the funding for the proposal was subsequently approved by the FC in 2019.

#### In Line with the Planning Intention and Compatible with Surrounding Land Uses

- (e) Compared with the 7-storey OZP compliant scheme which would provide 400 beds, the current proposal of the New Block can provide 562 to 582 beds, an extra of 162 to 182 beds. As a result, the whole LKB after expansion would provide a total of 830 to 850 beds to enhance ambulatory care services of LKB as part of PMH in a modern healthcare setting.
- (f) With regard to the proposed BH, the proposed development helps to maintain the ascending valley-like terrain and the development height profile in the area. Since the two existing residential sites in the vicinity are with a higher BH of 260mPD, the proposed development is considered acceptable. The proposed hospital development with BH of about 206mPD is also in line with the planning intention for the "G/IC" zone which is for the provision of hospital facilities and associated healthcare services to meet the community's need.
- (g) Given that the Site is mainly surrounded by GIC uses and existing/planned residential developments, the proposed development is considered compatible with the surrounding areas in land use terms.

#### Need for BHR Relaxation

- (h) The structure and foundation of the existing LKB block cannot cater for additional floors above. Even if vertical expansion is feasible, the additional floors areas would

be limited, and structural strengthening of existing building structure would significantly prolong the construction programme. Regarding the PMH main site in the south, it has been built for decades, leaving no suitable or vacant space for a new rehabilitation hospital block. Given the above, the rehabilitation garden of LKB is the only site available for expansion.

- (i) The proposal has taken into account the relevant criteria for consideration of the application for minor relaxation of BHR. The proposal with the building design is to address the specific site constraints in achieving the required floor area for the hospital development. The scheme is a response to maximizing the site utilisation under specific site constraints, including the long and elongated shape of the Site, the presence of the existing LKB, a drainage reserve area (**Plan A-2**), and the high rock head level which make extensive excavation very difficult.
- (j) The site constraints have limited the buildable footprint. Expanding the building vertically with additional floors is the inevitable option to accommodate the demand for increased beds and facilities. Two basement levels for carparking is considered as the maximum given the financial cost implication and high rock head level and hence no additional basement can be constructed. The proposed SC of all buildings within the Site would not exceed the maximum of 62.5% under Buildings (Planning) Regulations (B(P)R). SC of the upper portion of the New Block and the existing LKB together is lower, close to 57% as a floor plate for patient rooms should take into account the consideration of access to natural lighting and efficient travel distances from lift cores and hence utilizing the maximum SC under B(P)R is not feasible. The purpose of the application is not intended for competing for better view but rather that the functionality of the New Block has dictated its footprint and building form.
- (k) The proposed building design has taken into consideration the need for providing separation between buildings to enhance air ventilation and visual permeability. To achieve the above objective and a sustainable building design, a building gap of 15m would be proposed between the existing and proposed block to provide the required separation, and this has limited the floor plate size of in-patient floors and thus the new building would require additional floors to achieve the required floor area to provide the much-needed hospital beds and associated facilities. Suitable building design features would be incorporated in that the facade will be articulated taking into account the urban scale of Lai Kong Street, fence wall with permeable design and greening will be proposed to enhance the boundary design and visual connection at pedestrian level (**Drawing A-21**). Podium garden and at-grade greening area are proposed for the enjoyment of pedestrian and neighbours.

#### Technical Aspects

- (l) Various technical assessments have been conducted to demonstrate that proposed development will not cause adverse impacts on various aspects. The AVA has demonstrated that the general wind environment of the assessment area would be very similar between annual and summer condition while the ventilation performance between the whole assessment area and the Site are comparable. In comparison of the baseline scheme (i.e. OZP-compliant scheme of 7 storeys and about 179mPD) and the proposed scheme, their ventilation performance are basically comparable and the proposed development would not cause significant adverse ventilation impacts upon the surrounding areas.

- (m) There are no rare or protected tree species nor Old and Valuable Trees found within the Site. Of the 255 existing trees, 184 trees would be felled and 71 trees would be retained with additional compensatory planting of 148 trees. The overall greenery is 30% (**Drawing A-13**).
- (n) The VIA, which was conducted according to the Town Planning Board Guidelines No. 41 regarding the submission of VIA for planning application, has demonstrated that the proposed development will not cause adverse visual impact on the surrounding area. The proposal helps to maintain the valley-like topography and enhance the visual amenity and air ventilation of the area. The distance between LKB New Block and surrounding buildings has been maximized to reduce the visual impact. The applicant will consider adopting further building setback without making substantial change to the building, massing and layout at the detailed design stage.
- (o) The TIA has demonstrated the proposed development would not generate any adverse traffic impacts onto the local network. Provision of carparking spaces will be maximised according to the Hong Kong Planning Standards and Guidelines (HKPSG). The TIA indicated that the LKB passenger travel pattern exhibits a heavy tidal pattern with the residents' travelling demand. The TIA also indicated that with increase in the trips of the existing green minibus (GMB) services, the existing GMB services can absorb the generated demand from the proposal and no additional services are required.

### **3. Compliance with the "Owner's Consent/Notification" Requirements**

As the Site involves Government land only, the "owner's consent/notification" requirements as set out in the Town Planning Board Guidelines on satisfying the "Owner's Consent/Notification" Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31A) are not applicable.

### **4. Previous Application**

There is no previous application covering the Site.

### **5. Similar Application (Plan A-1 and Appendix II)**

There is a similar application (Application No. A/KC/451) for minor relaxation of BHR within the "G/IC" zone in the Kwai Chung OZP area. The Kwai Chung Hospital applied for minor relaxation of BH (from ~~420~~110mPD to ~~430~~120mPD) to cater for its expansion purposes and the application was approved by the Metro Planning Committee (the Committee) of the Board on 2.3.2018 with conditions mainly on the grounds that the additional BH was not significant, the proposal was considered visually acceptable and compatible with surrounding developments, the site was subject to constraints for redevelopment, and that the development was acceptable from traffic, environmental and technical aspects, etc.

**6. The Site and Its Surrounding Areas (Plans A-1 to A-5 and site photos on Plans A-6 to A-7)**

6.1 The Site is:

- (a) currently partly occupied by the existing hospital building, LKB, which is a 7-storey development and partly a rehabilitation garden with carparks underneath (**Plans A-2 to A-4**). The main roof level of LKB is at 179.075mPD. LKB was built in 2001 as part of the PMH which is located further away from PMH main site to the south; and
- (b) currently accessible via the main entrance at Lai Kong Street which is both for the pedestrian and vehicular access, including emergency vehicles.

6.2 The surrounding areas have the following characteristics (**Plans A-2, A-3 and A-8**):

- (a) to its immediate north is a site zoned “Residential (Group A)2” (“R(A)2”) at Lai Kong Street which is planned for private residential development with a maximum BHR of 240mPD with a building gap of 30m wide above 163mPD to facilitate penetration of easterly wind into the inland (**Plans A-2 and A-8**);
- (b) to its further north-east is the Lai King Fire Station falling within the “G/IC(2)” zone subject to the BHR of three storeys. The main roof level of the buildings is about 116mPD. To its immediate east is the Lai King Disciplined Services Quarters (three blocks) falling within the same “G/IC” zone and subject to a maximum BHR of 260mPD. The main roof level of the quarters blocks is about 257mPD (**Plan A-8**);
- (c) to its south-east is the Lai King Correctional Institution falling within the same “G/IC” zone subject to the BHR of five storeys (**Plan A-8**). The main roof level of the buildings is in the range of about 101mPD to 131mPD;
- (d) to its further south-east is a cluster of government and community facilities falling within the same “G/IC” zone subject to the BHR of six or eight storeys, including the Caritas Jockey Club Lai King Rehabilitation Centre, Yan Chai Hospital Chinachem Care and Attention Home, and Yan Chai Hospital Mrs. Kwok Yuk Cheung Care & Attention Home. The main roof level of the buildings is in the range of about 133mPD to 159mPD. Also to its further south-east is the Lai Chi Kok Fresh Water Service Reservoir falling within the same “G/IC” zone subject to a BHR of one storey; (**Plan A-8**);
- (e) to its immediate south and west is the slope areas falling within the same “G/IC” zone subject to a BHR of one storey;
- (f) to the northwest across Lai Kong Street is a private residential development, Highland Park which is zoned “R(A)” with a maximum BHR of 260mPD. Its main roof level is in the range of about 250mPD to 257mPD (**Plan A-8**); and
- (g) GMB stops are located along Lai Kong Street outside LKB.



## **7. Planning Intention**

- 7.1 The planning intention of the “G/IC” zone is primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments. Some facilities, such as the PMH and Kwai Chung Hospital, serve a much wider area.
- 7.2 As stated in paragraph 7.9 of the Explanatory Statement (ES) of the OZP, a minor relaxation clause in respect of BHRs is incorporated into the Notes of the OZP to provide flexibility for development/redevelopment with design merits/planning gains. Each application for minor relaxation of BHR will be considered on its own merits and the relevant criteria for consideration of such relaxation are as follows:
- (a) amalgamating smaller sites for achieving better urban design and local area improvements;
  - (b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as public passage/street widening;
  - (c) providing better streetscape/good quality street level public urban space;
  - (d) providing separation between buildings to enhance air and visual permeability;
  - (e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the OZP; and
  - (f) other factors such as site constraints, the need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality, provided that no adverse landscape and visual impacts would be resulted from the innovative building design.

## **8. Comments from Relevant Government Departments**

- 8.1 The following Government bureau/departments have been consulted and their views on the application are summarized as follows:

### **Policy Support**

- 8.1.1 Comments of the Secretary for Food and Health (SFH):

she supports in principle the application for proposed minor relaxation of BHR.

### **Land Administration**

- 8.1.2 Comments of the District Lands Officer/Tsuen Wan and Kwai Tsing, Lands Department (DLO/TW & KT, LandsD):

- (a) the Site falls within Government Land Allocation No. KT-1023 and was allocated to the then Hospital Services Department for the Lai King Hospital development. It is now under the management of the HA. The Site is subject to a building height restriction of not exceeding 340mPD, vehicular access restriction and a drainage reserve clause under the Engineering Conditions;
- (b) the proposed new block falls partly within a Drainage Reserve Area where there are existing underground drainage facilities held by Drainage Services Department (DSD), and will affect DSD's existing drainage facilities. No structure shall be erected within that area except with DSD's consent. DSD's comment should be sought on the drainage diversion proposal, which should be in all respects to the satisfaction of DSD. As noting that part of the new sewer falls within Lai Kong Street, comments of Highways Department (HyD) should also be sought; and
- (c) comments of Transport Department (TD) and HyD should be sought on the proposed parking and loading/unloading provision and any amendment to the designated vehicular access points.

### **Traffic**

#### 8.1.3 Comments of the Commissioner for Transport (C for T):

- (a) she has no further comment on the submitted TIA and has no adverse comment on the proposed run-in/out locations. With the implementation of the proposed improvement works, it is anticipated that the proposed development would not induce insurmountable traffic impact onto the adjacent road network. According to the TIA and as agreed with the applicant, the proposed traffic improvement works include :
  - (i) improvement works at Lai King Hill Road / Kwai Chung Interchange;
  - (ii) the relocation of the GMB stop(s) at Lai Kong Street into the Hospital Site;
- (b) it is suggested to include the following in the approval conditions:
  - (i) the design and provision of vehicular access arrangement, parking facilities, and loading/unloading spaces to the satisfaction of C for T;
  - (ii) the design and implementation of the traffic improvement works, as proposed/agreed by the applicant, to the satisfaction of C for T;
- (c) it is noted that there is a public comment concerning the justification of provision of upper bound of parking spaces as required under the HKPSG. As the proposed development is not well served by nearest railway station within 500m of the Site and illegal parking activities are frequently observed in this vicinity, the upper bound of the

required provision should therefore be adopted in assessment of the parking demand;

- (d) regarding the comment on introduction of more public transport services on Lai Kong Street, there are currently five GMB routes operating on Lai Kong Street, including GMB Route 46M (Lai Kong Street - Lai King Station), 90M ((Lai Kong Street – Mei Foo Station), 91A (Lai Kong Street – Kwai Fong Station), 91 (Lai Kong Street – Tsuen Wan) and 411 (Lai Kong Street – Sham Shui Po). The existing GMB services provides an extensive public transport network to the passengers on Lai Kong Street, including the users of the expansion of LKB, to travel to the MTR stations or major areas adjacent to Lai Kong Street, which is considered sufficient to cater for the transportation need of the passengers;
- (e) regarding the comment on the adequacy of GMB services to cater the passenger demand arisen from the expansion of LKB, according to the submitted TIA, the additional demand from LKB would have an opposite pattern compared to the existing demand for GMB services in the peak hours. That is to say the existing passengers mainly make use of the GMB services for MTR bound, while the additional passengers brought by the expansion of LKB would mainly go for Lai Kong Street bound in the morning peak hours, and vice versa in the evening peak hours. As there is spare capacity for the GMB services to cater for the additional passenger demand from the expansion of LKB, there is no imminent need for major GMB service enhancement in relation to the expansion of LKB;
- (f) however, taking into account the future residential development in the vicinity, additional passenger demand would be brought to the GMB services, which requires service enhancement for GMB services, particularly the MTR bound in morning peak hours. In this connection, TD would consider liaising with the relevant GMB operators to enhance the services to cater for the passenger demand arisen as appropriate;
- (g) as the target completion date of expansion of LKB is 2026, the corresponding passenger demand for GMB services would be kept in view nearer the time, and service adjustment would be adopted in liaison with the relevant GMB operators with a view to the actual passenger demand and preference of GMB routes; and
- (h) the consultants of TD are, on the basis of the current assessment mechanism for hillside escalator links and elevator systems (HELs), conducting assessments of various HEL proposals received in the past few years, including a proposal from Lai Cho Road, Lim Cho Street to Lai Kong Street. The assessments are nearly complete and TD plans to start consulting the respective DCs progressively from December this year so as to confirm the first batch of HEL proposals for priority implementation. Apart from the above proposal, there is another HEL project connecting Lai King Hill Road and Lai Cho Road. HyD commenced the consultancy study for the HEL between Lai King Hill Road and Lai Cho Road in November 2020.

8.1.4 Comments of the Chief Highway Engineer/NT West, Highways Department (CHE/NTW, HyD):

- (a) the Site falls within the protection boundary of the West Rail Line. With reference to the procedures in Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers PNAP APP-24, the applicant should consult MTR Corporation Limited with respect to operation, maintenance, safety and future construction of the existing railway networks; and
- (b) while he has no adverse comment on the revised layout of sewers on public road, the sewerage diversion proposal (including the drainage reserve and sewers etc.) should be commented and agreed by DSD and LandsD. Excavation Permit should be obtained from his office prior to commencement of excavation works (if any) on public roads/footpaths maintained by HyD and approval should be obtained on the proposed temporary traffic management scheme for the works from the Police and TD.

**Environment**

8.1.5 Comments of the Director of Environmental Protection (DEP):

- (a) she has no objection to the planning application. According to the EA and information submitted in support of the application, no insurmountable environmental impact would be anticipated. The SIA concluded that no adverse impact on the existing sewerage system is anticipated;
- (b) it is noted that a land contamination review will be submitted at later stage to address the potential land contamination issues. Should the application be approved, it is recommended to impose the following approval condition:

submission of land contamination assessments in accordance with the prevailing guidelines and the implementation of the remediation measures identified therein prior to the development of the site to the satisfaction of the DEP or of the Board;

- (c) it is suggested to include the following in the advisory clauses:
  - (i) as the proposed development would involve demolition of existing structures and excavation works, the applicant is advised to minimize the generation of Construction and Demolition (C&D) materials; reuse and recycle the C&D materials on-site as far as possible; and observe and comply with the legislative requirements and prevailing guidelines on proper waste management for the proposed development; and
  - (ii) the applicant need to ensure that suitable construction method and adequate noise mitigation measures (i.e. provision of acoustic louvers/silencers at source) will be adopted and implemented to ensure compliance of construction and

operational noise level to their relevant standards.

### **Urban Design, Air Ventilation and Landscape**

#### 8.1.6 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

##### Urban Design and Visual

- (a) the Site is at an elevation level of about 150mPD and located at the northern portion of a cluster of GIC facilities in the Ha Kwai Chung area nestled within a relatively low-density landscaped setting at the foothill of Golden Hill. Except for the Lai King Disciplined Services Quarter at a slightly lower elevation level (with a BH of about 257mPD) to the immediate east of the Site, the current BHRs for the northern portion of this GIC cluster mainly ranges from one to eight storeys. To the immediate north of the Site is a “R(A)2” site with a BHR of 240mPD. To the north-west of the site across Lai Kong Street is the Highland Park residential development with a BH ranging from about 250mPD to 257mPD located at a higher elevation level. Given the context and as illustrated in the VIA, while the visual openness currently offered by the rehabilitation garden would inevitably be reduced, it is unlikely that the proposed development would induce significant adverse effect on the visual character of the surrounding townscape;
- (b) the proposed relaxation of BH is mainly to provide additional floor spaces for increasing hospital beds and facilities. The applicant has provided justifications on the difficulties in reducing the BH of the proposed development by further excavation. It is noted that several design measures have been incorporated in the proposed development, such as a landscaped podium garden at 2/F and a minimum 15m-wide building separation (except for the link bridge) above the podium garden level (at about 159.3mPD) between the New Block and the existing LKB. Landscaped treatments in form of greening and trees have generally been provided at G/F, 2/F and 11/F of the proposed development. The fence walls along the site boundary will adopt permeable design and potential greening. Technically speaking, incorporation of the above design measures does not necessarily require additional BH. Nonetheless, the design would promote visual interest and building permeability;
- (c) the applicant has provided information demonstrating that the proposed development has fulfilled Sustainable Building Design Guideline (SBDG) requirements.

##### Air Ventilation

- (d) an AVA-Initial Study using computational fluid dynamics has been conducted to support the current application. Two scenarios, i.e. the Baseline Scheme (OZP Compliant Scheme) and Proposed Scheme, have been assessed in the study. According to the latest

simulation results, slight decrease in Site Spatial Average Velocity Ratios (SVR) and Local Spatial Average Velocity Ratios (LVR) in both annual and summer conditions are found when compared the Baseline Scheme with the Proposed Scheme. Various mitigation measures are incorporated in the Proposed Scheme, which include the permeable elements at 1/F loading bay and building separation above the landscape roof terrace in order to alleviate the potential impact to the surrounding pedestrian wind environment;

- (e) considering the Site is located in an elevated hilly region with abundant wind resource and the latest simulation results, no significant adverse impact to the pedestrian wind environment is anticipated; and

### Landscape

- (f) the applicant is reminded that the approval of the planning application under the Board does not imply approval of the site coverage of greenery requirements under Development Bureau Technical Circular (Works) No. 3/2012. Similarly, for any proposed tree preservation/removal scheme, the applicant should seek comments and approval from the relevant department(s) on the proposed tree works and compensatory planting proposal, where appropriate.

#### 8.1.7 Comments of the Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD):

it is noted that the proposed New Block with building height of about 206mPD may not be incompatible with adjacent developments with building height ranging from 251mPD to 257mPD. He has no comment from visual impact point of view. Some facade area of the proposed new block is facing west. Solar control devices should be considered to reduce solar heat gain and avoid glare affecting adjacent buildings as far as practicable.

### Geotechnical

#### 8.1.8 Comments of Head of the Geotechnical Engineering Office, Civil Engineering and Development Department (H(GEO), CEDD):

all works necessary to ensure adequate stability of land and structures which could be adversely affected by the project or failure of which could adversely affect the Site shall be carried out as part of the project. The geotechnical design of all new slopes and retaining walls, together with the findings of geotechnical investigations and studies on existing man-made slopes and retaining walls which may affect or be effected by the proposed project shall be submitted to the GEO, CEDD for checking.

### District Officer's Views

#### 8.1.9 Comments of the District Officer (Kwai Tsing), Home Affairs Department (DO(K&T), HAD):

- (a) he has no comment on the application for proposed minor relaxation of BHR for permitted hospital use. It is expected that the enhancement of service level generated by the expansion will be welcomed by the community at large;
- (b) it is noted that the members of K&T DC have offered their comments on the proposal at the DC meeting on 14.7.2020 (see minutes at **Appendix III**). In gist, the K&T DC supported the expansion plan to improve healthcare services but strongly requested the applicant and the relevant departments to improve the ancillary traffic/transport facilities that connected to PMH including: (i) constructing a lift tower/escalators to link LKB in PMH to make it more convenient for the public to walk to PMH; and (ii) widening Lai King Hill Road to facilitate provision/improvement of bus service by bus companies to make it easier for the public to reach PMH direct;
- (c) a letter from the Chairman of DC, on behalf of the DC, to the Chairman of the Board conveying their concerns is at **Appendix IIIa**. In gist, the letter relayed similar concerns that : i) the proposed lift tower/escalators system connecting Lai Kong Street and Lai King Hill Road can facilitate the residents to reach the Lai King Hill area and LKB from MTR Lai King Station; and ii) widening of Lai Kong Street and improvement to road design would facilitate the provision of bus service with greater passenger capacity so that the residents can reach LKB direct; and
- (d) the residents of Highland Park have grave concerns on the traffic and environmental issues related to the application.

8.2 The following Government departments have no comment on the application:

- (a) Chief Building Surveyor//New Territories West, Buildings Department (CBS/NTW, BD);
- (b) Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD);
- (c) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (d) Commissioner of Police (C of P);
- (e) Director of Fire Services (D of FS); and
- (f) Director of Health (D of Health).

## **9. Public Comments Received During Statutory Publication Periods**

- 9.1 During the statutory public inspection periods, a total of 2,831 public comments were received. A full set of the public comments is deposited at the meeting for Members' inspection.
- 9.2 Among the 2,831 public comments, 5 supported the application, 2,603 objected to the application, and 223 individuals expressing concerns or providing views on the application. The public comments were submitted by the following parties:

- (a) 5 comments (**Appendix IVa**) submitted by individuals supporting the application on the grounds that that it would better utilize land resources to enable provision of more bed spaces and additional clinical/medical facilities;
- (b) among the 2,603 objecting comments, 5 were submitted from two DC members (**Appendix IVb**). The main objection reasons include questioning the validity/accuracy of the technical assessments in support of the application by mistakenly concluding that the proposed development would have no adverse impacts on traffic, environmental, air ventilation, visual and health/hygiene aspects; missing out the planned Lai Kong Street development for the cumulative impact assessments; the severe traffic condition would be aggravated given the inadequate capacity of the existing traffic supporting facilities and without proper transport planning for the area; the request for traffic improvement measures (including the proposed lift-tower/pedestrian escalators system for improving pedestrian connection between the Lai King Hill area, its surroundings and the MTR Lai King Station); widening of Lai Kong Street; insufficient justifications for adoption of high-end carparking standard; concerns on pedestrian safety due to narrow road and on privacy due to the proximity of residential and hospital development, lack of proper public consultation procedures, the minor relaxation for BHR was not justified pursuant to the criteria in the ES of the OZP, etc.;
- (c) 2 comments were submitted by the Incorporated Owners of Highland Park (**Appendix IVb**) objecting to the application mainly from traffic and environmental perspectives with concerns/worries similar to (b) above. Specifically, the commenters raised that the TIA has under-estimated the cumulative traffic impacts and resultant traffic/pedestrian flow arising from the existing/planned developments; concerns on air/light/noise pollution/heat island/wall effect; hygiene/health issue due to exhausted air emission from the hospital; and blockage of light/views/wind, etc.;
- (d) 2,596 individual comments (samples at **Appendix IVc**) were submitted objecting to the application mainly from traffic, environmental, visual, air ventilation and health/hygiene aspects with concerns/worries similar to (b) and (c) above. One of the commenters raised that the interests of the public and the affected parties should be balanced and other alternatives to reduce the proposed BH should be explored; including (i) further increasing the site coverage; (ii) provide less carparking spaces; (iii) using the existing turnaround area at the north-west of the existing LKB for the construction of the New Block; and (iv) construction of extra basement floor; and
- (e) the remaining 223 individual comments (samples at **Appendix IVd**) mainly expressed views and suggestions on the application, including the need to minimize disturbance to nearby residents during construction period; the implementation of pedestrian connection improvement measures such as lift-tower/pedestrian escalators system for Lai King area; widening of Lai Kong Street and Lai Chi Ling Road and introducing more bus/mini-bus services and GMB stops.

## **10. Planning Considerations and Assessments**

- 10.1 The application is to seek planning permission for minor relaxation of the BHR from 7 to 12 storeys to facilitate the permitted hospital use (development of the New



Block of LKB). The Site is zoned “G/IC” which is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or territory. As mentioned in paragraph 1.4, the proposed development is mainly to provide additional healthcare, medical and clinical services as well as in-patient accommodation to meet the increasing demand from local residents and the wider district as part of the HA’s first Ten-year HDP. SFH supports the application from policy perspective.

### Minor Relaxation of BHR

- 10.2 The proposal is for a 12-storey New Block building (excluding two basement levels) which will mainly accommodate 11 storeys for hospital uses including in-patient beds, associated clinical services and supporting services; with one storey for building services plant rooms. As compared to an OZP-compliant scheme for a hospital development with a maximum of 7 storeys which can provide 400 beds, an addition of 162 to 182 beds can be provided in the current proposal. The minor relaxation of BHR can facilitate the LKB to provide extra hospital beds (562 to 582 beds) to enhance the capacity of medical services, address the community needs of KWC and meet the decanting needs for the redevelopment of PMH.
- 10.3 While main roof-top structures are usually excluded from BH calculation, there is specific covered area requirement for the hospital facilities proposed at 11/F to serve the functional needs which would render the development exceeding those allowed under JPN No. 5. Hence, the roof level has to be counted as one storey as explained in paragraph 1.3 above.
- 10.4 According to the applicant, the structure and foundation of the existing LKB block cannot cater for additional floors above. Even if vertical expansion is feasible, the additional floors areas would be limited, and structural strengthening of existing building structure would significantly prolong the construction programme. For the PMH Main Site, it was built for decades leaving no suitable or vacant space for a new rehabilitation hospital block. Given the above, the applicant considers that rehabilitation garden of LKB is the only site available for expansion.
- 10.5 According to the applicant, the design of the proposed development is subject to site constraints including the elongated and narrow site, the existing block of LKB and a drainage reserve area as well as the high rock head level which makes extensive excavation work difficult. Two basement levels for carparking are already proposed to minimize the proposed BH. Additional floors by minor relaxation of BHR is the only option to maximize its development potential and to provide additional hospital beds in meeting the increasing demand for hospital facilities and services.

### Planning and Design Merits

- 10.6 The proposed development with a BH of 12 storeys at about 206mPD at main roof level is not incompatible with the adjacent GIC developments with BH ranging from 101mPD to 159mPD located to the south and southeast and surrounding residential developments with BHR of 240mPD to 260mPD located to the west, north and east (**Plan A-8**). Given the site context and as illustrated in the VIA, CTP/UD&L, PlanD considers it is unlikely that the proposed development would induce significant adverse effect on the visual character of the surrounding

townscape. Considering the Site is located in an elevated hilly region with abundant wind resource and the latest simulation results, no significant adverse impact to the pedestrian wind environment is anticipated. CA/CMD2, ArchSD has no objection to the application from visual impact point of view taking account of the BH of the surrounding buildings.

- 10.7 The New Block has adopted various design elements, such as a landscaped podium garden at 2/F and a minimum 15m-wide building separation (except for the link bridge) above the podium garden level between the New Block and the existing LKB. Landscaped treatments in form of greening and trees have generally been provided at G/F, 2/F and 11/F of the proposed development. The fence walls along the site boundary will adopt permeable design and potential greening (**Drawings A-13** and **A-21**). CTP/UD&L, PlanD considers these design measures would promote visual interest and building permeability. According to the applicant, the proposed development would be restricted in its facade length and a 15m gap would be provided between the new and existing blocks in order to achieve a sustainable building design. These would provide separation between buildings to enhance air and visual permeability. The above design measures will generally meet the criteria for minor relaxation of BHR in the ES of the OZP as stated in paragraphs 7.2(c) and (d) above.

#### Technical Aspects

- 10.8 On the traffic aspect, with the implementation of the improvement works as set out in paragraph 8.1.3(a) above, C for T considers that the proposed development would not induce insurmountable traffic impact onto the adjacent road network. According to the submitted EA, no insurmountable environmental impact would be anticipated for the proposed development. Concerns of C for T and DEP on the design/implementation of traffic improvement measures and land contamination issues can be addressed by the incorporation of approval conditions as set out in paragraphs 11.2(b) and 11.2(c) below respectively. Other concerned departments including CE/MS of DSD and H(GEO) of CEDD have no objection to/adverse comments on the proposed redevelopment.

#### Public Comments

- 10.9 The supporting comments are noted. Regarding the opposing public comments concerning traffic, noise/air pollution, visual and air ventilation, the planning assessment in paragraphs 10.1 to 10.8 above and the departmental comments in paragraph 8 above are relevant. Regarding the health concern on the possible cross contamination of infectious disease, the applicant has indicated that the hospital will adopt the latest infection control standards such as the installation of highly effective filters of the exhaust system. Exhaust system for isolation rooms will be designed according to HA's Infection Control Guidelines and High Efficiency Particulate Air (HEPA) filter and associated pre-filters would be installed in the system such that it would not cause potential threat to surrounding and that the public health and safety can be maintained.
- 10.10 Regarding the public comment that other alternatives to reduce the proposed building height should be explored, the applicant has responded that the proposal of building over the open air turnaround area behind the main entrance of the existing LKB which is partly used for emergency vehicular access (EVA) and

should be vertically unobstructed for access to building facades to comply with the Code of Practice for Fire Safety of Buildings.

- 10.11 Regarding the proposal of further increasing SC to reduce the number of storey, the applicant has explained that the whole site of LKB has to fulfil the B(P)R on the permitted maximum SC of 62.5%. The SC of the upper portion of the New Block and the existing LKB together is lower, close to 57% as a floor plate for patient rooms should take into account the consideration of access to natural lighting and efficient travel distances from lift cores and hence utilizing the maximum SC under B(P)R is not feasible. As regards constructing additional basement level, it is considered technically not viable for this project since it involves extraordinary construction difficulties due to high existing rock head level and the surrounding existing slope features which will affect construction programme and impose a high risk/uncertainty to the project. Besides, additional access staircases, smoke extraction system and extensive fire services installations will be required for the additional basements, thus largely reducing building efficiency. Also, only limited uses and selective building services plant rooms are operationally or technically viable to be housed at a basement.
- 10.12 Regarding the concern that applicant has missed out the cumulative impacts arising from the planned Lai Kong Street residential development in the technical assessments, the applicant has submitted the relevant revised assessments to take into account the proposed development at the site.
- 10.13 As regards the concern on the inadequate setbacks from the adjacent residential development (Highland Park), the applicant has undertaken that further building setback without making substantial change to the building, massing and layout would be explored at the detailed design stage. An advisory clause would also be recommended on this aspect. The applicant has also responded that the concerns on privacy will be taken into consideration when the facade and windows for the New Block are designed at the detailed stage.
- 10.14 Regarding the concern on the insufficient justifications for minor relaxation of BHR given the scale of the proposal, each application would be considered based on the individual merits of development proposal. In relation to the public comments that there is lack proper public consultation for the application, the application and the further information submitted have been published for public comments under the established procedures under the Town Planning Ordinance.

## **11. Planning Department's Views**

- 11.1 Based on the assessments made in paragraph 10 and having taken into account the public comments mentioned in paragraph 9, the Planning Department has no objection to the application.
- 11.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 4.12.2024, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The following conditions of approval and advisory clauses are suggested for Members' reference:

Approval Conditions

- (a) the design and provision of vehicular access arrangement, parking facilities, and loading/unloading spaces for the proposed development to the satisfaction of Commissioner for Transport or of the Town Planning Board;
- (b) the design and implementation of the traffic improvement works, as proposed/agreed by the applicant, to the satisfaction of the Commissioner for Transport or of the Town Planning Board; and
- (c) the submission of land contamination assessments in accordance with the prevailing guidelines and the implementation of the remediation measures identified therein prior to the development of the site to the satisfaction of the Director of Environmental Protection or of the Town Planning Board.

Advisory Clauses

The recommended advisory clauses are attached at **Appendix V**.

- 11.3 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' reference:

The applicant fails to demonstrate that there are sufficient planning and design merits to justify the proposed minor relaxation of building height restriction.

**12. Decision Sought**

- 12.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 12.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.
- 12.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

**13. Attachments**

<b>Appendix I</b>	Application Form and a letter received on 10.6.2020
<b>Appendix Ia</b>	Supporting Planning Statement
<b>Appendix Ib</b>	FI 1 received on 17.7.2020
<b>Appendix Ic</b>	FI 2 received on 27.7.2020
<b>Appendix Id</b>	FI 3 received on 14.8.2020
<b>Appendix Ie</b>	FI 4 received on 10.9.2020
<b>Appendix If</b>	FI 5 received on 9.10.2020
<b>Appendix Ig</b>	FI 6 received on 19.10.2020
<b>Appendix Ih</b>	FI 7 received on 1.12.2020
<b>Appendix II</b>	Similar Application
<b>Appendix III</b>	Extracted Minutes of K&T DC Meeting held on 14.7.2020
<b>Appendix IIIa</b>	Letter of Chairman of K&T DC to Chairman of the Board

<b>Appendices IVa to IVd</b>	Public comments/sample of public comments received during the Statutory Publication Periods
<b>Appendix V</b>	Recommended Advisory Clauses
<b>Drawings A-1 to A-21</b>	Section, Floor Layouts, Landscape Master Plans, Greenery and Photomontages
<b>Plan A-1</b>	Location Plan on OZP
<b>Plan A-2</b>	Site Plans
<b>Plan A-3</b>	Aerial Photo
<b>Plans A-4 to A-7</b>	Site Photos
<b>Plan A-8</b>	Building Height of Existing Buildings in the Vicinity

**PLANNING DEPARTMENT  
DECEMBER 2020**