

**Enquiries received at the briefing session on Expression of Interest (EOI) exercise in private hospital development held on 3 February 2010 and response from the Food and Health Bureau (FHB) (Part 2)**

**Question No. 12**

**Could the Government provide more information on the projected increase in the number of beds in the public and private sector in the next few years?**

The planned number of beds in public hospitals managed by the Hospital Authority is 27 040 by end March 2010. A number of redevelopment/expansion projects of existing public hospitals and new public hospital projects are underway, including the expansion of the Tseung Kwan O Hospital, the North Lantau Hospital Phase 1 and the Tin Shui Wai Hospital. It is estimated that about 600 additional beds in public hospitals will be provided over the next few years.

As for private hospitals, a number of existing private hospitals have made public their redevelopment or expansion plans and a new private hospital with 280 beds at Clearwater Bay is under planning. These projects are at different stages of planning. It is roughly estimated that an additional 500 to 600 beds will be provided by the private hospitals from 2011 to 2015.

**Question No. 13**

**Regarding paragraph 2.4 of the EOI document concerning the special requirement on land use, in the event that the hospital ceases operation or its use has diminished to an unacceptable extent due to, say, Government's action or other factors that are out of the control of the hospital, would the Government consider providing compensation to the purchaser/grantee of the site?**

FHB's response:

For the purpose of ensuring full compliance with the lease conditions which may include the special requirements, the Government will be entitled to and may re-enter and take possession of the subject site under the land lease in case of failure of the purchaser/grantee to comply with

the lease conditions. The Government as private lessor to Government lease would act in accordance with the law governing lessor and lessee, and the land authority will act on behalf of the Government to seek remedies for any breach of the lease conditions according to the law and the related procedures subject to any relief afforded by the law to the lessee. While it is not possible or appropriate to comment on individual situations, in general the lessee in default may have the right to petition for relief or ask for a relief from court against re-entry on breach of lease conditions subject to merits of the case.

#### **Question No. 14**

**Would the Government provide more information on the future development nearby the four reserved sites?**

Further to the information contained in section 3 of the EOI document, more information on the existing and planned development in the vicinity of the four sites set out is set out below.

##### (a) Wong Chuk Hang site

The subject site is located at the Wong Chuk Hang area in the Southern District. The Ocean Park, one of the major tourist attractions in Hong Kong, is located to the southeast of the subject site. The Ocean Park is undergoing redevelopment and expansion, with a total of 3 proposed hotels including one at the Entry Plaza in Wong Chuk Hang. To the further east is the Wong Chuk Hang Business Area where a number of planning applications for hotels have been received in the past few years. Amongst the approved cases, one hotel has recently been completed and one case has completed the necessary lease procedures for hotel use. There are 7 other sites with valid planning approvals for hotel development but not proceeded yet. The former Wong Chuk Hang Estate site is being considered for property development above the future South Island Line (East) depot. The planned population of the area is about 184 700.

##### (b) Tseung Kwan O site

The subject site is located at Pak Shing Kok area of Tseung Kwun O new town, which commenced development starting from the 1980s. To the west of the subject site is the Tseung Kwan O town centre with

high-density developments with retail and supporting facilities clustered around the MTR stations of the Tseung Kwan O MTR Line. To the immediate south of the subject site is a studio of a film company. Located to the further south of the subject site is the LOHAS Park, a comprehensive commercial and residential development that includes about 20,000 residential units and other community facilities such as kindergartens, schools, day nursery, elderly centre, residential care home for the elderly, community hall, indoor recreation centre, etc. Tseung Kwan O Industrial Estate is located to the further south of LOHAS Park along Wan Po Road. It is projected in 2018 the population of Tseung Kwan O new town will reach 426 200, while the planned population of the Tseung Kwan area is about 450 000.

(c) Tai Po site

The subject site is located in the peripheral area at the northern side of the Tai Po new town, which commenced development in the late 1970s. To the immediate west of the site is a school cum training centre for the disabled. To the east of the subject site is the Fung Yuen Comprehensive Development Area. According to the Master Layout Plan approved by the Town Planning Board in 2000, about 1,860 residential units in 12 blocks will be developed there in two phases with an estimated population of about 4,500. Further to the west and south of the subject site along Ting Kok Road are mainly developed residential areas with a number of schools and other community facilities. Further to the southeast of the subject site is the Tai Po Industrial Estate. It is projected in 2018 the population of Tai Po new town will reach 270 600, while the planned population of the Tai Po area is about 291 800.

(d) Lantau site

The subject site is located at the southern part of the Tung Chung new town on Lantau Island, which commenced development in the 1990s. To the southeast of the subject site is Yat Tung Estate, which is one of the major public housing estates in Tung Chung. The Tung Chung Town centre which consisted of high density residential developments is located to the north of the subject site. The future extension of the new town will focus on Tung Chung west and east. The Government will commission a feasibility study for the remaining development in Tung Chung to comprehensively review planning and development for the

remaining parts of Tung Chung. It is projected in 2018 the population of Tung Chung new town will reach 90 500, while the planned population of the new town is 220 000.

Further information on planned land uses near the subject sites could be obtained from the respective outline zoning plan (OZP) to which the sites belong. The OZPs could be viewed at the following website of the Town Planning Board

<http://www.ozp.tpb.gov.hk/default.aspx>

### **Question No. 15**

**In respect of the site at Wong Chuk Hang, would the Government provide further information as to how the impact on the hospital generated by operation South Island Lind (East) could be effectively mitigated and kept to a minimum?**

The MTRCL has conducted assessment on the impact of ground-borne noise, vibration, magnetic field and RF-radiated field generated by railway operation on the future hospital.

According to MTRCL's assessment, which is conducted having regard to the maximum over single passby noise and vibration level as specified in the U.S. Department of Transport's Transit Noise and Vibration Impact Assessment published in 1995, the enclosure of the railway in concrete box structure and the physical separation from the hospital structure would help mitigate the impact on noise and vibration to a level that would not affect the hospital operation. Noise barrier may also be provided for the part of viaduct outside the site at the south to mitigate noise impact subject to the findings of the Environmental Impact Assessment under the Environmental Impact Assessment Ordinance. MTRCL will adopt the technology of resilient track and floating slab trackform for the section of the track running across the subject site to minimize the potential noise and vibration impact on the hospital. Such technology has also been adopted in MTRCL's Kowloon Southern Link project to effectively mitigate the noise impact of railway operation to a number of nearby noise sensitive developments, such as the Hong Kong Culture Centre and Space Museum.

As for the impact of magnetic field and RF-radiated field generated by railway operation, MTRCL's assessment suggests that ordinary medical equipment should be located at least 30 metres away (horizontally and vertically) from a railway to avoid the impact of magnetic field. The MTRCL has undertaken to further address the electromagnetic interference issue through installation of auxiliary feeder cables in the railway box structure or other appropriate measures for the railway section running across the subject site. This measure could reduce the separation requirement to 15.5 metres from the topside of the concrete box structure (vertical) and 17.5 metres from the centreline of the concrete box structure (lateral). For highly sensitive medical equipment such as electronic microscopes, proper magnetic shielding against the ambient earth magnetic field and nearby electrical installations would already be provided during the construction of the hospital to ensure its correct functioning. With such shielding in place, the separation requirement of 15.5m/17.5m to mitigate the effects of railway magnetic field is also applicable. As for the impact of RF-radiated field, the concrete box structure enclosing the railway will provide sufficient shielding effect to avoid unacceptable interference with the functioning of medical equipment.

MTRCL has given special consideration to the design of the part of SIL(E) running through the site. The design of the railway would allow possible basement development in the future private hospital. MTRCL is prepared to work with the future developer of the private hospital to carry out additional mitigation measures to facilitate co-location of the hospital and the railway.

The MTRCL will conduct further studies and carry out additional mitigation measures when the development scheme and design of the private hospital are available in future, to enable co-location of the hospital and the railway.

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