

**Proposed Minor Relaxation of Building Height Restriction for Permitted Social Welfare Facility
(Redevelopment of The Salvation Army Lai King Home)
at “G/IC” Zone, 200-210 Lai King Hill Road, Lai King
(S16 Planning Application No. A/KC/506)**

Comments forwarded from Tsuen Wan and West Kowloon District Planning Office

Comments	Responses						
Comments from Tsuen Wan and West Kowloon District Planning Office, Planning Department (received on 8 July 2024) (Contact Person: Mr Sam HO & Mr. Charlie TSUI; Tel.: 2417 6258 / 2417 6252)							
<p>Supporting Planning Statement (SPS)</p> <p>1. Para. 2.8.2 and Table 2.3 – As Table 2.3 covers provision of major community facilities in <u>Kwai Chung</u> OZP only, please revise the last sentence of the paragraph to read as follows “... to meet the demand in <u>Kwai Chung Planning Area</u> (Table 2.3 refers)”.</p>	<p>Noted. Para. 2.8.2 and Table 2.3 of the Supporting Planning Statement (Annex 1 refers) are updated.</p>						
<p>2. Para 4.2.2 – It is noted from Table 2.3 that the provision of residential care services in Kwai Chung OZP is already in surplus. Please provide further details on how the proposed development would meet the demand for residential care services in the district or territory.</p>	<p>There is an acute shortage of places for residential rehabilitation services in the whole territory. According to statistic by SWD in 2023, the average waiting time for relevant residential services in Hong Kong ranges from 8.9 to 17.8 years (Table 1 refers).</p> <p>Table 1 Average Waiting Time for Residential Rehabilitation Services in 2023</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #cccccc;">Type of Relevant Residential Rehabilitation Services</th> <th style="background-color: #cccccc;">Average Waiting Time in Hong Kong (in years)</th> </tr> </thead> <tbody> <tr> <td>Hostel for Severely Mentally Handicapped Persons</td> <td align="center">8.9 to 17.8</td> </tr> <tr> <td>Hostel for Moderately Mentally Handicapped Persons</td> <td align="center">9.9 to 11.4</td> </tr> </tbody> </table> <p>Although the provision of residential care services in Kwai Chung OZP is already in surplus, it is understood that residential care services are planned on five-cluster basis by SWD and Kwai Chung is situated in the New Territories West Cluster. The proposed residential care services at the site in Kwai Chung are anticipated to meet the existing demand in the New Territories West Cluster including Tsuen Wan, Tsing Yi, Tuen Mun, Yuen Long and Tin Shui Wai.</p>	Type of Relevant Residential Rehabilitation Services	Average Waiting Time in Hong Kong (in years)	Hostel for Severely Mentally Handicapped Persons	8.9 to 17.8	Hostel for Moderately Mentally Handicapped Persons	9.9 to 11.4
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Comments	Responses
	In view of the above, the Proposed Development will meet the imminent cluster-based and overall demand for the residential care services.
3. Figure 3.1a to d – Suggest combining all figures into one consolidated drawing/frame in A4 size or supplement a separate drawing with annotation to list out and illustrate all proposed design merits of the proposed development.	Noted. Figure 3.1a to 3.1d have been consolidated in one drawing in A4 size to illustrate the proposed design merits of the Proposed Development. Please refer to the updated Figure 3.1 in the Supporting Planning Statement (Annex 1 refers)
Visual Impact Assessment (VIA) 4. Photomontage VP1 – The barrier fencing of the proposed development and railings of the pedestrian walkway appear to be missing. Please rectify.	Please note that the barrier fencing and the railing of the pedestrian walkway have been supplemented in the photomontage of VP1. Please refer to the updated Figure 2.1 of the Visual Impact Assessment (Annex 3 refers).
Landscape Proposal and Tree Survey Report 5. Please provide a plan that shows all trees to be removed/retained and/or newly planted.	Please refer to the Tree Treatment Plan for the trees to be removed / retained. For the newly planted tree, please refer to Annex 1 of LMP (Annex 4 refers) for details.
Comments received on 8 August 2024	
1. Regarding the building setbacks along the eastern and western site boundaries (i.e. about 5.2m and 16.5m), please provide the width/range of the setbacks at the narrowest and widest points from the boundaries. Please update relevant texts and figures accordingly, such as the General layout plan – G/F, Figure 3.1e of the SPS, Figure 3.1 of the VIA, etc.	Please note that the range of setbacks from the boundaries has been incorporated in the updated G/F plan in the Architectural Drawings (Annex 2 refers). Figure 3.1e of the SPS (Annex 1 refers) and Figure 3.1 of the VIA (Annex 3 refers) have been updated accordingly.
2. Please note the following comments on access arrangements: (i) General layout plan – G/F – It is observed that two small accesses are proposed in front of the building blocks abutting Lai King Hill Road respectively, while the main access is in the middle of the Site. Please differentiate and annotate if these are pedestrian and/or vehicular accesses. In case of sharing pedestrian/vehicular access, please explain if there is any measure to ensure pedestrian safety. Please also update Para. 3.6 of SPS and provide information on pedestrian access accordingly.	Please note that the proposed small accesses in front of the proposed building block abutting Lai King Hill Road are the pedestrian access. Annotations have been added in the updated G/F plan in the Para 3.6.2 of the SPS has been updated accordingly.
(ii) Para. 3.6.2 of SPS – Please supplement the width of the vehicular access before and after the proposed widening.	Please note that the width of the proposed vehicular access will be the same as that of the existing access. Para 3.6.2 of the SPS has been updated accordingly.

Comments	Responses
3. Para. 3.2.1 – Please delete “If everything goes smoothly, it is expected that the construction works will commence in the 4th quarter of 2028” in the last sentence and revise the sentence as appropriate.	Noted. Relevant sentence in Para 3.2.1 has been revised.
4. Para. 3.2.2 - Please note the following comments on the redevelopment works programme and decanting arrangements of residents and update relevant texts accordingly:	
i. Please supplement 2D/3D diagram(s) to illustrate key phases of the decanting arrangement, including annotation of current/future/temporary building blocks and location/naming of the dormitories, relocation arrangement of residents and building/demolition works involved;	Noted. Decanting Arrangement Plan has been supplemented to illustrate key phases of the decanting arrangement. Please refer to the Appendix 9 of the updated SPS (Annex 1 refers).
ii. Regarding step (iv), please elaborate what kind of A&A and modification works are to be carried out in Block B and the circulation ramp connecting the blocks;	The A&A works include the provision of a temporary ramp at the northern portion of the Site to provide barrier-free connection from Blocks A & B to the entrance of the Site, as well as the installation of encasement windows to the existing Block A and B as a noise mitigation measure during construction stage. Please refer to the decanting arrangement plan (Annex 1 refers).
iii. Regarding step (v), please clarify whether the “New Block 2” refers to part of Block 2 only. If affirmative, please use direction (e.g. western, southern) to clearly describe which part/portion of Block 2 would be completed first, as well as the remaining part/portion of Block 2.	Please note that New Block 2 refers to the Proposed new building situated at the western portion of the Site. Please refer to the decanting arrangement plan (Annex 1 refers) for the location of New Block 2.
iv. Please clarify whether the 20 residents relocated to 3/F of Block B would move to Block 2 upon completion of part of the block, whether there are any residents in Block A and their relocation arrangement if needed.	Upon the completion, the 20 residents (i.e. previously accommodated in Ruth Dormitory in Block C) temporarily relocated to 3/F of Block B will be moved to New Block 2 upon completion of the new building. Residents in Block A will be moved to New Block 2 before the commencement of construction for New Block 1. Please refer to the decanting arrangement plan (Annex 1 refers).
v. Please state clearly at which stage will Blocks A and B be demolished.	Please note that Blocks A and B will be demolished after the completion of New Block 2 and the relocation of all existing residents to the new building. Please refer to the decanting arrangement plan (Annex 1 refers) for the detailed arrangement.
Comments from Urban Design Unit, Planning Department (received on 8 July 2024)	

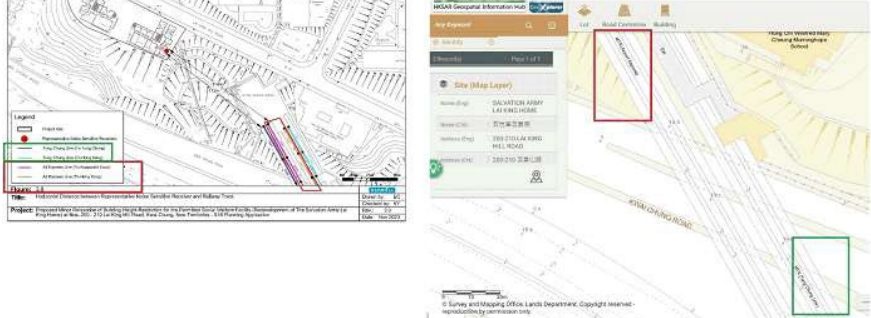
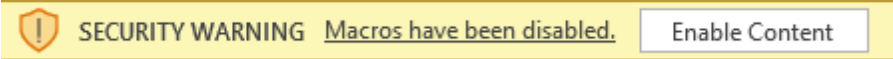
Comments	Responses
(Contact Person: Ms Charlotte KO; Tel.: 3565 3946)	
<p>Specific Comments on SPS Architectural Drawings</p> <p>1. It seems that the building setback of about 5.2m along the eastern boundary appears to be wider than the building setback of about 16.5m along the western boundary as shown on the section plan. Please revisit and ensure accuracy.</p>	<p>Please note that the section plan has been updated to reflect the building setback along eastern and western boundary (Annex 2 refers).</p>
<p>Specific Comments on VIA Para. 6.1.1</p> <p>2. Please rewrite to read as “As mentioned in Section 3, the VIA is carried out to assess the potential visual impacts arising from the proposed development in accordance with TPB PG-No. 41 and recommend improvement that could be made in refining the proposed development. The appraisal of the visual change is formulated on the basis of the comparison between the existing development and the proposed development.”.</p>	<p><i>(The Replacement Pages of Visual Impact Assessment is included at Annex 3 of this Further Information Submission.)</i></p> <p>Noted. Para. 6.1.1 of the Visual Impact Assessment is revised accordingly.</p>
<p>Para. 6.1.6</p> <p>3. Please revise to read as “The Proposed Development would unlikely induce significant adverse visual impact on the surrounding townscape.”</p>	<p>Noted. Para. 6.1.6 of the Visual Impact Assessment is revised accordingly.</p>
<p>Figure 1</p> <p>4. Please review whether the direction of VPs 1 and 3 should read as “northwest” and “northeast” respectively.</p>	<p>Noted. Directions of VPs 1 and 3 in Figure 1 are revised as “northwest” and “northeast” respectively.</p>
<p>Figure 2.1</p> <p>5. As compared with Figures 2.3 and 3.1, it seems that the planters at 1/F are missing herein. Please clarify/rectify.</p>	<p>Noted. The planters are supplemented in the revised Figure 2.1.</p>
<p>Figure 2.2</p> <p>6. The proposed development with a BH of 63.45mPD should appear to be taller herein. Please revisit.</p>	<p>Figure 2.2 is updated accordingly.</p>
<p>7. Please clarify whether the BH of Asbury Methodist Primary School should be <u>62.8mPD</u>.</p>	<p>Upon review, please note that the BH of Asbury Methodist Primary School is 62.8mPD. Figure 2.2 is updated.</p>
<p>Figure 2.3</p> <p>8. Please clarify whether the BHs of ATL Logistics Centre and Hutchison Logistics Centre should be <u>99mPD</u> and <u>60.9mPD</u> respectively.</p>	<p>Noted. Upon review, please note that the BHs of ATL Logistics Centre and Hutchison Logistics Centre are 99mPD and 60.9mPD respectively. Figure 2.3 is updated accordingly.</p>
<p>Figure 2.4</p> <p>9. Please clarify whether the BHs of the following existing developments in the surroundings herein should read as:</p>	<p>Noted. Please refer to the updated Figure 2.4 with incorporation of the updated BHs of the existing developments in the surroundings.</p>

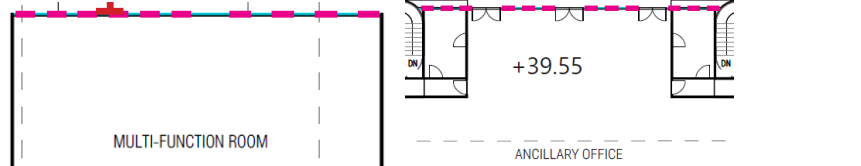
Comments	Responses
<ul style="list-style-type: none"> - Princess Margaret Hospital, Lai King Building – 189.6mPD - Cho Yiu Chuen Kai Chun Lau – 95.7mPD - HKSYC&IA Chan Nam Chong Memorial College – 73.1mPD - Princess Margaret Hospital – 146.9mPD 	
<p>Figure 2.5</p> <p>10. Please clarify whether the BHs of the following existing developments in the surroundings herein should read as:</p> <ul style="list-style-type: none"> - Cho Yiu Chuen Kai Him Lau – 102.9mPD - Highland Park – 257mPD - Lai King Disciplined Services Quarters – 257.9mPD - Princess Margaret Hospital, Lai King Building – 189.6mPD - Cho Yiu Chuen Kai Chun Lau – 95.7mPD 	Noted. Please refer to the updated Figure 2.5 with incorporation of the updated BHs of the existing developments in the surroundings.
<p>Figure 3.1</p> <p>11. Our previous comments had not been fully addressed. The applicant is advised to annotate all the building setbacks with dimensions (including a building setback of about 11m from the centerline of Lai King Hill Road, a building setback of about 5.2m along the eastern site boundary and a building setback of about 16.5m along the western site boundary), building separation of 15m and roof gardens herein.</p>	Noted and the Figure 3.1 is updated.
<p>12. Please clarify whether the upper right artist impression as shown on Figure 3.1 should be open terrace instead of roof garden.</p>	Please note that the artist impression as shown on the upper right of Figure 3.1 refers to open terrace.
<p>Comments from Highways Department (received on 8 July 2024) (Contact Person: Ms W K NG; Tel.: 2762 3965)</p>	
<p>1. Please note that any junction improvement works or roadworks modification due to the proposed redevelopment shall be carried out by the project proponent at their own cost. The design shall be approved by the Transport Department and carried out by the project proponent to HyD's standard.</p>	Noted.
<p>Comments from Social Welfare Department (received on 8 July 2024) (Contact Person: Ms Eunice LEUNG; Tel.: 3575 8335)</p>	
<p>Day Activity Centre (DAC) and Hostel for Severely Mentally Handicapped Persons (HSMH)</p> <p>1. As for note (2) under Table 3.1 of the SPS and note (2) under Table 2.1 of the Traffic Impact Assessment, please revise "Includes reprovisioning of 100 places of DAC and 20 places of converted ECP" to "Includes reprovisioning of 100 places of DAC (including 20 places of converted ECP)".</p>	Noted. the Note (2) under the Table 3.1 of the Supporting Planning Statement (Annex 1 refers) and Table 2.1 of the Traffic Impact Assessment are updated (Annex 5 refers).

Comments	Responses
<p>2. Decanting Arrangement The proposed single-storey temporary building with the provision of 40 bedspaces and living space to be constructed at the existing basketball court should comply with the Residential Care Homes (Persons with Disabilities) Ordinance, its subsidiary legislation and the Code of Practice for Residential Care Homes (Persons with Disabilities) [January 2020 (Revised Edition)] and all relevant prevailing Ordinances, Regulations and Codes of Practice enforcing in Hong Kong.</p>	<p>Noted. The proposed single-storey temporary building is complied with the Residential Care Homes (Persons with Disabilities) Ordinance, its subsidiary legislation and the Code of Practice for Residential Care Homes (Persons with Disabilities) [January 2020 (Revised Edition)] and all relevant prevailing Ordinances, Regulations and Codes of Practice enforcing in Hong Kong.</p>
<p>Care and Attention Home for Severely Disabled Persons (C&A/SD) 3. Please revise “C&A\SD” to “C&A/SD” in para 1.3.1 of Annex F – Replacement Pages of Sewerage Impact Assessment.</p>	<p>Noted. “C&A\SD” has been revised to “C&A/SD” in para 1.3.1 of Annex F in the Replacement Pages of Sewerage Impact Assessment (Annex 6 refers).</p>
<p>Other comments 4. Please note that the <u>long form</u> of the scheme is “Special Scheme on Privately Owned Sites for Welfare Uses” (there is no “Sites” between “Special” and “Scheme”). It is found that the scheme names under para. 2 of the Executive Summary on P.2, item 2.6 of the table of contents on P.6, para 1.1.1 on P.8, of the SPS have not been rectified. Please revise accordingly.</p>	<p>Noted. Relevant paragraphs and sections in the Supporting Planning Statement (Annex 1 refers) are updated.</p>
<p>Comments from District Lands Office, Lands Department (received on 8 July 2024) (Contact Person: Mr Ray CHENG; Tel.: 2402 1113)</p>	
<p>1. Please note that the previous land administrative comments remain valid, except for 1(e) below. The comments are recapitulated below and the unaddressed ones are highlighted in yellow for further responses:</p>	
<p>(a) Some of the facilities under the redevelopment proposal (such as Integrated Vocational Rehabilitation Services and Care & Attention Home for Severely Disabled Persons) may not fall within the user as permitted under the existing lease governing the Lot;</p>	<p>Noted.</p>
<p>(b) Subject to SWD’s and Labour and Welfare Bureau (LWB)’s advice on the facilities under the proposed redevelopment and their interpretation of the user restriction under the existing lease from their policy aspects, if planning approval is given to the application, the Grantee may need to apply a lease modification to expand or relax the user restriction for implementation of the proposed development. Upon receipt of the application with policy support from SWD and LWB for the proposed lease modification, it will be considered by LandsD acting in the capacity as the landlord at its sole discretion. There is no guarantee that any application will be</p>	<p>Noted.</p>

Comments	Responses
<p>approved. In the event that an application is approved, it will be subject to such terms and conditions as the Government shall see fit, including, among others, the payment of premium (if any) and administrative fee;</p>	
<p>(c) Given the non-building area (NBA) restriction under Special Condition No. 15 of the lease and the applicant's advice that "no structures is proposed within the non-building area under the lease", the applicant shall indicate on the drawing titled "General Layout Plan – R/F" at Appendix I of the SPS for the width of the clearance between the structures on the roof level and the northeastern boundary of the Lot;</p>	<p>Noted. The width of the clearance has been updated on the updated R/F plan in the updated Architectural Drawings (Annex 2 refers).</p>
<p>(d) Barrier fencings are proposed along the boundary at LG/F and G/F as shown in the drawings titled "General Layout Plan – LG/F" and "General Layout Plan – G/F" at Appendix I of the SPS, the applicant shall ensure such fencings be erected/constructed within the boundary of the Lot;</p>	<p>Please note that all barrier fencings will be erected/constructed within the lot boundary at LG/F and G/F. Please refer to the LG/F plan and G/F plan in the updated Architectural Drawings (Annex 2 refers).</p>
<p>(e) In para. 2.2.1 of the SPS, the parking requirement under lease shall be "not less than 4 motor vehicles" instead of "not more than 4 motor vehicles";</p>	
<p>(f) Comments from TD should be sought on the proposed car parking/loading and unloading provisions, in particular the loading and unloading provision under lease;</p>	<p>Please note that the planning application has been circulated to TD and they do not have comment on the proposed car parking/loading and unloading provisions.</p>
<p>(g) Portion of the Lot falls within Mass Transit Railway (MTR) Railway Protection Boundary. Comments from MTR Corporation Limited should hence be sought; and</p>	<p>Please note that the Applicant will seek comments from MTR on the Railway Protection Boundary in the detail design stage.</p>
<p>(h) LandsD reserves comment on the proposed schematic design which would only be examined in detail during the building plan submission stage upon completion of the lease modification. There is no guarantee that the schematic design presented in the application will be acceptable under lease if it is so reflected in future building plan submission(s).</p>	<p>Noted.</p>
<p>Comments from Environmental Protection Department (received on 8 July 2024) (Contact Person: Mr David TSANG; Tel.: 2835 1038)</p>	
<p>Land Contamination 1. Previous comment has not been duly addressed. Please elaborate on the current condition on the concrete paving (e.g. whether the concrete ground has been well maintained and is still intact, whether there are</p>	<p><i>(The Replacement Pages of Environmental Assessment is included at Annex 7 of this Further Information Submission.)</i></p>

Comments	Responses
any visible cracks or stains, etc.).	Noted. Please note that the current concrete paving on the ground has been well-maintained and is still intact, with no visible cracks. Dark stains observed on the ground near the wall are simply dust.
2. Please include the RtC of comment 1(ii) in to the main text of the report.	Noted.
<p>Railway Noise</p> <p>3. Please provide (i) sample calculation of the representative noise sensitive receiver (NSR RN02), (ii) plan view diagram indicating the view angles and perpendicular distance(s) to the railway tracks and (iii) sectional diagram indicating the proposed development and the railway tracks for our consideration.</p>	Noted. The sample calculation worksheet is provided in Attachment A.
<p>4. Table 3.19 Train frequency per 30 minutes per direction is found not matching with foot note 3: Information provided by MTR (Appendix 3.7 refers), ultimate design train operation frequency provided by MTRCL should be adopted for calculation, please clarify and update the calculation accordingly.</p>	<p>The train frequency for TCL and AEL provided by MTRC is listed below:</p> <ul style="list-style-type: none"> - The future ultimate peak train headways for TCL per one direction at daytime and night-time are 2.5 minutes and 5 minutes respectively. - The future ultimate peak train headways for AEL per one direction at daytime and night-time are both 7.5 minutes. <p>Calculation of train frequency per 30 minutes:</p> <p>The train frequency of TCL per 30 mins per direction at daytime period $= (30/2.5)+1\#$ $= 13$</p> <p>The train frequency of TCL per 30 mins per direction at night-time period $= (30/5)+1\#$ $= 7$</p> <p>The train frequency of AEL per 30 mins per direction at both daytime and night-time period $= (30/7.5)+1\#$ $= 5$</p> <p>Note: $\#$: one more frequency of train is added to represent the first train in the first minute of the period.</p>
5. Figure 3.8 Please clarify the track-alignment of the AEL and TCL, which seems not tally with information from LandsD.	An on-site survey was conducted to verify that the track alignment of the AEL and TCL used in the assessment. The result of the survey

Comments	Responses
	<p>demonstrated that the track alignment of AEL and TCL adopted in the assessment is accurate.</p>
<p>6. Please provide figure(s) to show location of all segmentation ID of Rail Tracks within 300m Assessment Area.</p>	<p>Noted. The location of all segment ID of rail tracks has been shown in Figure 3.7a.</p>
<p>7. Nil illustration for the given values for the calculation of path difference of the rolling noise upon the spot checking. For example, inside the sheet tag 'RN02_2F-3F_Night', the shadow zone is 'TRUE' for 'Track_ID TN07-Near' and 'NAP_ID RN02' that is the NSR shown in Figure 3.8.</p>	<p>Please refer to the sample calculation worksheet provided in Attachment A and Figure 4 of Calculation of Railway Noise (CRN) for the explanation of the illuminated zone and shadow zone, and the calculation of path difference.</p>
<p>8. It was observed "#NAME?" in the row of barrier correction. It seems the equation in these barrier correction cells are not correctly set. Please clarify.</p>	<p>Please click the "Enable Content" button on the bottom of the toolbar in the assessment excel to enable Macro function. Then the equation in the cells will be shown correctly.</p> <div data-bbox="1137 858 2027 917" style="border: 1px solid black; padding: 5px;">  </div>
<p>General</p> <p>9. Noted that the Architectural Drawings have been revised, while the indication of windows for multi-function room and ancillary office at G/F is confusing due to pink dotted line (i.e. legend of non-openable window) overlapping with blue line (i.e. legend of openable window). Please clarify if these rooms will be solely installed with non-openable windows. If affirmative, please update the drawings accordingly. If negative, please critically review the relevant environmental assessments. Besides, please be reminded to update Appendix 1.1 in the Environmental Assessment (under Appendix 5 of Supplementary Planning Statement) as well.</p>	<p>Please note that the windows of the multi-function room and ancillary office on the ground floor are non-openable. Therefore, there will be no changes in the results. Please refer to the updated Appendix 1.1.</p>

Comments	Responses
	
<p>10.S.4.10.9 of SPS - Further to comment no. (v), please review the shortest horizontal distance between the nearest NSR and the AEL & TCL track.</p>	<p>Please note that the windows of the multi-function room and ancillary office on the ground floor are non-openable. Therefore, there will be no changes in the shortest horizontal distance between the nearest NSR and the AEL & TCL track.</p>
<p>Comments from Transport Department (received on 31 July 2024) (Contact Person: Mr Brian LEE; Tel.: 2399 2741)</p>	
<p>Traffic Impact Assessment</p> <p>1. Table 5.1 refers. It is noted that the DFC ratio for junction D is higher than 0.85. Please propose improvement works accordingly.</p>	<p>Noted and please note that the calculation for Junction Lai King Hill Road / Kwai Chung Hospital Road (D) has been reviewed and revised. Assessment results revealed that Junction D would still operate within its capacities in both reference and design year 2032. Please refer to Table 5.1 of the replacement pages of the TIA report (Annex 5 refers) for details.</p>

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