

# **Task Force on Kai Tak Harbourfront Development**

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For discussion  
on 23 May 2018

TFKT/06/2018

## **New Acute Hospital at Kai Tak Development Area**

### **PURPOSE**

This paper seeks Members' views on the preliminary design concept of the New Acute Hospital (NAH) at Kai Tak Development Area (KTDA) by the Hospital Authority (HA), ahead of the upcoming procurement of the Foundation Works. Further development of the overall design will be carried out during the next Work Stage and presented to the Task Force on Kai Tak Harbourfront Development expected in 2019.

### **BACKGROUND**

2. To meet the long-term demand for healthcare services and facilities in Kowloon arising from the growing and ageing population, the Government has reserved sites in KTDA for hospital development. The Kai Tak Development is a major project covering the ex-airport site, together with adjoining districts of Kowloon City, Wong Tai Sin and Kwun Tong. The KTDA will have a mix of housing, community, business, tourism and infrastructural uses. With the Government's plan to strive for increasing the development intensity in Kai Tak Development, the population of KTDA is to be increased to about 134 000 upon completion of the planned developments in KTDA.

3. There are currently eight hospitals or institutions in the Kowloon Central Cluster (KCC), namely Queen Elizabeth Hospital, Kowloon Hospital, Hong Kong Buddhist Hospital, Hong Kong Eye Hospital, Kwong Wah Hospital, Wong Tai Sin Hospital, Our Lady of Maryknoll Hospital and Hong Kong Red Cross Blood Transfusion Service Headquarters. HA formulated the Clinical Services Plan (CSP) for KCC in 2016 providing an overarching clinical strategy to align and inform the future services developments in KCC. As guided by the CSP and taking into account the roles of various hospitals in the Kowloon region, the NAH will be established as an acute hospital delivering a comprehensive range of secondary and tertiary hospital services, with modern service models, advanced

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technology and facilities. NAH will be a designated trauma centre. It will also provide Accident and Emergency, in-patient, out-patient, ambulatory and rehabilitation services. Taking into account future medical needs, a neuroscience centre will also be set up under the NAH providing tertiary and quaternary services to KCC and the neighbouring clusters. Upon completion of the NAH, most of the services of QEH will be relocated to the new hospital at KTDA. This will provide an opportunity for redevelopment at the vacated King's Park site. Having regard to the scheduled completion of the NAH, the detailed planning of the redevelopment at the vacated King's Park site will commence based on service demand projections available at the time. The NAH at KTDA is one of the projects covered by the Ten-year hospital development plan.

4. The scope of this project involves the construction of a new major acute hospital in the South Apron of the KTDA and adjoining section of waterfront promenade and provision of connection links among Hospital Sites and the Hong Kong Children's Hospital (HKCH). The Technical Feasibility Statement (TFS) with a conceptual scheme has been approved by the Development Bureau in April 2017.

5. In view of the scale and complexity of the NAH development, the project is implemented into three packages. The first package is the preparatory works; second package will be the foundation, excavation and lateral support, as well as basement excavation works; and third package will be the main building works. Funding approval from the Finance Committee of the Legislative Council (LegCo) was obtained for the preparatory works in July 2017 and the works has commenced in September 2017. Subject to funding approval, HA planned to commence the second package works by Q3 2018 and the third package works in 2021 for overall completion of the project in 2024.

## Site Context

6. NAH is located at the South Apron of Kai Tak Development (**Annex A**). There are two sites for hospital development, namely Site 3C1(A) and Site 3C1(B) (hereinafter described as "Site A" and "Site B" respectively). To enhance the buildability of Site A and its

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connectivity between Site B, an area of approximately 9,600 m<sup>2</sup> at the north-west side of Site A (hereinafter described as “Site A Extension”) is identified to be included as an extended part of Site A for the NAH.

7. Site A and Site A Extension have a total site area of approximately 31,800 m<sup>2</sup>. Site A abuts Cheung Yip Street and Shing Cheong Road while Site A Extension abuts the planned depressed road of Trunk Road T2 and covers Slip Road S5 of Central Kowloon Route. There are two vehicular ingress and egress points along the northbound traffic of Cheung Yip Street for ambulances and public vehicles arriving at A&E department as well as for services delivery. A restricted ingress access for ambulance only is proposed for westbound traffic from Wang Chiu Road and will be further coordinated with the Transport Department. A vehicular ingress and egress point for public vehicles is proposed along eastbound traffic of Shing Cheong Road for arriving the main acute hospital block.

8. Site B, with a site area of approximately 21,700 m<sup>2</sup>, abuts the planned Road L10, Road L18 and Road D4. There are two vehicular ingress and egress points along the westbound traffic of Road L10 and one vehicular ingress and egress point at the north-west boundary of the site leading to the roundabout at the end of Road L18. There is a strip of land abutting south-western boundary of Site B at the waterfront with an area of approximately 6,900 m<sup>2</sup> for the development of the waterfront promenade. The site will be handed over to the Leisure and Cultural Services Department for management and operation upon completion of the project.

9. Currently, a mini-bus stop (for no. 86, commuting between Kowloon Bay MTR Station and Kai Tak Cruise Terminal) and a bus stop (for no. 5R, commuting between Kwun Tong and Kai Tak Cruise Terminal) are located near the site at the pavement of Shing Cheong Road.

10. A site plan and connectivity network showing the pedestrian and vehicular access routes are attached in Annexes A, B and C.

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## PROPOSED DESIGN

11. The conceptual design of Site A consists of three separate podium-free building blocks, namely Block A, Block B and Block C (**Annex B**). Block A is the main acute hospital block, Block B is the administration block while Block C is the education block. The disposition of the 3 blocks has taken into account the urban design framework of the area and with due respect to the visual and breeze corridors across HKCH and Road D4. These blocks are interconnected by means of landscape decks and link bridges at strategic levels so as to enable better connectivity for patients, visitors and staffs. The main landscape deck is located at level 1 linking all the 3 blocks as well as connecting the planned public foot bridge to the Kowloon Bay Business Area on the northeastern side. At level 2 and level 4, two hospital link bridges will be provided to link up all the 3 blocks in the NAH and there will also be two hospital link bridges at these levels connecting Block A and the HKCH. The two-storey basement in Site A, which will provide supporting services and car parking facilities, is connected with HKCH with a hospital subway at B1 level. These hospital link bridges and subway are provided to ensure effective and efficient clinical services connectivity and operational flows.

12. The conceptual design of Site B consists of two separate podium-free building blocks, namely Block D and Block E (**Annex B**). Block D is the oncology block and Block E is the specialist outpatient clinic (SOPC) block. The disposition of the 2 blocks has taken into account the urban design framework of the area and with due respect to the site context in particular the harbour front. These blocks are sited away from the existing Drainage Reserve (**Annex B**) to the north-west of the site. A landscaped garden at ground level will be introduced in between Block D and Block E to form a visual corridor for permeability of the harbour view. This landscaped garden will serve as a pedestrian connection to the waterfront promenade and the design shall be integrated as part of the development. The two blocks are linked at level 1, level 2 and level 4 with hospital link bridges. Between Site A and Site B, a public foot bridge will be provided at level 1 and two hospital link bridges will be provided at level 2 & level 4. There will also be a hospital link bridge at level 2 of Block D connecting to the HKCH. On the northwestern side of Block E, a hospital link bridge will be

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provided at level 1 to connect to the proposed public foot bridge (FB02) for better connectivity to the Kowloon Bay District and possibly to the future Environmentally Friendly Linkage System (EFLS). There is a two-storey basement in Site B providing clinical and ancillary services as well as car parking facilities and it is connected with HKCH with a hospital subway at B1 level. These hospital link bridges and subway are provided to ensure effective and efficient clinical services connectivity and operational flows among the hospital clusters. The hospital link bridges on level 2 will also form a common hospital street among the five blocks of the NAH and the HKCH for clinical services connectivity.

13. We consider that the proposal aligns with the **Harbour Planning Principles** in the following aspects -

(a) **Preserving Victoria Harbour**

NAH has no impact on the Victoria Harbour.

(b) **Sustainable Development** – Urban Design

The urban design of NAH complies with the statutory sustainable planning parameters including podium-free design, building height, site coverage, plot ratio, building separation and site greenery coverage but also creates further opportunities to enhance permeability between the Kowloon Bay Business Area and the Harbourfront by separation of development at Site A into 3 blocks with 2 of them reduced of building height and that at Site B into 2 blocks. It balances well between the medical planning criteria and urban design parameters. NAH project will also target to obtain BEAM Plus accreditation.

(c) **Integrated Planning** – Interfacing with Infrastructure

NAH project is interfacing with many infrastructural projects in its surrounding, infrastructure projects including the Kai Tak Development – Stage 3 Infrastructure Works, construction of Road L10 and L18, Trunk Road T2 and Slip Road S5. All interfacing issues have been coordinating amongst CEDD, HyD, EMSD, etc., to ensure smooth and

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seamless integration and implementation of different projects in the vicinity of NAH Sites.

### (d) **Accessible Harbour** – Physical Connectivity

Physical connections are introduced at Block A G/F main entrance plaza via landscaped garden of HKCH as well as Block C 1/F landscaped deck via link bridge to Block D to enhance connectivity between the Kowloon Bay Business Area and the Harbourfront Promenade.

Further physical connections are also produced at Blocks D and E G/F open space as well as Block E and FB02 to enhance connectivity between the hospital and the Harbourfront Promenade.

Both above-mentioned enhance the accessibility of the Harbourfront Promenade.

### (e) **Vibrant Harbour** – Spatial Connectivity

The following spatial connections are created (**Annex C**):

- i) Between the Kowloon Bay Business Area and the Harbourfront Promenade through Shing Cheong Road;
- ii) Between Road L10 and the Harbourfront Promenade through open space between Blocks D and E and that next to Block E; and
- iii) Between Blocks D and E entrance lobbies and the Harbourfront Promenade.

The following coherent design is proposed:

- i) Between NAH's and HKCH's Harbourfront Promenade.
- ii) Between Block A main entrance plaza paving and footpath abutting northern site boundary.

All the above-mentioned encourage cultural and leisure activities towards the Harbourfront.

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### (f) **Proactive Harbour Enhancement** – Visual Connectivity

Façade design of Blocks A to E will be responsive to the nature of Harbourfront. The façade design of Blocks A, B and C at pedestrian level facing Shing Cheong Road will also enhance the streetscape nearby. The boundary demarcation design of northern boundary of Site A will further enhance the streetscape adjoining to the Kowloon Bay Business Area.

To foster a visually cohesive identity and promote the branding of Kai Tak Development and the Kowloon East, the design of some of the above-mentioned exterior components (e.g. boundary screen walls, wayfinding signage, exterior paving patterns, landscape furniture, canopy and rain shelters, etc.) of NAH will make reference to the principles and metaphors established for Kai Tak Public Creatives.

### (g) **Public Enjoyment** - Setback

Blocks D and E are setback from the Harbourfront Promenade to enhance the air ventilation as well as spatial quality so as to create a better environment for public enjoyment. The design of the Promenade will also be coherent with that of HKCH to provide opportunity for variety of activities along the Promenade for public enjoyment of the Harbourfront. The open space created at Blocks D & E as well as the façade design facing the Promenade will further enhance the spatial and visual quality for the public when walking along the Promenade with better appreciation of the journey.

### (h) **Stakeholder Engagement** – Public consultation

Several District Councils were consulted ahead of the upcoming Foundation Works procurement, namely the Kowloon City District Council (KCDC), the Wong Tai Sin District Council (WTSDC), the Yau Tsim Mong District Council (YTMDC) and the Kwun Tong District Council (KTDC). They support the project.

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## **WAY FORWARD**

14. Further development of the overall design will be carried out during the next Work Stage and presented to the Task Force on Kai Tak Harbourfront Development expected in 2019.

## **VIEWSSOUGHT**

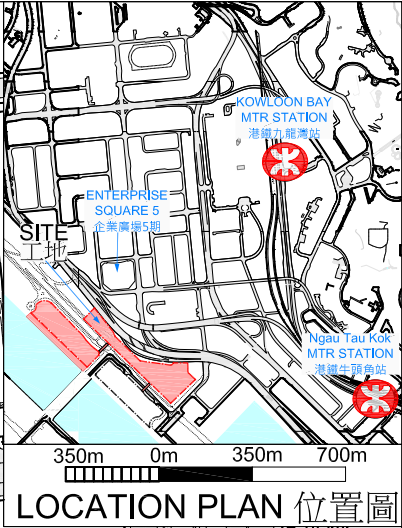
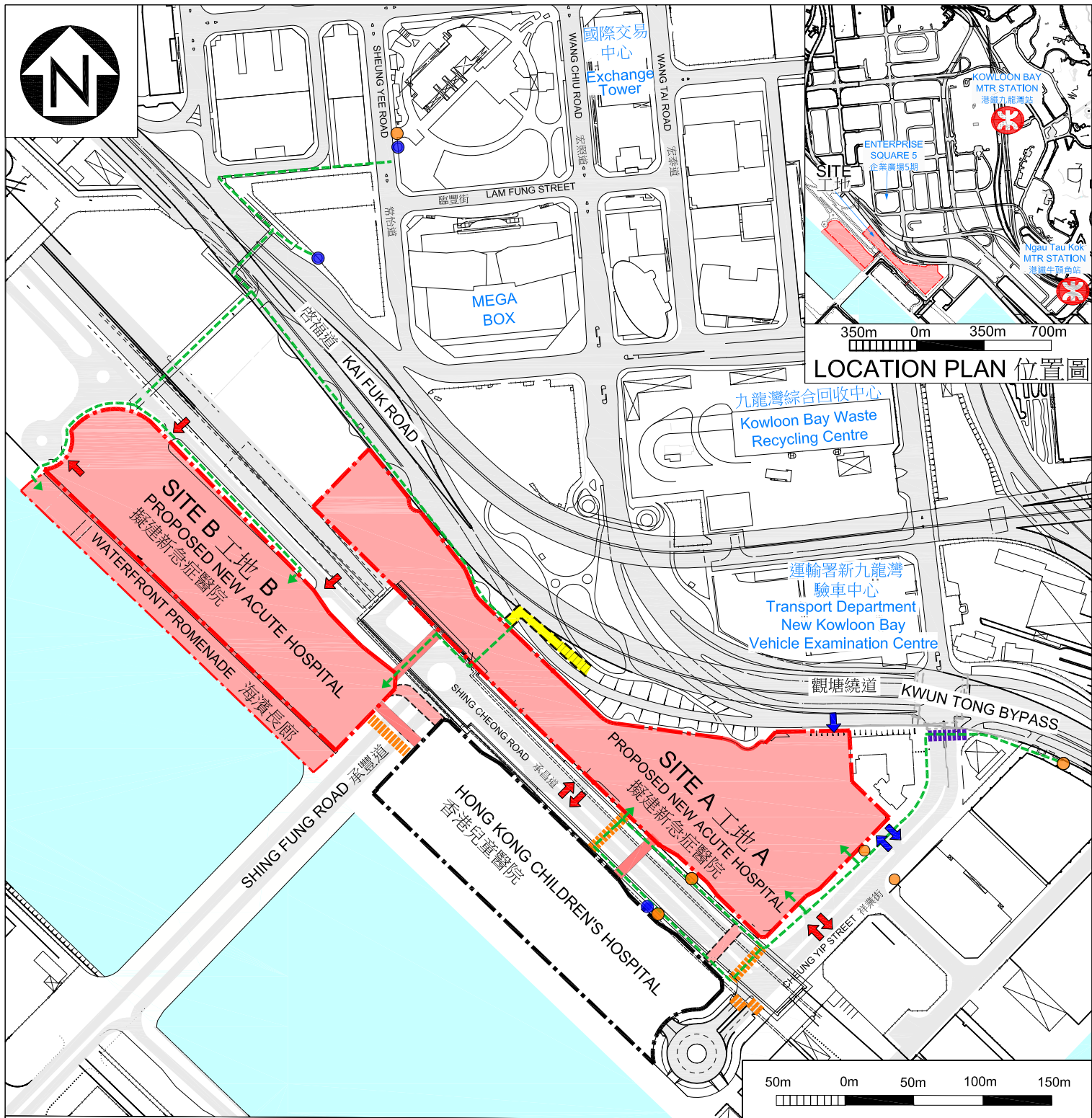
15. Members are invited to give comments on the preliminary design concept of the project.

## **ATTACHMENTS**














<b>Annex A</b>	Site Plan
<b>Annex B</b>	Building Disposition
<b>Annex C</b>	Connectivity Network

**Architectural Services Department  
Hospital Authority  
May 2018**



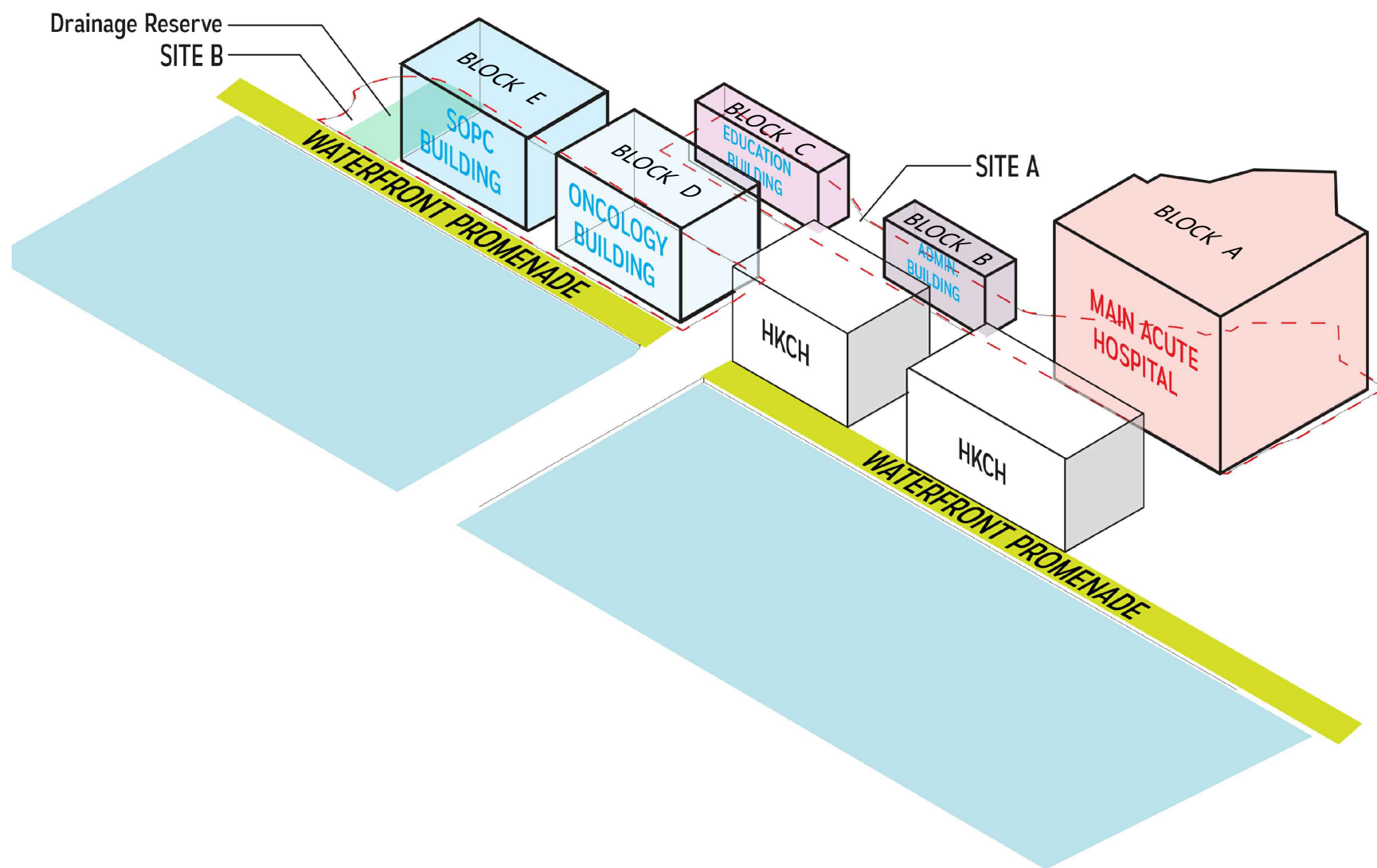


LEGENDS 圖例:

- |   |  |  |
|---|--|--|
|  SITE BOUNDARY<br>工地範圍                              |  EXISTING PEDESTRIAN CROSSING<br>現有行人過路處  |  PROPOSED VEHICULAR INGRESS / EGRESS<br>擬新增車輛出入口  |
|  HONG KONG CHILDREN'S HOSPITAL BOUNDARY<br>香港兒童醫院範圍 |  PROPOSED PEDESTRIAN CROSSING<br>擬新增行人過路處 |  PROPOSED AMBULANCE INGRESS / EGRESS<br>擬新增救護車出入口 |
|  PROPOSED HOSPITAL LINK BRIDGE<br>擬建醫院連接橋           |  EXISTING BUS STOP<br>現有巴士站               |  PEDESTRIAN / BARRIER FREE ROUTE<br>行人/無障礙道路      |
|  LOCATION FOR UNDERGROUND SERVICES SUBWAY<br>地下隧道位置 |  EXISTING MINI-BUS STOP<br>現有小巴士站         |  EXISTING MTR STATION<br>現有港鐵站                    |
|  PROPOSED PUBLIC LINK BRIDGE<br>擬建公共連接橋             |  |  |

SITE PLAN  
工地平面圖

3087MM  
NEW ACUTE HOSPITAL AT KAI TAK DEVELOPMENT AREA  
在啟德發展區興建新急症醫院



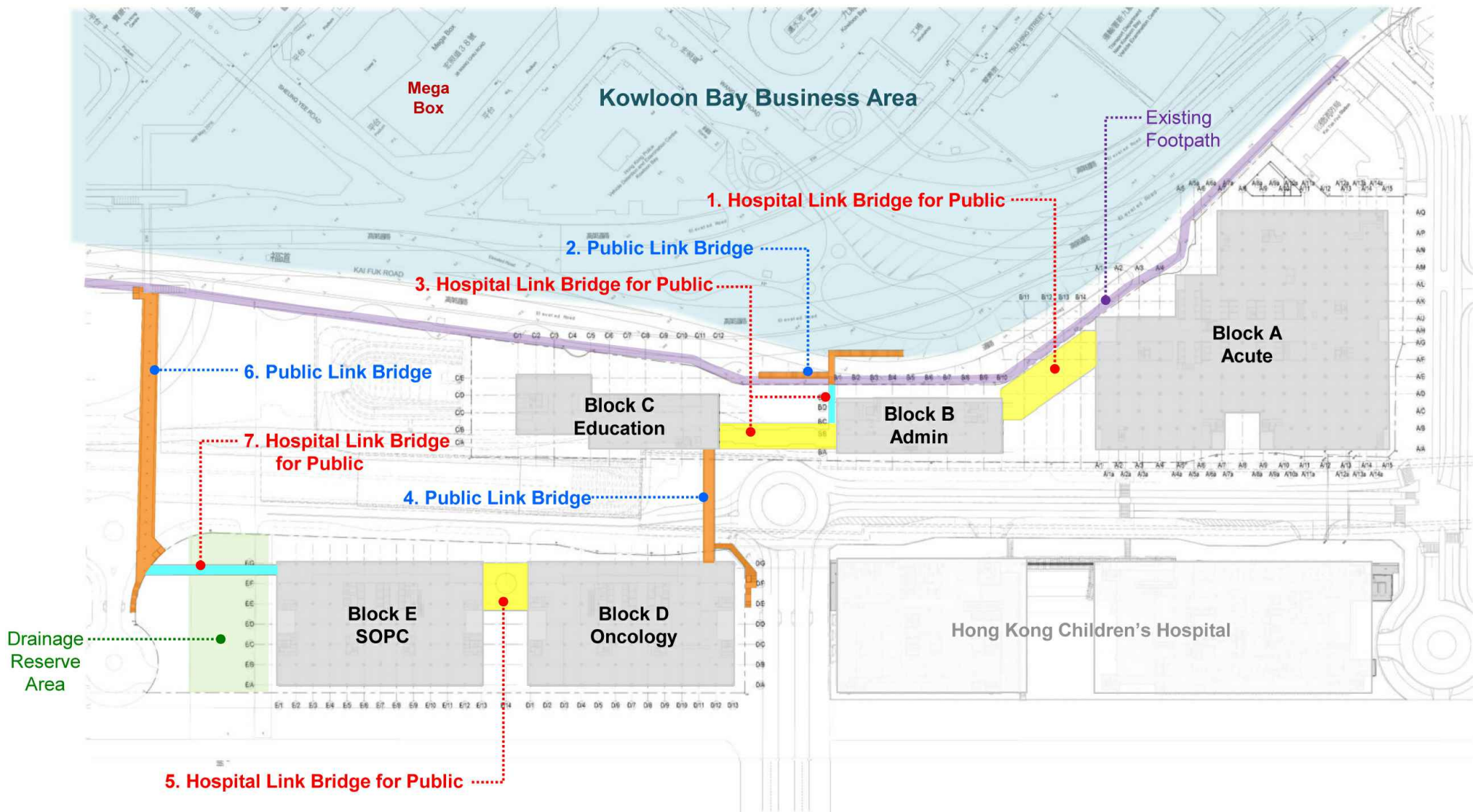
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在啟德發展區興建新急症醫院

NEW ACUTE HOSPITAL AT KAI TAK DEVELOPMENT AREA

drawing title 圖則名稱  
BUILDINGS DISPOSITION 建築分佈





project title 項目名稱 3087MM

在啟德發展區興建新急症醫院

NEW ACUTE HOSPITAL AT KAI TAK DEVELOPMENT AREA

drawing title 圖則名稱

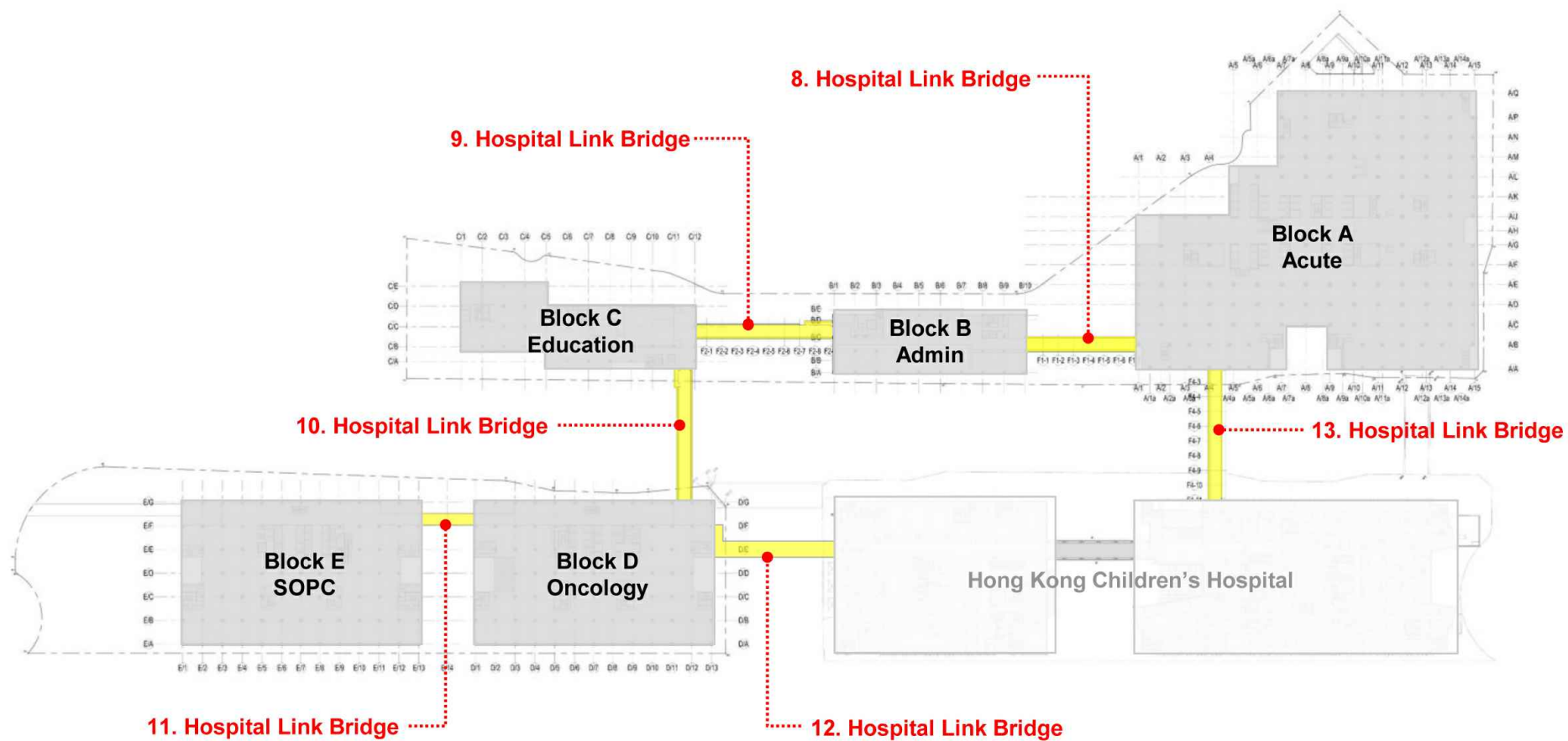
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醫院管理局  
HOSPITAL  
AUTHORITY



project title 項目名稱 3087MM

在啟德發展區興建新急症醫院

NEW ACUTE HOSPITAL AT KAI TAK DEVELOPMENT AREA

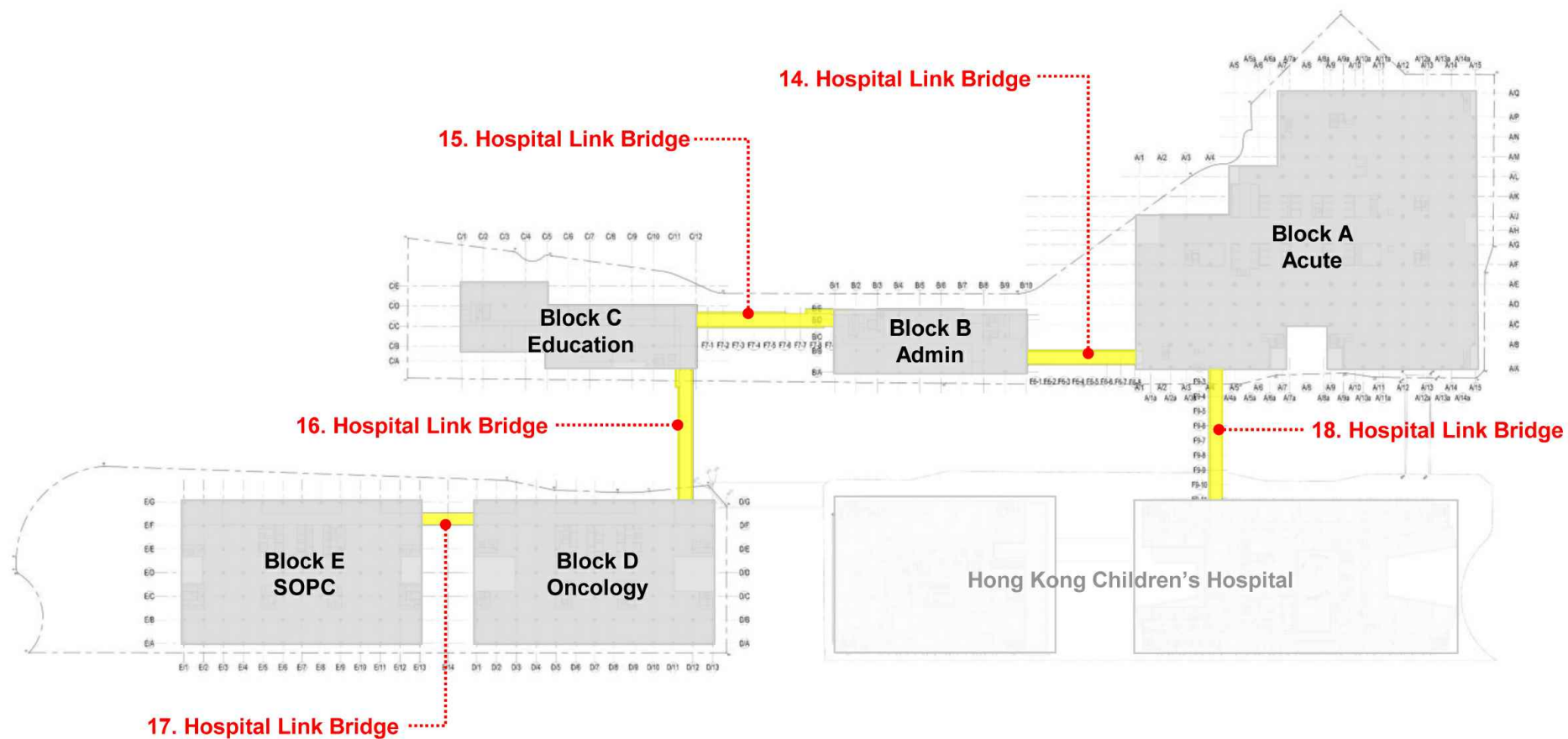
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CONNECTIVITY NETWORK 行人連繫網絡

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在啟德發展區興建新急症醫院

NEW ACUTE HOSPITAL AT KAI TAK DEVELOPMENT AREA

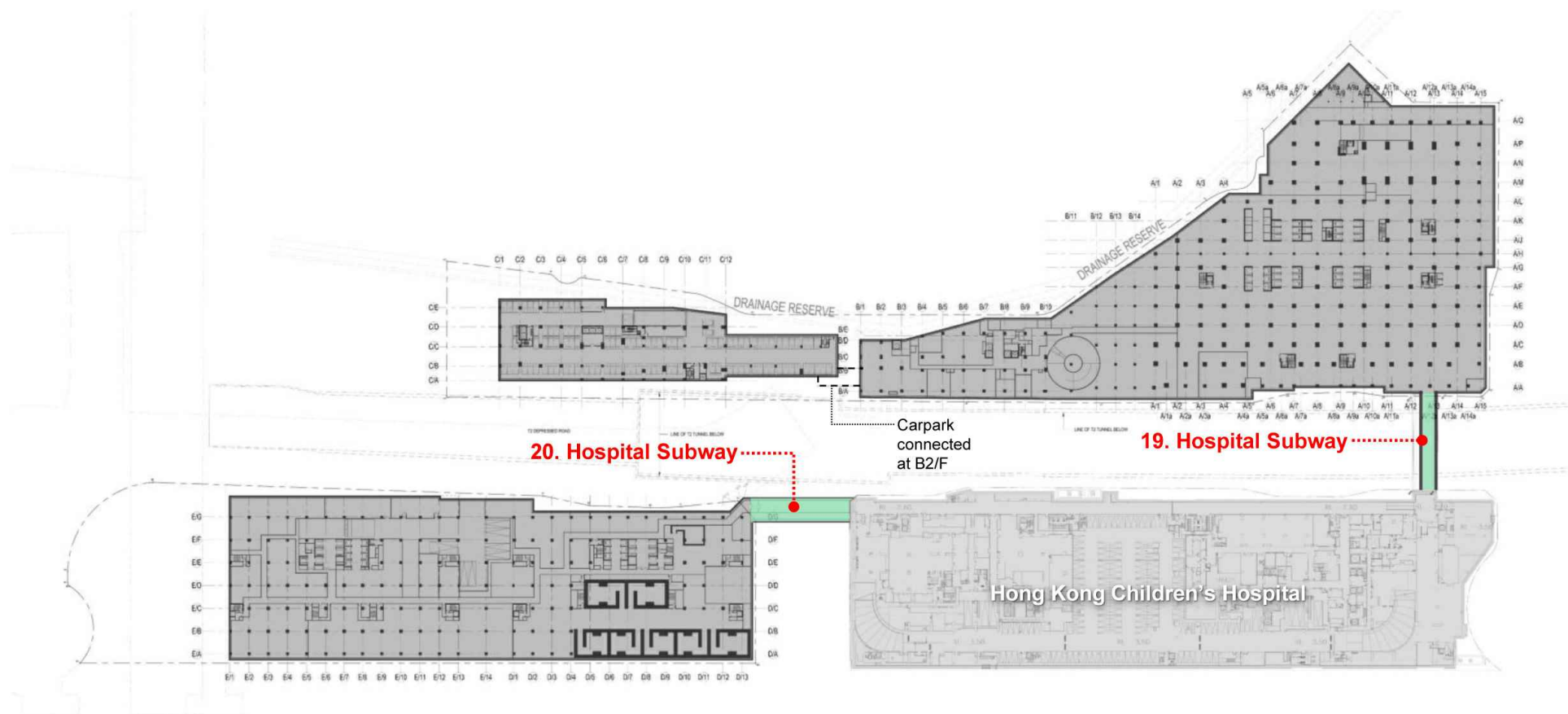
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project title 項目名稱 3087MM

在啟德發展區興建新急症醫院

NEW ACUTE HOSPITAL AT KAI TAK DEVELOPMENT AREA

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