Attachment 1 –

Revised Planning Statement

Table 3: Proposed Key Development Parameters

Application Site Area (approx.)	Total: 3,330m^2 - Private Land: 1,965m^2 - Government Land to be occupied for Development: 125m^2 - Government Land to be formed for Vehicular Access: 1,240m^2
Development Site Area (approx.)	2,090 m^2 (government land of about 125 m^2 is included)
Total GFA (approx.)	Total: 9,800 m^2
RCHE	7,500 m^2
Senior Hostel	500 m^2
Car Park	1,800 m^2
Plot Ratio (PR)	4.69
RCHE	3.59
Senior Hostel	0.24
Car Park	0.86
Site Coverage (approx.)	Not more than 75%
No. of Building Block	1
No. of Storeys	Not exceeding 8 storeys (excluding 1 basement floor)
Building Height	42.65mPD (Absolute Building Height =30.25 m) (NB: The mean street level is +12.40mPD)
No. of beds of RCHE	400 beds (or within a range of 380-420)
No. of units of Senior Hostel	9
No. of Car Parking Spaces for the RCHE	16 Private Car Parking Spaces (including 3 for the disabled) 1 Light Goods Vehicle Loading/unloading Space 1 Light Bus
No. of Car Parking Spaces of Senior Hostel	2 Private Car Parking Spaces (including 1 for the disabled) 1 Light Goods Vehicle Loading/unloading Space
Proposed Floor use	B/F: Carparks G/F: Senior Housing (southern part) / Rehabilitation Area/ Small Group Activity Room / Reception / TX Room/ Main Switch Room 1-6/F: Dormitory / Multi-Purpose/ Dining Area / Nurse Station / Isolation & Sick Room / Rehabilitation Room 7/F: Office / Staff Changing Room/ Conference Room/ Staff Rest & Pantry/ Kitchen/ General Storage / Laundry R/F: E&M Room

4.2 Proposed RCHE Use

4.2.1 The proposed RCHE is provided as a major use in the composite development to fully optimize the development potential according to the policy of the "Incentive Scheme" and in response to the pressing societal need for residential care service for the elderly over the territory.

4.2.2 The proposed RCHE would duly comply with the licensing requirements as stipulated in the Residential Care Homes (Elderly Persons) Ordinance, Cap.459, its subsidiary legislation and the Code of Practice of Residential Care Homes (Elderly Persons). It is well noted that all the facilities provided for elderly will be situated at a height of not more than 24m above ground level, measuring vertically from the ground of the building to the floor of the premises. The floor spaces from G/F to 6/F are used for dormitory purpose which situated at a height of 23.05m above the ground floor (i.e. 35.45mPD – 12.4mPD). Please refer to the **Appendix 2 – Development Scheme**.

4.2.3 According to Section 5.3.2a of the latest Code of Practice for Residential Care Homes (Elderly Persons) January 2020 (Revised Edition) (updated in March 2023), the Social Welfare Department (SWD) may approve the ancillary facilities of the RCHE to which the residents normally do not have access (eg. kitchen, laundry room, office, staff resting room) to be situated at a height more than 24m above the ground. The proposed facilities on 7/F align with the specified ancillary facilities under the latest Code of Practice.

4.2.4 All kinds of necessary functions rooms will be provided with reference to the requirement of the Schedule of Accommodation for RCHE, including disabled toilets, laundry room, kitchen, staff rest room, staff toilets, staff changing room, office, interview room, nurse station, sick/isolation/quiet room, multi-functional room, living room and dining room, etc. Natural lighting and ventilation will be provided for habitation area, including but not limited to the dormitory, end-of-life care room and sick/isolation/quiet room etc.

4.2.5 The Applicant intends to provide within the Development Site SIXTEEN(16) car parking spaces (including THREE(3) disabled car parking space), ONE(1) light goods vehicle loading/unloading space and ONE(1) light bus for RCHE use.

4.3 Proposed Senior Hostel Use

4.3.1 The Senior Hostel with not more than 500m^2 is provided on G/F which aims at serving the elderly who is aged 60 years old or above can live independently without the need for personal care and attention. It offers an alternative option for the elderly to live in a comfortable, safe and elderly-friendly environment with privacy and independence, and to nurture a progressive and engaging retirement life.

4.3.2 A relatively larger unit (average unit size of about 35m^2 GFA) and elderly-friendly design in unit layout have been proposed to cater for their needs. Special design considerations, such as stepless entryways, wider doorways, emergency call bells, handrails in corridors and bathroom, easy-access drawers and ample lighting etc. have been carefully considered to make life convenient and friendly for the elderly.

5.10.2 *Potential Emission Sources*

5.10.2.1 The area within a 200m distance from the site boundary is predominantly occupied by temporary shop and wholesale of construction materials. During the site visit, it was observed that these operations mainly involve loading and unloading of construction materials, with no production activities taking place. They are not expected to be a potential air or odour source. In the proposed composite development, the likelihood of generating oily fume emissions from the kitchen of the Senior Hostel is low due to its small scale. Nevertheless, to ensure minimal impact on the nearby Air Sensitive Receivers (ASRs) (i.e. the village houses of Hang Tau Tsuen), several mitigation measures will be implemented.

5.10.2.2 The "Pamphlet on Control of Oil Fume and Cooking Odour from Restaurants and Food Business" published by the EPD provides guidelines to control the oil fume emission and odour nuisance from the restaurant and food industry. The Applicant commits to comply with the guidelines as recommended in this EPD's Pamphlet. In this regard, the Applicant would take appropriate measures, including but not limited to:

a) Locate the exhaust outlet in a suitable location with good ventilation to facilitate the effective dispersal of emissions without obstruction;
b) Position the exhaust away from nearby Air Sensitive Receivers (ASRs) so that the emissions will not cause, or contribute to, an odour nuisance or other type of air pollution to the public;
c) Set the exhaust outlet as high as possible for upward discharge; and
d) Grease filters will be adopted to trap large droplets.

5.10.3 *Potential Vehicular Emission*

5.10.3.1 For local road traffic, with reference to the Annual Traffic Census 2022 published by the Transport Department (TD), Long Tin Road is classified as a Primary Distributor. There is a sufficient buffer distance of more than 20m from the road kerb of the Long Tin Road, to the boundary of the proposed composite development, which satisfies the recommendation in Chapter 9 of HKPSG. Moreover, the Tsui Sing Road is situated more than 20m away from the air-sensitive uses of the proposed composite development. Therefore, no adverse air quality impact from vehicular emission is anticipated. Also, 10m buffer distance is sufficient for the proposed new access road since it is not classified by TD and hence it is unlikely to be a Primary Distributor or trunk road. 10m buffer is allowed for all nearby ASRs (i.e. the village houses of Hang Tau Tsuen). The structure for the temporary shop and wholesale of construction materials, situated to the east of the proposed new access road, falls within the 10m buffer zone. However, it should be noted that it is not an ASR. Please refer to **Figure 4 – 200m Study Area and Buffer Distance to Nearby Roads**.

5.10.3.2 The air quality inside basement car park would be duly complied with the concentration limits as set out in the ProPECC PN 2/96 – Control of Air Pollution in Car Parks. Car park ventilation systems should be designed to ensure that the car park air quality guidelines are met under all circumstances. The exhaust (if any) would be discharged to the atmosphere at such a location away from any nearby ASRs as far as possible.

5.10.4 *Potential Air Impact During Construction Stage*

5.10.4.1 During construction stage, construction dust and gas emissions from construction equipment and vehicles are possibly generated. Dust control measures as stipulated under the Air Pollution Control (Construction Dust) Regulation, together with proper site management and good housekeeping, will be implemented to minimize potential air impact during construction stage. The following dust control measures are proposed to be considered to minimize dust nuisance:

a) Wet by water spraying on (i) any dusty materials before loading and unloading; (ii) stockpile of dusty materials; (iii) area where demolition work is carried out; (iv) area where excavation or earth moving activities are carried out; and (v) any unpaved main haul road.
b) Provide hoarding of not less than 2.4 m high from ground level along the site boundary which is next to a road or other public area.
c) Provide effective dust screens, sheeting or netting to enclose any scaffolding built around the perimeter of a building.
d) Cover or shelter any stockpile of dusty materials.
e) Dispose of any dusty materials collected by fabric filters or other pollution control system in totally enclosed containers.
f) Properly treat any exposed earth, such as by compacting or hydro seeding, within 6 months after the last construction activity.
g) Provide vehicle washing facilities at all site exits to wash away any dusty materials from vehicle body and wheels before they leave the site.
h) Cover any dusty load on vehicles before they leave the site.
i) Provide electric power supply for on-site machinery as far as practicable. Diesel generators and machinery as well as exempted machinery shall be avoided to minimize the gaseous and PM emissions.

5.10.4.2 With reference to the development scheme and information provided by Project Team, deep foundation excavation and large-scale site formation will not be required. The estimated amount of excavated / backfilling materials to be handled and number of truck trips per day are summarized in Table 5 below.

Table 5 Estimated Amount

Construction Stage	Estimated Volume of Excavated / Backfill Material	Estimated Number of Truck Trips per Day
Foundation Stage (about 12 months)	5,389 m^3 C&D Material Inert C&D Material: 5,386 m^3 Non-Inert C&D Material: 5 m^3	3 trips per day
Superstructure Stage (about 24 months)	980 m^3 C&D Material	1 trip per day
Remarks: [1] Assumed that there will be 22 working days per month. [2] Assumed that the average dump truck capacity will be 7.5m^3 per trip.		

Mitigation measures set out under the Air Pollution Control (Construction Dust) Regulation shall be strictly followed during the construction. Considering that deep foundation and large scale of site formation will not be required while the number of truck trips per day throughout the construction stage is minimal, with the proper implementation of dust mitigation measures, no adverse impact associated with the fugitive dust generated from construction is anticipated.

It is anticipated that there would be on average 3 nos. of Powered Mechanical Equipment (PME) operated simultaneously within the Project Site. Gaseous emissions from PMEs are expected to be limited. Provided that the Air Pollution Control (Fuel Restriction) Regulation and Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation shall be followed, no adverse air quality impacts associated with gaseous emission from construction is anticipated.

5.10.4.3 The nearest ASRs 1 – 3, which refer to the nearby village houses located south of the application site boundary, have been identified. The separation distance between these houses and the site ranges from 40m to 69m. Please refer to Figure 4.

5.10.4.4 The proposed development is scheduled to commence construction in 2026. Based on the available information, there are no any other concurrent projects within 500m from the project site boundary during the construction stage. It is noted that the Temporary Residential Institution (Transitional Housing) (S16 Application No. A/YL-PS/623), situated to the west of the Application Site, commenced work in September 2023 and is anticipated to be completed in Q3 2024. Due to its concealed location behind the green knoll and non-overlapping construction periods, no cumulative environmental impact during the construction stage is anticipated.

5.10.5 *Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation*

5.10.5.1 This Regulation was implemented on 1 June 2015 to control emissions from Non-road Mobile Machinery (NRMM). Under the Regulation, NRMMs, except those exempted, are required to comply with the prescribed emission standards. From 1 September 2015, all regulated machines sold or leased for use in Hong Kong must be approved or exempted with a proper label in a prescribed format issued by the EPD. Starting from 1 December 2015, only approved or exempted NRMMs with a proper label are allowed to be used in specified activities and locations including construction sites, container terminals and back up facilities, restricted areas of the airport, designated waste disposal facilities and specified processes.

5.10.5.2 This Regulation aims to establish statutory control over the emissions of NRMMs with the goal of reducing their emission of air pollutants and thereby improving air quality. It is confirmed that exempted NRMM will not be used as far as practicable to minimize any gaseous and PM emissions.

5.11 No Insurmountable Noise Impact

5.11.1 The existing fixed noise sources are located away from the Proposed Development and predicted fixed noise level at selected Noise Sensitive Receivers (NSRs) will

comply with the relevant noise standard. The planned fixed noise sources will be located in indoor area and thus noise impact from fixed plants is expected to be minimized. Ventilation system facing NSRs nearby will be designed with proper noise mitigation measures if required. Hence, adverse fixed noise impact is not anticipated.

5.11.2 The Proposed Development will subject to traffic noise impact from the major roads nearby. With the implementation of the proposed noise mitigation (i.e., Acoustic window (baffle type)), the predicted traffic noise level at selected NSRs will comply with the relevant noise standard and adverse traffic noise impact is not anticipated.

5.11.3 Noise impact from nearby railway (i.e., Tuen Ma Line and Light Rail transit) also assessed based on best available information from MTR, approved Environmental Impact Assessment and enforced Environmental Permits. The predicted railway noise level at selected NSRs will comply with the relevant noise standard and adverse railway noise impact is not anticipated.

5.11.4 For details, please refer to the **Appendix 6 – Noise Impact Assessment**.

5.12 No Insurmountable Sewerage Impact

5.12.1 *Sewerage Impact Analysis*

5.12.1.1 The aim of this Sewerage Impact Analysis is to review the capacity of the existing sewerage network resulting from the proposed composite development. The proposed development is tentatively scheduled to commence operation in 2029.

5.12.2 *Sewerage Disposal Network*

5.12.2.1 According to the drainage record plans, there is no existing municipal sewerage network in the nearby area. The nearest public sewerage network is a 225mm diameter sewer (FWD1028401) to the foul manhole (FMH1025442) located to the north of the Development Site beneath Tsui Sing Road near to the Tin Shui Wai West Rail Substation.

5.12.2.2 Sewage generated from the Development Site will be discharged to the proposed sewer manhole N1 as shown in **Appendix 7 – Figure 1 - Sewerage Network and Catchments in the vicinity of the Application Site**. New sewage pipes and manholes are proposed to connect sewer manhole N1 to the existing foul manhole (FMH1025442) along the proposed new vehicular access. The sewage generated will be discharged via Tsui Sing Road, Tin Fuk Road, and Ping Ha Road to the Ha Tsuen Sewage Pumping Station, and subsequently directed to the San Wai Sewage Treatment Plant.

5.12.3 *Assessment Criteria*

5.12.3.1 This assessment has been prepared in accordance with the guidelines and reference as follows:

- A Technical Paper of Environmental Protection Department's (EPD's) Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning, Version 1.0 (GESF): - It outlines the methodology and provides guidance for estimating sewage flows in sewerage infrastructure planning. Sewage flow parameters and peaking factors are adopted.

- Commercial and Industrial Floor Space Utilization Survey (CIFSUS) conducted by the Planning Department during November 2004 to March 2005: - It is referred to determine the worker density for different economic activities and planned usage type.

- Sewerage Manual (SM) published by the Drainage Services Department (DSD) in May 2013: - It offers guidance on the planning, design, construction, operation and maintenance of public gravity sewerage system in Hong Kong.

- Relevant Drainage Record Plans obtained from the Drainage Service Department: - It shows the details of existing sewerage record.

5.12.4 *Assessment of Sewerage Impact*

5.12.4.1 For the purpose of this Sewerage Impact Analysis, a total number of 420 RCHE residents, 150 employees and 18 Senior Hostel residents have been assumed to be occupied within the proposed composite development. The wastewater generated will be contributed by the residents and employees.

5.12.4.2 Sewage from the proposed composite development will be connected to the proposed sewer manhole N1 and then conveyed to the existing foul manhole (FMH1025442) along the proposed new vehicular access. Discharge from the nearby catchment areas (Tin Shui Wai West Rail Substation, LRT Rectifier Station and North Site of the approved Transitional Housing) are included in the assessment as shown in **Appendix 7 – Figure 1 - Sewerage Network and Catchments in the vicinity of the Application Site**.

5.12.4.3 Estimated sewage flow generated from the Development Site is shown in **Table 4** below.

Table 4 Sewage Flow Estimate

	No. of persons	Unit Flow Factor (m^3/person/day)	Catchment Inflow Factor[1]	Flow Rate (m^3/day)	Contributing Population[2]	Peaking Factor[3]	Peak Flow (L/s)
RCHE resident	420	0.19 [4]	1	126.66	469.11	8	11.73
RCHE employee	150	0.28 [5]					
Senior Hostel resident	18	0.27 [6]					

Remarks:

[1] Catchment Inflow Factor=1.00 (Yuen Long) is based on CIFSUS Table-8.

[2] It is based on the equation from GESF: Contributing Population = $\frac{Calculated\ total\ average\ flow}{0.27}$

[3] Peaking Factor=8 for population (including stormwater allowance) as per EPD's GESF Table T-5
[4] Unit flow factor = 0.19 (Institutional and special class) is based on EPD's GESF Table T-1
[5] Unit flow factor = 0.28 (Commercial Employee + J11) is based on EPD's GESF Table T-2
[6] Unit flow factor = 0.27 (Private R2) is based on EPD's GESF Table T-1

5.12.5 *Overall Sewer Capacity*

5.12.5.1 After calculating the cumulative flow from the Development Site and surrounding catchment areas, there is no adverse impact to the existing sewerage network. The peak flow capacity of each sewer sections is ranging from 13% to 39%. The detailed calculation on the estimated hydraulic capacity of the sewer sections is shown in **Appendix 7 – Table 1 - 4**. All existing sewers have sufficient capacity and no upgrading is required to serve the proposed composite development.

5.13 No Insurmountable Drainage Impact

5.13.1 A Drainage Impact Assessment (DIA) is conducted to assess whether the Proposed Development may cause adverse impacts on drainage and flooding or not and to recommend appropriate mitigation measures to alleviate unacceptable drainage impact, if any. Please refer to the **Appendix 8**.

5.13.2 Upon the completion of the Proposed Development, the runoff from the Project Site will be collected at the Proposed Terminal Manhole PTM1 and discharged to the Proposed Terminal Manhole PTM4 via the Proposed 375mm circular pipes. The runoff from the access road will be collected by the Proposed 600mm U-channels and discharged to the Proposed Terminal Manhole PTM4. All the runoff from the Application Site will be discharged to the Box Culvert SBP1006180 via the Proposed 400mm circular pipes.

5.13.3 It is found that the proposed and existing drainage system serving the area has sufficient capacity to cater for the drainage generation from the Proposed Development and the surrounding catchment areas. Adverse drainage impact is not anticipated, and thus no upgrading or improvement works for existing drainage system are required.