

Attachment 3

Extract of Revised Planning Statement

4. Operational Synergy

The operation of an RCHE above an RCHD shall provide a mutually beneficial relationship for residents of both programmes. As residents of an RCHE rarely leaves the building, elderly residents can interact with persons with disabilities to improve their social life at the communal space on G/F and 4/F - namely the shared courtyard and green ring respectively. At the same time, the residents of RCHD may be able to visit the RCHE and provide various services and engage in activities to improve their quality of life and provide healthy daily routines and purposes.

5. Public Access

With the intention of enhancing the connectivity as well as improving the street scape environment at pedestrian level, the entirety of the building is set-back from the southern site boundary. A 2.3m-wide pedestrian footpath, which is not designated for 24-hour public access, is provided to connect Wo Yi Hop Road with the service lane, thereby providing greater connectivity between Wo Yi Hop Road, Ta Chuen Ping Street and Lam Tin Street. **This footpath is accessible to the public from 9am to 6pm daily.**

A 5m setback from the lot boundary abutting Wo Yi Hop Road is proposed to serve as a buffer zone to the nearby road. It also provides an opportunity to enhance the area with landscaping at the pedestrian level.

The Applicant may apply to the Buildings Department during the General Building Plan submission stage for a bonus PR for the dedication of land (i.e., the 2.3m setback and 5m setback) for public passage under Regulation 22(2) of B(P)R. In total, approximately 356.69m² will be dedicated for use as public passage/road widening (equivalent to a bonus PR of 0.645). Please note that this bonus GFA to be claimed has not been included in the proposed development scheme.

4.5 Adherence to the Requirements set in the Code of Practice for Residential Care Homes

It is noted that all the facilities accessible for residents will be situated at a height of not more than 24m above the ground floor, measuring vertically from the ground of the building to the floor of the premises in which the RCHE/D is to be situated, as pursuant to the requirements as set out in para 5.2.3 of Code of Practice for Residential Care Homes (Elderly Persons) (updated June 2024) and 5.3 of Code of Practice for Residential Care Homes (Persons with Disabilities) (updated in June 2024) ("CoPs"). 6-7/F of the proposed development - to be situated at a height of more than 24m above the ground will include ancillary facilities including staff resting room, office, laundry room and kitchen. Access to the mentioned ancillary facilities will be limited to staff only and will not be accessible to the residents.

impacts on the surrounding contexts.

6.12 No Adverse Traffic Impact

The residential and commercial portions of the proposed development would accommodate the high-end provision of parking space according to the Hong Kong Planning Standards and Guidelines (HKPSG). In addition, additional parking spaces and loading and unloading spaces will be provided to cater the parking demand of the RCHE and RCHD visitors and meet the operational needs.

A Traffic Impact Assessment (TIA) has been conducted to study the traffic impact of the Proposed Development on the surrounding road networks. Please refer to **Appendix 7 - Traffic Impact Assessment**. It concludes both trip generation and attraction from proposed development can be absorbed by the nearby road networks. Yet, no significant traffic impact will be induced.

6.13 No Adverse Air Quality Impact

During the construction phase, the Proposed Development will involve relatively small-scale demolition, site formation, foundation and superstructure works which are expected to generate insignificant air quality impact to the surrounding area and could be effectively minimised by implementation of general mitigation measures for construction sites. **Hence, no adverse air quality impacts associated with the construction activities of the proposed development are anticipated.**

During the operation phase, the carpark will be designed and operated in accordance with ProPECC PN 2/96 Control of Air Pollution in Car Parks, while the best practical control measures recommended in EPD's Guideline "Control of Oily Fume and Cooking Odour from Restaurants and Food Business" will be adopted to minimize the gaseous and odour emissions from kitchen operations. The air exhaust outlet for carpark and kitchen would also be located away from nearby air sensitive receivers as far as possible. Hence, the air quality impact arising from the operation of carpark and kitchen within the Proposed Development is not expected. **According to the record from the EPD regional office, no relevant complaint against the RCPs and North Kwai Chung Market is received over the past 5 years. Odour issue from RCPs and market is also not identified during site survey. As such, no adverse odour impact on the Proposed Development is expected.** On the other hand, the Proposed Development will be located away from nearby major roads and active industrial chimneys with sufficient buffer distance provided in accordance with the requirements stipulated in Chapter 9 of the HKPSG to ensure the users will not be subject to unsatisfactory air quality. Potential air emissions from data centres within assessment area are identified, the potential emissions are expected to be emitted from routine running tests with relatively short period of time for emission, therefore, no significant air pollutant emissions is anticipated. With reference to the findings of the Air Quality Impact Assessment, no adverse air quality impact is anticipated. For details, please refer to **Appendix 8 – Air Quality Impact Assessment**.

6.14 No Adverse Noise Impact

Road traffic noise impact on the planned noise sensitive uses within the Proposed