

**Proposed Rezoning From “AGR”&“GB” To “G/IC” for
a Proposed “Social Welfare Facilities” (Residential Care Homes for The Elderly) (RCHE)
Lot 232 RP, 232 S.A ss. 1 (Part), 232 S.A ss. 2-3, 232 S.A ss. 4 (Part), 232 S.A ss. 5-14, 232 S.A RP,
232 S.B ss. 1-27, 232 S.B RP, 232 S.C - S.E, 233 S.A (Part), 233 S.B - S.M, 233 RP,
237 S.A - S.R, 237 RP, 239 S.A - S.G, 239 RP in D.D.23, Tung Tsz, Tai Po, N.T.
S12A Application for Planning Application No. Y/NE-TK/20
Response-to-Comment – TD
(Updated 12 June 2026)**

Comments	Response
1. Comments of the Commissioner for Transport Departments as follows: <u>Supporting Planning Statement Main Paper</u> (i) Figure 4 – The applicant advised that the local access road can not meet TPDM’s single track access road design requirements due to site constraints. TD will not take up the maintenance and management responsibility of the new access road upon completion. The management and maintenance departments of the village access shall be consulted. <u>Revised Traffic Impact Assessment (TIA) Report</u> (ii) Para. 2.4.1 – The provision of parking spaces and loading/ unloading spaces shall meet the operation need, including the parking need of their staff and visitors. We note from the record plans that the total no. of parking spaces at Tung Wah Group of Hospitals Shuen Wan Complex for the Elderly is more than 20. Please review. (iii) Section 2.6 – It is noted that the traffic impact assessment is based on the commitment that the development generated and attracted traffic will not operate within the AM peak and PM peak hours. The draft undertaking letter attached in Appendix 1 is different from the signed letter dated 28 April 2026 which does not present the full name of developer and operator and the position of the signatory. The applicant shall clarify. Please consult PlanD on the practicability and enforceability of the committed	Noted, the management and maintenance department of the villages access shall be consulted. Noted, the provision of parking spaces and loading/unloading spaces shall meet the operation need, including the parking need of their staff and visitors. Noted and please note that the total no. of parking spaces at Tung Wah Group of Hospitals Shuen Wan Complex for the Elderly has been revised, please refer to Section 2.4 of the revised TIA report for details. Please note that the arrangement for visitors has been changed, please refer to Section 2.6 of the revised TIA report for details.

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Comments	Response
arrangements. (iv) Para. 2.6.3 – In normal circumstance, visitors would probably visit the elderly outside office hours after work. It is advised in the undertaking letter that visitors are only allowed to enter the purposed development between 10am to 4pm daily and visitor without prior booking or outside the abovementioned time will not be allowed to enter the proposed development. Please consult PlanD on the practicability and enforceability of the committed arrangements. (v) Para. 4.1.1 – It is noted that the 2031 and 2034 are adopted as the completion year and the design year, respectively. Please consult PlanD on the planned and committed developments with the updated design year. (vi) Please demonstrate the implementation of restriction on construction traffic not operating within the AM peak and PM peak hours on weekdays in accordance with the TIA recommendation. For instance, the relevant requirements shall be stipulated in the tender and contract document and the implementation will be strictly monitored by the developer and resident site staff from the project management team. (vii) At different stages of the development, the applicant shall liaise actively with LSPS/001 applicant on any change in circumstances that would render the assumptions made in the TIA invalid. If positive, the change in circumstances shall be assessed accordingly.	Please refer to response-to-comment (iii) above. Please refer to Appendix C of the revised TIA report for PlanD’s email reply for the planned and committed developments, please note that the latest development parameters have been incorporated into the revised TIA report. Please note that the relevant requirements shall be stipulated in the tender and contract document and the implementation will be strictly monitored by the developer and resident site staff from the project management team. Noted.

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S12A Application for Planning Application No. Y/NE-TK/20
Response-to-Comment – TD
(Updated 29 June 2026)**

Comments	Response
1. Comments of the Commissioner for Transport Department as follows: (a) The undertaking letter must be specific, clearly listing all traffic and transportation arrangements to be strictly implemented upon commissioning. It should not simply copy paragraphs from the Traffic Impact Assessment (TIA) report that contain irrelevant technical data, such as the swept path analysis. (b) The TIA assumes that staff will be transported via shuttle bus to mitigate impacts on traffic and public transportation. Accordingly, the applicant must confirm and arrange a sufficient shuttle bus service that aligns with this assumption. Otherwise, the validity of the TIA will need to be re-evaluated. (c) The applicant is reminded that the signed undertaking letter must be registered with the Land Registry for the record.	Please note that the previously proposed commitment that the development generated and attracted traffic will not operate within the AM peak and PM peak hours have been removed, therefore the undertaking letter is not required. Please be confirmed that sufficient shuttle bus service will be provided to transport the staff to mitigate impacts on traffic and public transportation, please refer to Para. 2.6.4 of the revised TIA report for details. Please note that the previously proposed commitment that the development generated and attracted traffic will not operate within the AM peak and PM peak hours have been removed, therefore the undertaking letter is not required.

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S12A Application for Planning Application No. Y/NE-TK/20
Response-to-Comment – TD
(Updated 04 August 2026)**

Comments	Response
1. Comments of the Commissioner for Transport Department as follows: We note from the Social Welfare Department’s (SWD) that the proposed restrictions on visiting hours and visitor numbers outside peak hours are considered unfavorable. SWD emphasized that shuttle bus service availability should not be a prerequisite for entry, as visitors may need or have the right to visit residents and the premises at any time without a prior booking. They also reckon that the proposed restrictions, specifically the fixed daily hours and mandatory appointment system, may limit family members’ ability to visit at their convenience, constrain spontaneous visits, and hinder participation in large-scale activities. This approach runs counter to the spirit of family and community engagement encouraged under the Code of Practice for Residential Care Homes (Elderly Persons) (CoP). Consequently, they consider that the arrangements proposed in the Traffic Impact Assessment (TIA) report do not meet operational needs from both a service and licensing perspective. SWD requested the operator to maintain sufficient flexibility in the visitor policy to facilitate regular family contact and community integration, as required under	Please note that the arrangement for visitors has been changed, please refer to Section 2.6 of the revised TIA report for details.

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Comments	Response
the CoP, or to review the proposed schedule and booking system accordingly. In view of the above, the applicant shall review their proposal and submit an updated TIA report for further review.	

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S12A Application for Planning Application No. Y/NE-TK/20
Response-to-Comment – TD
(Updated 31 August 2026)**

Comments	Response
1. Comments of the Commissioner for Transport Department as follows: It is noted that the applicant has changed the arrangement for visitors and hence the assessment of the traffic impact across the peak hours are studied in the TIA report. I have the following comments on the revised TIA: (i) Para. 2.3.2 – The local access road connection the Site is not managed by TD. The relevant management and maintenance departments shall be consulted. (ii) Para. 2.6.3 – Please state the frequency of the shuttle service. (iii) Table 4.3 & 4.4 – Please check the latest status of the developments, e.g. the total flat no. and the primary school of Chung Nga Road West development (Planning Application No. A/TP/700). (iv) Table 4.3 & 4.4 – Please review the population intake status of those developments at the time of traffic survey. For instance, the transitional housing project at Wong Yue Tan (Planning Application No. A/NE-TK/850) was commissioned in 2024 and Villa Lucca was completed before the traffic survey. The applicant may want to review the development traffic trips adopted in accordance with the population intake status. (v) Para. 4.4.2 – A sensitivity analysis shall be included for a scenario where Planning Application No. Y/TP/40 (and its associated road improvement works) is not	Noted, the relevant management and maintenance departments of the local access road connecting the Site shall be consulted accordingly. Please refer to Para. 2.6.5 of the revised TIA report for the frequency of the shuttle service. Noted and please note that the development parameters of Chung Nga Road West has been checked and revised, please refer to Tables 4.3 and 4.4 of the revised TIA report for details. Noted and please note that the population intake status of the adjacent developments at the time of traffic survey have been revised, please refer to Tables 4.3 and 4.4 of the revised TIA report for details. Noted and please note that Section 4.4 has been revised and sensitivity analysis with Planning Application No. Y/TP/40 (and its associated road improvement works) has been added, please

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Response-to-Comment – TD
(Updated 31 August 2026)**

Comments	Response
completed prior to the commissioning of the subject development. (vi) Para. 4.4.3 – The LSPS/001 development is scheduled for completion in 2033, whereas the subject development is anticipated to be completed in 2031. Because the proposed improvement scheme for LSPS/001 may not be in place by 2031, the validity of the traffic assessment must be reviewed. (vii) Para. 6.1.1 and Table 6.1 – A minute-by-minute breakdown of lay-by occupancy shall be provided to identify the peak period and estimate the probability of two or more vehicles occupying the lay-by, which would prevent proposed new shuttle buses from boarding or alighting at the lay-by. (viii) The pedestrian assessment and public transport services assessment shall be included. (ix) This TIA incorporates traffic surveys conducted on 30 September 2025 (weekday) and 21 March 2026 (weekend). An earlier traffic survey was conducted on 14 April 2025 for a separate planning application, covering junctions along Ting Kok Road and Yuen Shin Road from Dai Fat Street to Tai Po Tai Wo Road. A comparison of these surveys reveals significant discrepancies in junction traffic flows—particularly at Junctions F, G, I, and J. The applicant must review and reconcile the differences between the 2025 and 2026 dataset.	refer to Section 5.2 of the revised TIA report for details. Noted and please note that LSPS/001 development in Section 4.4 has been removed, please refer to the revised TIA report for details. Noted and please note that a minute-by-minute breakdown of lay-by occupancy has been added, please refer to Chapter 6 of the revised TIA report for details. Please refer to Chapter 8 and Chapter 7 of the revised TIA report for the pedestrian assessment and public transport services assessment. Noted and please note that the dataset of traffic survey conducted on 14 April 2025 which has the highest total traffic flows among datasets has been adopted, please refer to Section 3.1 of the revised TIA report for details.

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S12A Application for Planning Application No. Y/NE-TK/20
Response-to-Comment – PlanD
(Updated 06 July 2026 by email)**

Comments	Response
1. Comments of Planning Department as follows: 1. Tables 4.3 and 4.4 – Lok Sin Village is subject to application No. A/NE-TK/850 for renewal of planning approval for temporary residential institution (transitional housing) with filling and excavation of land for a period of three years (i.e. until 26.3.2029), which was approved with conditions by the Rural and New Town Planning Committee of the Town Planning Board on 27.2.2026. It involves a total gross floor area (GFA) of about 20,332.914m² (including domestic GFA of about 20,221.643m² and non-domestic GFA of about 111.271m²). Please update. 2. Tables 4.3 and 4.4 and Figure 4.1 (Rev A) – For the development parameters of Chung Nga Road West, please refer to the latest planning brief published by the Hong Kong Housing Authority available at https://www.pland.gov.hk/file/resources/approved_pb/hd_pb/pdf/Chung_Nga_Road_West_Tai_Po.pdf. 3. Figure 4.1 (Rev A) – Please update the site boundaries of Site A and Site B under LSPS/001 in the Town Planning Board’s website available at https://www.tpb.gov.hk/uploads/page/meetings/20250818/R_S_TP_31_Plan.pdf.	Noted and please note that Lok Sin Village has been included, please refer to Tables 4.3 and 4.4 of the revised TIA report for details. Noted and please note that the development parameters of Chung Nga Road West has been revised, please refer to Tables 4.3 and 4.4 of the revised TIA report for details. Please note that LSPS/001 development is scheduled for completion in 2033, whereas the subject development is anticipated to be completed in 2031, therefore consideration for LSPS/001 development has been removed.

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S12A Application for Planning Application No. Y/NE-TK/20
Response-to-Comment – PlanD
(Updated 27 July 2026 by email)**

Comments	Response
1. Comments of Planning Department as follows: 1. Tables 4.3 and 4.4 – As Villa Lucca and Fu Tip Estate (application No. A/TP/672) have been completed, please remove them from the tables. 2. Table 4.6 – Improvement works at eight junctions have been proposed under LSPS/001, which are available at https://www.devb.gov.hk/en/issues_in_focus/land_sharing_pilot_scheme/land_sharing_pilot_scheme_applications/application_received/application-no-lsps-001-final-report-by-applica/appendix-5/index.html. Please check if they have been taken into account.	Noted and please note that the population intake status of the adjacent developments at the time of traffic survey have been revised, please refer to Tables 4.3 and 4.4 of the revised TIA report for details. Please note that LSPS/001 development is scheduled for completion in 2033, whereas the subject development is anticipated to be completed in 2031, therefore consideration for LSPS/001 development has been removed.