

currently a single carriageway), alternative vehicular access located at southern side of the Project Site has been investigated (also known as the recommendation (i) a new extended road connecting Hung Shun Road). Constraints including closer location to the existing residential developments with possible traffic noise impacts generated, possible downstream blocking and/or illegal parking along kerbside, and etc.. Specifically, development traffic would traverse the affected private lots that are not solely held by the Applicant. Liaison with the affected lot owner(s) are required. Thus, implementation of such access arrangement is considered not feasible.

5.3.3 However, to facilitate the construction of the proposed development, the existing emergency vehicular access (EVA) connecting Castle Peak Road - Hung Shui Kiu and Fui Sha Wai South Road would be used as an access road for passing of construction vehicles during construction stage. The widening of the existing EVA connecting Castle Peak Road - Hung Shui Kiu and Fui Sha Wai South Road was approved under previous approved application No. A/YL-TYST/870, and relevant plans for the said widening works were previously approved by the relevant departments. In the District Lands Conference of February 2022 for the proposed land exchange for the Lot No. 2188 in D.D. 121, the Applicant was confirmed by the Transport Department (TD) that this widen section would only be used for the passing of construction vehicles during the construction stage.

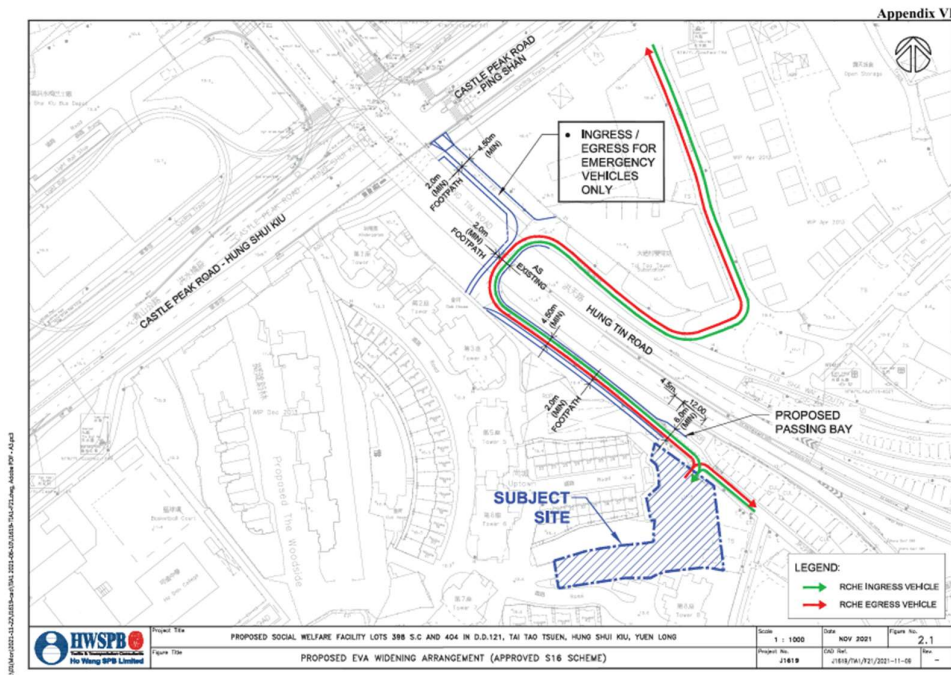
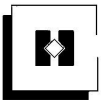


Diagram 18 Vehicular Access Leading to the Application Site During Construction Stage
(Source: Extract from the Proposed EVA Widening Work under the Approved Application No.A/YL-TYAT/870)



- 5.3.4 Assessment on Fui Sha Wai South Road was conducted, with results indicate that the carriageway will operate within capacity even with the development in place. To enhance the traffic condition at Fui Sha Wai South Road, local widening works on the existing Fui Sha Wai South Road (which is currently a single-lane access road serving 2-way traffic) is proposed. With the proposed local widening work in place, the Traffic Impact Assessment (**Appendix 3**) also confirmed that the proposed access arrangement is appropriate in traffic point of view.

Proposed Vehicular cum Pedestrian Access to the Application Site

- 5.3.5 The proposed vehicular cum pedestrian access for the Proposed Development will be located at Fu Sha Wai South Road. Physical segregation between the residential and RCHE portions will be provided via internal separate pedestrian access.
- 5.3.6 In view of a Tso/Tong land (i.e., Lot 403 in D.D. 121) is sandwiched between the existing residential development, “Uptown”, in nearby Lot 2046RP in D.D. 121 and the Application Site (refer to **Figure 4**), sufficient space for emergency vehicular access is reserved to the concerned Tso/Tong land. This is similar to the previous approved applications as well as the approved MLP under the “CDA” zone.
- 5.3.7 Hence, 2 pedestrian entrances and 1 RCHE entrance are proposed within the Application Site, while pedestrians shall enter and leave the Site via Fui Sha Wai South Road via the vehicular access.

Proposed Widening at Fui Sha Wai South Road (Diagram 19)

- 5.3.8 To enhance the traffic condition at Fui Sha Wai South Road, local widening works on the existing Fui Sha Wai South Road (which is currently a single-lane access road serving 2-way traffic) is proposed to allow better road circulation of the public road section connecting to the Application Site. The proposed widening section is anticipated to be a standard single-two carriageway for Fui Sha Wai South Road section between our proposed development access and the existing EVA connecting to Castle Peak Road - Hung Shui Kiu. Details of the proposed local widening works is demonstrated in Traffic Impact Assessment (**Appendix 3**).

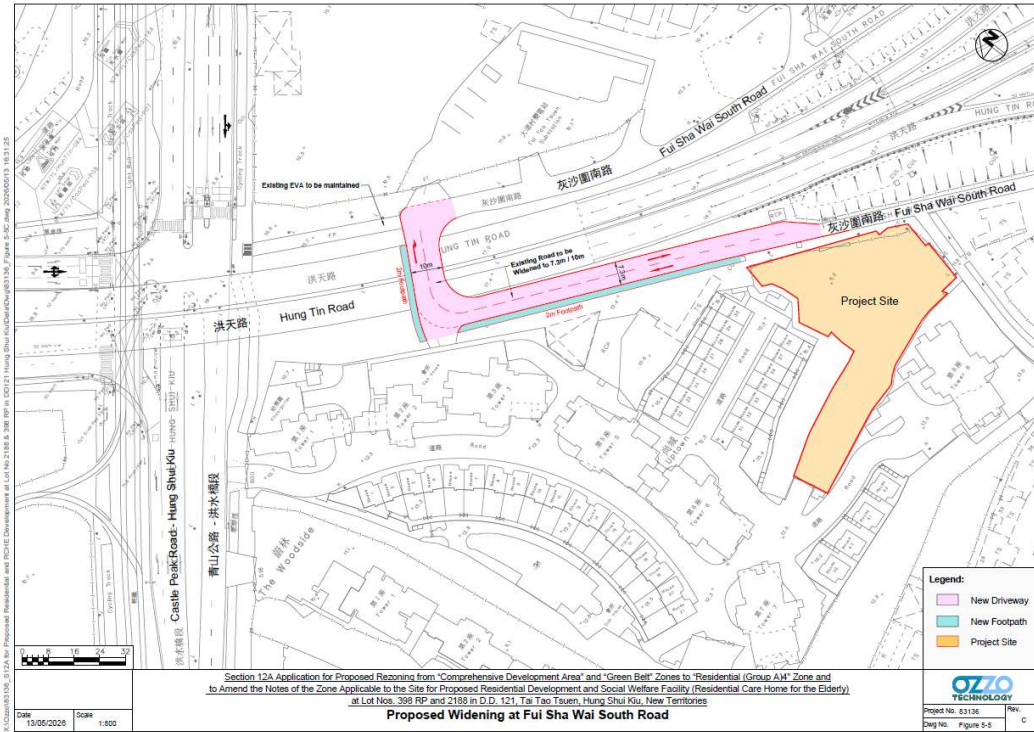
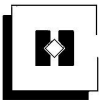
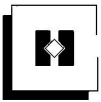


Diagram 19 Proposed Vehicular Access Leading to the Application Site During Operation Stage
(Source: Appendix 3 of Traffic Impact Assessment)



6 TECHNICAL FEASIBILITY

6.1 Traffic Considerations

Traffic Arrangement

- 6.1.1 The current vehicular cum pedestrian access for the Application Site is located at Fui Sha Wai South Road. To enhance the pedestrian connectivity and allow separation of pedestrian for the RCHE portion, two pedestrian entrances and one RCHE entrance are proposed within the Application Site.
- 6.1.2 To enhance the traffic condition at Fui Sha Wai South Road, local widening works on the existing Fui Sha Wai South Road (which is currently a single-lane access road serving 2-way traffic) is proposed. Further details of proposed local widening of Fui Sha Wai South Road under this Proposed Development are shown in the Traffic Impact Assessment (**Appendix 3**).
- 6.1.3 It is proposed to have 12 nos. of carparking spaces (including 2 accessible parking); 2 nos. of motorcycle parking spaces; 2 nos. of light bus parking spaces; 1 no. of lay-by for taxi and private cars; 1 no. of loading and unloading space for private car; and 3 no. of loading and unloading spaces (1 no. for Light Goods Vehicle (LGV); 1 no. for Medium/Heavy Goods Vehicles (M/HGV); and 1 no. for “shared-use” for coaches/buses and M/HGV). The internal transport facilities will be provided at G/F of the Proposed Development.
- 6.1.4 In addition to the vehicular access, future residents and visitors may also take advantage of the availability of public transport system namely franchised bus, GMB and LRT services, which are in close proximity to the Application Site, to/from the Proposed Development and to travel across the territory.
- 6.1.5 Swept path analysis has been conducted and indicates no unsatisfactory result.

Vehicular Flow Generation

- 6.1.6 Junction and link capacity assessments have been conducted to take into account of the traffic impacts 3 years after completion of the Proposed Development (i.e., year 2034). All concerned road links and key junctions will be operated within capacity, and performed satisfactorily during AM and PM peak hours on a normal weekday, to accommodate the expected traffic growth and additional traffic generated by the Proposed Development. Also, some planned traffic improvement works by the Civil Engineering and Development Department (CEDD) and the Highways Department (HyD) are identified within the assessment area in accordance with the future Yuen Long South Development and Yuen Long Highway Widening Works respectively. With the adequate junction and link capacity, no adverse traffic impact on the existing road network is