



LCH Planning and Development
Consultants Limited

To rezone the application site from "Comprehensive Development Area" and "Green Belt" to "Residential (Group A) 4" and to Amend the Notes of the zone applicable to the site

Section 12A Planning Application No. Y/YL-TYST/12

Response to Departmental Comments Table

No.	Comments Received	Our Responses
<i>A. Comments from Commissioner for Transport, Transport Department (TD) (Subject Officer: Mr. Forrest Ng, E/YLW1, TE(NTW), Tel: 2399 2422)</i>		
Date: 7 May 2026		
1.	On the basis of the proposal of residential development and social welfare facilities with 72 flats and 450 beds respectively, I have the following comments to the application:-	/
2.	With reference to the Traffic Impact Assessment (TIA) enclosed in RNTPC Paper No. 3/26, 'Proposed Amendments to the Approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/2' for the Rural and New Town Planning Committee meeting on 27 February 2026, a junction improvement scheme was proposed at the intersection of Castle Peak Road - Hung Shui Kiu / Hung Tin Road (identified as J18 in the TIA). The applicant shall incorporate, including but not limited to, this scheme into their proposal to ensure that all road works are fully compatible.	Your concerned on the potential traffic impact due to introduction of access road connecting Fui Sha Wai South Road and Castle Peak Road is well noted. Under the latest proposal, the proposed improvement works would be limited to local road widening of Fui Sha Wai South Road for section between our proposed development access and the existing EVA connecting to Castle Peak Road - Hung Shui Kiu, while the layout of junction Castle Peak Road - Hung Shui Kiu / Hung Tin Road is not affected.
3.	Furthermore, the submitted TIA by the applicant proposed a new vehicular access from Castle Peak Road to Fui Sha Wai South Road (paragraph 5.7.4). I disagree this scheme as the existing traffic conditions at this junction are not suitable for such modification. The introduction of additional turning movements at this location would adversely affect the overall junction performance.	Please refer to our responses for point 2.
Please note that HyD, WSD, West Development Office and Geotechnical Engineering Office of CEDD, AFCD and HAD have no comment on the application.		Noted.



No.	Comments Received	Our Responses
	Please note that DSD and Urban Design Unit of UD&L, PlanD has no further comment on the FI(1).	Noted.