



Our Ref.: PD2012027/05
Your Ref.: TPB/Y/YL-TYST/12

19 May 2026

By Email

Town Planning Board Secretariat
15/F, North Point Government Offices,
333 Java Road,
North Point,
Hong Kong

Dear Sir/ Madam,

SECTION 12A PLANNING APPLICATION NO. Y/YL-TYST/12

Further Information Submission

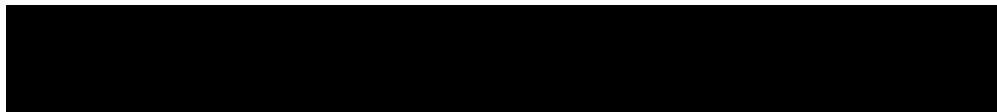
We refer to the departmental comments received from Transport Department on 7 May 2026 of the captioned Application. Please find attached our responses to the departmental comments with the replacement pages of revised Traffic Impact Assessment and planning statement report. Revisions have been made to the proposed road improvement scheme.

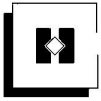
To supplement the details, the existing emergency vehicular access (EVA) connecting Castle Peak Road - Hung Shui Kiu and Fui Sha Wai South Road would only be used as an access road for construction vehicles to the Site during the construction stage. Kindly note that the widening of the aforementioned EVA was approved under Approved application No. A/YL-TYST/870, and the relevant plans for the said widening works were previously approved by the relevant departments. Additionally, during 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 that this widened section would be used for the passing of construction vehicles during the construction stage.

According to TPB PG-No. 32B, submission of this further information refers to revisions of Traffic Impact Assessment of the Application, as well as to response the relevant departmental comments, in which does not constitute as a material change the application and should be accepted by the TPB for inclusion into the application.

Should you require further information or have any query, please feel free to contact the undersigned or Haze Tsang at [REDACTED]

Yours faithfully,
For and on behalf of
LCH Planning & Development Consultants Limited





Junior Ho
Director

Encl.

c.c. the Applicant

- Appendix 1 – Responses to Departmental Comments
- Appendix 2 – Replacement Pages of Traffic Impact Assessment (P.22-24, 28, Figure 5.5)
- Appendix 3 – Replacement Pages of Planning Statement Report (P.52-54, 62)



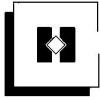
LCH Planning and Development
Consultants Limited

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
A. Comments from Commissioner for Transport, Transport Department (TD) (Subject Officer: Mr. Forrest Ng, E/YLW1, TE(NTW), Tel: 2399 2422)		
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.

5.7 Proposed Improvement Scheme

Planned Improvement Scheme by Others

- 5.7.1 Planned traffic improvement works covering key junctions and road links within the Study Area were identified under the project of Yuen Long South Development and Yuen Long Highway widening works. Details of the improvement works are listed in **Table 5-6**, while drawings of improvement works are presented in **Appendix E**.

Table 5-6 Traffic Improvement Woks by Other Projects

Location	Project	The Responsible Party	Anticipated Completion Year
Fui Sha Wai South Road / Tai To Tsuen Road / Unnamed Road (J5)	PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development – Second Phase Development	CEDD	2031
Hung Tin Road (Slip road of Yuen Long Highway SB) (L6)	PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development – Second Phase Development	CEDD	2031
Hung Tin Road (Slip road of Yuen Long Highway NB) (L5)	PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)	Highways Department	2033

- 5.7.2 With the improvement works carried out by CEDD under Project PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development – Second Phase Development in place, sections of the unnamed road of J5 will be permanently closed and demolished, and J5 will be no longer existed in the future. In the meanwhile, the L6 will be re-aligned with the number of lanes unchanged.
- 5.7.3 Under the works carried out by Highways Department under Project PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen), L5 will be further widened into two carriageways, the link capacity will be further enhanced.

Proposed Improvement Scheme by Applicant

- 5.7.4 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 site. The proposed widening section is anticipated to be a standard single-2 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 presented in **Figure 5-5**.

5.7.5 With the planned improvements and the proposed local widening at Fui Sha Wai Wai South Road in place, performances for the affected junctions and road links are assessed. The assessment results are shown in Table 5-7 and Table 5-8.

Table 5-7 2034 Peak Hour Junction Capacity Assessment (with Improvement Works)

Jn. ID.	Location ⁽¹⁾	Type	Capacity Index ⁽²⁾	2034 Reference Scenario		2034 Design Scenario	
				AM Peak	PM Peak	AM Peak	PM Peak
J1	Hung Tin Road / Hung Chi Road	Signalized	RC	18.9%	42.6%	18.7%	42.3%
J2	Hung Tin Road / Hung Shui Kiu Tin Sam Road	Priority	DFC	0.63	0.48	0.63	0.49
J3	Castle Peak Road (Hung Shui Kiu) / Hung Tin Road	Signalized	RC	24.6%	55.6%	23.8%	53.1%
J4	Castle Peak Road (Ping Shan) / Access Road	Priority	DFC	0.14	0.07	0.16	0.09
J5 ⁽³⁾	Fui Sha Wai South Road / Tai To Tsuen Road / Unnamed Road	Junction removed as a part of Yuen Long South Development Road Improvement Works					

Notes: (1) Refer to Figure 3-2 for junction locations

(2) RC = Reserve Capacity for signal-controlled junction; DFC = Design Flow to Capacity for priority junction

(3) With the improvement works carried out by CEDD under Project PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development – Second Phase Development in place, sections of the unnamed road of J5 will be permanently closed and demolished, and J5 will be no longer existed in the future. Detailed drawings can refer to Appendix E.

Table 5-8 2034 Peak Hour Road Link Capacity Assessment (with Improvement Works)

No.	Location ⁽¹⁾	Dir.	Design ⁽²⁾ Capacity (veh/hr)	2034 Reference Scenario (AM Peak)		2034 Reference Scenario (PM Peak)		2034 Design Scenario (AM Peak)		2034 Design Scenario (PM Peak)	
				Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾
L1	Hung Tin Road (At grade)	NB	1700	784	0.46	661	0.39	787	0.46	667	0.39
		SB	1700	707	0.42	540	0.32	710	0.42	545	0.32
L2	Castle Peak Road (Hung Shui Kiu)	EB	2600	1260	0.48	1029	0.40	1260	0.48	1029	0.40
		WB	3000	1374	0.46	1051	0.35	1376	0.46	1054	0.35
L3	Castle Peak Road (Ping Shan)	EB	3000	988	0.33	852	0.28	991	0.33	859	0.29

No.	Location ⁽¹⁾	Dir.	Design ⁽²⁾ Capacity (veh/hr)	2034 Reference Scenario (AM Peak)		2034 Reference Scenario (PM Peak)		2034 Design Scenario (AM Peak)		2034 Design Scenario (PM Peak)	
				Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾
		WB	2600	1139	0.44	1003	0.39	1142	0.44	1009	0.39
L4	Fui Sha Wai South Road	EB	400	19	0.05	14	0.04	24	0.06	25	0.06
L4	Fui Sha Wai South Road	WB	400	8	0.02	5	0.01	11	0.03	11	0.03
L5 ⁽⁴⁾	Hung Tin Road (Slip road of Yuen Long Highway)	NB	3000	999	0.33	1063	0.35	999	0.33	1063	0.35
L6 ⁽⁵⁾	Hung Tin Road (Slip road of Yuen Long Highway)	SB	1500	970	0.65	1214	0.81	970	0.65	1214	0.81

Notes: (1) Refer to Figure 3-2 for road link locations

(2) TPDM Vol 2 Table 2.4.1.1

(3) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

(4) Improvement works will be carried out by CEDD under Project PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development – Second Phase Development

(5) Improvement works will be carried out by HyD under PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)

5.7.6 With the planned traffic improvement works and the local widening of Fui Sha Wai South Road in place, junction and road link performances will all operate within capacity, even with the Project Site in place.

7 Summary and Conclusion

7.1 Summary

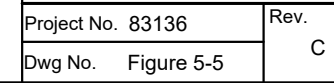
- 7.1.1 Ozzo Technology (HK) Limited is commissioned to undertake this Traffic Impact Assessment (TIA) Study to assess the traffic impact to be induced by the Project Site on the nearby road and pedestrian networks.
- 7.1.2 Capacity assessments are undertaken to reveal the 2025 AM and PM peak hour traffic conditions in the vicinity of the Project Site. The assessment results indicate that all the key junctions and road links perform satisfactorily during the AM and PM peak hours on a normal weekday.
- 7.1.3 The anticipated completion year of the Project Site is 2031. The assessment year for the TIA study is therefore set as 2034 (3 years after the anticipated completion).
- 7.1.4 Planned traffic improvement works were identified for L5 and L6 in accordance with the future Yuen Long South Development and Yuen Long Highway Widening Works. In addition, to enhance the traffic condition at Fui Sha Wai South Road, local widening works on the existing Fui Sha Wai South Road (which is a single-lane access road serving 2-way traffic) is proposed to allow better road circulation of the public road section connecting to the site. The proposed widening section is anticipated to be a standard single-2 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.
- 7.1.5 Assessment results indicate that all the key junctions and road links would perform satisfactorily during the peak hours in the Design Year for both the Reference (i.e. without Redevelopment) and Design (i.e. with Project Site) scenarios.
- 7.1.6 Pedestrian impact assessments are also undertaken to assess the performance of the public footpaths along the major pedestrian desire lines in the vicinity of the Project Site. Assessment results indicate that all major pedestrian routes would perform satisfactorily with sufficient spare capacity during the peak hours, even with the Project Site in place.
- 7.1.7 Assessment results on public transport demand also indicate that there would be of sufficient public transport spare capacities to cope with the additional public transport demand from the Project Site.

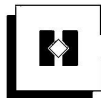
7.2 Conclusion

Proposed Widening at Fui Sha Wai South Road

Legend:

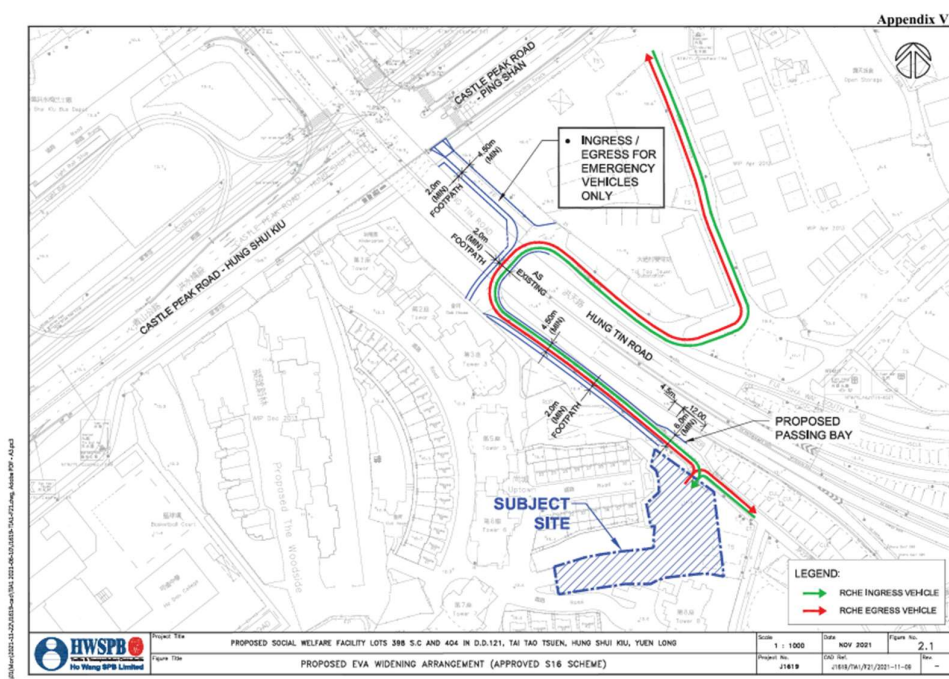
-  New Driveway
-  New Footpath
-  Project Site

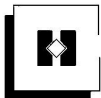




currently a single carriageway), alternative vehicular access located at southern side of the Project Site has been investigated (also known as the recommendation (i) a new extended road connecting Hung Shun Road). Constraints including closer location to the existing residential developments with possible 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.





- 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 assess 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**).

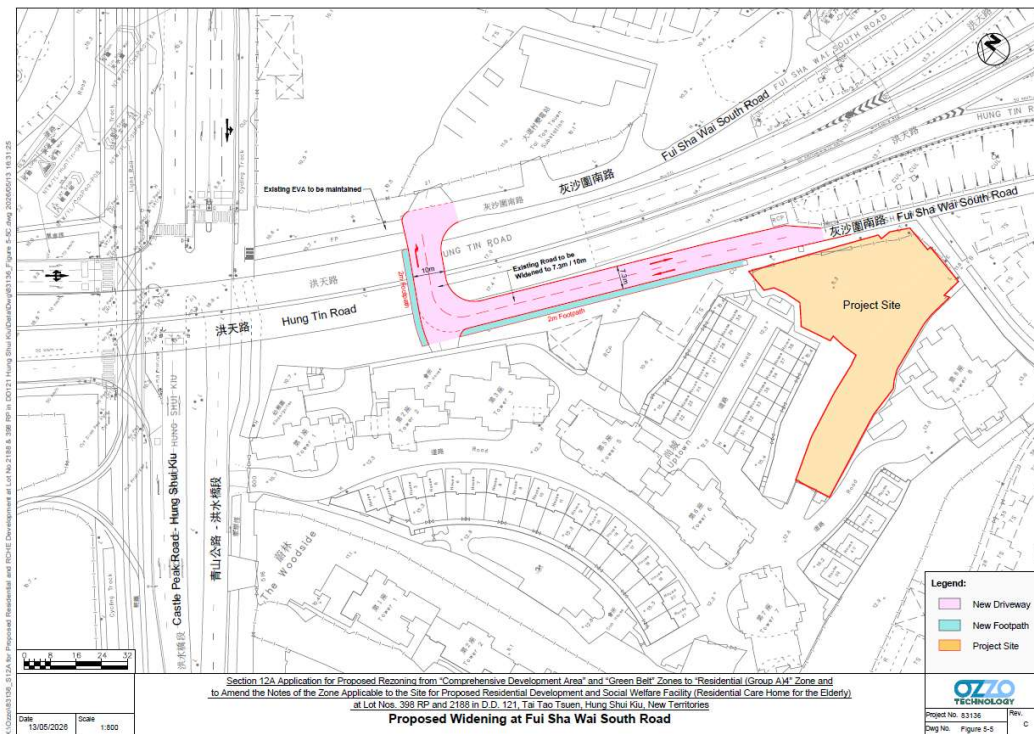
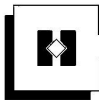
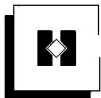


Diagram 19 Proposed Vehicular Access Leading to the Application Site During Operation Stage
(Source: Appendix 3 of Traffic Impact Assessment)



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