
Attachment 4

**Replacement Pages of Planning Statement,
Comparison of Development Parameters and
Overall Development Schedule**

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4. INDICATIVE DEVELOPMENT PROPOSAL

4.1 Indicative Proposed Scheme and Development Schedule

4.1.1 With a view to providing more commercial spaces to create additional job opportunities and foster a mixed-use neighbourhood in Yuen Long, Phase IIa is now proposed for Commercial Development. Hence, the Applicant now submits the current planning application to facilitate its development. The Indicative MLP, Floor Plans and Section Plans of the Proposed Commercial Development are shown in **Figures 4.1 to 4.12**.

4.1.2 With a development site area of about 1,230m², the Phase IIa Development is proposed with a non-domestic plot ratio of about 9.93. The Proposed Commercial Development consists of one 29-storey (above ground) commercial/office tower with a building height of not more than 145mPD providing about 11,607m² GFA for commercial/office use. Supporting facilities such as commercial/retail facilities of about 600m² GFA are provided at 1/F and M/F. To enhance the pedestrian connectivity, an opening is reserved on 1/F for a proposed pedestrian walkway connection to the adjacent YOHO Mall 1 to the east^{ab} (**Figure 4.6** refer). In addition, two more pedestrian footbridge openings are reserved for potential future pedestrian connections to the west and north of the site^a (**Figures 4.5 and 4.6** refer). These connections include a pedestrian walkway that connects to the existing footbridge via the future development at adjoining GIC site on M/F^b; and a potential pedestrian footbridge connecting northwards to YOHO Mix/YOHO Hub on the opposite side of Castle Peak Road – Yuen Long on 1/F^a.

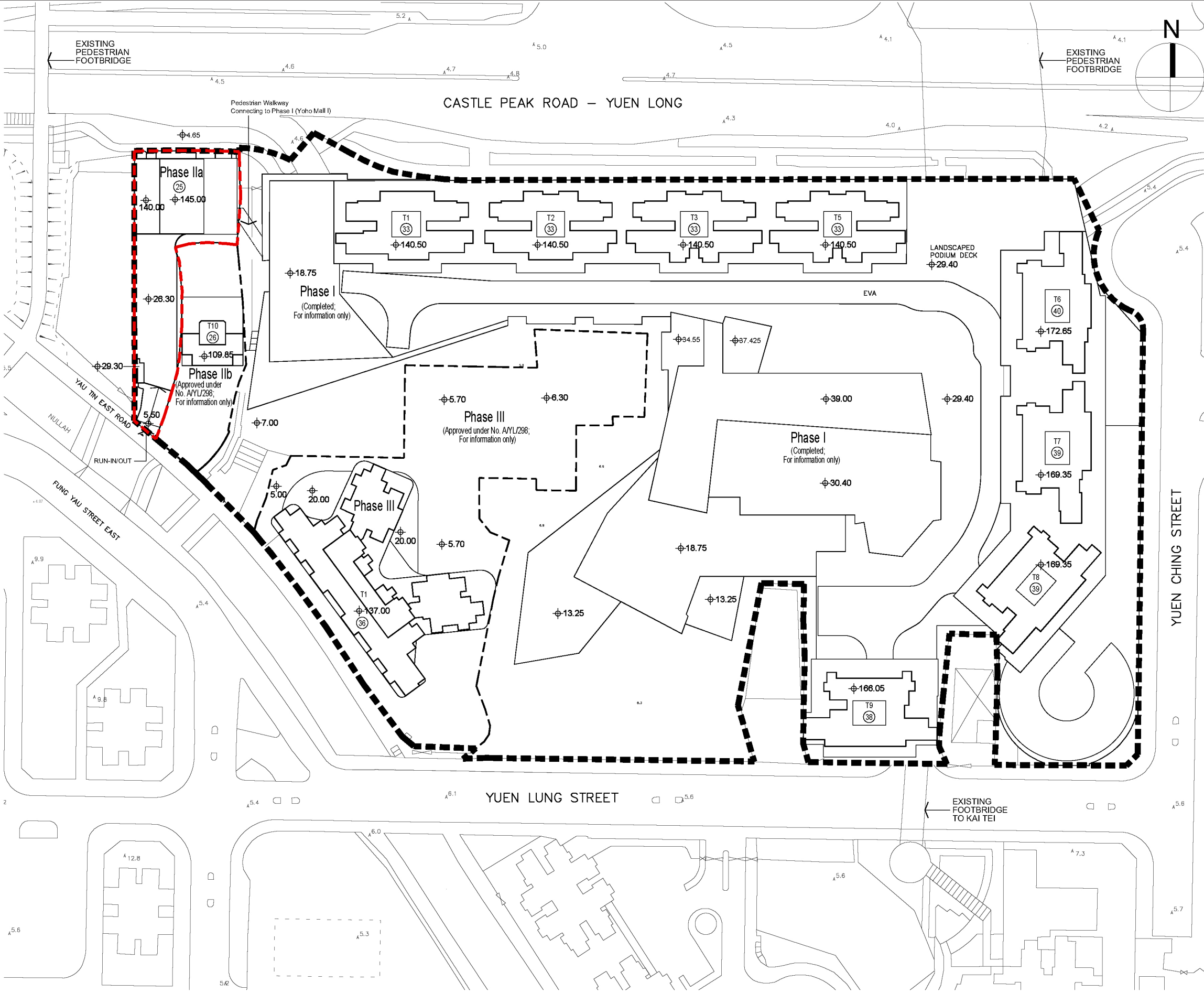
4.1.3 The Proposed Scheme has optimized its building design and footprint within the constraints of the narrow site, while incorporating various planning and design merits. Taking into account the small site area and its irregular configuration, the site coverage has been optimized while incorporating the necessary road requirements for emergency vehicular access and loading/unloading provisions, as well as above ground carpark as promoted by the Government as per the latest 2025 Policy Address. To enhance visual permeability, the scheme also incorporates a refuge floor with voids at 19/F, introducing breaks in the building mass and promoting visual permeability through the tower.

Minor Relaxation of Plot Ratio Restriction Merely Sought for Retaining Approved Non-domestic GFA with Site Area Reduced as Per the Latest PBT0

4.1.4 Compared with the Approved Scheme, the Application Site boundary of the Proposed Scheme has been refined. Pursuant to the approved Phase IIa development (under planning applications No. A/YL/205 and A/YL/298) for a hotel with a site area of about 1,285m², plot ratio (PR) of about 9.5 and gross floor area (GFA) of about 12,207m², the Applicant proceeded with relevant land exchange application accordingly. In January 2026, the Lands

^a The reserved openings and potential connections are subject to detailed design and liaison with relevant departments/parties in future.

^b The Applicant will be responsible for design, implementation, management and maintenance of the pedestrian walkways at M/F and 1/F within the Phase IIa development. **Tentatively, the opening hours of the pedestrian walkway will align with the operation hours of the retail portion of the Proposed Development and YOHO Mall 1 of YOHO Midtown.** Relevant details will be provided at the detailed design stage subject to liaison and agreement with relevant parties and Government departments.



LEGEND:

- Application Site (Same as approved Application No. A/YL/298)
- Phase Ia (Subject matter of current application)
- Phasing Boundary
- Level in mPD (Main Roof)
- No. of Commercial / Office / Retail / Residential Floors

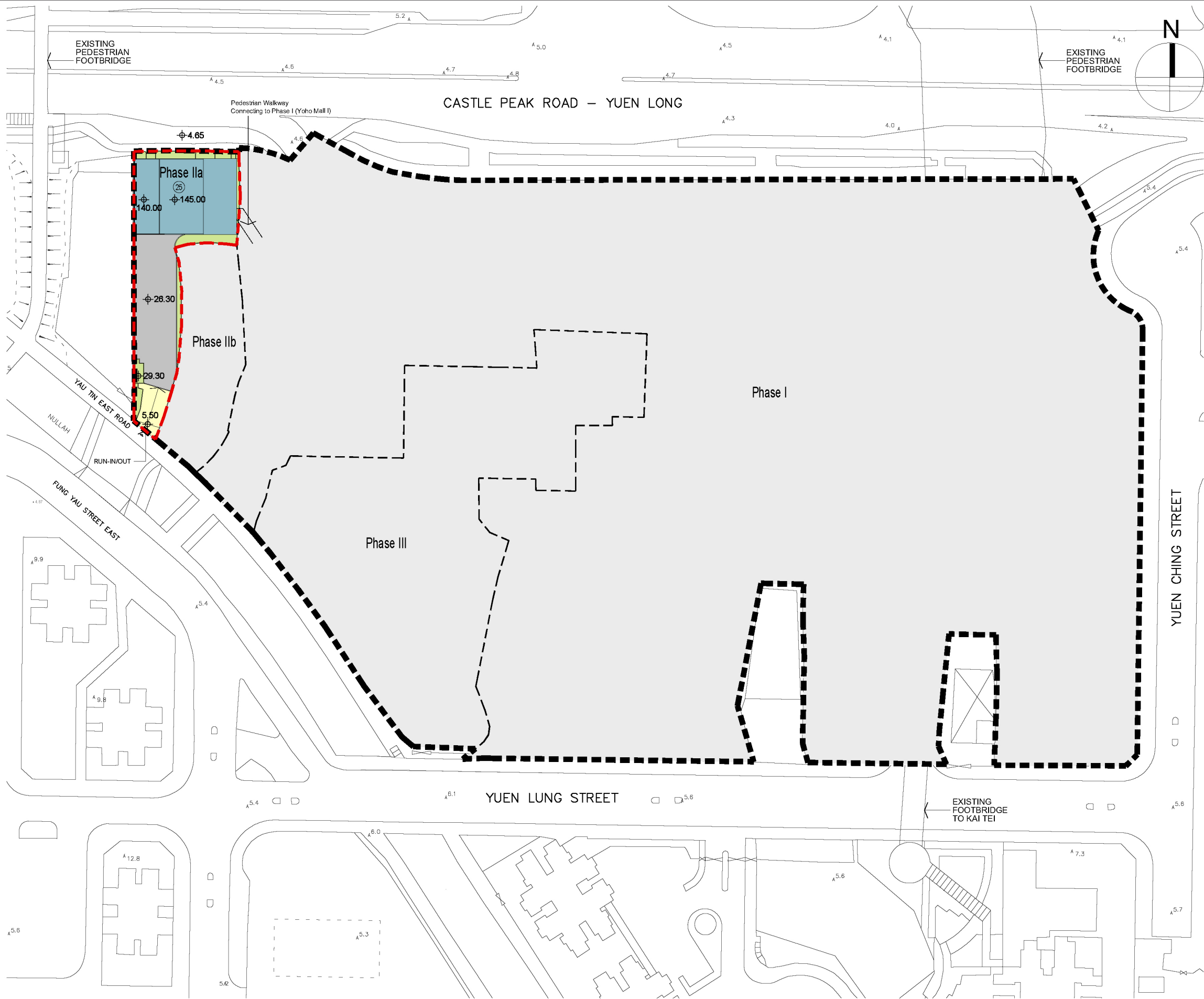
REMARKS:

Phase I: Completed as YOHO Midtown; no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298; no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298; no change proposed under current planning application

Title	Indicative Master Layout Plan (Overall)				Checked	DH	Drawn	PW
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LEGEND:

- Application Site (Same as approved Application No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD (Main Roof)
- 36 No. of Commercial / Office / Retail / Residential Floors
- Commercial / Office
- Landscape / Uncovered Area
- EVA / Uncovered Driveway / Uncovered L&UL
- Carpark/ Loading & Unloading / Covered Driveway

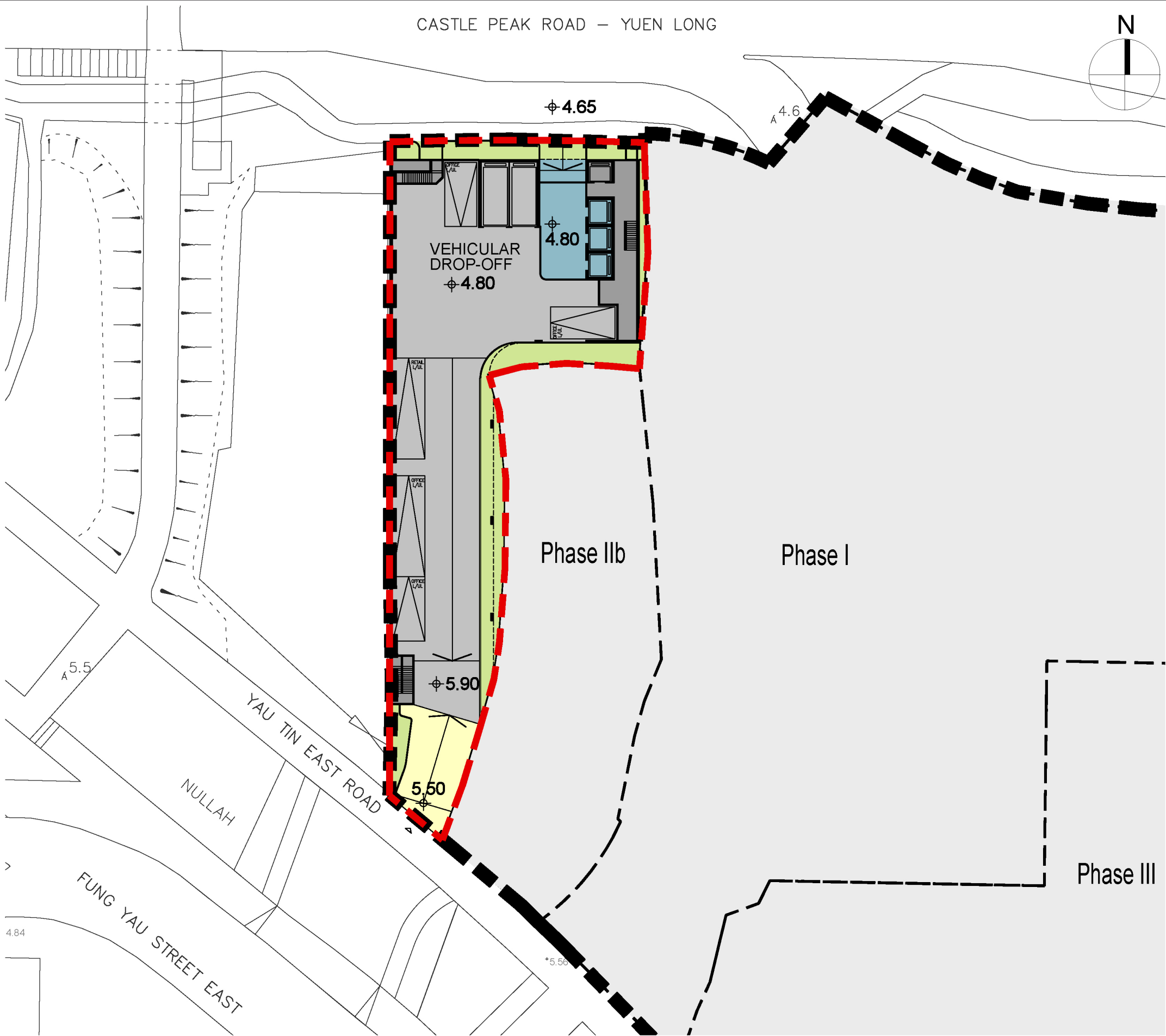
REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

	Title	Indicative Master Layout Plan (Phase IIa Development)				Checked	DH	Drawn	PW
						Rev	0	Date	Jul 2026
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- LEGEND:
- Application Site
(Same as approved Application No. A/YL/298)
 - Phase IIa
(Subject matter of current application)
 - Phasing Boundary
 - Level in mPD
 - Commercial / Office
 - Landscape / Uncovered Area
 - EVA / Uncovered Driveway / Uncovered L&UL
 - Carpark/ Loading & Unloading / Covered Driveway
 - Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

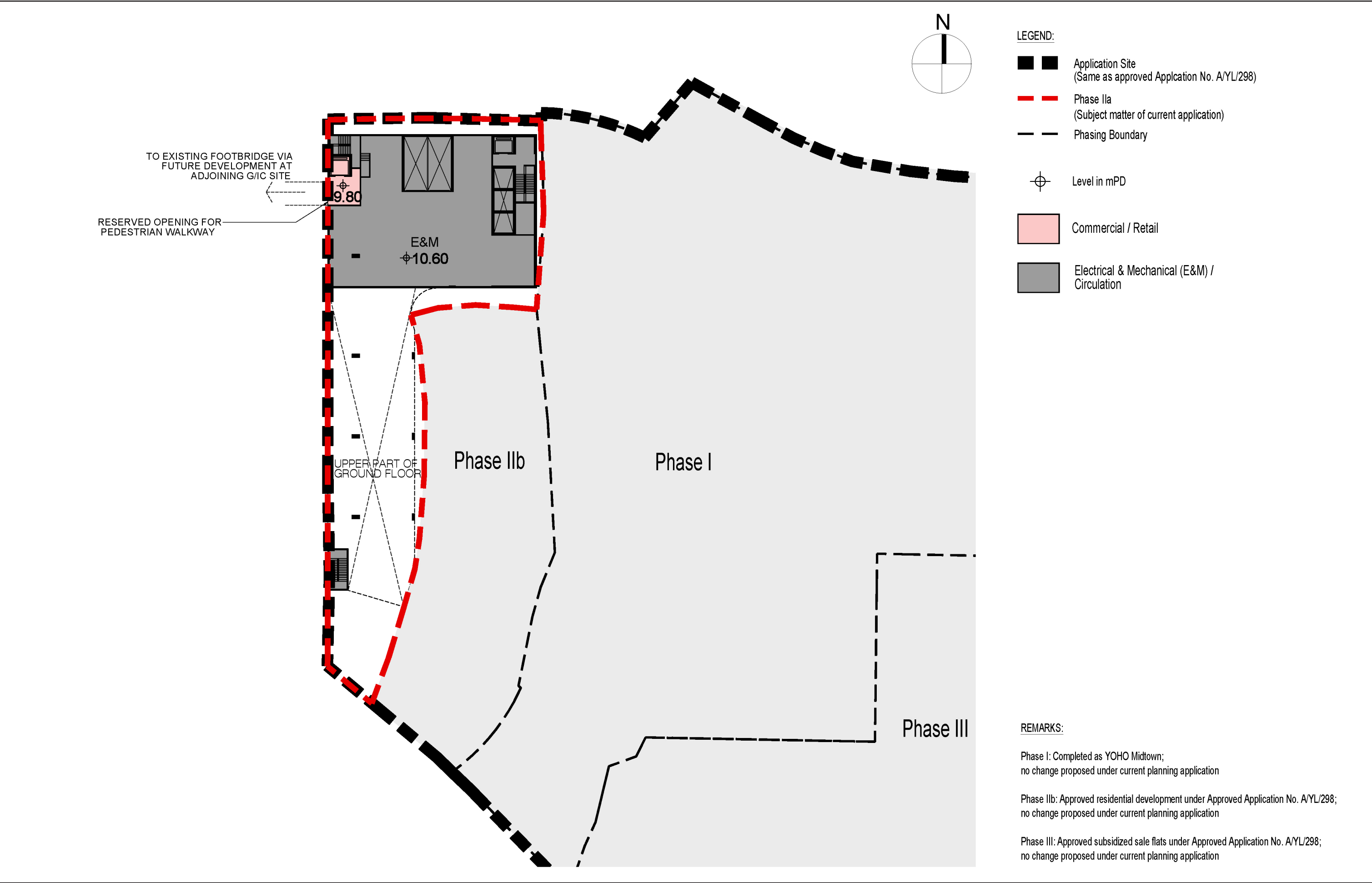
Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

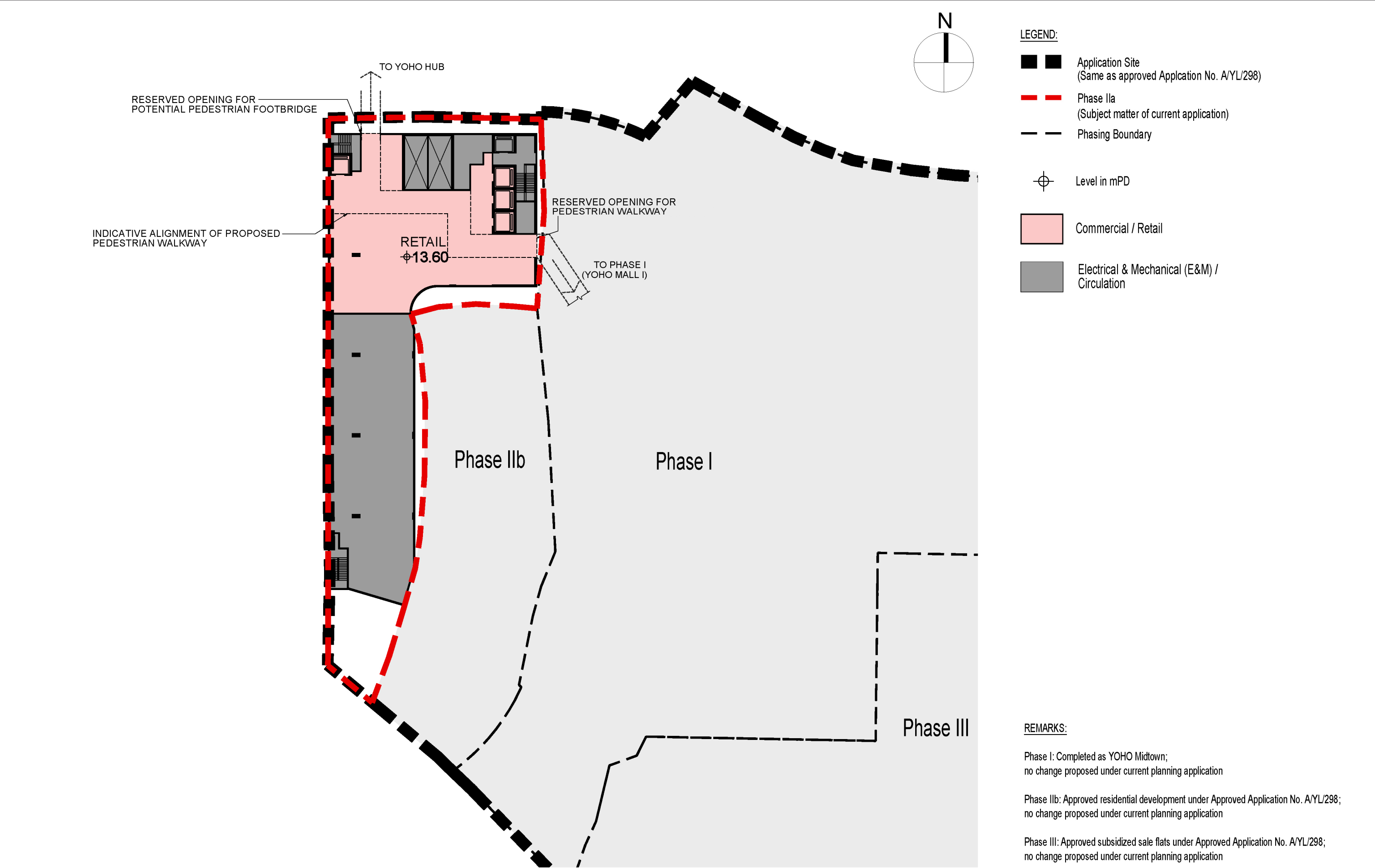
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Indicative Floor Plan (Phase IIa Development – G/F Plan)

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Rev	0	Date	Jul 2026
Scale	N/A		Figure 4.4



	Title	Indicative Floor Plan (Phase IIa Development – M/F Plan)				Checked	DH	Drawn	PW
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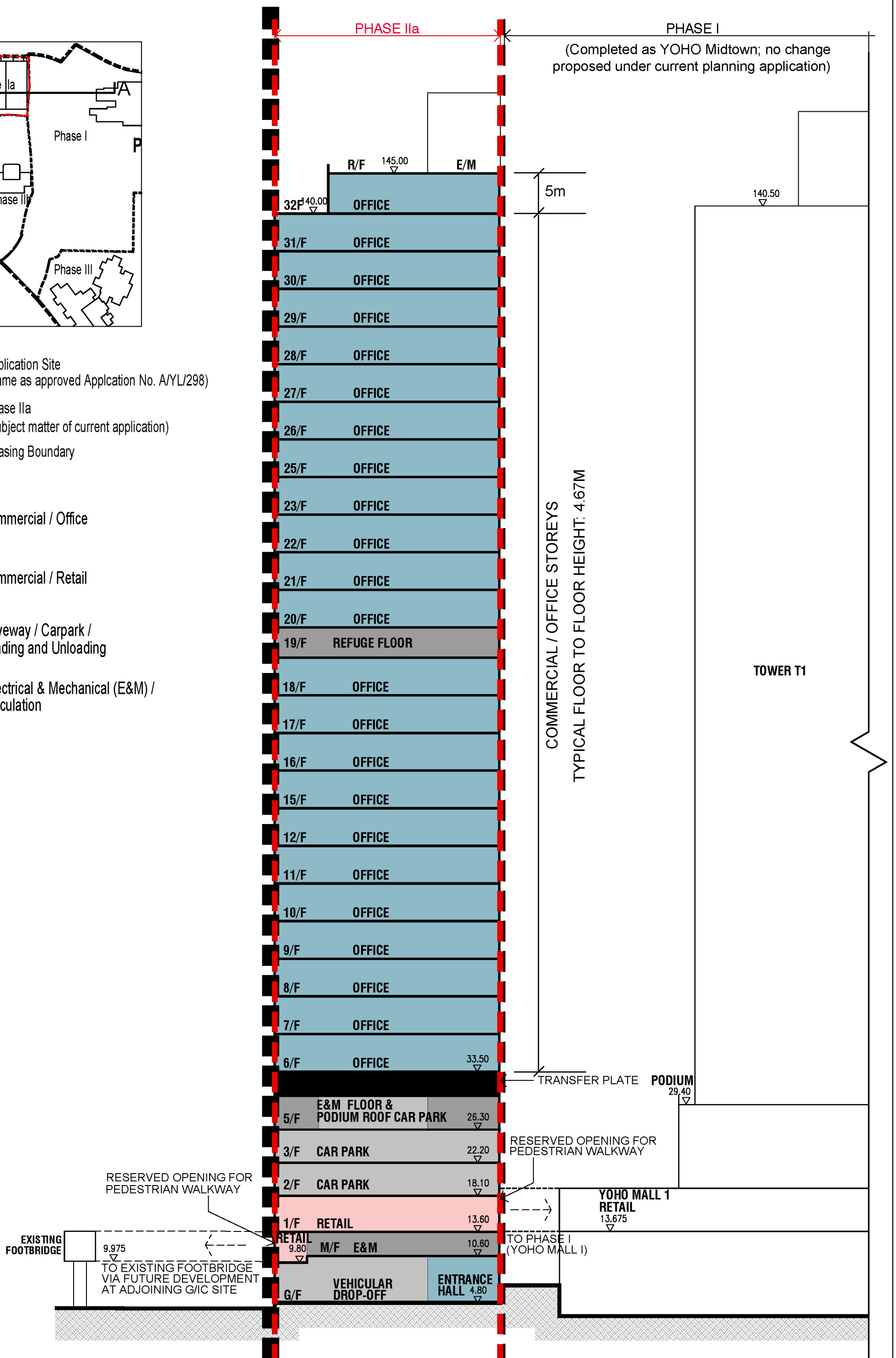
	Title	Indicative Floor Plan (Phase IIa Development – 1/F Plan)				Checked	DH	Drawn	PW
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 Application Site
 (Same as approved Application No. A/YL/298)

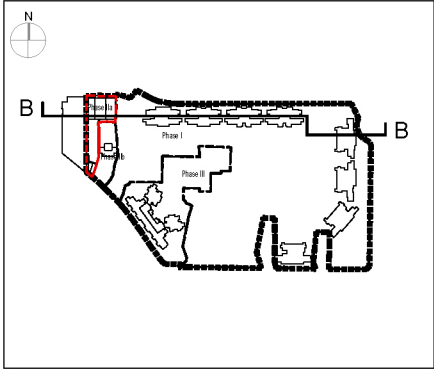
 Phase IIa
 (Subject matter of current application)

 Phasing Boundary

 Electrical & Mechanical (E&M) / Circulation

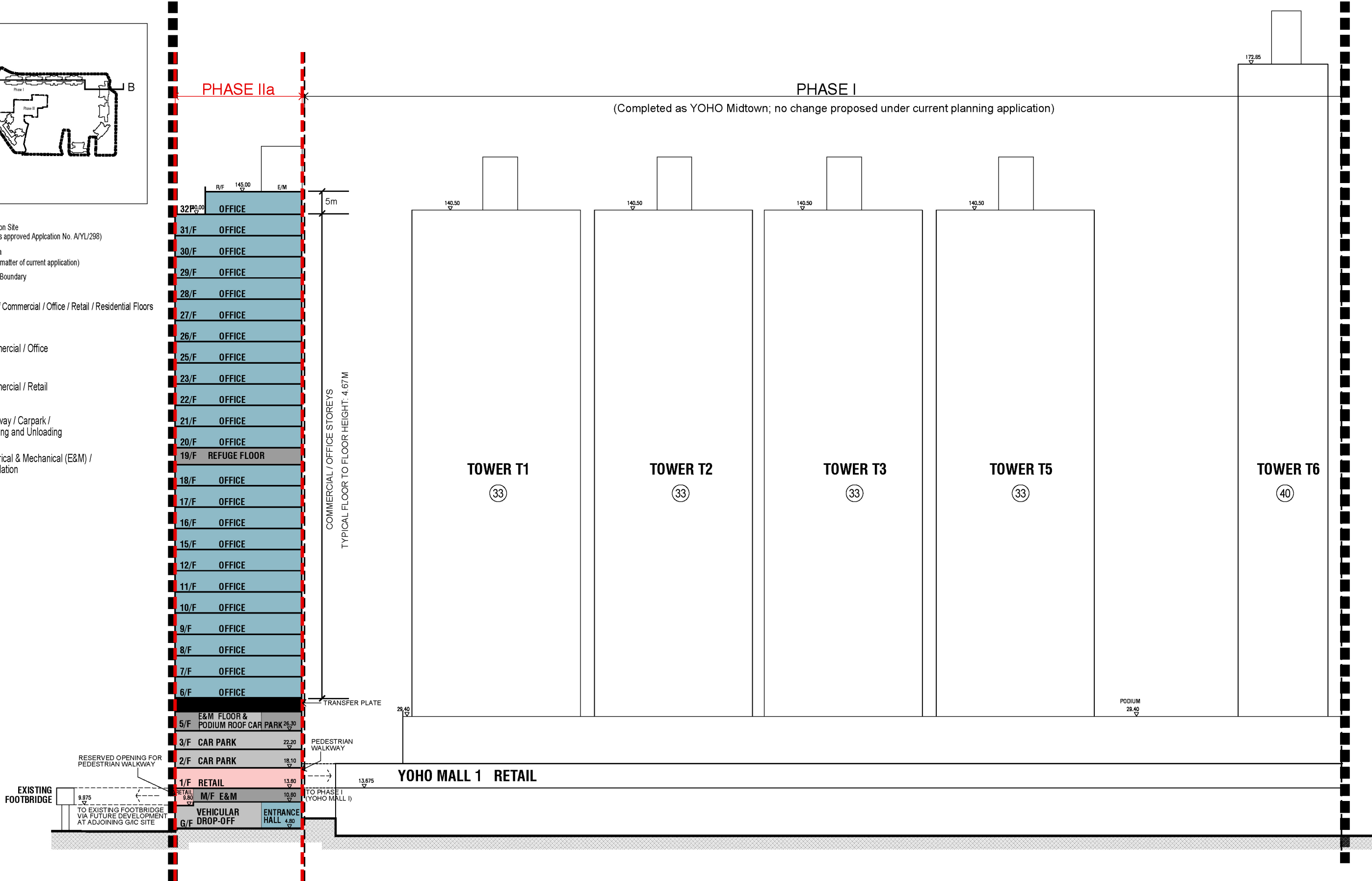


KEY PLAN:



LEGEND:

- Application Site (Same as approved Application No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- No. of Commercial / Office / Retail / Residential Floors
- Commercial / Office
- Commercial / Retail
- Driveway / Carpark / Loading and Unloading
- Electrical & Mechanical (E&M) / Circulation



Title

Indicative Section Plan (B - B)

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Scale	N/A		Figure 4.12

4.2 Urban Design Proposal

4.2.1 The Proposed Commercial Development has adopted various planning and urban design strategies to deliver quality commercial space. Committed to creating a desirable working environment for future workers, as well as contributing to a balanced, vibrant and self-sustained community, the Applicant has taken the opportunity to convert the Phase IIa Development from hotel to a commercial/office/retail development. Details of the proposed urban design concepts are shown in **Figure 4.13**.

(i) *Respecting Existing Building Height Variations of the Approved CDA Development*

4.2.2 Within the Application Site, the building height variations as per the Approved CDA Development are respected and maintained. Two major building height bands can be observed: buildings above 150mPD in the eastern portion and buildings below 150mPD in the western portion. The eastern portion comprises Tower 6 to 9 of the completed Phase I, with actual building heights ranging from 166.05mPD to 172.65mPD. The western portion includes the Proposed Commercial Development in Phase IIa, the approved development in Phase IIb, Towers 1 to 5 of the completed development in Phase I and the approved development in Phase III, with building heights ranging from 109.85mPD to 145mPD. The Proposed Commercial Development in Phase IIa with a building height of 145mPD is consistent with the overall building height pattern within the Application Site.

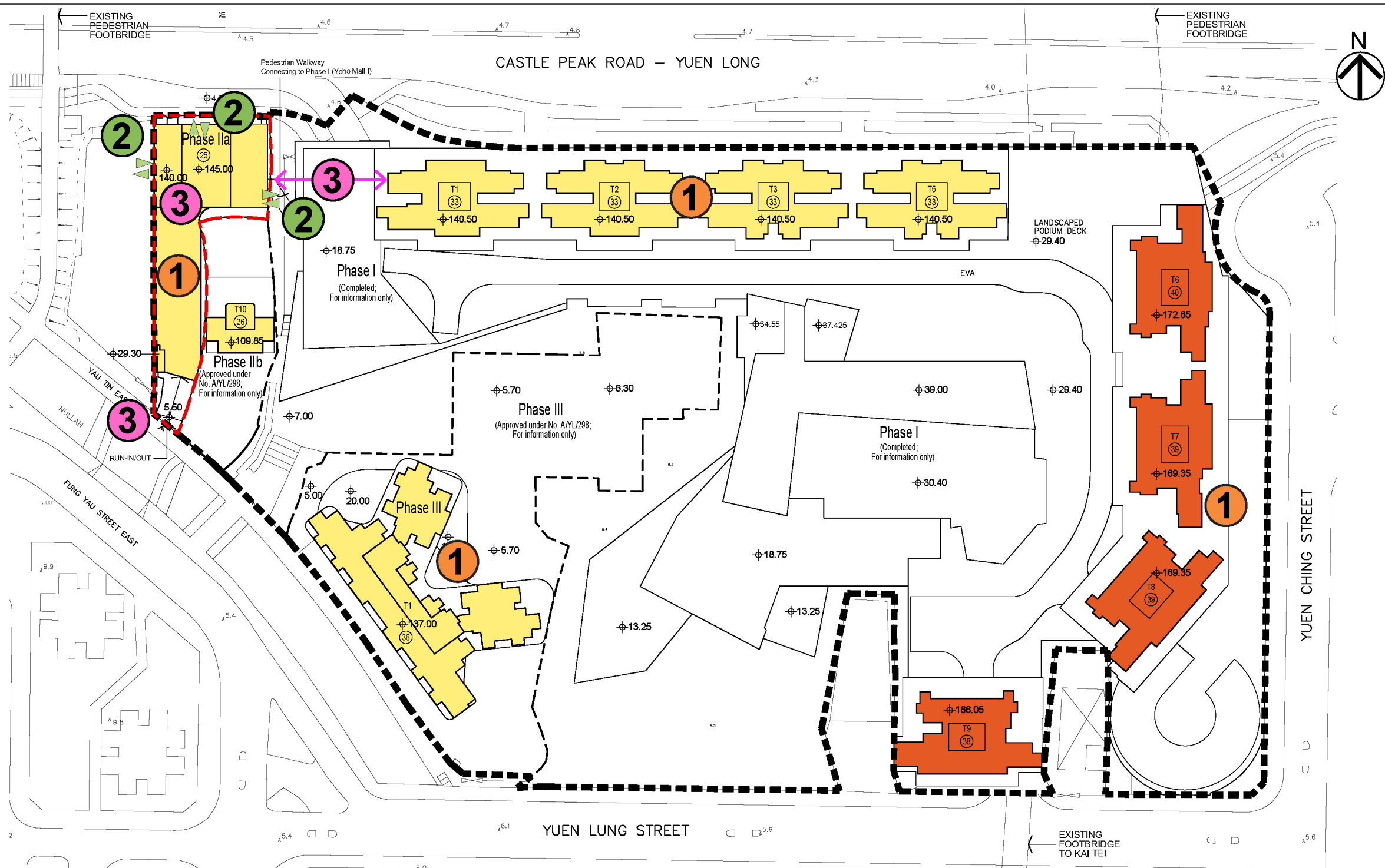
(ii) *Enhancement to Walkability and Pedestrian Experience*

4.2.3 The existing pedestrian flow is observed to be concentrated along the footbridge connections between Yuen Long Station across Castle Peak Road – Yuen Long, several shopping malls and residential developments. By providing additional connections with the existing footbridge via the future development at adjoining GIC site to the west, YOHO Mall 1 and potentially YOHO Mix/YOHO Hub^{ab}, a walkable loop will be created for better pedestrian convenience in the area (**Figure 4.14** refers). The elevated footbridge connections will provide an all-weather route for safety and comfort for all, leading to an overall enhancement of the walkways and pedestrian experiences in the district.

4.2.4 Under the current scheme, dedicated commercial/retail elements are integrated at the levels of 1/F and M/F where proposed pedestrian walkway / footbridge connections to existing YOHO Mall 1, YOHO Mix/YOHO Hub and existing footbridge via the future development at adjoining GIC site^{ab} are located. The provision of commercial/retail amenities will enrich the pedestrian experience, while bringing convenience to residents, workers and visitors. The provision of commercial/retail elements along pedestrian connections would help enliven the public realm, making the connections more than mere transit pathways, but also becoming destinations in themselves.

^a The reserved openings and potential connections are subject to detailed design and liaison with relevant departments/parties in future.

^b The Applicant will be responsible for design, implementation, management and maintenance of the pedestrian walkways at M/F and 1/F within the Phase IIa development. Tentatively, the opening hours of the pedestrian walkway will align with the operation hours of the retail portion of the Proposed Development and YOHO Mall 1 of YOHO Midtown. Relevant details will be provided at the detailed design stage subject to liaison and agreement with relevant parties and Government departments.



Legend

- ■ ■ ■ Application Site
(Same as approved Application No. A/YL/298)
- - - - Phase IIa
(Subject matter of current application)
- - - - Phasing Boundary
- ⊕ Level in mPD (Main Roof)
- 36 No. of Commercial / Office / Retail / Residential Floors

① Respecting Existing Building Height Variations of Approved CDA Development

Building height variations within the Application Site:

Building Height

150 mPD or above

Below 150 mPD



② Enhancement to Walkability and Pedestrian Experience

Proposed connections between YOHO Mall 1 and the existing footbridge via the future development at adjoining GIC site* and potential connections between YOHO Mix and the Proposed Commercial Development* to enhance walkability.

*subject to detailed design and liaison with relevant departments/parties in future

③ Enhancement to Permeability as Far as Practicable

Sensible Building Setbacks and Separations from the Surrounding Environment

- Setback of the semi-enclosed carpark along the frontage abutting the nullah
- Building setback from Castle Peak Road – Yuen Long with a landscape strip provided
- Building separations from existing development (YOHO Midtown)

Design Measures within the Proposed Commercial Development

- Semi-enclosed ground level car park
- Multi-level landscaped spaces at G/F, Roof Floor and Top Roof Floor
- Refuge floor with voids at 18/F

**llewelyn
davies**

Title

Urban Design Concept Illustration

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4.3 Landscape Design Proposal

4.3.1 The Indicative Landscape Master Plan (LMP) illustrates the proposed landscape design concept of the Proposed Commercial Development (**Figure 4.15** refers). The details of the Landscape Design Proposal are provided in **Appendix B**.

4.3.2 The design objectives of the LMP are: -

- To establish pleasant landscape areas which meet the varied needs of the development occupants and site visitors;
- To design landscape elements that integrate in harmony with the architectural style and create identity for the Proposed Commercial Development;
- To provide greening buffer between the Proposed Commercial Development and adjacent existing development;
- To ensure barrier free access for all the landscape areas;
- To submit tree planting scheme for government's approval; and
- To maximize the opportunity for soft landscaping works in the outdoor areas.

4.3.3 The proposed landscaped spaces will be provided mainly at G/F, 5/F podium floor, roof floor (R/F) and top roof floor (TR/F) within the Proposed Commercial Development (**Figures 4.16 to 4.19** refer). The landscape design concept is briefly described below:

G/F Entrance, EVA and Landscaped Spaces

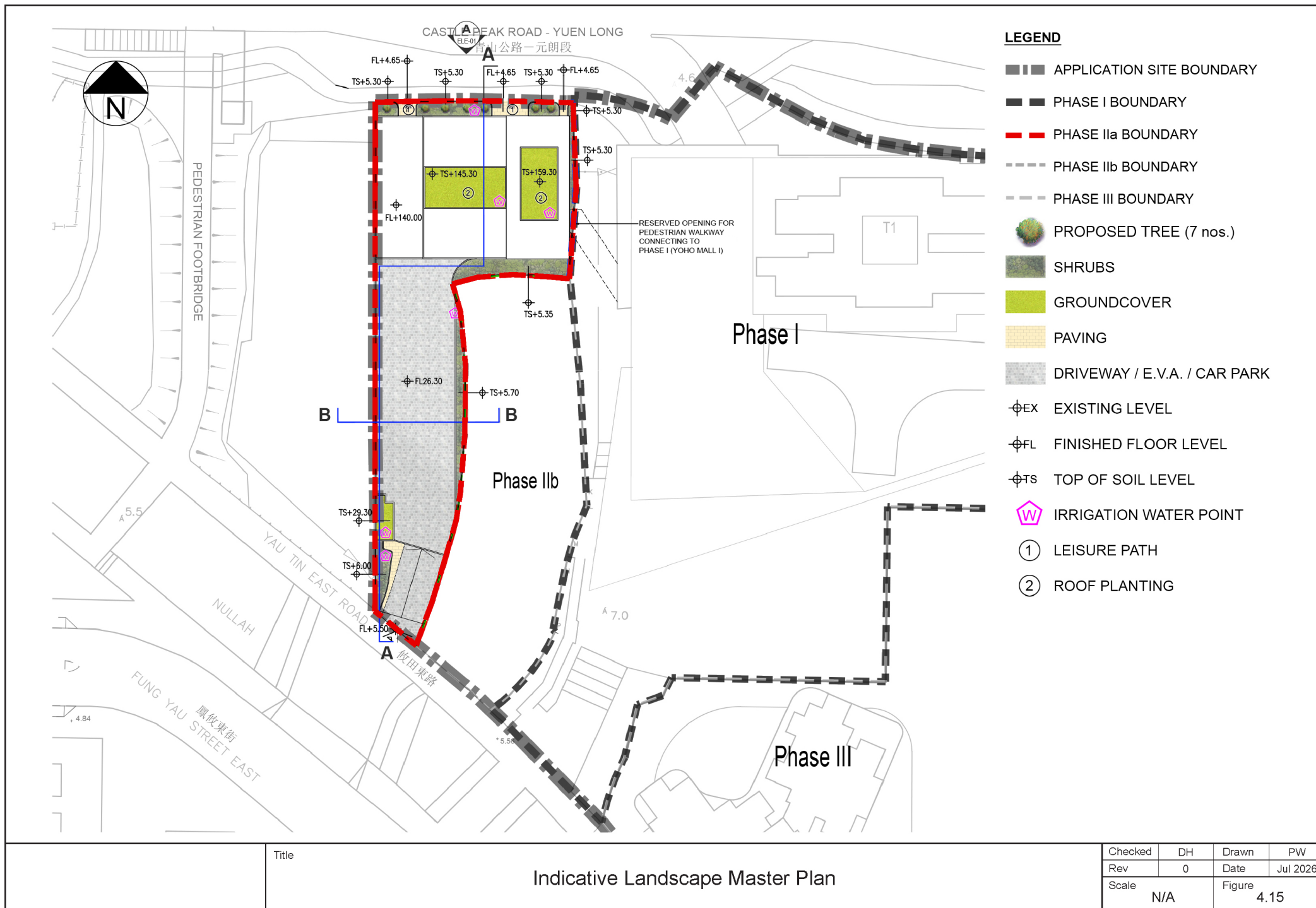
4.3.4 To accommodate necessary road requirements and internal transport provisions at the G/F without jeopardizing pedestrian circulation, feature paving and layered shrubs will be provided to create a welcoming experience for the site users and visitors at the southern setback from Yau Tin East Road where the vehicular entrance is located.

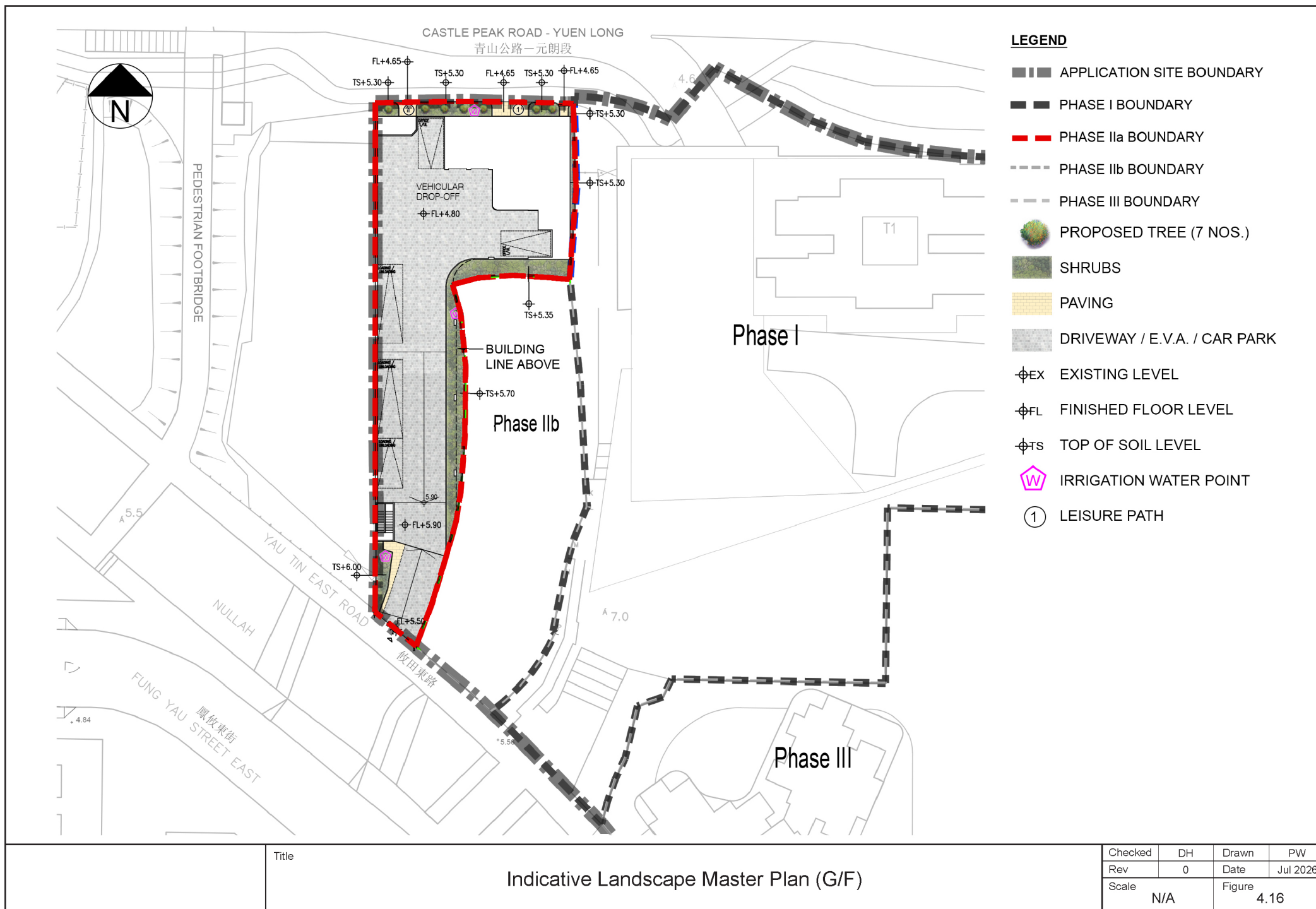
G/F Landscaped Spaces abutting Castle Peak Road – Yuen Long

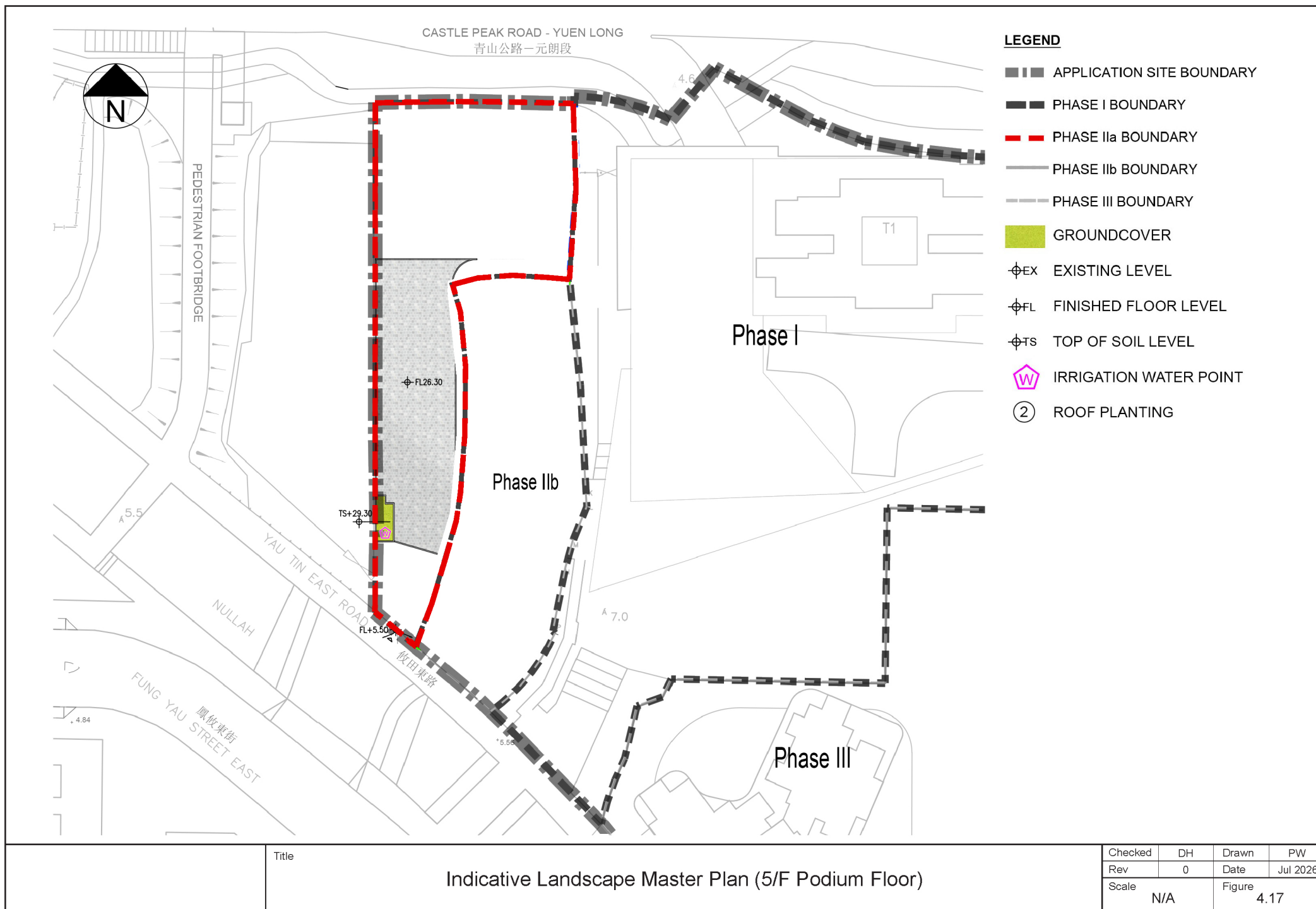
4.3.5 A landscaped leisure path with lush planting of trees and shrubs is created at the side abutting Castle Peak Road – Yuen Long as the common open area, as well as a harmonious landscape transition to soften the edge of the development.

Landscaped Roofs

4.3.6 Planting areas are designed at the R/F and TR/F of the Proposed Commercial Development to maximize greening opportunities.

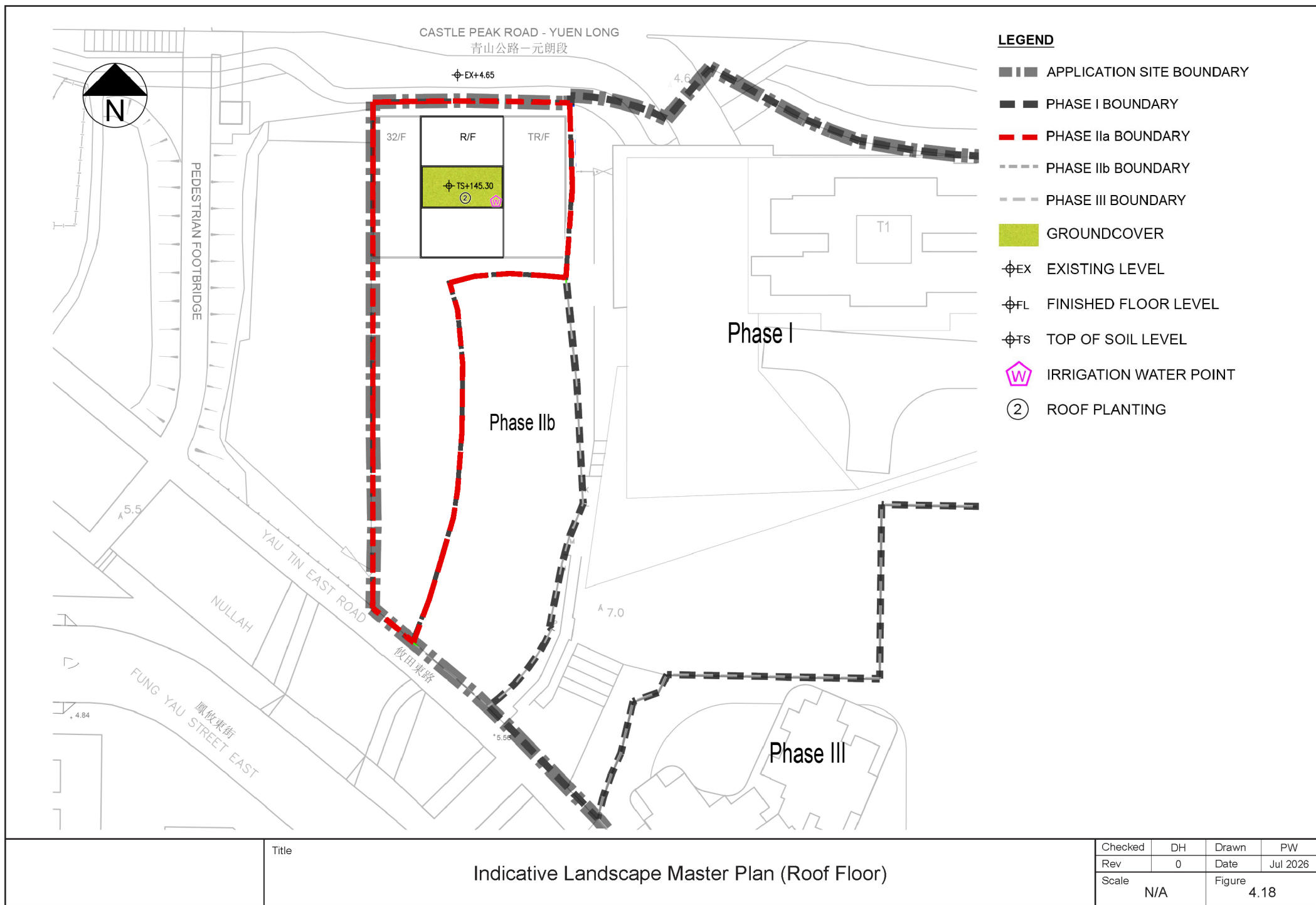


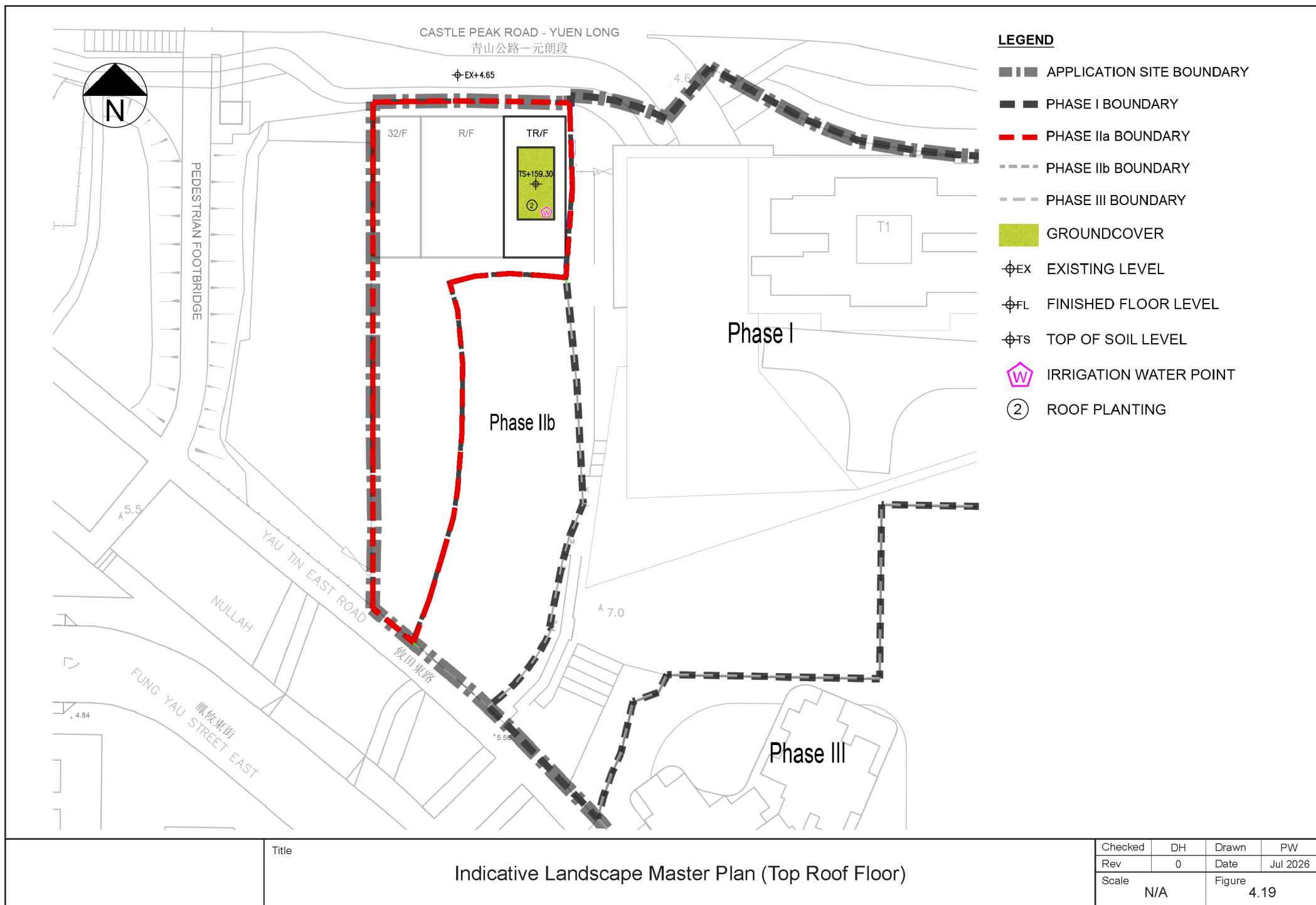




Title

Indicative Landscape Master Plan (5/F Podium Floor)





4.4 Traffic Arrangement and Facilities

Access Arrangement

- 4.4.1 The vehicular access point of the Proposed Commercial Development will be located at Yau Tin East Road via Fung Yau Street East (**Figure 4.3** refers). The Applicant would be responsible for the construction of a vehicular bridge over the existing nullah for **shared use by the Proposed Commercial Development, the adjoining GIC site and Phase IIb**. Upon completion of construction, the vehicular bridge will be handed back to Government for management and maintenance.
- 4.4.2 The existing access arrangements for adjacent developments including the adjoining GIC site and Phase IIb will remain unchanged. **Before completion of Phase IIa, the access arrangements for the adjoining GIC site and Phase IIb will rely on Yau Tin East Road, which will remain unchanged as the existing. The vehicular bridge forms part of the green area under the Land Grant for Phase IIa, which will then be handed over to the Government for future management and maintenance after completion. The design of proposed vehicular bridge crossing the nullah will also be capable of serving the adjoining GIC site and Phase IIb as needed for both ingress and egress in the future.**

Pedestrian Facilities

- 4.4.3 The main pedestrian entrance at ground level is located at Castle Peak Road – Yuen Long to the north of the site (**Figure 4.4** refers). Additional pedestrian entrances are proposed at elevated levels to enhance connectivity, including an opening reserved on 1/F for a proposed pedestrian walkway connection via YOHO Mall 1 to the east. Two more pedestrian footbridge openings are reserved for potential future pedestrian connections to the west and north of the site^a. These connections include a pedestrian walkway that connects to the existing footbridge via the future development at adjoining GIC site on M/F^b; and a potential pedestrian footbridge connecting northwards to YOHO Mix/YOHO Hub on the opposite side of Castle Peak Road – Yuen Long on 1/F^a (**Figures 4.5 and 4.6** refer). These elevated connections will provide access to Yuen Long MTR Station through a walkable loop.

Parking and Servicing Facilities

- 4.4.4 The parking and loading/unloading facilities for the Proposed Commercial Development will be provided as per the requirements under the HKPSG. The respective provisions are summarized in **Table 4.2** below. For detail breakdown of the parking facilities, please refer to **Appendix E**.

^a The reserved openings and potential connections are subject to detailed design and liaison with relevant departments/parties in future.

^b The Applicant will be responsible for design, implementation, management and maintenance of the pedestrian walkways at M/F and 1/F within the Phase IIa development. **Tentatively, the opening hours of the pedestrian walkway will align with the operation hours of the retail portion of the Proposed Development and YOHO Mall 1 of YOHO Midtown.** Relevant details will be provided at the detailed design stage subject to liaison and agreement with relevant parties and Government departments.

Table 4.2 Proposed Parking and Servicing Facilities Provision for Proposed Commercial Development

Parking and Servicing Facilities	Phase IIa
Private Car Parking Spaces	61
- Commercial/Office	59
- Commercial/Retail	2
Motorcycle Parking Spaces	4
- Commercial/Office	3
- Commercial/Retail	1
Loading/Unloading Bays (Commercial Goods Vehicles)	5
- Commercial/Office	
o Light Goods Vehicles (LGV)	3
o Heavy Goods Vehicles (HGV)	1
- Commercial/Retail	
o HGV	1

4.5 Implementation

- 4.5.1 The tentative completion year for the Proposed Commercial Development at Phase IIa will be Year 2030. Phase I (completed as YOHO Midtown), Phase IIb (for approved residential development) and Phase III (for subsidized sale flats with social welfare facility) will remain unchanged as the approved Application No. A/YL/298.

6. AIR VENTILATION CONSIDERATIONS

- 6.1 In order to evaluate the acceptability of the Proposed Commercial Development in terms of air ventilation aspects, a Quantitative Air Ventilation Assessment (QAVA) has been prepared to examine the air ventilation aspect against both Baseline Scheme (i.e. Approved Scheme under Application No. A/YL/298) and Proposed Scheme. The details of the QAVA are provided in **Appendix D**.
- 6.2 According to the results of the QAVA, the predicted annual and summer site spatial average velocity ratio (SVRs) for the Baseline Scheme and the Proposed Scheme are both 0.17 and 0.20 respectively. Based on the key indicators above, the Proposed Scheme would have comparable air ventilation performance at the immediate surroundings under both annual and summer wind conditions when compared with the Baseline Scheme.
- 6.3 In addition, the predicted annual and summer local average velocity ratio (LVRs) for the Baseline Scheme and the Proposed Scheme are both 0.16 and 0.19 respectively. The air ventilation performance of the Proposed Scheme would have comparable ventilation performance under annual and summer conditions.
- 6.4 In terms of the air ventilation performance with respect to the focused groups under annual wind condition, the Proposed Scheme would have higher VRs when compared with the Baseline Scheme at Yau Tin East Road, open area near the Approved YOHO Midtown Development Phase II, Fung Yau Street North Sitting-out Area, Fung Yau Path, Fung Kwan Street Garden, Kong Yau Road, Yuen Lung Street, Lin Fat Building, and The YOHO Hub.
- 6.5 For focused groups Long Lok Road, Castle Peak Road – Yuen Long, Fung Yau Street North, Fung Yau Street East, C.C.C. Kei Long College, open area next to C.C.C. Kei Long College, YOHO Town, Yuen Ching Road, Long Yat Road, Yuen Lung Street to the South of the Application Site, and Special Test Point within Phase IIa Development Site, they would have slightly higher VRs under the Baseline Scheme.
- 6.6 Focused groups at Shap Pat Heung Rural Committee, Wing Fu Mansion, Fung Kwun Street Refuse Collection Point, Man Fung Building, Fung Kwan Street, Ho Shun Lee Building, Yau Tin West Road, Yau Tin East Road to the West of YOHO Town, open areas next to YOHO Town, Wholesale Fishes Market, YOHO Midtown Phase III, Grand YOHO, Sun Yuen Long Centre, Ho Shun Yee Building, and YOHO Midtown Phase I would have comparable ventilation performance between both Schemes in terms of annual predicted LVRs.
- 6.7 For summer condition, improvement is found under the Proposed Scheme among the area near Fung Yau Street North Sitting-out Area, Fung Yau Path, Wing Fu Mansion, Fung Kwan Street Refuse Collection Point, Man Fung Building, Fung Kwan Street, Ho Shun Lee Building, Fung Yau Street East, open areas next to YOHO Town, Lin Fat Building, and The YOHO Hub, when compared with the Baseline Scheme.
- 6.8 For focused groups Castle Peak Road – Yuen Long, open area near the Approved Hostel Development, C.C.C. Kei Yuen College, Kong Yau Road, Kwong Ming Ying Loi School, Sun Yuen Long Centre, Long Yat Road, and Special Test Point within Phase IIa Development Site, they would have slightly

higher VRs under the Baseline Scheme.

- 6.9 Focused groups at Long Lok Road, Sha Pat Heung Rural Committee, Yau Tin East Road to the West of the Application Site, Man Fung Building, Fung Yau Street North, Fung Kwan Street Garden, Fung Kwan Path, open area next to C.C.C. Kei Yuen College, Yau Tin West Road, Yau Tin East Road to the West of the YOHO Town, YOHO Town, Yuen Lung Street to the South of YOHO Midtown, Wholesale Fishes Market, Yuen Ching Road, YOHO Midtown Phase III, Grand YOHO, Ho Shun Yee Building, Yuen Lung Street to the South of the Application Site, and YOHO Midtown Phase I would have comparable ventilation performance between both Schemes in terms of summer predicted LVRs.
- 6.10 To conclude, the modelling results show that the Proposed Scheme and Baseline Scheme have comparable overall performance while there is some variation of wind availability among individual focused areas. This study demonstrates that the Proposed Scheme will have similar performance to the Baseline Scheme from air ventilation standpoint.

7. TRAFFIC CONSIDERATIONS

- 7.1 A Traffic Impact Assessment (TIA) has been conducted to assess the potential traffic impact on the existing road network brought about by the Proposed Commercial Development (**Appendix F** refers). The TIA confirms that the potential traffic impact of the Proposed Commercial Development is considered to be very minimal and acceptable to the local road network.
- 7.2 Traffic count surveys were conducted at 8 existing identified critical junctions to investigate the traffic condition during commuting peak hours in order to review the existing traffic condition. At present, all critical junctions are operating within capacity.
- 7.3 The Proposed Development is scheduled for completion in 2030 tentatively. Traffic forecast for design year 2033 was produced to assess the traffic impact arising from the Proposed Development.
- 7.4 Peak hour traffic forecasts in design year 2033 were established based on the growth rate determined by the historical traffic data from Annual Traffic Census and “2021-based Territorial Population and Employment Data Matrix” data.
- 7.5 Traffic trip generation and attraction volumes for Proposed Scheme are estimated with reference to the latest Transport Planning and Design Manual and the respective development schedule. It is anticipated that the 2-way traffic of the Proposed Development will be reduced by about 39 pcu/hr and 55 pcu/hr during the AM and PM peak hour for the Proposed Scheme comparing to the Approved Scheme.
- 7.6 All junctions would be operating at capacity under both reference and design case in 2033, revealing that the traffic impact induced by the Proposed Development would be minimal.
- 7.7 The pedestrian assessment was conducted to assess the future performances of the surrounding footpaths, and the assessment results suggested that all the surrounding footpaths will be operating within capacity.
- 7.8 The traffic impact during the construction stage is also reviewed. Taking into consideration the site area of the Application Site as well as the proposed scale of the development, it is estimated that the construction vehicles to/from the Application Site would be approximately 10 pcu/hr (i.e. 4 vehicles). As compared to the existing traffic volume on Castle Peak Road – Yuen Long, the additional traffic induced during the construction stage is considered minimal, which the traffic impact is anticipated to be negligible. Given that Yau Tin East Road is designated as a prohibited zone with heavy pedestrian traffic, the construction vehicles associated with the main site works will primarily access the site via Fung Yau Street North, while Yau Tin East Road will only be used for relatively minor activities, such as loading and unloading operations. The detailed construction sequence and associated traffic arrangements will be subject to the future contractor's work planning and methodology. The Applicant will also liaise with and consult the relevant Government departments in detailed design stage.
- 7.9 In light of the findings of the TIA, it is concluded that the Proposed Development would be acceptable in traffic terms.

9. DRAINAGE, SEWERAGE AND WATER SUPPLY CONSIDERATIONS

9.1 Drainage Impact Assessment

- 9.1.1 A Drainage Impact Assessment (DIA) for the Application Site was previously approved under planning application No. A/YL/298, i.e. the Approved CDA Development. Under this planning application, the MLP for Phase IIa is amended for the Proposed Commercial Development, and the drainage impacts arising from the Proposed Commercial Development have been assessed.
- 9.1.2 The surface runoff of the Proposed Commercial Development will be discharged to a proposed drainage system to be ultimately discharged to the existing nullah SCP1009740 to the south of Phase IIa Development Site.
- 9.1.3 Based on the hydraulic calculation, the Proposed Commercial Development will not impose adverse impact to the existing drainage system and it is envisaged that the Proposed Commercial Development is acceptable in drainage terms.
- 9.1.4 The details of the DIA are provided in **Appendix G**.

9.2 Sewerage Impact Assessment

- 9.2.1 A Sewerage Impact Assessment (SIA) for the Application Site was previously approved under planning application No. A/YL/298, i.e. the Approved CDA Development. Under this planning application, the MLP for Phase IIa is amended for the Proposed Commercial Development, and the sewerage impacts arising from the Proposed Commercial Development have been assessed.
- 9.2.2 Approximately **149.2m³/day** of sewage in average dry weather flow (ADWF) would be generated from the Proposed Commercial Development and conveyed to the existing sewerage system along Yau Tin East Road.
- 9.2.3 The ADWF under the current scheme of Proposed Commercial Development is reduced compared to the approved SIA under Application No. A/YL/298 and the proposed upgrading works by Phase III will be completed by Year 2030, i.e. same as the tentative completion year for the Proposed Commercial Development.
- 9.2.4 Compared with the approved SIA under Phase III, an updated hydraulic assessment is presented in this SIA to relocate the sewage discharge point of Phase IIa from FMH1039606 at Castle Peak Road to between FMH1019170 and FMH1019177 at Yau Tin East Road.
- 9.2.5 Taking into account the above considerations, **with the proposed mitigation measures by Phase III development**, the Proposed Commercial Development is therefore acceptable in sewerage terms.
- 9.2.6 The details of the SIA are provided in **Appendix H**.

10.6 Enhancements Incorporated in the Proposed Amendments to the Approved Scheme

Enhanced Connectivity and Walkability

- 10.6.1 Currently, there is a network of footbridges connecting Yuen Long MTR Station and different residential developments and their podium shopping malls. Upon completion of the Proposed Commercial Development, direct connections between the existing YOHO Mall 1 and the existing footbridge via the future development at adjoining GIC site to the east and west of the Application Site respectively^{ab} will complete a walkable loop in the area (**Figure 4.14** refers).
- 10.6.2 As compared with the Approved Scheme, an area on the 1/F of the Proposed Commercial Development is also reserved for the potential footbridge connection to YOHO Mix/YOHO Hub on the opposite side of Castle Peak Road – Yuen Long^a, which will further enhance the convenience and walkability of the residents and visitors alike in the vicinity.

Elevated Pedestrian Experience with Enhanced Amenities

- 10.6.3 The dedicated commercial/retail elements at 1/F and M/F of the Proposed Commercial Development, where the proposed footbridge connections are provided^a, will also enrich the pedestrian experience and bring convenience to the residents and visitors of the district (**Figure 4.14** refers).

Enhancement to Visual Permeability

- 10.6.4 To enhance visual permeability, the scheme also incorporates a refuge floor with voids at 19/F, introducing breaks in the building mass and promoting visual permeability through the tower (**Figure 4.13** refers).

Provision of Multi-level Landscaped Spaces within the Proposed Commercial Development

- 10.6.5 To facilitate smooth integration with the adjoining development such as YOHO Midtown and the future development at adjoining GIC site, the Proposed Commercial Development will provide private open spaces for the use of future tenants in the form of a multi-level of landscaped areas incorporating G/F landscaped spaces abutting Castle Peak Road – Yuen Long and landscaped roofs at the roof floor (R/F) and top roof floor (TR/F) to maximize greening opportunities (**Figures 4.15 to 4.18** refer).

^a The reserved openings and potential connections are subject to detailed design and liaison with relevant departments/parties in future.

^b Openings will be provided to connect with the adjoining GIC site to the west (at M/F), YOHO Mall 1 and potentially YOHO Mix/YOHO Hub (at 1/F) within the proposed Phase IIa development. As for the pedestrian walkway within the building at M/F and 1/F within Phase IIa development, the Applicant will be responsible for design, implementation, management and maintenance. **Tentatively, the opening hours of the pedestrian walkway will align with the operation hours of the retail portion of the Proposed Development and YOHO Mall 1 of YOHO Midtown.** Relevant details will be provided at detailed design stage subject to liaison and agreement with relevant parties and Government departments.

Annex 3

Comparison of Development Parameters between Phase IIa Development under Approved CDA Development and the Proposed Commercial Development

Comparison of Development Parameters between Phase IIa Development under the Approved CDA Development and the Proposed Commercial Development

Development Parameters	Approved Hotel Development in Phase IIa under A/YL/298 (a)	Proposed Commercial Development in Phase IIa (b)	Difference (b) – (a)
Development Site Area	About 1,285m ²	About 1,230m ² (a)	-55m ²
Total Non-domestic GFA	About 12,207m ²	About 12,207m ² (b)	No change
Total Plot Ratio	About 9.5	About 9.93	+0.43
Maximum Building Height (to the main roof)	Not more than 135.7mPD	Not more than 145mPD	+9.3m
Total No. of Storeys (c)	36 storeys above ground (excluding 1 refuge floor; including 32 hotel storeys + 4 storeys for E&M, BOH, footbridge connection, lobby and EVA)	29 storeys above ground (excluding 1 refuge floor and transfer plate; including 23 commercial/office storeys + 2 commercial/retail storeys (including M/F) 4 storeys for E&M, carpark and entrance lobby)	-7 storeys
Non-domestic Plot Ratio	About 9.5	About 9.93	+0.43
No. of Blocks	1	1	No change
No. of Guestrooms	Not more than 324	-	-324

^a Site area based on the latest lot boundary of Lot Nos. 461 RP, 462 S.B, 463 S.B, 495 RP and 539 S.B in D.D. 116.

^b The total GFA consists of commercial/office (about 11,607m²) and commercial/retail (about 600m²).

^c Excluding transfer plate.

Development Parameters	Approved Hotel Development in Phase IIa under A/YL/298 (a)	Proposed Commercial Development in Phase IIa (b)	Difference (b) – (a)
Carparking Provision			
Parking Spaces			
Private Car - Commercial	0	61	+61
Motorcycle - Commercial	0	4	+4
Loading/Unloading Bays			
Goods Vehicles - Commercial	3	5	+2
Taxi - Commercial	3	0	-3
Coach - Commercial	3	0	-3

Appendix A

Overall Development Schedule of

the Application Site

Overall Development Schedule for Application Site

Development Parameters	Same as Approved Planning Application No. A/YL/298 (For information only)			Phase IIa (Subject Matter)	Total
	Phase I (Already completed & occupied as YOHO Midtown)	Phase IIb (Approved residential T10 development)	Phase III (Approved subsidized sale flats development under construction)		
Site Area (m ²) (about)	28,711m ²	869m ²	5,260m ²	1,230m ²	36,070m ²
Domestic GFA (max.)	131,391m ²	3,578m ²	34,190m ²	0m ²	169,159m ²
Non Domestic GFA (max.)	26,209m ²	0m ²	2,400m ²	12,207m ²	40,816m ²
Commercial/Retail Use	21,709m ²	0m ²	0m ²	600m ²	22,309m ²
Commercial/Office Use	0m ²	0m ²	0m ²	11,607m ²	11,607m ²
GIC Uses	1,400m ²	0m ²	2,400m ²	0m ²	3,800m ²
Public Right of Way	3,100m ²	0m ²	0m ²	0m ²	3,100m ²
Total Domestic and Non Domestic GFA (not more than)	157,600m²	3,578m²	36,590m²	12,207m²	209,975m²
Total Plot Ratio (about)	5.82				
Domestic Plot Ratio	4.69				
Non-Domestic Plot Ratio	1.13⁽¹⁾				
No. of Storeys ⁽²⁾	37 storeys above ground [33-40 residential storeys (excluding 1 refuge floor) over a 5-storey podium (including a mezzanine for kindergarten)]	30 storeys above ground [26 residential storeys (excluding 1 refuge floor + 1 sky garden floor) over a 2-storey podium (including 1 floor for covered landscaped area + 1 lobby/E&M floor)]	40 storeys above ground [36 residential storeys over a 4-storey podium (including 1 storey of recreational facilities (for residents only) / podium garden + 2 storeys of GIC + 1 entrance lobby / E&M floor) and a 2-storey basement car park]	29 storeys above ground (excluding 1 refuge floor and transfer plate; including 23 commercial/office storeys +2 commercial/retail storeys (including M/F) + 4 storeys for E&M, carpark and entrance lobby)	29 – 40 storeys above ground
Building Height (to the main roof)	140.5 – 172.65mPD	109.85mPD	137mPD	145mPD	109.85 – 172.65mPD
No. of Blocks	8	1	1	1	11
No. of Units	1,890 units	156 units	720 units	-	2,766 units

Development Parameters	Same as Approved Planning Application No. A/YL/298 (For information only)			Phase IIa (Subject Matter)	Total
	Phase I (Already completed & occupied as YOHO Midtown)	Phase IIb (Approved residential T10 development)	Phase III (Approved subsidized sale flats development under construction)		
Average Flat Size (m ²) (about)	69.52m ²	22.94m ²	47.5m ²	-	22.94m ² – 69.52m ²
Residential Club House (not more than)	3,941m ²	0m ²	513m ²	-	4,454m ²
Car Parking	539	0	282	65	886
Private Car					
- Residential (including visitors) ⁽³⁾	355	0	85	Not Applicable	440
- Commercial	182	Not Applicable	Not Applicable	61	243
- Public Vehicle Park	Not Applicable	Not Applicable	70	Not Applicable	70
- GIC	2	Not Applicable	0	Not Applicable	2
Motorcycle					
- Residential	0	0	7	Not Applicable	7
- Commercial	Not Applicable	Not Applicable	Not Applicable	4	4
Bicycle					
- Residential Bicycle Park	0	0	56	Not Applicable	56
- Public Bicycle Park	Not Applicable	Not Applicable	64	Not Applicable	64
Loading/Unloading	34	0	5	5	44
LGV					
- Residential	0	0	3	Not Applicable	3
- Commercial	Not Applicable	Not Applicable	Not Applicable	3	3
HGV					
- Residential	8	0	2	Not Applicable	10
- Commercial	Not Applicable	Not Applicable	Not Applicable	2	2
Good Vehicles					
- Commercial	22	Not Applicable	Not Applicable	(counted above)	22

Development Parameters	Same as Approved Planning Application No. A/YL/298 (For information only)			Phase IIa (Subject Matter)	Total
	Phase I (Already completed & occupied as YOHO Midtown)	Phase IIb (Approved residential T10 development)	Phase III (Approved subsidized sale flats development under construction)		
School bus - GIC	2	Not Applicable	0	Not Applicable	2
Taxi - GIC	2	Not Applicable	0	Not Applicable	2

Remarks:

- (1) The total non-domestic plot ratio consists of commercial/retail (about 0.62), commercial/office (about 0.32), GIC (about 0.11) and Right of Way (about 0.09).
- (2) Excluding transfer plate.
- (3) Including visitors car parking spaces (5 per block).