
Appendix A
Responses-to-comments Table

**Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III) at Lot Nos. 461 RP, 462 S.B, 463 S.B, 464 RP, 495 RP and 539 S.B in D.D. 116, Yuen Long Town Lot (Y.L.T.L.) 504, Y.L.T.L. 544 (Part) and Adjoining Government Land, Yuen Long, New Territories
(Application No. A/YL/333)**

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Annex A

Approval Records for Vehicular Access Across the Nullah

	Departmental Comments	Responses to Comments
1.	Comments of Buildings Department	
1.1	The site abuts on a specified street of not less than 4.5m wide (i.e. Castle Peak Road) and the site coverage (SC) of the site should not exceed the permissible under the First Schedule of the Building (Planning) Regulations [B(P)R]. The proposed SC of 65% will exceed the permissible of 60% with a proposed building height over 61m. As modification to allow for greater flexibility in determining site coverage may be applied with the criteria set out in Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-132 during the building plan submissions stage, it is considered premature at this stage to offer comments on this proposal; and his previous comments on the submission are still valid and are recapped below:	Noted.
1.2	the site abuts on a specified street (Castle Peak Road) of not less than 4.5m wide. Its permitted development intensity shall be determined under the First Schedule of the B(P)R at the building plan submission stage;	Noted.
1.3	the site shall be provided with means of obtaining access thereto from a street under B(P)R 5 and emergency vehicular access (EVA) shall be provided for all the buildings to be erected on the site in accordance with the requirements under regulation 41(D) of the B(P)R;	Noted.
1.4	a narrow EVA with small turning circle was noted in your indicative proposed scheme (Figure 4.6) of the planning statement. The applicant shall ensure that design of EVA shall comply with the Code of Practice for Fire Safety in Building 2011 and you are advised to seek comment from Fire Services Department;	Noted.

	Departmental Comments	Responses to Comments
1.5	if the proposed plot ratio is based on the assumption that Gross Floor Area (GFA) concession will be granted, the pre-requisites for GFA concession in Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-151 and the Sustainable Building Design guideline stipulated in PNAP APP-152 should be complied with;	Noted.
1.6	car parking, loading and unloading areas if intend to be excluded from GFA calculation under B.O. shall comply with the criteria set out in PNAP APP-2 and APP-111 during the building plan submission stage;	Noted.
1.7	if the existing structures are erected on leased land without the approval of the BA, they are UBW under the BO and should not be designated for any proposed use under the captioned application;	Noted.
1.8	for UBW erected on leased land, enforcement action may be taken by the Buildings Department (BD) to effect their removal in accordance with the prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the application site under the BO;	Noted.
1.9	detailed checking under the BO will be carried out at building plan submission stage.	Noted.
1.10	Please be advised that general building plans for hotel development submitted by the Authorized Person and received by BD on 20 June 2024 in relation to part of the captioned site (i.e. Phase IIa) have been approved under BO on 15 August 2024.	Noted.

	Departmental Comments	Responses to Comments
2.	Comments of Drainage Services Department	
2.1	<u>Drainage Impact Assessment (DIA)</u>	
2.1.1	Table 5 - The freeboard and utilization of existing drainage system (with and without development) should be included in the Table for ease of reference. In addition, flood extent map(s), if any, should be provided.	Please be advised that based on surface runoff estimation in Table 6 of the revised DIA in Attachment 1 , due to decrease in paved area as compared with the existing Phase IIa site, there is a net decrease in surface runoff after the completion of the Proposed Development. Hence, no adverse impact to the existing drainage system is anticipated.
2.1.2	Appendix 3 - The rainfall increase due to corrigendum should be 0.7% (11.1% - 10.4% = 0.7%) instead of 0.6. Please check and amend accordingly.	Please note that the rainfall increase due to climate change is multiplicative, i.e. the net increase shall be $1.111/1.104 - 1 = 0.6\%$.
2.1.3	Appendix 3 - Regarding the graph “% Rainfall increase vs Storm Duration”, I have found that the maximum increase in rainfall due to Corrigendum No. 1/2024 is different from the recommended value of 4.7%. An example is provided below: For a 50-year return period and a 30-minute duration, the extreme intensity under corrigendum No. 1/2024 (table 2a) and SDM 2018 (table 2a) is 153mm/hr and 145mm/hr respectively. The calculated increase in rainfall due to Corrigendum No. 1/2024 = $(153 - 145)/145 * 100\% = 5.5\%$ (exceeding 4.7%, the maximum increase for a 50-year return period in Appendix 3). Please check and amend accordingly.	Please be advised that the graphs of Appendix 3 of the revised DIA in Attachment 1 have been updated based on extreme rainfall intensity values from Table 2a of Corrigendum No. 1/2024 and SDM 2018 respectively. The maximum increase percentage and subsequent calculation are also updated accordingly.
2.1.4	Appendix 3 - Please demonstrate that the existing drainage system, which receives the runoff/ storm water from the subject site, has sufficient spare capacity to accommodate the additional runoff. In addition to calculating the increase in runoff from the proposed development, the Consultant should also provide an assessment of the overall utilization of the existing drainage system. Additionally, as per Para. 6.6.2 and Table 10 of SDM, the concerned existing nullah must be capable of passing a 200-year flood within banks.	Please be advised that based on surface runoff estimation in Table 6 of the revised DIA in Attachment 1 , due to decrease in paved area as compared with the existing Phase IIa site, there is a net decrease in surface runoff after the completion of the Proposed Development. Hence, no adverse impact to the existing drainage system is anticipated.

	Departmental Comments	Responses to Comments
2.1.5	General - Please ensure that the proposed development must not obstruct overland flow or existing flow paths. All existing flow paths as well as the runoff falling onto and passing through the site will be intercepted and disposed of via proper discharge points. Free flow condition of the adjacent drains, channels and watercourses should be maintained at all time during and after the development.	Noted.
2.1.6	General - Please be reminded that peripheral drains should be provided to intercept and collect overland flow from adjacent areas.	Noted. As mentioned in Section 5.1.3 in Attachment 1 , the layout of peripheral drains would be further developed during detailed design stage.
2.1.7	Pursuant to Section 4.2 of DSD Advice Note No. 1, any submission made as part of the DIA process should be signed and certified by the registered professional engineer (RPE) in charge. Please ensure your resubmission is signed by RPE in charge.	Noted, the revised DIA in Attachment 1 is signed by RPE in charge.
2.1.8	Referring to the traffic impact assessment report, it is noted that a vehicular bridge access will be constructed by the applicant over the existing nullah, however such details were not mentioned in the DIA report. Pursuant to Section 13.9 of Stormwater Drainage Manual, the applicant shall identify the beneficial use and ownership of the decking, and to ensure that the decking proposal must not cause an unacceptable increase in the risk of flooding in areas upstream of, adjacent to or downstream of the decked section. Where utility crossings and obstructions are found in the nullah, their effects on the hydraulic performance shall be checked to ascertain the acceptability of the drainage impacts due to the proposed decking and these utility crossings. Opportunity shall also be taken to eliminate the utility intrusions under the nullah decking project. Please provide the relevant details for our review.	Please be advised that the vehicular bridge access was proposed and approved under the previous planning applications No. A/YL/205 and A/YL/298. No structural change to the vehicular deck is proposed under the current planning application. For fulfilment of approval conditions (g) and (h) related to the design of vehicular bridge, preliminary and schematic design for the vehicular bridge was submitted and considered acceptable by the Planning Department upon consultation with TD, HyD and DSD. Please refer to approval letter from the Planning Department in July 2024 in Annex A of this RtoC table for reference. The approved vehicular bridge by relevant government departments (i.e. TD and HyD) is also enclosed in Appendix B of the revised TIA in Attachment 5 for reference. The detailed design of the associated road works will be submitted for relevant government departments for approval in detailed design stage.

	Departmental Comments	Responses to Comments
2.2	<u>Sewerage Impact Assessment (SIA)</u>	
2.2.1	We have no comment on the SIA report from public drainage point of view.	No comment on the SIA report is noted.
2.2.2	The SIA report needs to meet the full satisfaction of Sewerage Infrastructure Group of Environmental Protection Department, the planning authority of sewerage infrastructure.	Noted. The SIA has been circulated to EPD for comments.
3.	Comments of Environmental Protection Department	
3.1	<u>Air Quality</u>	
3.1.1	Table 3.1 – Please provide the abbreviations for the pollutants since they would be presented in the later sections (e.g. RSP, etc.).	Noted. Abbreviations for the pollutants have been provided in Table 3.1 in the revised Environmental Assessment (EA) in Attachment 2 .
3.1.2	Section 3.2.5 – Please use subscript for “SO ₂ ” in line 1, and correct “Regulation” to “Regulations”.	Noted. Section 3.2.5 has been revised accordingly in Attachment 2 .
3.1.3	Section 3.4.2 – (a) Please revise “500m” in line 1 to “200m buffer distance”. Also please add a sentence “The buffer distance requirement set out in Table 3.1 of HKPSG Chapter 9 can be fulfilled.” after the 1 st sentence. (b) Please add “on the proposed development” after “chimney emissions” in the last line.	Noted. Section 3.4.2 has been revised accordingly in Attachment 2 . Noted. Section 3.4.2 has been revised accordingly in Attachment 2 .
3.1.4	Section 3.4.5 – Please add a sentence “Therefore, the buffer distance requirements in Table 3.1 of HKPSG Chapter 9 can be fulfilled for Castle Peak Road – Yuen Long and Yau Tin East Road. No adverse air quality impact from the vehicular emissions on the proposed development is anticipated. If the buffer distance requirements cannot be fulfilled during the further review in the later stage (e.g. detailed design stage), a detailed/quantitative air quality	Noted. Section 3.4.5 has been revised accordingly in Attachment 2 .

	Departmental Comments	Responses to Comments
	impact assessment should be carried out to demonstrate the acceptability of the air quality impact.”	
3.1.5	Section 3.5.3 – Please delete “air quality” in line 10.	Noted. Section 3.5.3 has been revised accordingly in Attachment 2 .
3.1.6	Section 3.5.4 – Please update the details on the complaint in 2025 once available. Also suggest to trim down this section for more concise and clear presentation.	Noted. According to recent reply attached to the EA report, the complaint in 2025 is unsubstantiated. Section 3.5.4 has been revised in Attachment 2 .
3.1.7	Section 3.6.4 – (a) No basement carpark is proposed in the subject application when compared to the approved application (A/YL/298), please confirm. (b) Suggest to delete the last sentence.	It is confirmed that no basement carpark is proposed under the subject application. The last sentence has been deleted accordingly.
3.1.8	Section 3.6.5 – (a) Please indicate the potential location and direction of the proposed exhaust outlet in a figure. (b) Please revise “the air quality” in line 8 to “no adverse air quality”, and revise “not considered significant” in line 9 to “anticipated”. (c) Please add “and hence buffer distance requirement does not apply” after “EVAs” in the 2 nd last line. (d) Please revise the last sentence as “No adverse air quality impact from the vehicular emissions of the proposed development is anticipated”.	Noted. The indicative location and direction of proposed exhaust outlet is shown in Figure 3.4 in Attachment 2 . Noted. Section 3.6.5 has been revised accordingly in Attachment 2 . Noted. Section 3.6.5 has been revised accordingly in Attachment 2 . Noted. Section 3.6.5 has been revised accordingly in Attachment 2 .
3.1.9	Section 3.7.2 – Please add a sentence “No adverse air quality impact from the vehicular emissions is anticipated.” after the last sentence.	Noted. Section 3.7.2 has been revised accordingly in Attachment 2 .

	Departmental Comments	Responses to Comments
3.1.10	Section 5.2.6 – Suggest to add a sentence “Nevertheless, close liaison with the contractors of any potential concurrent projects to avoid overlapping of heavy or dusty construction works will be implemented to minimize the potential cumulative construction air quality impact.” after the last sentence.	Noted. Section 5.2.6 has been revised accordingly in Attachment 2 .
3.1.11	Section 5.2.14 – Please review if some control measures are not relevant to this project and should be removed (e.g. silo and fabric filters in 13 th to 16 th bullets, etc.)	Since the project scale is considered small, the 13 th to 16 th bullets, which are more relevant to large-scale projects, may not be applicable and are therefore removed.
3.1.12	Figure 3.2 – Please supplement the proposed height of fresh air intake in its legend.	Noted. The proposed height of fresh air intake has been supplemented in Figure 3.2 in Attachment 2 .
3.2	<u>Water Quality</u>	
3.2.1	Section 4.2 – As River Water Quality in Hong Kong in 2025 has been published, please update accordingly.	Section 4.3 has been updated accordingly in Attachment 2 .
3.2.2	Section 4.4.4 – Please check whether the ADWF is aligned with SIA	The ADWF has been checked against the SIA and Section 4.4.4 has been updated accordingly in Attachment 2 .
3.3	<u>Waste Management</u>	
3.3.1	Section 5.5 sub-heading: “Legislation” should read “Legislations and Guidelines”. Please revise.	Noted and revised accordingly.
3.3.2	Section 5.5.1: Please add the following materials in this paragraph – - Civil Engineering and Development Department Technical Circular No. 11/2019: Management of Construction and Demolition Materials. - Buildings Department Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (APP-114): Waste Minimization – Provision of Fitments and Fittings in New Buildings.	Noted. The relevant references have been incorporated in Section 5.5.1 in Attachment 2 .

	Departmental Comments	Responses to Comments
	- Buildings Department Practice Notes for Registered Contractors (PNRC 17): Control of Environmental Nuisance from Construction. - CEDD Project Administration Handbook for Civil Engineering Works - Monitoring of Solid Waste in Hong Kong 2024	
3.3.3	Section 5.5.6: please elaborate (i) how the waste estimates were derived; and (ii) from which stage of the construction works (e.g. site formation, etc.) would the waste be generated.	Noted. Section 5.5.6 has been revised in Attachment 2 .
3.3.4	Section 5.5.14: should read “The Applicant and its contractor will consider if any yard waste is appropriate to send to the Yard Waste Recycling Centre in Y-Park for recycling...”.	Noted. Section 5.5.14 has been revised accordingly in Attachment 2 .
3.4	<u>Sewerage Impact Assessment</u>	
3.4.1	Section 4.2.2 and Appendix 2 - the planning application for Phase III Development under No. A/YL/298 included an approval condition requiring a revised SIA to be submitted to the EPD. In this connection, please check and update Section 4.2.2 and Appendix 2 with the latest information presented in the finalized SIA for Phase III Development.	Please be advised that the approved SIA for Phase III has been obtained from the project proponent of Phase III development. As such, the SIA report under the current planning application in Attachment 3 is updated accordingly based on the latest mitigation measures proposed by Phase III.

	Departmental Comments	Responses to Comments
4.	Comments of Fire Services Department	
4.1	No objection in principle to the application subject to fire service installations and water supplies for firefighting being provided to the satisfaction of the Director of Fire Services.	No objection in principle to the application is noted.
4.2	Detailed fire safety requirements will be formulated upon receipt of the formal submission of general building plans or referral from the relevant licensing authority.	Noted.
4.3	The provision of emergency vehicular access in the subject work shall comply with the requirements as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011.	Noted.
5.	Comments of Food and Environmental Hygiene Department	
5.1	No adverse comment on the subject planning application. His advisory comments are provided as follows:	No adverse comment on the subject planning application is noted.
5.2	No Food and Environmental Hygiene Department's (FEHD) facilities should be affected.	Noted.
5.3	Proper licence / permit issued by this Department is required if there is any food business / catering service / activities regulated by the Director of Food and Environmental Hygiene (DFEH) under the Public Health and Municipal Services Ordinance (Cap. 132) and other relevant legislation for the public. Under the Food Business Regulation, Cap. 132X, a food business licence is required for the operation of the relevant type of food business listed in the Regulation. For any premises intended to be used for food business (e.g. a restaurant, a food factory, a fresh provision shop), a food business licence from the FEHD in accordance with the Public Health and Municipal Services Ordinance (Cap. 132) shall be obtained. The application for licence, if acceptable by the FEHD, will be referred to relevant government departments	Noted.

	Departmental Comments	Responses to Comments
5.4	such as the Buildings Department, Fire Services Department and Planning Department for comment. If there is no objection from the departments concerned, a letter of requirements will be issued to the applicant for compliance and the licence will be issued upon compliance of all the requirements. Pursuant to section 4 of the Food Business Regulation (Cap. 132X) (FBR), the expression of "food business" does not include any club. As such, <u>a club is exempted from obtaining food business licence from this department except for permission to sell restricted foods specified in Schedule 2 to the Food Business Regulation.</u>	Noted.
5.5	Proper licence issued by this Department is required if related place of entertainment is involved. Any person who desires to keep or use any place of public entertainment for example a theatre and cinema or a place, building, erection or structure, whether temporary or permanent, on one occasion or more, capable of accommodating the public presenting or carrying on public entertainment within Places of Public entertainment (PPE) Ordinance (Cap. 172) and its subsidiary legislation, such as a concert, opera, ballet, stage performance or other musical, dramatic or theatrical entertainment, cinematograph or laser projection display, a circus, a lecture or story-telling, an exhibition of any 1 or more of the following, namely, pictures, photographs, books, manuscripts or other documents or other things, a sporting exhibition or contest, a bazaar, a dance party or an amusement ride and mechanical device which is designed for amusement, a Place of Public Entertainment Licence (or Temporary Place of Public Entertainment Licence) should be obtained from FEHD whatever the general public is admitted with or without payment.	Noted.

	Departmental Comments	Responses to Comments
5.6	A swimming pool licence must be obtained from FEHD for any artificially constructed pool used for swimming or bathing and to which the public have access (whether on payment or otherwise) or which is operated by any club, institution, association or other organization. A swimming pool licence is not required for any swimming pool which serves not more than 20 residential units and to which the public have no access.	Noted.
5.7	There should be no encroachment on the public place and no environmental nuisance should be generated to the surroundings. Its state should not be a nuisance or injurious or dangerous to health and surrounding environment. Also, for any waste generated from such activities/ operation, the applicant should arrange disposal properly at their own expenses.	Noted.
5.8	If provision of cleansing service for new roads, streets, cycle tracks, footpaths, paved areas etc, is required, FEHD should be separately consulted. Prior consent from FEHD must be obtained and sufficient amount of recurrent cost may have to be provided to us.	Noted.
5.9	If domestic waste collection service of FEHD is required in future, prior comments from this Department on the waste collection plan, including the accessibility and maneuverability of RCV to RCP, should be sought. The refuses collection points of domestic waste and the commercial waste should be clearly separated. The share use of RCP for both domestic and commercial waste is not recommended.	Noted.

	Departmental Comments	Responses to Comments
6.	Comments of Highways Department	
6.1	The provision of a 24-hour walkway to the adjacent YOHO Mall 1 shall be commented by the Transport Department from traffic management point of view;	Noted. The current submission has been circulated to the Transport Department (TD) for comment. Please refer to responses to Item 10.4.1 below.
6.2	Please note that HyD shall not be responsible for the maintenance of any access connecting the private developments i.e. the walkway at both sides of the proposed commercial / office tower.	Noted.
6.3	We have no comment on the two reserved pedestrian footbridge openings as the footbridge openings would be within the lot boundary. However, the applicant should note that the structural connections including movement joints between the existing public footbridge and the proposed walkway shall be taken up by the applicant for maintenance. The provision of air-conditioning along the walkway connected to the existing footbridge shall also be clarified. Subject to the detailed design submission including but not limited to the roof and drainage system design and proposed management & maintenance matrix at later stage, we may provide further comment.	No comment on the two reserved pedestrian footbridge openings is noted. The provision of air-conditioning along the walkway connected to the existing footbridge, as well as management & maintenance matrix will be clarified and submitted at later detailed design submission subsequent to the approval of the subject planning application.

	Departmental Comments	Responses to Comments
7.	Comments of Lands Department	
<u>7.1</u>	<u>Part A: General Comments</u> <u>Land Supply Section ("LSS")'s comment</u>	
7.1.1	The "Phase IIa" site involves 5 old schedule agricultural lots held under Block Government Lease and two strips of adjoining government lands. The proposed commercial/office-cum-retail development would contravene the existing lease conditions of the old scheduled lots and therefore land exchange / lease modification application is required to take forward the planning approval.	Noted.
7.1.2	There is no guarantee that the subsequent land application(s), including the granting of any Government land, will be approved. Such an application will be dealt with by LandsD acting in its capacity as the landlord at LandsD's discretion, and if it is approved, it will be subject to terms and conditions including, but not limited to, the payment of premium, administrative fees and LACO fees as may be imposed by LandsD.	Noted.
7.1.3	LandsD is processing a proposed land exchange application (new lot to be known as Yuen Long Town Lot No. 533) ("the Current Application") to implement Phase IIa development under the approved MLP under the prevailing approved planning application no. A/YL/298. Should the Town Planning Board approve the proposed amendments to the MLP, the applicant should clarify which approved planning scheme will be further pursued. In case the applicant decides to implement the proposed development under the subject proposed amendments, the Current Application will be deemed withdrawn by the applicant, and the administrative fee and LACO fee paid will be forfeited.	Noted.

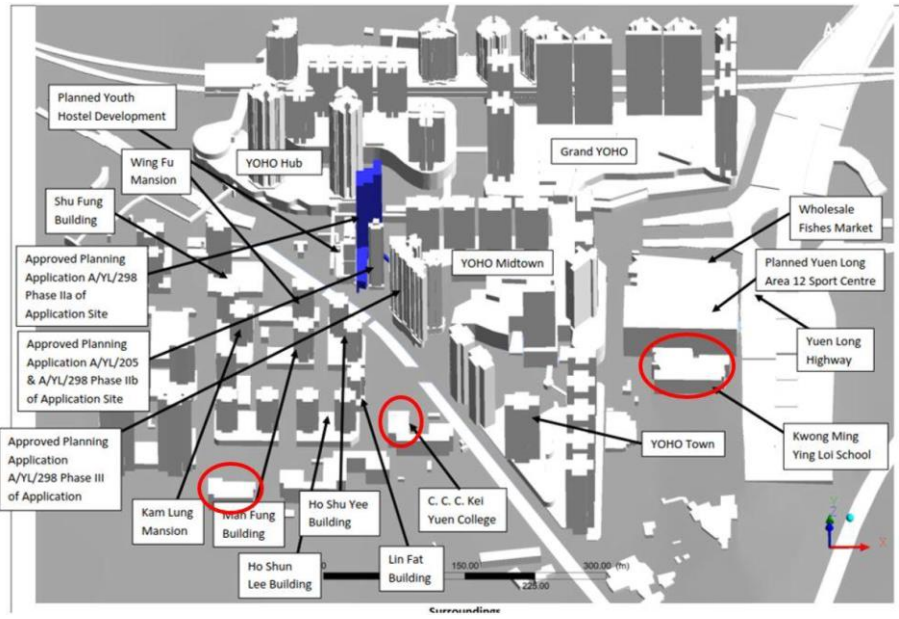
	Departmental Comments	Responses to Comments
7.1.4	The proposed schematic design would only be examined in detail during the building plan submission stage upon completion of the subsequent lease modification / land exchange in taking forward the planning approval in the future (if any). There is no guarantee that the schematic design as presented in the submission if reflected in future building plan submission(s) will be acceptable under lease.	Noted.
7.1.5	With a view to ensuring compliance with any proposed additional conditions under lease, it is LandsD's general requirement that any proposed additional conditions would only be considered to be incorporated under lease provided that there is a relevant bureaux or departments ("B/Ds") requesting for or in support of such additional conditions and subject to the approval of District Lands Conference. Such B/Ds would be responsible for monitoring the applicant's compliance with such additional conditions. For the avoidance of doubt, please avoid committing incorporation of certain conditions in the land lease in the OZP, all planning papers and related submissions.	Noted.
7.1.6	In accordance with para. 4 of Joint Practice Note ("JPN") No. 4, LandsD will continue to reflect the maximum plot ratio or gross floor area restrictions under the planning regime when stipulating the maximum gross floor area clause under lease.	Noted.
7.1.7	Pursuant to the streamlined arrangement promulgated under JPN No. 5, building height restriction controlled under the OZP would generally not be incorporated under lease.	Noted.
<u>7.2</u>	<u>DLO/YL's comment</u>	
7.2.1	The implementation arrangement for the proposed crossing and vehicular access over the existing nullah as shown on the indicative master layout plan will be subject to relevant departments' consideration, including TD, HyD, DSD and HYAB.	Noted. The current submission has been circulated for relevant departments' review and consideration, including TD, HyD, DSD and HYAB. The relevant arrangement will be provided at detailed design stage. The Applicant will also continue to liaise with the relevant Government departments.

	Departmental Comments	Responses to Comments
<u>7.3</u>	<u>Part B: Advisory Comments for the Applicant</u>	
7.3.1	The figures including the site area stipulated in the applicant's submission have not been checked by survey and are subject to verification which will be addressed when handling the subsequent land exchange / lease modification application in taking forward the planning approval in the future (if any).	Noted.
7.3.2	The Landscape Design Proposal at Appendix B of the Planning Statement should be subject to separate application to be submitted for prior approval before implementation of the development proposal.	Noted.
8.	Comments of Planning Department – District Planning Office	
8.1	Annex 3: Comparison of Development Parameters – The non-domestic plot ratio for Phase IIa under current application should read as 9.93.	Noted. The typo has been rectified accordingly in Annex 3. Please find the replacement page in Attachment 4 .
8.2	TIA para. 2.2.3 – please clarify and elaborate on the statement “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, which has been demonstrated in the revised TIA in Attachment 5 .
8.3	TIA para. 2.2.3 – in relation the vehicular bridge proposed crossing across the nullah connecting to Yau Tin East Road, Fung Yau Street East and Fung Yau Street North, please clarify if there are any junction(s) modifications proposed.	Please be clarified no junction(s) modifications are proposed in relation to the vehicular bridge crossing across the nullah.

	Departmental Comments	Responses to Comments
8.4	Planning Statement Para. 4.1.2 – Please clarify the proposed pedestrian access arrangement for Phase IIb connecting from Phase IIa.	Please note that Phase IIa and Phase IIb will be two separate developments under the phased development approach, with no direct accesses between the two developments along their adjoining phasing boundary. For future pedestrian access arrangement, same as all other users to Phase IIa, pedestrians from Phase IIb will make use of the main entrance at G/F of the Phase IIa development.

	Departmental Comments	Responses to Comments
9.	Comments of Planning Department – Urban Design and Landscape	
9.1	No objection in principle on the application from <u>urban design and visual perspectives</u> . Our detailed comments are as follows:	No objection in principle on the application is noted.
9.1.1	(a) situated at a strategic location of the Yuen Long New Town, the application site (the Site) forms part of the cluster of high-rise commercial/residential developments adjacent to the Yuen Long Station and along both sides of the Castle Peak Road, with building heights (BHs) ranging from about 105mPD to 175mPD. The proposed development with a BH of 145mPD is considered not incompatible with the surrounding context;	Noted.
9.1.2	(b) the Site is the subject of two previously approved applications (No. A/YL/205 and 298) which covered the whole “Comprehensive Development Area” zone. The current application involves amendments to Phase IIa area only. As compared to the latest approved scheme, the current proposal mainly involves change of use from hotel to commercial/office/retail; increase in BH from 135.7mPD to 145mPD (i.e. increase of about 9.3m or 6.9%); provision of carparking space to above ground levels; and a minor increase in plot ratio from 9.5 to 9.93 due to detailed setting out. A Visual Impact Assessment (VIA) has been submitted by the applicant which concludes that significant adverse visual impacts are not anticipated as compared to the latest approved scheme;	Noted.
9.1.3	(c) the proposed building setbacks, building separations from existing and planned developments, and landscaping measures are considered to have urban design merits.	Noted.

	Departmental Comments	Responses to Comments
9.2	<u>VIA</u>	
9.2.1	The visual assessment for VP6 is missing from table 5.3.	Please be reiterated that detailed visual assessment for VP6 is considered not necessary as it is expected that the Proposed Development will be totally screened off and therefore further visual assessment for VP6 is not included in the table. Please refer to Para. 4.1.4 of the submitted VIA in Appendix C of the original submission.
9.3	<u>Comments from air ventilation perspective are as follows:</u>	
9.3.1	Section 6 of Planning Statement (a) Para. 6.10 (last sentence) – Considering that there is no benchmarking criteria for AVA, it is not appropriate to conclude that the Proposed Scheme is “acceptable”. Instead, it is noted that the Proposed Scheme demonstrates comparable performance to the Baseline Scheme based on the findings of the AVA IS report;	Noted. Para. 6.10 has been updated accordingly. Please refer to the replacement pages of Planning Statement in Attachment 4 .
9.3.2	AVA IS report (see Appendix D of Planning Statement)	
9.3.2.1	(b) proposed Scheme (para. 1.4.4) – While the report states that the semi-enclosed ground level car park would enable significant air circulation at the pedestrian level, this phenomenon has not been clearly reflected in the simulation results and could not be considered as an effective good air ventilation measures;	Noted and description regarding semi-enclosed ground level car park in para. 1.4.4 is deleted. Please refer to the replacement pages of AVA IS report provided in Attachment 6 .
9.3.2.2	(c) table 4.2 –the corresponding test points for Focused Group 25 have not been specified;	Noted and specified in table 4.2 in Attachment 6 .
9.3.2.3	(d) para. 4.3.5 – Focused Group 30 (Sun Yuen Long Centre) should be included in this paragraph based on the simulation results; and	Noted and Sun Yuen Long Centre is added in the discussion in para. 4.3.5 in Attachment 6 .

	Departmental Comments	Responses to Comments
9.3.2.4	(e) accuracy of the computational model (Appendix 3) - It appears that the modelling of some developments (i.e. Buddhist Wing Yan School, C.C.C. Kei Yuen College and Kwong Ming Ying Loi School, etc.) has been simplified, and may affect the accuracy of the simulation results. 	The school developments are relatively lower in building mass and height when compared with other buildings nearby. It is expected that they would not have dominant effect in terms of wind blockage when compared with the high- to mid-rise residential buildings among the surroundings. Moreover, simplified developments are adopted in both baseline and proposed scheme in the assessment, it would not result in unfair comparison between two schemes. Therefore, those simplified developments would not significantly affect the accuracy of the simulation results. The conclusion that both schemes have comparable air ventilation performance should still be valid.
9.4	We have <u>no adverse comments</u> on the application from landscape planning perspective. Our comments are as follows:	No adverse comments on the application is noted.
9.4.1	(i) according to the aerial photo taken in 2025, the Site was situated in an area of Miscellaneous Urban Fringe Landscape characterised by residential buildings and tree clusters;	Noted.
9.4.2	(ii) with reference to the site photos taken by DPO on 10.6.2026, the Site was formed, some temporary structures and existing trees were found within the Site;	Noted.

	Departmental Comments	Responses to Comments
9.4.3	(iii) the applicant has submitted a revised Landscape Design Proposal for the Phase IIa site in support of the application. According to the tree treatment schedule in the proposal, all existing trees (five trees including one mature tree T34) are proposed to be felled. With reference to the tree photos at Appendix V, T34 is in poor structural condition. The other four trees are in poor health/structural condition. Seven new trees are proposed to be planted within Site; and	Noted.
9.4.4	(iv) in view of the above, no significant adverse landscape impact arising from the proposed use is anticipated.	Noted.
9.5	<u>Advisory Comments</u>	
9.5.1	The following advisory comments should be noted:	
9.5.2	(i) in Appendix I of Landscape Design Proposal, it is observed that the Landscape Master Plan of podium floor (level +26.30) is missing;	Noted. Landscape Master Plan of podium floor is provided in the current submission. Please refer to LMP-02A in Attachment 7 . Please also note that, due to the minor refinements to the design of vehicular bridge across nullah <u>outside the Application Site</u> , all of the Landscape Master Plans have been updated accordingly in Attachment 7 . Please note that there is no change to the proposed landscape design and tree treatment proposal within the Application Site as submitted on 13 May 2026.
9.5.3	(ii) in para 2.3 of the Landscape Design Proposal, only one tree species of light standard size is proposed in the tree planting proposal. Consideration should be given to planting a variety of tree species; and the applicant should be advised that approval of the application does not imply approval of tree works such as pruning, transplanting and felling. Application for any tree works should be submitted to relevant departments for approval. For compliance of site coverage of greenery requirements under PNAP APP-152, submission should be made to Building Department for comments and approval.	Noted. Two more tree species are proposed to add variety. Please refer to the replacement pages provided in Attachment 7 .

	Departmental Comments	Responses to Comments
9.5.4	(iii) the applicant should be advised that approval of the application does not imply approval of tree works such as pruning, transplanting and felling. Application for any tree works should be submitted to relevant departments for approval. For compliance of site coverage of greenery requirements under PNAP APP-152, submission should be made to Building Department for comments and approval.	Noted.
10.	Comments of Transport Department	
10.1	Vehicular Access	
10.1.1	Previously, the vehicular access (i.e. vehicular bridge across the existing nullah) was agreed on the basis that the vehicular access will be managed and maintained by the Applicant and the vehicular access will be shared with the adjacent developments (i.e. Youth Hostels). Given the Applicant's current proposal to hand over the management and maintenance of the vehicular bridge to the Government, the vehicular bridge shall also be capable of serving the future Phase IIb development. In this connection, the Applicant is required to address and incorporate the following into the report:	
10.1.2	i.) Review the alignment of the vehicular bridge and demonstrate that it can share with all adjacent developments, including the Youth Hostel and the future Phase IIb development.	Noted. The revised alignment of the vehicular bridge has been reflected in the updated Figures 2.1, 2.2 and 5.2 in Attachment 5 . Accordingly, the relevant drawings of the Planning Statement have also been updated. Please refer to the replacement pages of Planning Statement in Attachment 4 .
10.1.3	ii.) Specify and conclude in the report that the proposed vehicular bridge will be shared with the aforementioned developments.	Noted. Please refer to Section 6.1.4 in Attachment 5 .
10.1.4	iii.) Provide a tentative programme for the commissioning of the vehicular bridge.	The commissioning of the vehicular bridge will be completed before the intake of the subject development which will be on or before 2030.

	Departmental Comments	Responses to Comments
10.1.5	iv.) Submit a preliminary and schematic design of the vehicular bridge and associated road works for review and approval by the TD, Highways Department (HyD), and Drainage Services Department (DSD), ensuring compliance with all relevant Government standards.	Please note that the vehicular bridge across nullah was previously proposed under the approved planning applications no. A/YL/205 & 298. For fulfilment of approval conditions (g) and (h) related to the design of vehicular bridge, preliminary and schematic design for the vehicular bridge was submitted and considered acceptable by the Planning Department upon consultation with TD, HyD and DSD. Please refer to approval letter from the Planning Department in July 2024 in Annex A of this RtoC table for reference. The approved vehicular bridge by relevant government departments (i.e. TD and HyD) is also enclosed in Appendix B of the revised TIA in Attachment 5 for reference. The detailed design of the associated road works will be submitted for relevant government departments for approval in detailed design stage.
10.1.6	v.) Provide the preliminary design of the vehicular access and associated road works for consideration of TD and relevant departments (including HyD and DSD) for review and approval.	Ditto.
10.2	Construction Sequence	
10.2.1	As mentioned above, Yau Tin East Road which connecting the subject development is designated as a prohibited zone. Construction traffic shall avoid conflict with pedestrians as far as practicable. Therefore, the Applicant should specify the proposed construction sequence and access arrangements in the report, indicating that the vehicular bridge shall be complete and operational prior to the construction of the subject development.	Please be advised that 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. Therefore, the traffic impact on Yau Tin East Road is expected to be negligible. Nevertheless, 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.

	Departmental Comments	Responses to Comments
10.3	Parking Provisions	
10.3.1	Proposed parking provisions shall comply with the requirements stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG). The Applicant should explore measures, such as an Automated Parking System for compliance with HKPSG standards.	Please be advised that minimum parking provisions under the requirement of HKPSG would be provided. Please refer to the revised TIA in Attachment 5 for the proposed carparking provisions. The updated parking provisions have also been reflected in the revised Table 4.2 of the Planning Statement, Comparison Table of Development Parameters, as well as the Overall Development Schedule in replacement pages provided in Attachment 4.
10.4	24-hr Pedestrian Walkway	
10.4.1	According to available information from GEOINFO, the existing 24hr pedestrian walkway in Yoho Midtown cannot be connected to the subject site (Phase IIa) and the footbridge connection plan provided in Figure 4.14 of the Planning Statement does not tally with the actual conditions. In view of the existing alternative pedestrian routes to the subject site, TD does not observe the feasibility and traffic need for a 24-hour pedestrian walkway within the subject development.	Noted your department's comment of not requiring a 24-hour pedestrian walkway through the subject site (Phase IIa). Instead, the proposed pedestrian walkway through the subject site (Phase IIa) will now be provided as a connection, through the site, to YOHO Mall 1 of YOHO Midtown to the east and to the existing footbridge via the adjoining GIC Site to the west, with its operation hours aligned with the retail portion of YOHO Mall 1 / YOHO Midtown.
10.5	Table 5.1	
10.5.1	Please clarify whether the "Reference Case" in the table should be read as the approved scheme compared against the previous submission.	Please be clarified that the "Reference Case" refers to the approved scheme and Table 5.1 of the revised TIA report has been updated accordingly in Attachment 5 .
10.6	Conclusion Chapter	
10.6.1	The Applicant shall update the Conclusion chapter to specify and confirm the following: -	

	Departmental Comments	Responses to Comments
10.6.2	i.) The vehicular bridge shall be shared with other adjacent developments, including the Youth Hostels and Phase lib development in future.	Noted. Section 6 of the TIA report is revised accordingly in Attachment 5 .
10.6.3	ii.) The management and maintenance parties of the vehicular bridge shall be specified.	Noted. Section 6 of the TIA report is revised accordingly in Attachment 5 .
10.6.4	iii.) The details and arrangement regarding the 24-hr pedestrian walkway within the subject development.	Please see responses to Item 10.4.1 above. Relevant write-ups regarding pedestrian walkway have been included in Sections 4.1.2, 4.2.3 and 4.4.3 of the Planning Statement in Attachment 4 .
10.6.5	iv.) Given that Yau Tin East Road is designated as a prohibited zone with heavy pedestrian traffic, the applicant should confirm the necessity for the vehicular bridge to be built and operational prior to the construction of the development.	Please be advised that 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. Section 6 of the TIA report is revised accordingly in Attachment 5 .

Annex A

Approval Records for Vehicular Access

Across the Nullah

規 劃 署
屯門及元朗西規劃處
香港新界沙田上禾輦路 1 號
沙田政府合署 14 樓



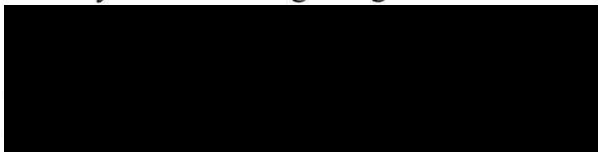
Planning Department

Tuen Mun and Yuen Long West
District Planning Office
14/F, Sha Tin Government Offices,
1 Sheung Wo Che Road, Sha Tin, N.T.

來函檔號 Your Reference
本署檔號 Our Reference () in TPB/A/YL/298
電話號碼 Tel. No. : 2158 6306
傳真機號碼 Fax No. : 2489 9711

19 July 2024

Llewelyn-Davies Hong Kong Limited



Dear Sir/Madam,

Planning Application No. A/YL/298

Partial Compliance with Approval Conditions (g) and (h) (Phase IIa Development Only)

I refer to the submission dated 3.6.2024 for compliance with the captioned approval conditions (design submission only) for Phase IIa Development. Your submission is considered:

- ☐ Acceptable. The captioned condition **has been complied** with.
- ☒ Acceptable. Since the captioned condition requires both the submission and implementation of the proposal, it **has not been fully complied with**. Please proceed to implement the accepted proposal for full compliance with the approval condition.
- ☐ Not acceptable. The captioned condition has **not** been complied with. Please find detailed departmental comments at **Appendix I**.

Should you have any queries on the departmental comments, please contact the undersigned or Ms. Carol KAN at 2158 6291.

Yours faithfully,

(Ajoy CHAN)
for District Planning Officer/
Tuen Mun and Yuen Long West
Planning Department

C.C.

AC for T/NT, TD (Attn.: Mr. Louis IP)
CHE/NTW, HyD (Attn.: Mr. Jimmy CHU)

Internal
CTP/TPB

Comments from the Transport Department:

He has no adverse comment from traffic engineering perspective on the design submission regarding the vehicular access in relation to Phase IIa development under the planning application No. A/YL/298, and therefore the approval conditions (g) and (h) can be considered partially discharged.

The applicant is reminded to seek the Highways Department's (HyD's) comment on the design submission regarding the vehicular access.

Comments from the Highways Department:

He has no adverse comment on partially discharge the approval conditions (g) and (h), subject to the following conditions from the highways maintenance point of view:

- (a) The applicant is reminded to provide road drainage layout at Fung Yau Street East for review;
- (b) The applicant is reminded to consult HyD/Lighting should there be any existing lighting to be affected; and
- (c) The applicant is reminded to provide photo records of laying cross-road spare ducts and arrange an inspection with his Office when the proposed vehicular access and run-in/out are completed.

DSD No Comment Record

From: cwtse03@dsd.gov.hk
Sent: Monday, January 16, 2023 3:41 PM
To: Miu, Thomas
Cc: ccchan04@dsd.gov.hk; whtai@dsd.gov.hk; cywong03@dsd.gov.hk; scma02@dsd.gov.hk; andymok@shkp.com; llkcheuk@shkp.com; esls8_1@landsd.gov.hk; felixwo@shkp.com; Yuen, Ming Chung
Subject: Re: [Internet]RE: [Internet]RE: [Internet]Proposed Land Exchange for Hotel Development in Yau Tin East Road, Yuen Long
Attachments: Attachment 1 - Catchment Area Plan & Schematic Routing for Drainage Discharge.pdf; Attachment 2 - Sections & Hydraulic Calculations of YLEN.pdf; Attachment 3 - Mitigation Measures.pdf; Attachment 4 - Road in Sections & Contours (For DSD reference).pdf; LSM-0090.pdf; HyD GN035a Extract.pdf; TPDM Extract.pdf; Attachment 3 - Mitigation Measures.pdf

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Report Suspicious

Dear Thomas,

According to the assessment and the supplementary information provided in your preceding emails dated 1 and 14 December 2022 respectively, I understand that the proposed mitigation measures will be constructed/provided by the applicant at his own cost and then hand over to relevant government departments for management and maintenance(Attachment 3 refers). Subject to the above, we have no comments on the proposed mitigation measures from public drainage point of view.

Regards,

Jeff C W TSE
E/YL4
Mainland North Division, DSD
Tel: 2300 1627

From: "Miu, Thomas" <Thomas.Miu@aecom.com>
To: "cywong03@dsd.gov.hk" <cywong03@dsd.gov.hk>, "cwtse03@dsd.gov.hk" <cwtse03@dsd.gov.hk>
Cc: "scma02@dsd.gov.hk" <scma02@dsd.gov.hk>, "andymok@shkp.com" <andymok@shkp.com>, "llkcheuk@shkp.com" <llkcheuk@shkp.com>, "esls8_1@landsd.gov.hk" <esls8_1@landsd.gov.hk>, "felixwo@shkp.com" <felixwo@shkp.com>, "Yuen, Ming Chung" <ming.yuen@aecom.com>
Date: 14/12/2022 15:14
Subject: [Internet]RE: [Internet]RE: [Internet]Proposed Land Exchange for Hotel Development in Yau Tin East Road, Yuen Long
Serial No.:

=====
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Dear Mr. Wong (DSD-LD), Mr. Tse (DSD-MND),

Further to the below email on our response dated 1 December and our discussion this morning, we should be much grateful if your comment, or a nil reply, could be provided by 19 December for our further process on the subsequent lands matter. As mentioned, the proposed discharge point to YLEN as drawn in Attachment 1 is proposed to gather all the drainage flow from the coloured catchments as marked in Attachment 1. On the other hand, due to hydraulic and minimization of pipe length considerations, it is preferred to separate the captioned project discharge from the drainage discharge from the proposed subsidized housing project at “Junction of Yuen Lung Street and Yau Tin East Road in Yuen Long”.

Furthermore, a reference on the proposed road levels in sections and contour is attached as Attachment 4 as for your reference as well.

Along with our previous submission (our letter ref.: MCY:TMCY:wtsk:LSM-0090, dated 28 July 2022) as attached email refers, we should be grateful if we should be grateful to receive your prompt reply.
Thank you.

Regards,

Thomas CY, Miu
Thomas.Miu@aecom.com

From: Miu, Thomas
Sent: Thursday, December 1, 2022 3:35 PM
To: cywong03@dsd.gov.hk
Cc: scma02@dsd.gov.hk; cwtse03@dsd.gov.hk; andymok@shkp.com; llkcheuk@shkp.com; esls8_1@landsd.gov.hk; felixwo@shkp.com; Yuen, Ming Chung <ming.yuen@aecom.com>
Subject: FW: [Internet]RE: [Internet]Proposed Land Exchange for Hotel Development in Yau Tin East Road, Yuen Long

Dear William,

Refer to the latest YLEN initial boundary conditions given in below email and our meeting held on 16 November 2022.

We are pleased to provide a preliminary estimation on of water level rises due to the proposed bridge deck of the captioned project. Please refer to Attachment 1 & 2 for the catchment estimation, schematic discharge routing from the proposed development and the YLEN longitudinal section & hydraulic calculations.

Please find below a scenario summary.

Scenario		Maximum Water Level	Minimum Bridge Soffit Level	Mitigation Measures;
#1	➤ Before construction bridge deck; and ➤ Before Yuen Long Barrage scheme	4.626 mPD	<NIL, Pre-development Stage>	
#2	➤ After construction bridge deck; and ➤ Before Yuen Long Barrage scheme	4.656mPD	4.262mPD	Raise the YLEN embankment height to at least +5.28mPD (Layout as shown in Attachment 3)
#3	➤ After construction bridge deck; and ➤ After Yuen Long Barrage scheme	3.863mPD	4.262mPD	Raise the YLEN embankment height to > +5.28mPD (Layout as shown in Attachment 3)

For scenario #2, it is estimated that the maximum water level will reach up to 4.656mPD upon construction of the proposed bridge deck. Please refer to Attachment 2 for the detailed calculations.
For scenario #3, since the given maximum predicted water level is lower than the minimum bridge soffit level, no adverse hydraulic impact shall be brough by the proposed bridge to the stream profile.

As mitigation measure, a minimum embankment level of 5.28mPD (i.e. > 300mm freeboard) along the concerned section of YLEN is suggested to be provided (i.e. > 300mm freeboard), please refer to Attachment 3 for the layout of the proposed measures.

As discussed and agreed in the meeting, the applicant would submit a detailed drainage impact assessment to assess the hydraulic impact and propose any mitigation measure required subject to DSD’s approval at later stage of the project.
Along with our previous submission (our letter ref.: MCY:TMCY:wtsk:LSM-0090, dated 28 July 2022), we should be grateful if we could receive your comment or a nil reply by 7 December 2022.

Thank you.

Regards,

Thomas CY, Miu
[Redacted Signature]

Excerpt of Design Submission to
DSD dated 28 July 2022



Our Ref : MCY:TMCY:wtsk:LSM-0090

28 July 2022

By Hand

Mainland North Division
Yuen Long Section
Drainage Services Department
12/F Kowloon Government Offices
405 Nathan Road, Yau Ma Tei
Kowloon

Attn: Mr. YIM Kwok Ho, Ivan
(Engr/Yuen Long 5)

Dear Sir,

**Proposed Land Exchange for
Hotel Development in Yau Tin East Road, Yuen Long (New Lot to be known as YLTL533)**

2nd Amendment of Preliminary Roadworks Design Submission

Further to our Preliminary Roadworks Design Submission under our letter ref.: MCY:TMCY:wtsk:LSM-0078 dated 27 April 2022 and the comments provided under your letter ref.: (00TZ35) in MN 10/YLTL/533/0 dated 17 May 2022, we are pleased to submit the following document for your comments.

1. Response to Comments Table
2. 1 set of Design Drawings
3. Attachment A - Justification of Proposed Deck Soffit

Should you have any queries or required further information, please do not hesitate to contact our Mr. Thomas Miu at 3922 9367 or the undersigned at 3922 9327.

Yours faithfully,
For and on behalf of
AECOM Asia Co. Ltd.

Ming Yuen
Technical Director
Land Supply / Municipal

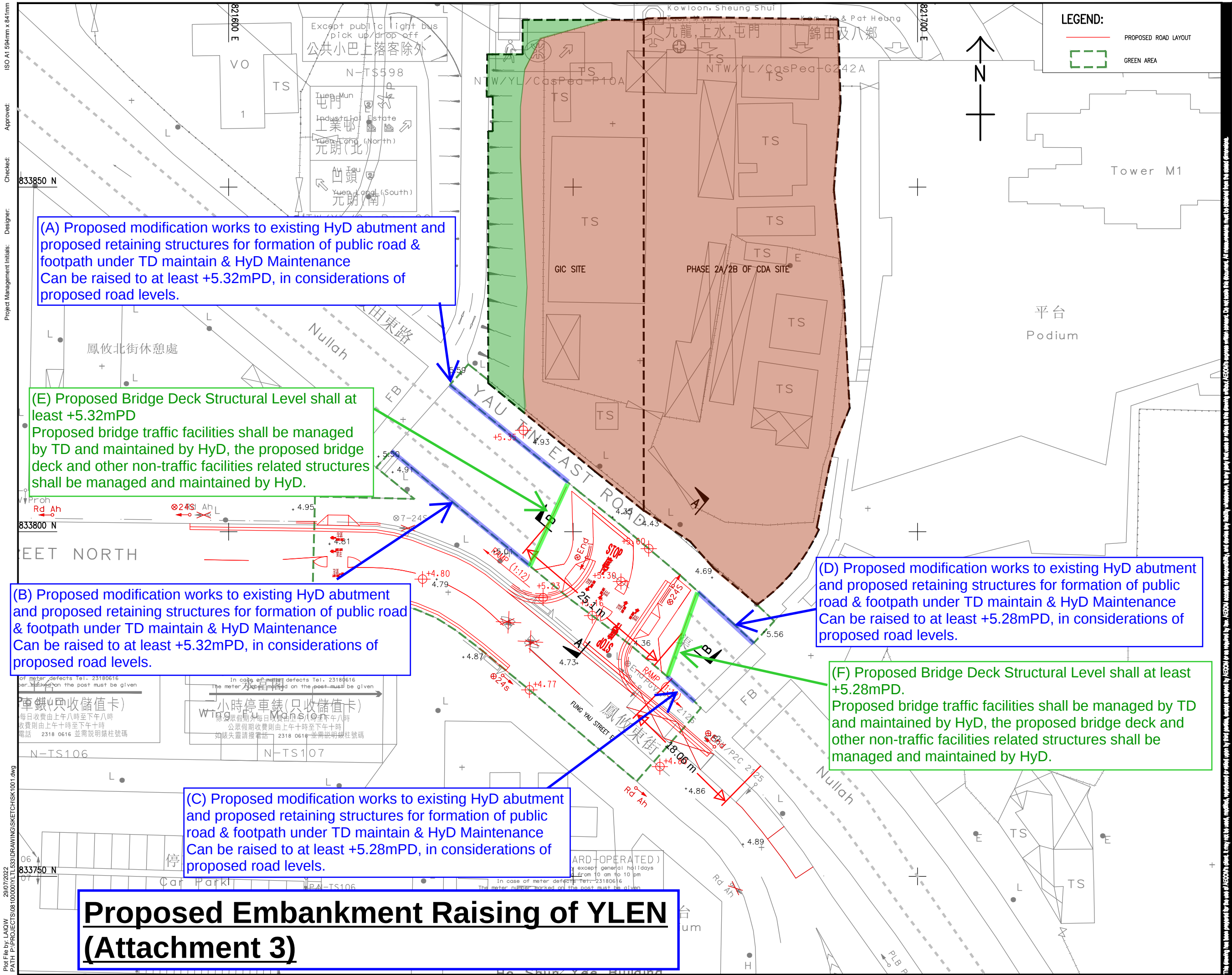
Encl.

cc SHKP - Mr. Felix Wo] (w/o)



Attachment 3

- Mitigation Measures



AECOM

PROJECT
PROPOSED HOTEL
DEVELOPMENT AT YLTL533

CLIENT
SUN HUNG KAI
REAL ESTATE AGENCY LTD.

CONSULTANT
AECOM Asia Company Ltd.
www.aecom.com

SUB-CONSULTANTS

ISSUE/REVISION

NO.	DATE	DESCRIPTION	CHK.

STATUS
REVISED

SCALE
A1 1:250

DIMENSION UNIT
METRES

KEY PLAN

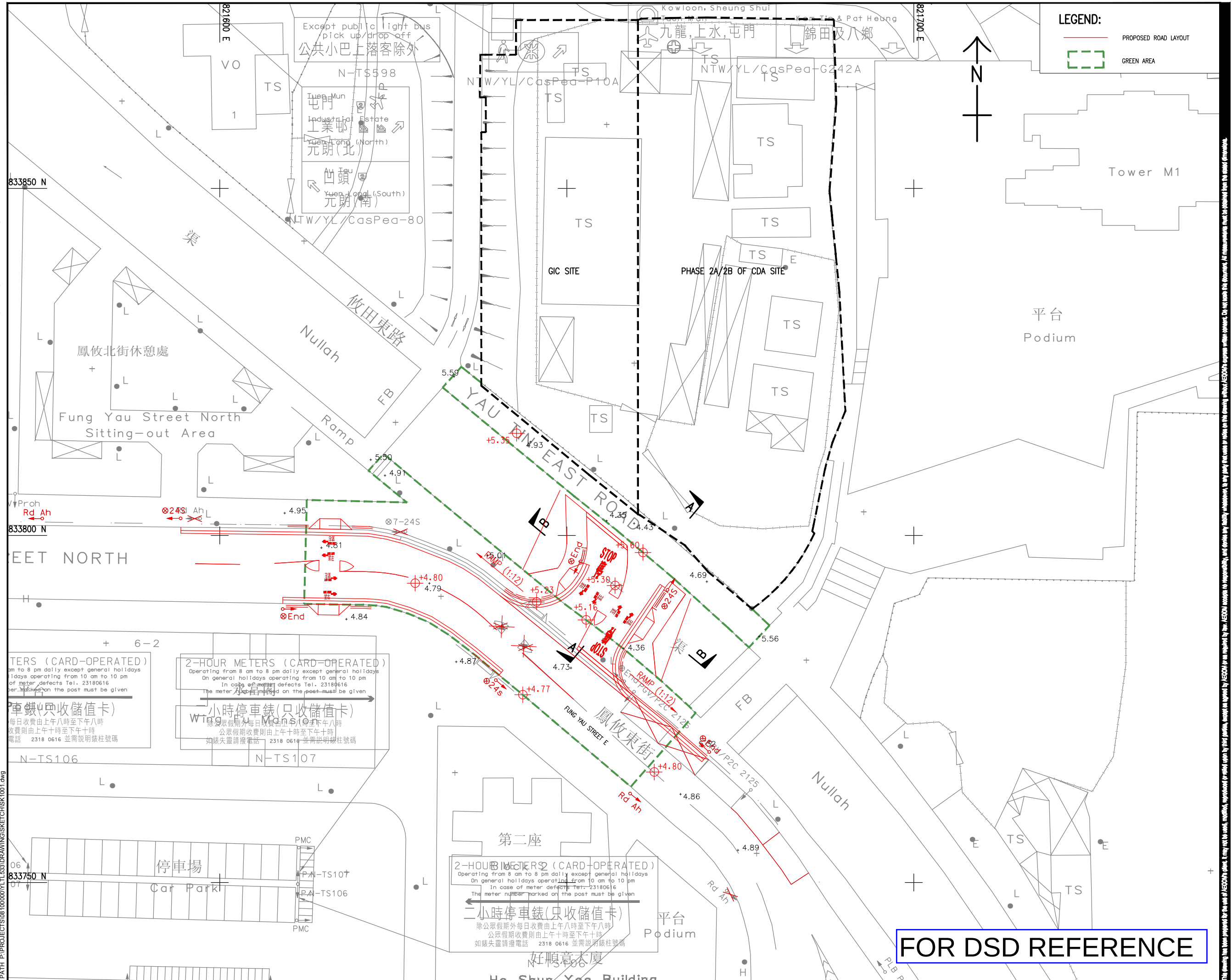
PROJECT NO.
YLTL533

CONTRACT NO.
23180616

SHEET TITLE
GENERAL LAYOUT PLAN

SHEET NUMBER
YLTL533/SK1001

Proposed Embankment Raising of YLEN (Attachment 3)



FOR DSD REFERENCE



PROJECT

PROPOSED HOTEL
DEVELOPMENT AT YLTL533

CLIENT
業主



SUN HUNG KAI
REAL ESTATE AGENCY LTD.

CONSULTANT
工程顧問公司

AECOM Asia Company Ltd.
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SUB-CONSULTANTS
全職工程師顧問公司

ISSUE/REVISION
#11

[illegible]

STATUS

SCALE
B-M

A1 1:250

DIMENSION UNIT
尺寸单位

METRES

KEY PLAN

PROJECT NO.
06-987

YLT533

SHEET TITLE

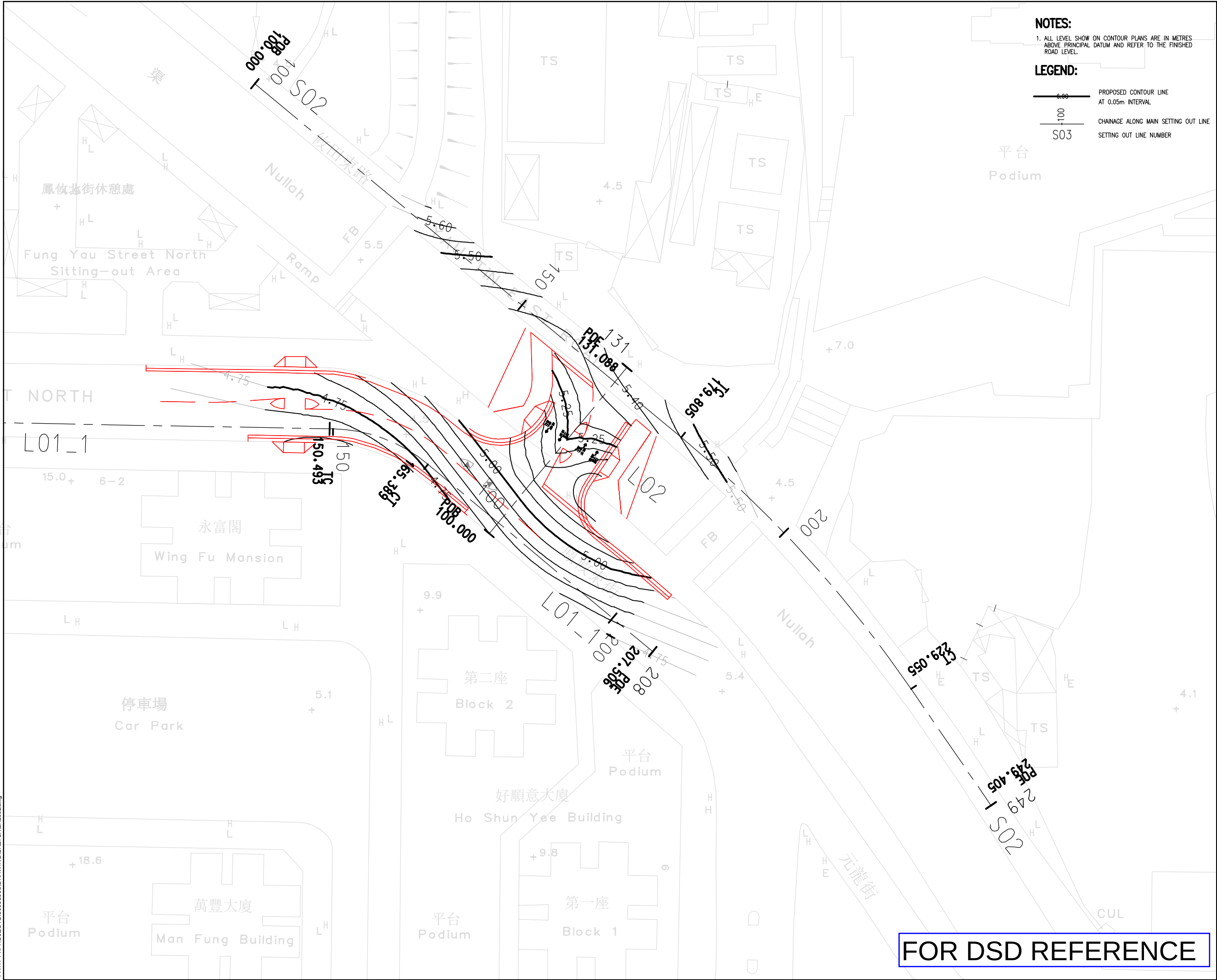
GENERAL LAYOUT PLAN

SHEET NUMBER

YLT533/SK1001

Pld File By: ZhengC1 10/11/2022
PATH: P:\PROJECTS\60693008\DRAWINGS\SKETCH\SK2001.dwg

Project Management Initials: Designer: Checked: Approved: ISO A1 594mm x 841mm



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AECOM

PROJECT
項目

PROPOSED HOTEL
DEVELOPMENT AT YLTL533

CLIENT
業主

SUN HUNG KAI
REAL ESTATE AGENCY LTD. 新鴻基

CONSULTANT
工程顧問公司

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分判工程顧問公司

ISSUE/REVISION
發行

I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 核對

STATUS
階段

SCALE
比例

A1 1:250

DIMENSION UNIT
尺寸單位

METRES

KEY PLAN
索引圖

PROJECT NO.
項目編號

60693008

CONTRACT NO.
合約編號

SHEET TITLE
圖紙名稱

ROAD CONTOUR PLAN

SHEET NUMBER
圖紙編號

60693008/SK2001

FOR DSD REFERENCE