

**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)**

Planning Statement

May 2026

**llewelyn
davies**
In association with

**AECOM Asia Company Limited
Ramboll Hong Kong Limited**

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EXECUTIVE SUMMARY

Purpose of Submission

This planning application is submitted to the Town Planning Board (the Board) under Section 16 (S16) of the Town Planning Ordinance (CAP. 131) in support of the Proposed Commercial Use at Phase IIa Development of the 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 the “Comprehensive Development Area” (“CDA”) zone to the immediate south of Castle Peak Road in Area 12, Yuen Long (hereafter referred to as the “Application Site”).

The Application Site is the subject of multiple planning approvals. Under the latest approved application (No. A/YL/298), the scheme comprises three main phases where the key amendments were to amend Phase III for the development of subsidized sale flats with social welfare facility. Phase I (i.e. YOHO Midtown) and Phases IIa (for approved hotel) and IIb (for approved residential development) on the other hand, remained unchanged.

To contribute to providing additional job opportunities and creating a mixed-use neighbourhood in Yuen Long District, Phase IIa is proposed for commercial/office use, with supporting facilities such as commercial/retail facilities to serve the surrounding existing residential communities. While the Application Site includes all phases within the subject “CDA” zone, it should be noted that **the Subject Matter of this planning application covers the Proposed Commercial Development within the Phase IIa Development Site only. No change is proposed for Phases I, IIb and III developments.**

Indicative Development Proposal

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 Department issued a Provisional Basic Term Offer (PBTO) reflecting the approved GFA of about 12,207m² as well as an updated site area of about 1,230m² (i.e. a reduction of 55m² as compared with the approved applications due to detailed setting out).

As stipulated in the Notes of the OZP, the “CDA” zone is subject to a maximum domestic PR of 5 for a domestic building or non-domestic PR of 9.5 for a non-domestic building. The current proposal seeks minor relaxation of non-domestic PR to about 9.93 in Phase IIa as a matter of **technical rectification only** to reflect the approved GFA of 12,207m² with a slight reduction in site area, based on the previously approved scheme and PBTO issued to the Applicant. The current application also reflects the minor relaxation of plot ratio restriction approved at Phase III under the latest planning application No. A/YL/298.

The Phase IIa Development Site, with an area of about 1,230m², is proposed with a total PR of about 9.93 for a commercial tower with a maximum building height of not more than 145mPD. The development provides about 12,207m² total GFA for commercial uses, comprising about 11,607m² GFA for commercial/office use and about 600m² GFA for commercial/retail facilities at 1/F and M/F.

Planning Justification and Merits

The Proposed Commercial Development is supported by the following grounds:-

- The Proposed Commercial Development contributes to providing additional job opportunities by generating about 489 places (i.e. about 392 more than the Approved Hotel Schemes) for workers in a predominantly residential neighbourhood;
- With reference to other new towns (e.g. Sha Tin and Tung Chung), the Proposed Commercial Development would facilitate the creation of a mixed use neighbourhood by introducing additional amenities;
- The Proposed Commercial Development truly realizes and complies with the Planning Intention of the “CDA” zone for residential and/or commercial uses as a whole;
- With the proposed building height of about 145mPD, the Proposed Commercial Development respects existing stepped building height profile in the area. The proposed minor relaxation of PR restriction in Phase IIa is merely a technical rectification to reflect the approved GFA of previously approved scheme and PBTO, as a result of a slightly reduced site area due to detailed setting out. The total PR in the overall “CDA” zone remains the same as per the Approved Scheme. The proposed development intensity is appropriate;
- Enhancements are incorporated in the Proposed Commercial Development compared to the Approved Scheme. Upon completion of the Proposed Commercial Development, a walkable loop would be created with proposed linkages connecting YOHO Mall 1, the future development at adjoining GIC site and potentially YOHO Mix/YOHO Hub, together with the provision of refuge floor with voids and multi-level landscaped spaces; and
- The Proposed Commercial Development is technically feasible and acceptable in various technical aspects.

In light of the justifications presented in this Planning Statement, the Board is cordially invited to consider this application favourably.

行政摘要

(聲明：此中文譯本僅供參考，如中文譯本和英文原文有歧異時，應以英文原文為準。)

申請目的

申請人現根據城市規劃條例第 16 條 (第 131 章)，向城市規劃委員會(下稱城規會)遞交規劃申請，於元朗第 12 區緊貼青山公路南面的「綜合發展區」地帶 (下稱「申請地點」) 內第 IIa 期作擬議商業發展。是次申請涉及已批准的總綱發展藍圖的第 IIa 期，並略為放寬地積比率限制 (即對已批准綜合住宅、商業、社會福利設施及公眾車輛停車場發展的總綱發展藍圖提出修訂，當中第三期發展已獲核准略為放寬地積比率限制)。

申請地點已獲多次申請許可。最新於 2023 年獲批的綜合發展項目 (規劃申請編號 A/YL/298) 涵蓋三期，其中主要針對第三期進行修訂，該期將發展為資助出售房屋項目連社會福利設施。而第一期(YOHO Midtown)，第二期的第 IIa (已批准的酒店用途) 及第 IIb 期 (已批准的住宅用途) 則維持不變。

為促進提供更多就業機會及打造元朗區為混合用途社區，第 IIa 期擬作商業/辦公室發展，並輔以商業/零售設施等配套設施，以服務周邊現有住宅社區。雖然申請地點涵蓋第 12 區「綜合發展區」地帶內的共三期發展用地，但需注意，本規劃申請僅涉及第 IIa 期發展用地內的擬議商業發展，對於第一期、第 IIb 期和第三期發展則不作任何改動。

發展計劃概覽

根據已批准的第 IIa 發展 (規劃申請編號 A/YL/205 及 A/YL/298) 興建一間酒店的方案，地盤面積約 1,285 平方米，地積比率約 9.5 倍，總樓面面積約 12,207 平方米，申請人據此已相應進行換地申請。在 2026 年 1 月，地政總署發出暫訂基本條款建議，反映已獲批的總樓面面積約 12,207 平方米，並更新地盤面積為約 1,230 平方米 (較原先獲批申請減少約 55 平方米，乃因詳細勘界所致)。

根據大綱圖註釋，「綜合發展區」地帶規定住用建築物的最高住用地積比率為 5 倍，非住用建築物的最高非住用地積比率則為 9.5 倍。是次申請擬在第 IIa 期發展略為放寬非住宅地積比率限制至約 9.93 倍，純屬技術性修正，以反映已獲批和暫訂基本條款建議的 12,207 平方米總樓面面積，以及略有縮減的地盤面積。本申請亦反映了根據最新規劃申請編號 A/YL/298 在第三期發展獲批的略為放寬地積比率限制。

第 IIa 期發展地盤佔地約 1,230 平方米，涉及一座不多於主水平基準以上 145 米(至主樓頂) 的商業大廈，擬議的總地積比率為 9.93 倍。擬議發展提供約 12,207 平方米總樓面面積作商業用途，涵蓋約 11,607 平方米作商業/辦公室用途，以及約 600 平方米於 1 樓及閣樓作商業/零售設施等配套設施。

發展理據及規劃增益

以下為支持本規劃申請的發展理據及規劃增益：

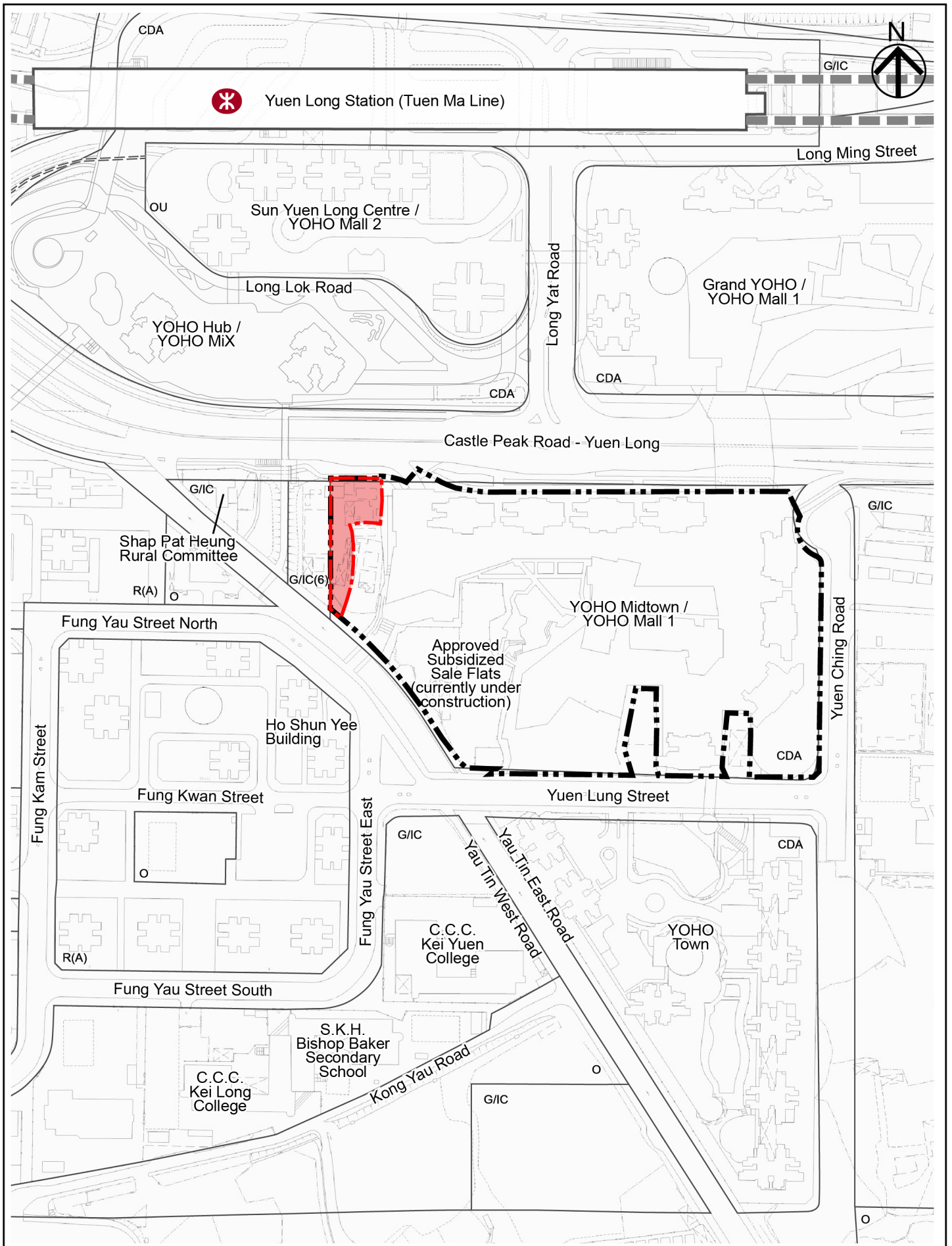
- 擬議商業發展預計提供約 489 個工作崗位（即比已核准的酒店計劃多出約 392 個職位），有助於在以住宅為主的社區中創造更多就業機會；
- 參考其他新市鎮（例如沙田及東涌）而言，擬議商業發展將為區內帶來額外設施，有利於創建混合用途社區；
- 擬議商業發展真正實現並符合「綜合發展區」把涵蓋範圍綜合發展作住宅及 / 或商業用途的規劃意向；
- 擬議商業發展的建築物高度約主水平基準以上 145 米，符合現時呈階級式的建築物高度輪廓。擬議在第 IIa 期略為放寬地積比率限制，僅屬技術性修正，以反映先前獲批方案及暫訂基本條款建議中已獲批准的總樓面面積，乃因詳細勘界後地盤面積略有縮減所致。整體而言，「綜合發展區」內的總地積比率與已批准計劃相比，維持不變。擬議發展密度合適；
- 與已核准的計劃相比，擬議發展融入了優化措施。擬議商業發展完工後，將形成一條步行環線，擬議連接至形點 I、毗連的政府、機構或社區設施用地以及元點 / YOHO Hub，並提供設有空隙的防火層及多層綠化空間；以及
- 本申請已考慮各方面的技術評估，而評估亦證明本申請在技術上可行。

基於以上的發展理據，現懇請城規會能對是次規劃申請予以贊同。

1. INTRODUCTION

1.1 Purpose of Submission

- 1.1.1 This planning application is submitted to the Town Planning Board (the Board) under Section 16 (S16) of the Town Planning Ordinance (the Ordinance) (CAP. 131) in support of a Proposed Commercial Development at Phase IIa 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) (hereafter referred to as the “Proposed Commercial Development”) at the “Comprehensive Development Area” (“CDA”) to the immediate south of Castle Peak Road in Area 12, Yuen Long (hereafter referred to as the “Application Site”) (**Figure 1.1** refers).
- 1.1.2 The Application Site is zoned “CDA” under the Approved Yuen Long OZP No. S/YL/29 and is the subject of various previously approved planning applications for comprehensive commercial/residential development between 1995 and 2023. Due to multiple ownership involved, a phased development approach has all along been adopted for the various development proposals approved therein. According to the Notes of the “CDA” zone on the OZP, an applicant seeking for permission for development on land designated “CDA” shall prepare a MLP for the approval of the Board (**Annex 1** refers).
- 1.1.3 According to the latest planning application No. A/YL/298 for proposed subsidized sale flats (SSF) and social welfare facility (SWF) development approved by the Board on 31.3.2023 (hereafter referred to as the “Approved CDA Development”) for the subject “CDA” site, the Approved CDA Development is divided into three phases, including Phase I (i.e. the completed commercial/residential development known as the completed YOHO Midtown at the northern and eastern portions), Phases IIa & IIb (i.e. the approved hotel and residential development at the northwestern portion), and Phase III (i.e. the proposed SSF and SWF under the approved application at the southwestern portion). The phasing plan is presented in **Figure 1.2**.
- 1.1.4 In order to contribute to providing additional job opportunities and creating a mixed-use neighbourhood in Yuen Long District, Phase IIa is proposed for a commercial/office development with supporting commercial/retail facilities. Thus, the subject S16 planning application is submitted to seek planning permission from the Board to facilitate the proposed commercial development at the Application Site.
- 1.1.5 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 Department issued a Provisional Basic Term Offer (PBTO) reflecting the approved GFA of about 12,207m² as well as an updated site area of about 1,230m² (i.e. a reduction of 55m² as compared with the approved applications due to detailed setting out).



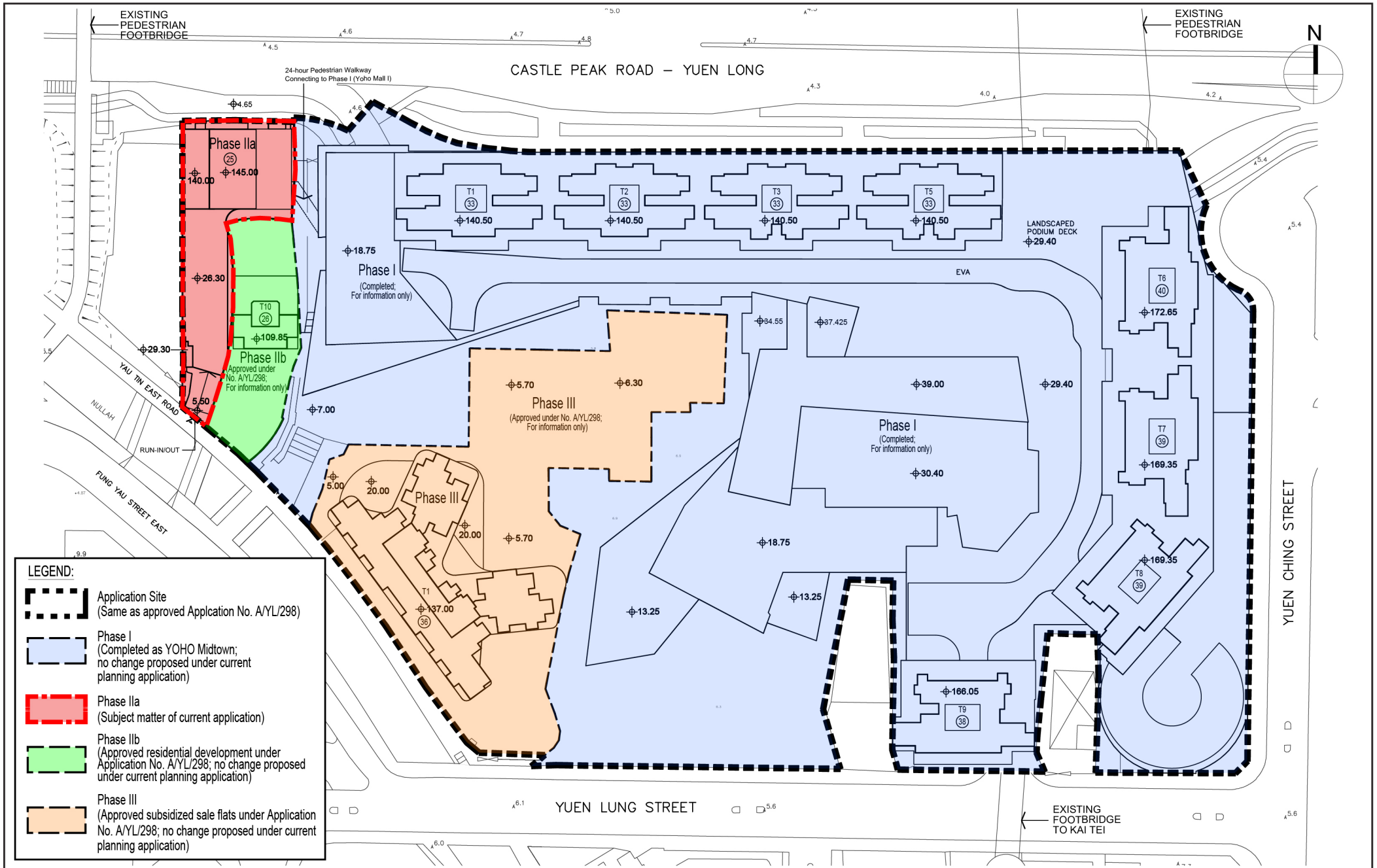
Phase IIa Development Site

Application Site



Title
 Extract of the Approved Yuen Long Outline
 Zoning Plan No. S/YL/29

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Title

Phasing Plan

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- 1.1.6 As stipulated in the Notes of the OZP, the “CDA” zone is subject to a maximum domestic PR of 5 for a domestic building or non-domestic PR of 9.5 for a non-domestic building. The current proposal seeks minor relaxation of PR restriction to a non-domestic PR of about 9.93 in Phase IIa as a matter of **technical rectification only** to reflect the approved GFA of 12,207m² with a slight reduction in site area, which is in accordance with the previously approved scheme and PBTO issued to the Applicant. The current application also reflects the minor relaxation of plot ratio restriction approved at Phase III under the latest planning application No. A/YL/298.
- 1.1.7 It should be noted that, while the Application Site covers all phase of the development within the “CDA” zone, **the Subject Matter of this planning application is for the Proposed Commercial Development within the Phase IIa Development Site only. No change is proposed for Phases I, IIb and III developments.**

1.2 Report Structure

1.2.1 This planning statement includes the following sections:

Sections 2-3: review the development and planning contexts of the site and surroundings;

Section 4: depicts the indicative development proposal and urban design concept;

Sections 5 – 9: present key considerations from visual, air ventilation, traffic, environmental, drainage, sewerage and water supply perspectives;

Section 10: highlights planning justifications and merits for the Proposed Commercial Development; and

Section 11: concludes the planning statement.

1.2.2 Other supplementary information and technical assessments are attached in **Appendices A to I** and **Annexes 1 to 3** respectively.

Appendix A: Overall Development Schedule of the Application Site

Appendix B: Landscape Design Proposal

Appendix C: Visual Impact Assessment

Appendix D: Air Ventilation Assessment

Appendix E: Traffic Impact Assessment

Appendix F: Environmental Assessment

Appendix G: Drainage Impact Assessment

Appendix H: Sewerage Impact Assessment

Appendix I: Water Supply Impact Assessment

Annex 1: Extract of the Approved Yuen Long Outline Zoning Plan No. S/YL/29 and Explanatory Statement

Annex 2: The Approved MLP of the Approved CDA Development under Planning Application No. A/YL/298

Annex 3: Comparison of Development Parameters between Phase IIa Development under the Approved CDA Development and the Proposed Commercial Development

2. SITE AND SURROUNDING CONTEXT

2.1 Application Site

2.1.1 For fulfillment of the submission requirement of “CDA” zone under the OZP, as well as adopting the same Application Site boundary as the Approved CDA Development, the majority of “CDA” zone of Area 12 to south of Castle Peak Road is delineated as the Application Site. Occupying the northern and eastern portions of the Application Site is the completed Phase I development (i.e. the existing YOHO Midtown), whereas the approved Phase III development under the Approved CDA Development for SSF use is located in the southwestern portion of the Application Site which is currently under construction. Phase II development was subdivided into Phase IIa and IIb developments as per previously Approved CDA Development. Under the Approved Scheme, Phase IIb is for residential development and adjoins the subject Phase IIa site to the south and east.

2.1.2 The northwestern portion of the Application Site is for Phase IIa which is the Proposed Commercial Development. Phase IIa is currently partly occupied by some temporary building structures with vegetation.

2.1.3 **Figure 2.1** shows the location of the Application Site.

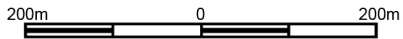
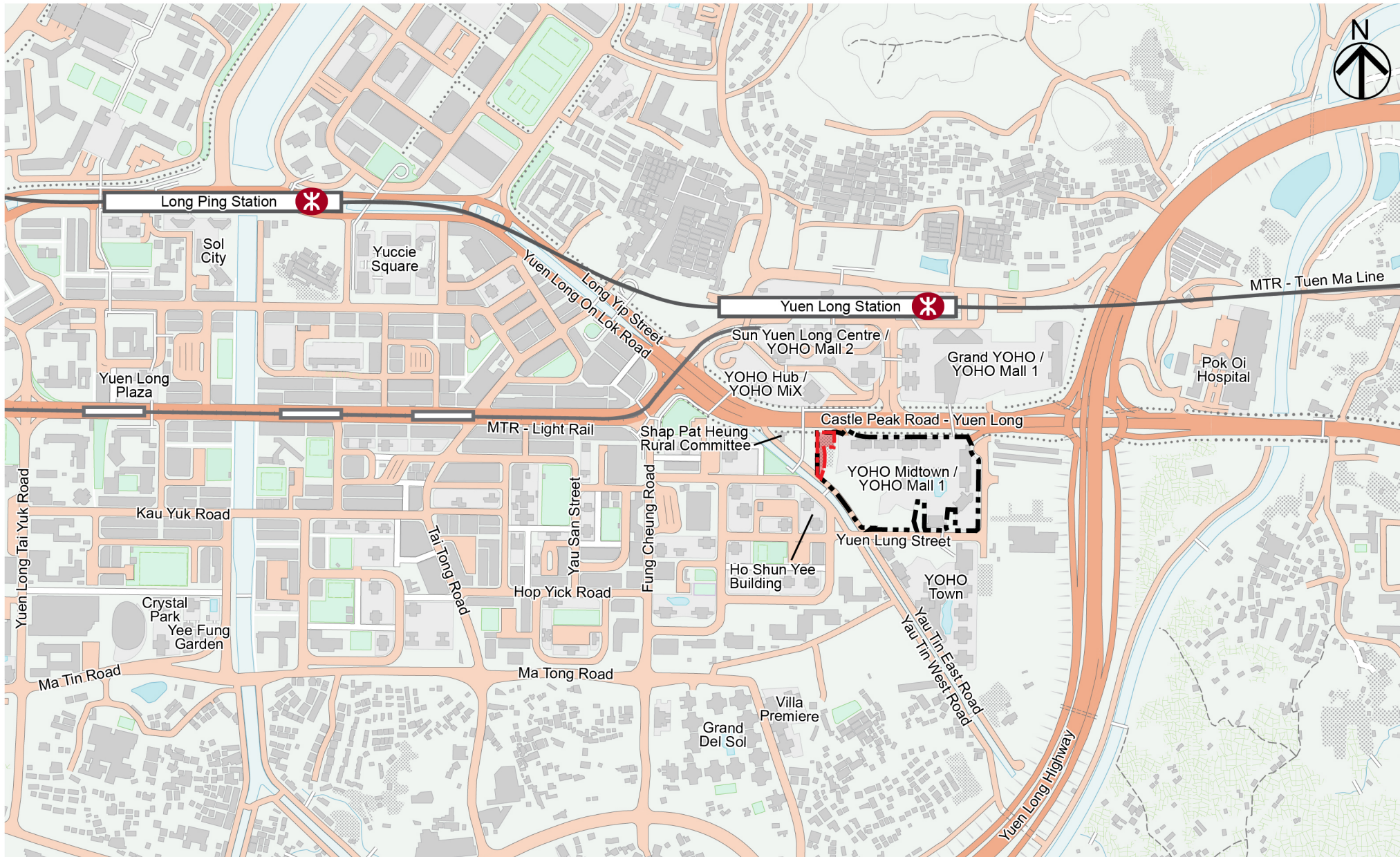
2.2 Phase IIa Development Site

2.2.1 The Phase IIa Development Site is bounded by Yau Tin East Road and Castle Peak Road – Yuen Long to its south and north respectively. It immediately adjoins YOHO Mall 1 and a Government, Institution or Community (GIC) site to the east and west respectively. The southeastern part of the site directly adjoins Phase IIb for the approved residential development. Castle Peak Road – Yuen Long is located to its north. The Phase IIa Development Site is currently accessible via Yau Tin East Road.

2.2.2 **Figure 2.1** shows the location of the Phase IIa Development Site.

2.3 Land Status

2.3.1 Subsequent to the previous Section 16 approval, the Applicant has been actively acquiring the remaining lots within the subject “CDA” site. Private lots within the Phase IIa site are under the ownership of the Applicant.



Phase IIa Development Site

Application Site



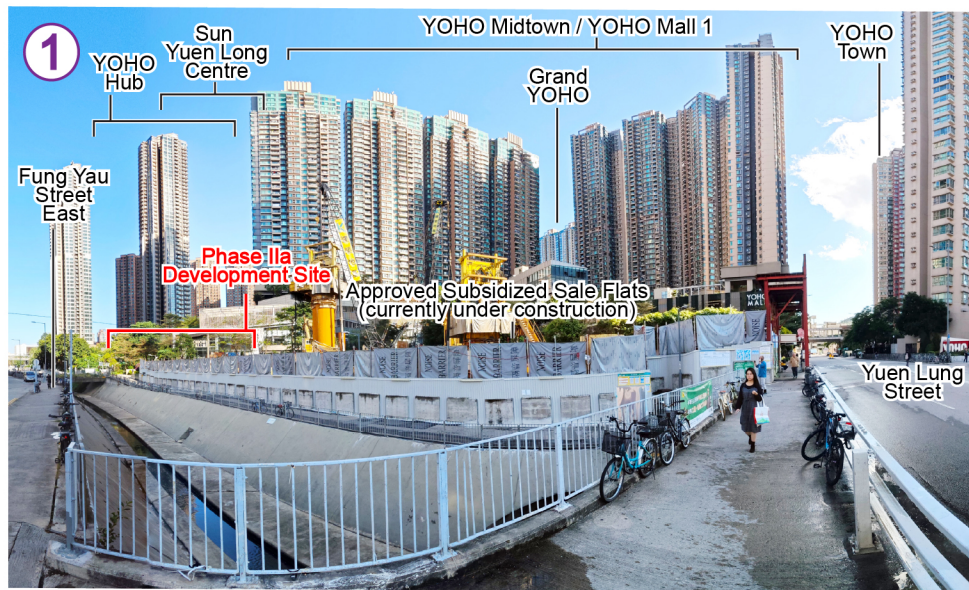
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Location Plan

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2.4 Surrounding Context

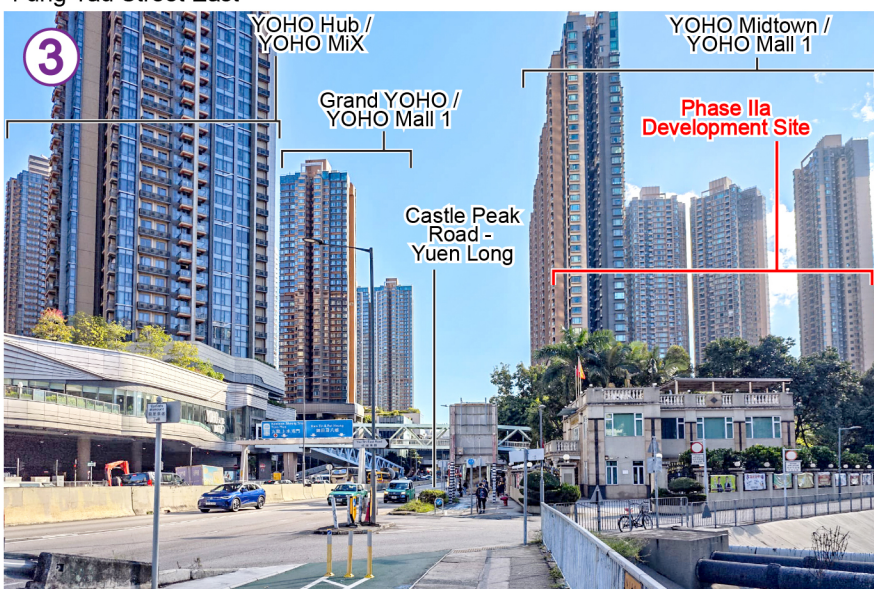
- 2.4.1 The surroundings of the Phase IIa Development Site are predominantly high-rise comprehensive residential developments in character. Grand YOHO, Sun Yuen Long Centre and YOHO Hub are found to the north and across Castle Peak Road – Yuen Long. YOHO Midtown adjoins the Phase IIa Development Site to the east and the approved SSF (currently under construction) and YOHO Town is located to the southeast of Phase IIa Development Site. Medium-rise residential buildings such as Ho Shun Yee Building are situated to the south of Phase IIa Development Site across the existing nullah along Yau Tin East Road. A GIC site with the existing Shap Pat Heung Rural Committee is situated to the west of the Phase IIa Development Site.
- 2.4.2 **Figure 2.2** shows the Application Site, Phase IIa Development Site and surrounding context.



Application Site viewed from the intersection of Yuen Lung Street and Fung Yau Street East



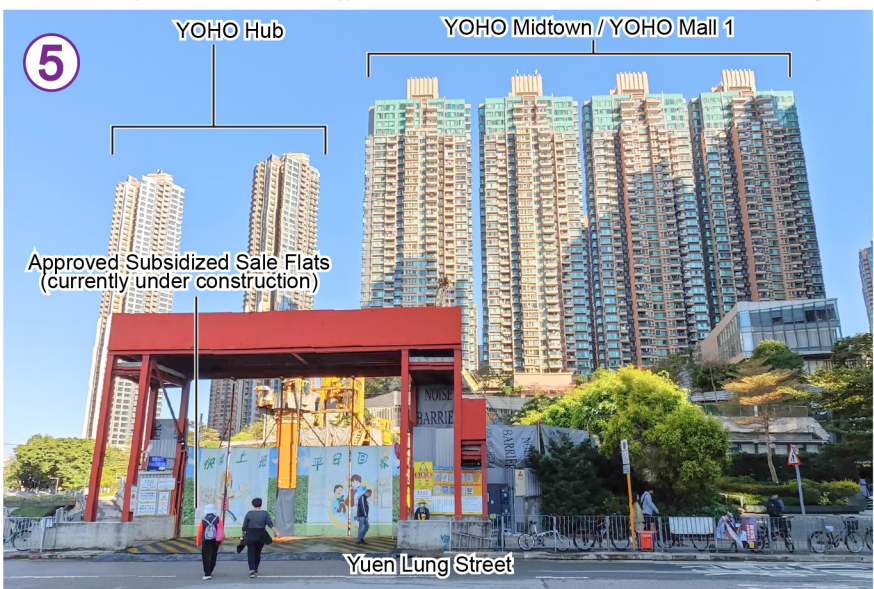
The nullah and residential developments near Application Site



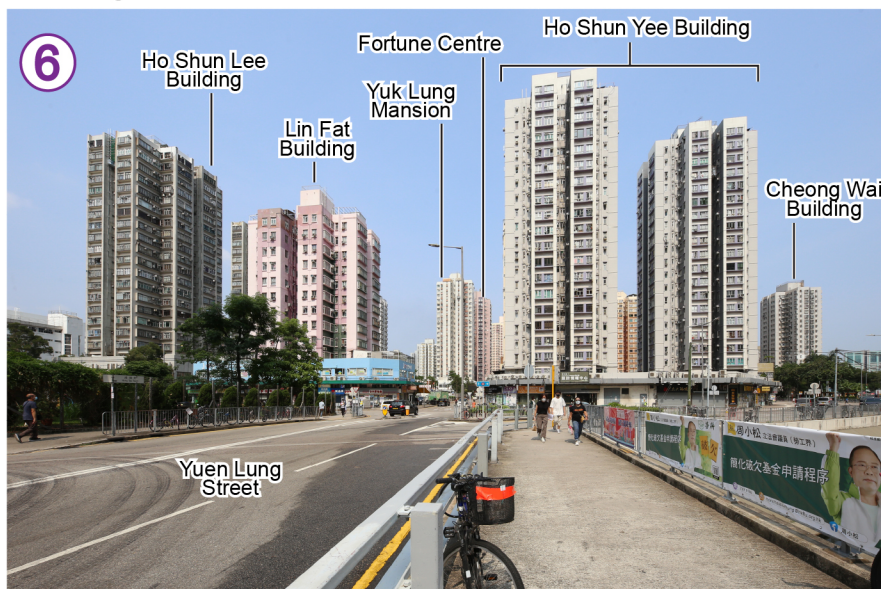
Residential developments (YOHO Midtown, Grand YOHO, Sun Yuen Long Centre, YOHO Hub (under construction)) viewed from Castle Peak Road - Yuen Long



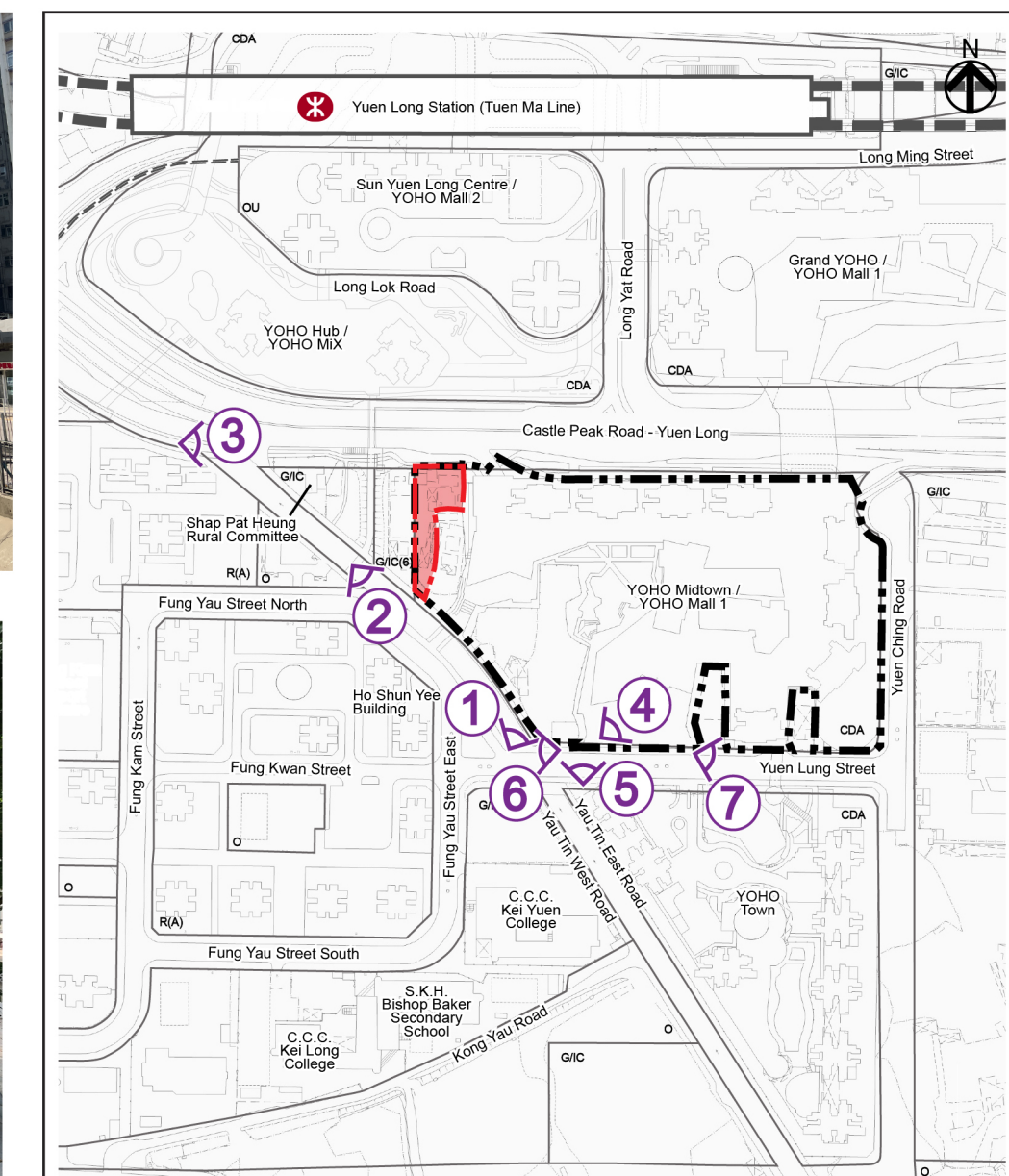
The entrance and open space of YOHO Mall I on the Application Site at Yuen Lung Street



Construction Site for Approved Subsidized Sale Flats to the immediate west of the Development Site viewed from Yuen Lung Street



Nearby Mid-rise residential neighborhood viewed from Yuen Lung Street



KEY PLAN Phase IIa Development Site Application Site



The connection bridge between YOHO Town and YOHO Midtown viewed from Yuen Lung Street

3. PLANNING CONTEXT

3.1 Statutory Planning Context

Subject “CDA” Zone in Yuen Long Area 12

- 3.1.1 According to the Notes of the OZP, the subject “CDA” zone is intended for comprehensive development/redevelopment for residential and/or commercial uses with the provision of open space and other supporting facilities. Meanwhile, the subject “CDA” zone to the immediate south of Castle Peak Road in Area 12 is stipulated with a maximum domestic plot ratio of 5 or a maximum non-domestic plot ratio for 9.5.

Approved CDA Development under Planning Application No. A/YL/298

- 3.1.2 Under the latest approved planning application No. A/YL/298 from 2023, the Approved CDA Development comprises three major phases, with amendments mainly made on Phase III, for a SSF development with SWF; while Phase I (the completed YOHO Midtown) and Phases IIa and IIb remained unchanged as an approved hotel and residential development respectively. The approved MLP of the Approved CDA Development is provided in **Annex 2**.
- 3.1.3 Under the Approved MLP, the abovementioned hotel development at Phase IIa comprises a single block development with a building height of not more than 135.7mPD, and 12,207m² of GFA for 324 guestrooms.

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 24-hour 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 24-hour 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 PBTO

- 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 24-hour pedestrian walkways at M/F and 1/F within the Phase IIa development. Relevant details will be provided at the detailed design stage subject to liaison and agreement with relevant parties and Government departments.

Department issued a Provisional Basic Term Offer (PBTO) reflecting the approved GFA of about 12,207m² as well as an updated site area of about 1,230m² (i.e. a reduction of 55m² as compared with the approved applications due to detailed setting out). As such, the current proposal seeks minor relaxation of non-domestic PR restriction from 9.5 to 9.93 (i.e. +4.5%) in Phase IIa as a matter of **technical rectification only** to reflect the approved GFA of 12,207m².

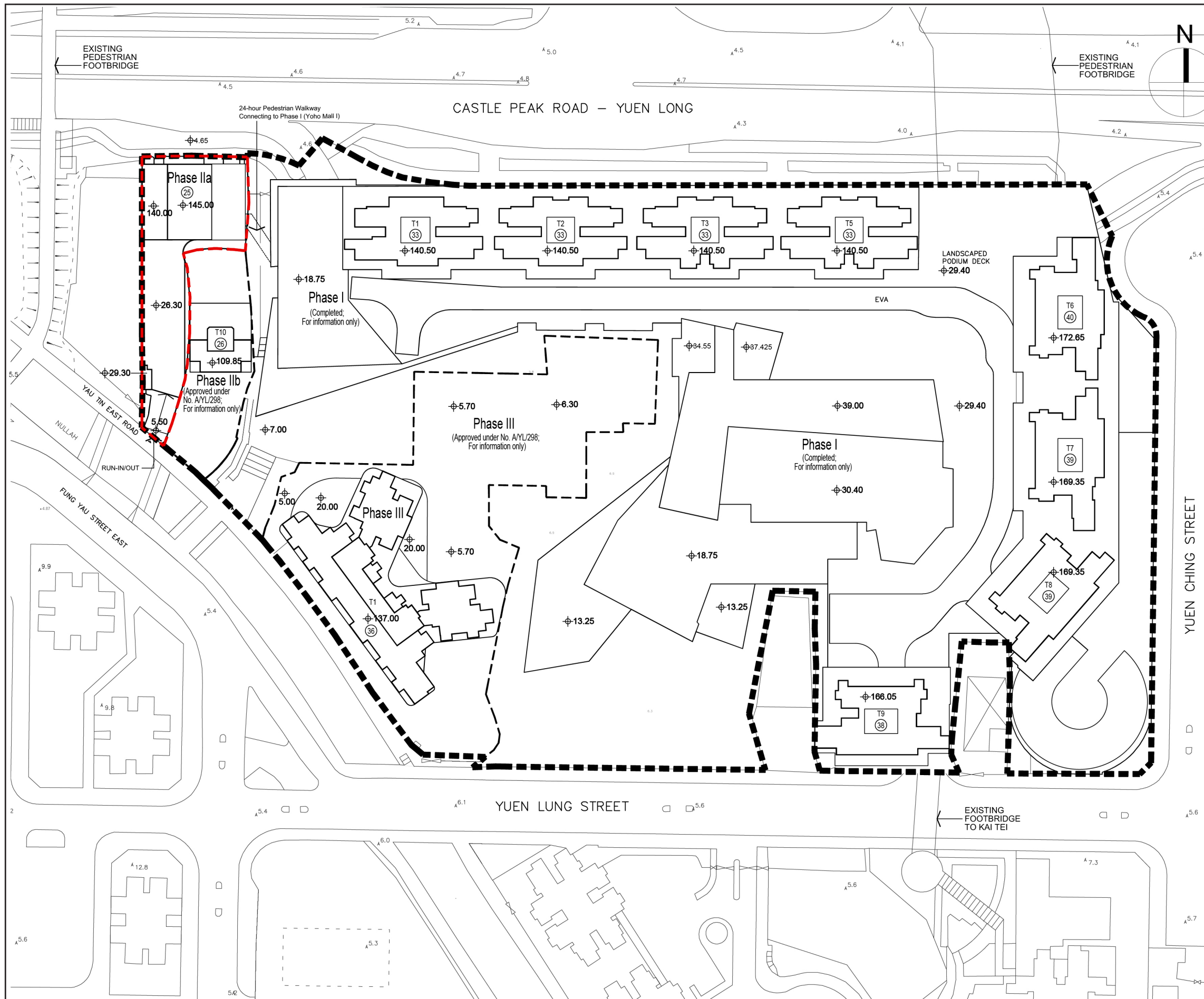
- 4.1.5 Development parameters of the Proposed Commercial Development are illustrated in **Table 4.1**. For the overall development schedule covering the entire Application Site, please refer to **Appendix A**. A comparison of the development parameters between the current scheme and the Approved Scheme of Phase IIa development is shown in **Annex 3**.

Table 4.1 - Indicative Development Schedule

Development Parameters ⁽¹⁾	Phase IIa
Development Site Area	About 1,230m ²
Total Non-domestic GFA for Proposed Commercial Development ⁽²⁾	Not more than 12,207m ²
- Commercial/Office	About 11,607m ²
- Commercial/Retail	About 600m ²
Total Non-domestic Plot Ratio	About 9.93
Maximum Site Coverage	Not exceeding 24m: Not more than 92% Above 24m: Not more than 65%
Maximum Building Height (to the main roof)	Not more than 145mPD
Total No. of Storeys ⁽³⁾	29 storeys
No. of Blocks	1

Remarks:

- (1) Development parameters shown on this indicative development schedule are for Phase IIa development only (i.e. subject matter of the current planning application).
- (2) Including 'Office', 'Eating Place', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'.
- (3) Including 23 commercial / office storeys + 2 commercial / retail storeys (including M/F) + 4 storeys for E&M, carpark and entrance lobby; excluding 1 refuge floor and transfer plate.



- 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

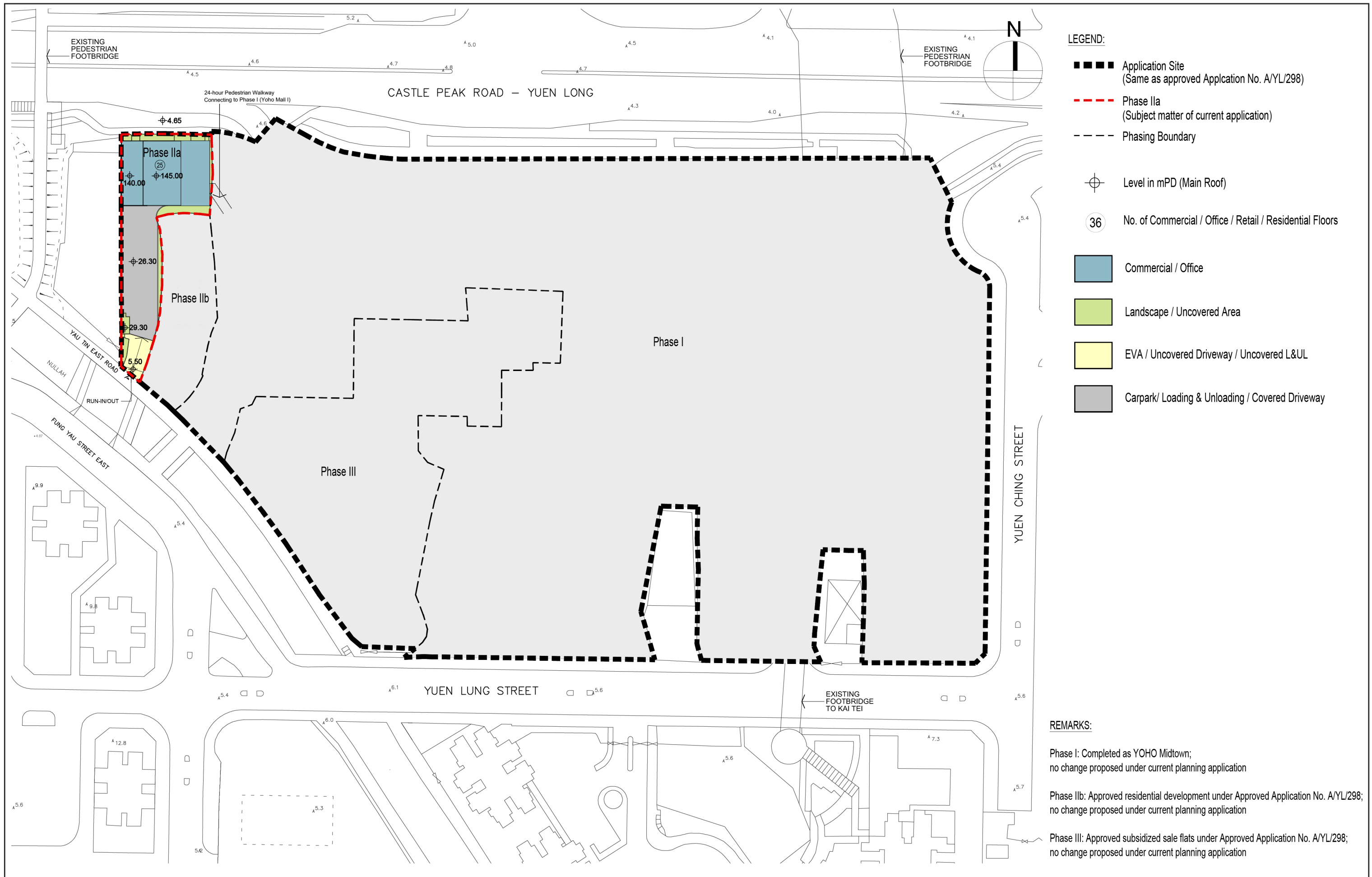
REMARKS:

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

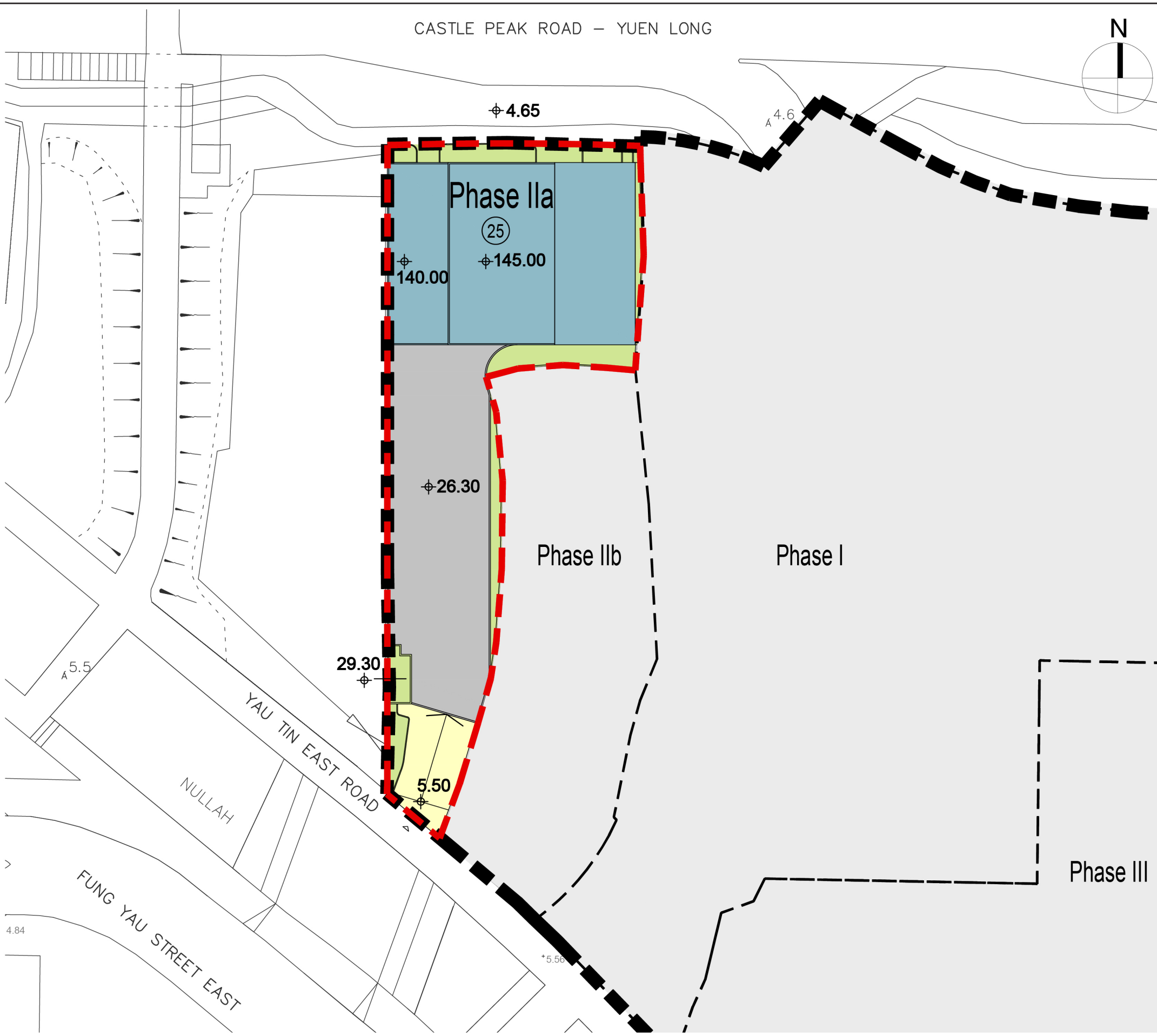
Phase IIb: Approved residential development under Approved Application No. A/YL/298; no change proposed under current planning application

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
					Rev	0	Date	May 2026
					Scale	N/A	Figure	4.1



Title	Indicative Master Layout Plan (Phase IIa Development)				Checked	DH	Drawn	PW
					Rev	0	Date	May 2026
					Scale	N/A	Figure	4.2



- 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

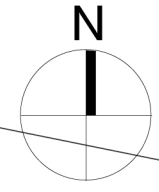
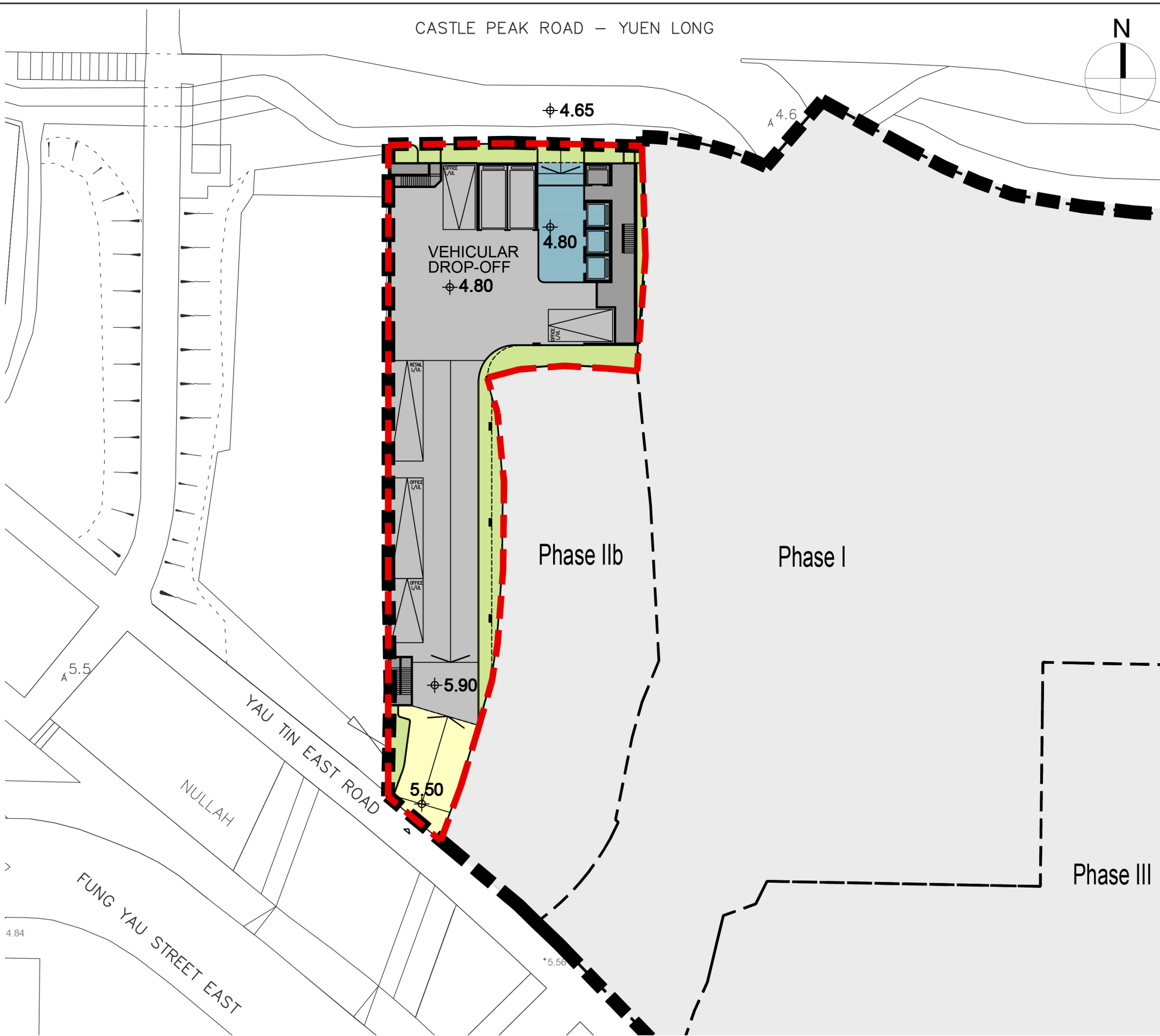
REMARKS:

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 – Blow Up Plan)			Checked	DH	Drawn	PW
				Rev	0	Date	May 2026
				Scale	N/A	Figure	4.3



- 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

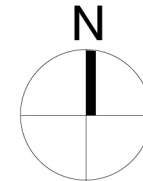
REMARKS:

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

Title	Indicative Floor Plan (Phase IIa Development – G/F Plan)			Checked DH	Drawn PW
				Rev 0	Date May 2026
				Scale N/A	Figure 4.4

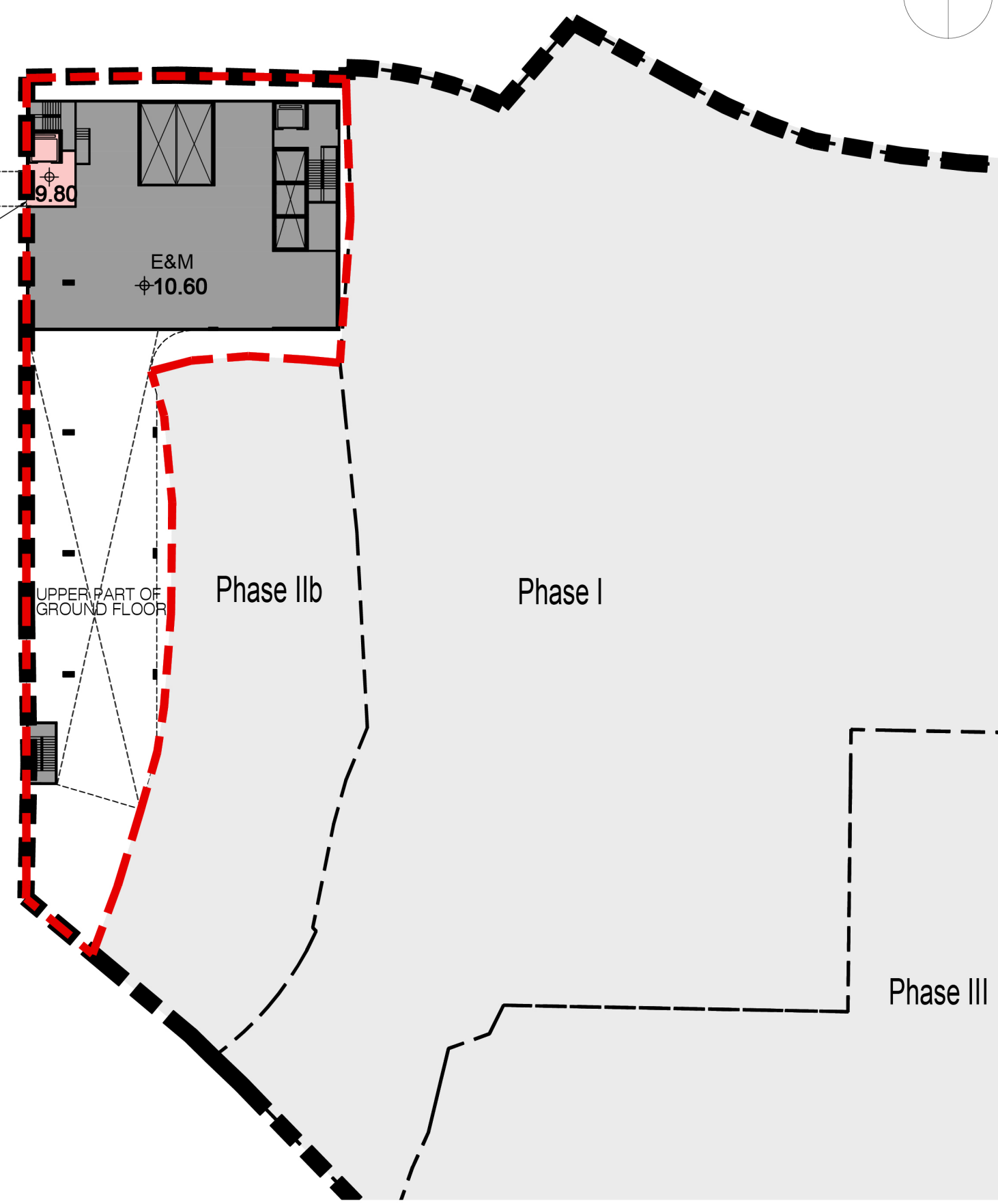


LEGEND:

- Application Site
(Same as approved Application No. A/YL/298)
- Phase IIa
(Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Retail
- Electrical & Mechanical (E&M) /
Circulation

TO EXISTING FOOTBRIDGE VIA
FUTURE DEVELOPMENT AT
ADJOINING G/I/C SITE

RESERVED OPENING FOR
24-HOUR PEDESTRIAN WALKWAY



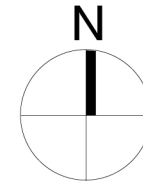
REMARKS:

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

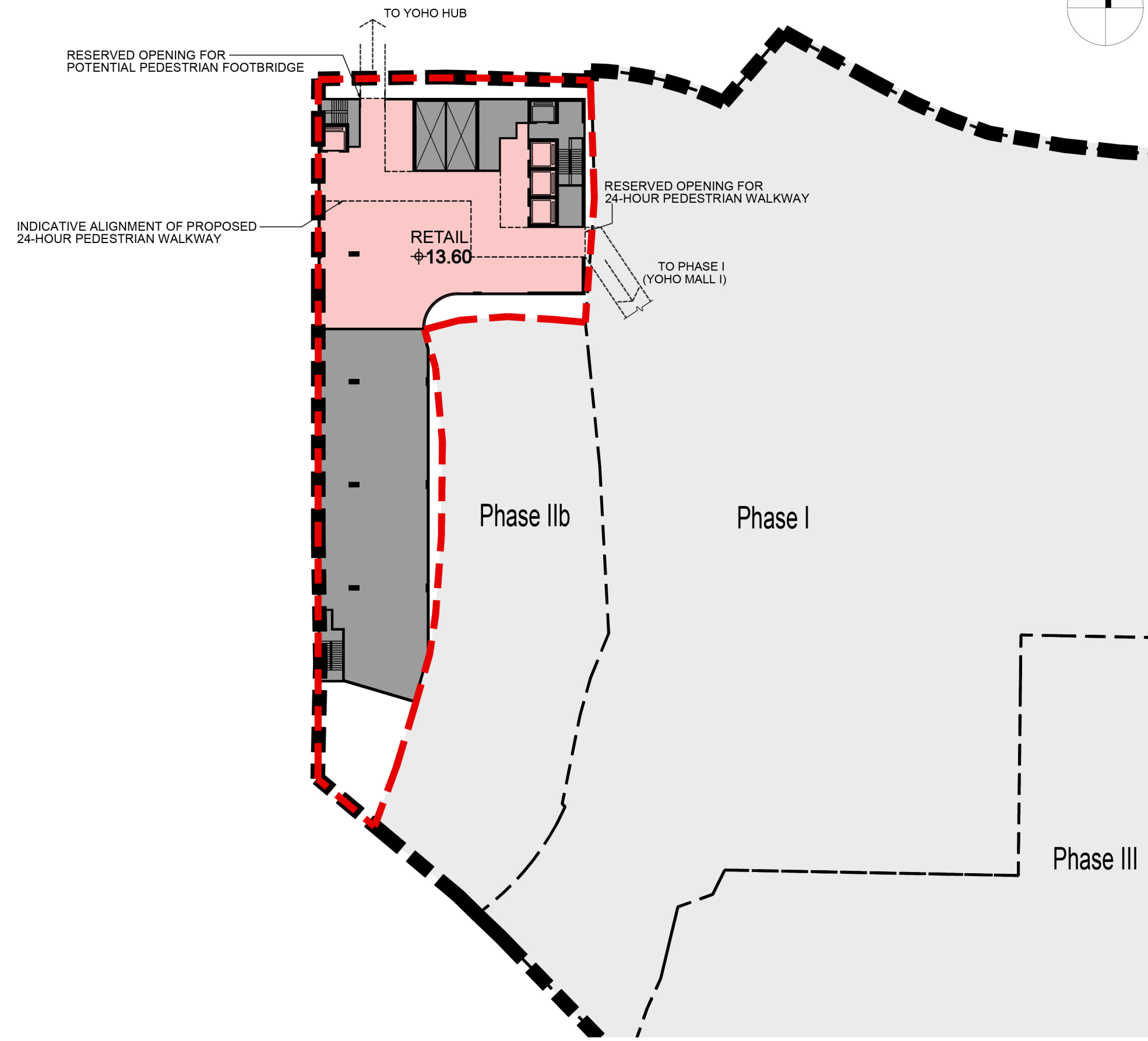
Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

Title	Indicative Floor Plan (Phase IIa Development – M/F Plan)			
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	Rev	0	Date	May 2026
Scale	N/A		Figure	4.5



LEGEND:

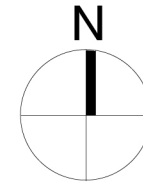
- Application Site
(Same as approved Application No. A/YL/298)
- Phase IIa
(Subject matter of current application)
- Phasing Boundary
- + Level in mPD
- Commercial / Retail
- Electrical & Mechanical (E&M) /
Circulation



REMARKS:

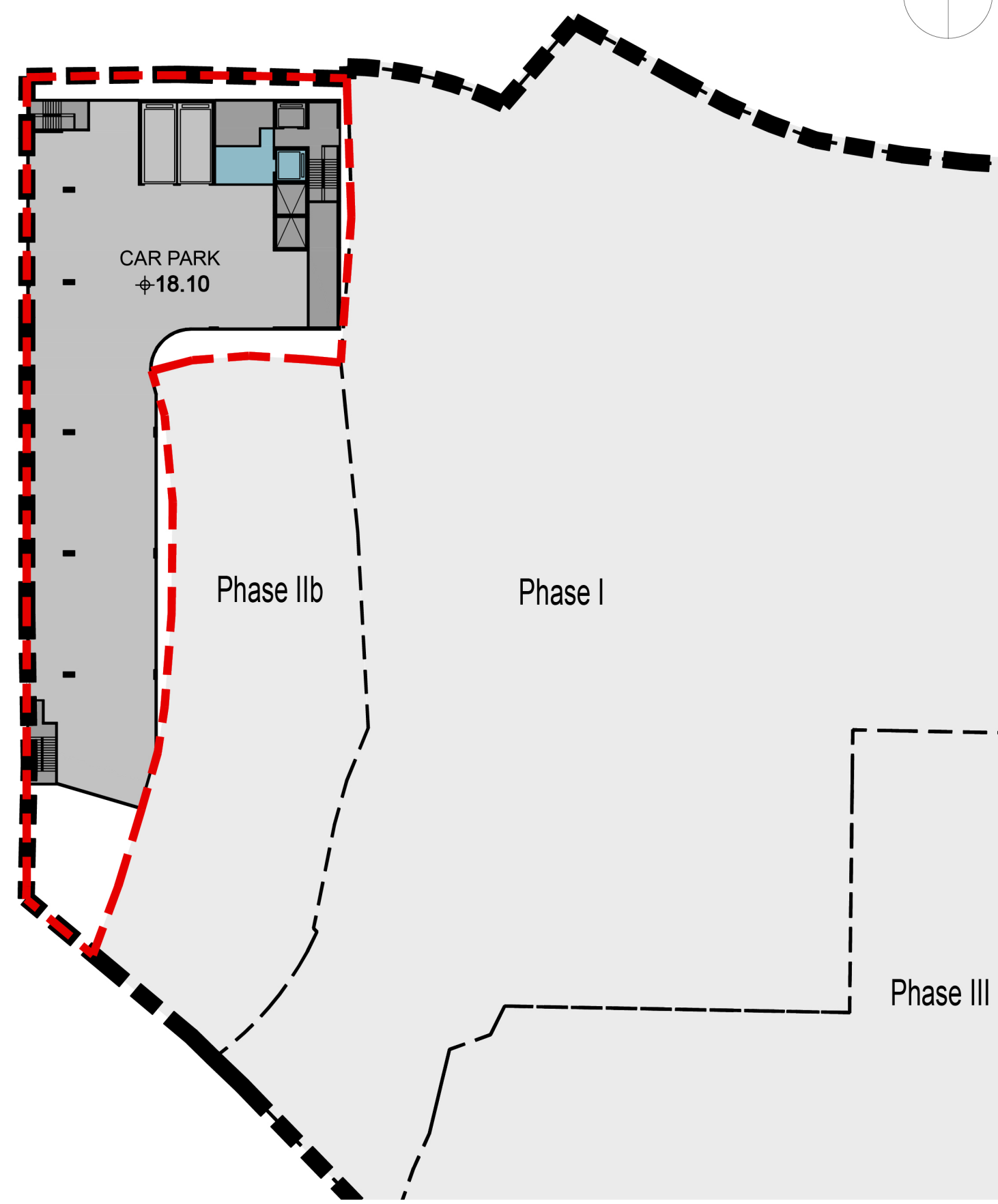
- Phase I: Completed as YOHO Midtown;
no change proposed under current planning application
- Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application
- Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

Title	Indicative Floor Plan (Phase IIa Development – 1/F Plan)	Checked	DH	Drawn	PW
		Rev	0	Date	May 2026
		Scale	N/A	Figure	4.6



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
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) /
Circulation



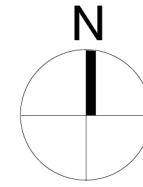
REMARKS:

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

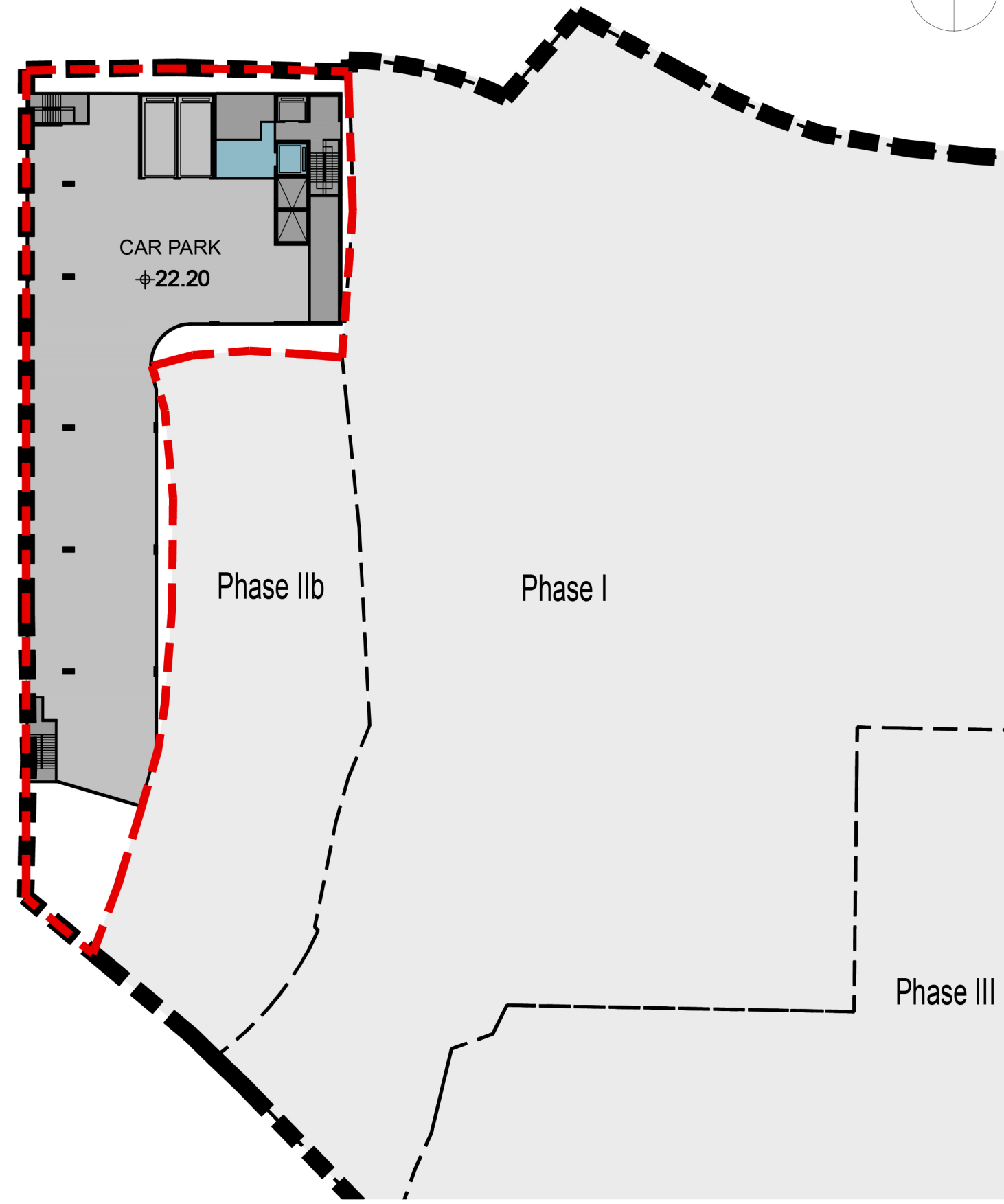
Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

Title	Indicative Floor Plan (Phase IIa Development – 2/F Plan)			
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	Rev	0	Date	May 2026
Scale	N/A		Figure	4.7



LEGEND:

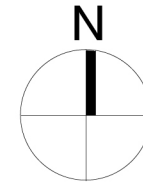
- Application Site
(Same as approved Application No. A/YL/298)
- Phase IIa
(Subject matter of current application)
- Phasing Boundary
- ⊕ Level in mPD
- Commercial / Office
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) /
Circulation










REMARKS:

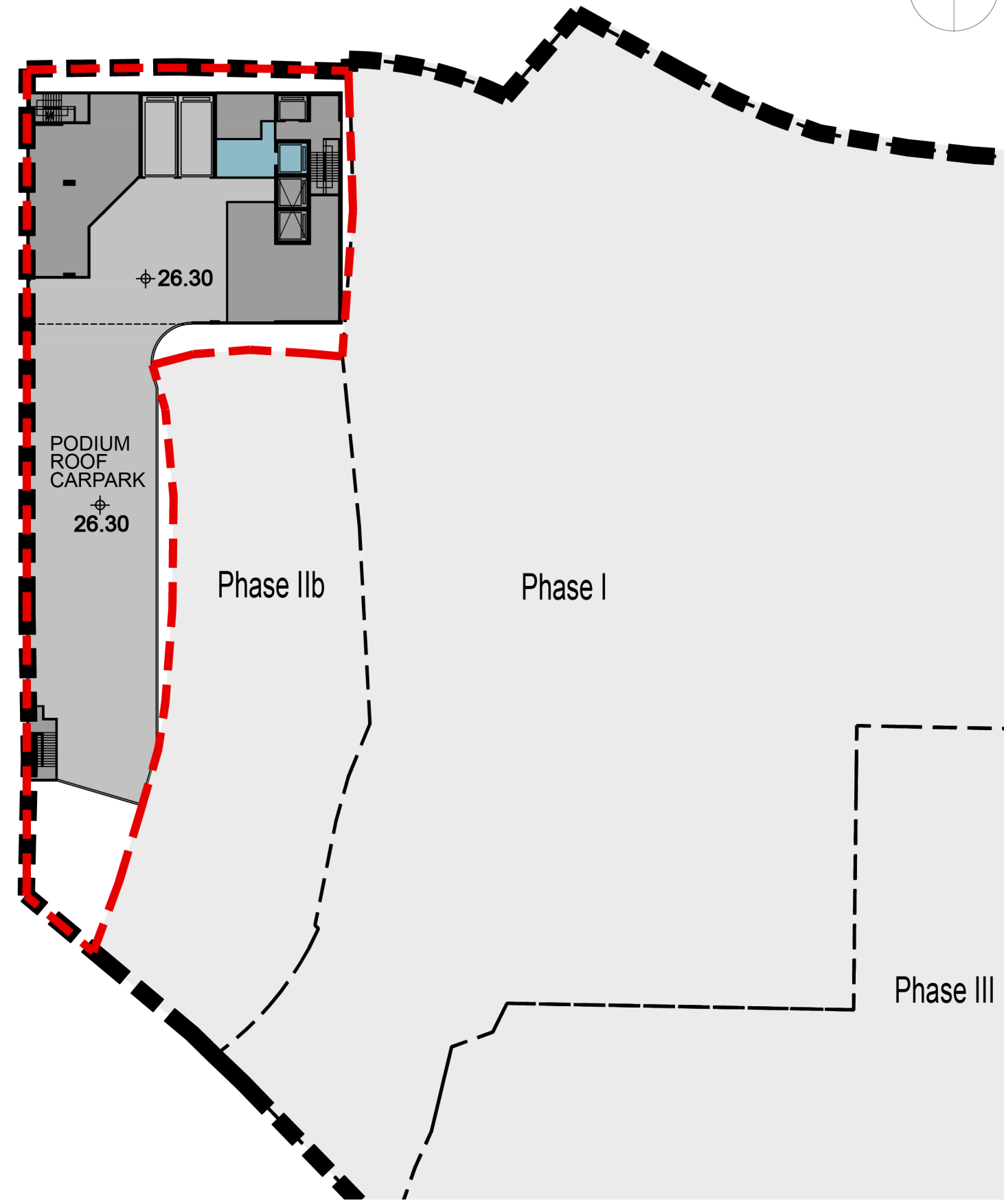
- Phase I: Completed as YOHO Midtown;
no change proposed under current planning application
- Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application
- Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

Title	Indicative Floor Plan (Phase IIa Development – 3/F Plan)			
	Checked	DH	Drawn	PW
	Rev	0	Date	May 2026
Scale	N/A		Figure	4.8



LEGEND:

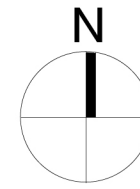
-  Application Site
(Same as approved Application No. A/YL/298)
-  Phase IIa
(Subject matter of current application)
-  Phasing Boundary
-  Level in mPD
-  Commercial / Office
-  Carpark/ Loading & Unloading / Covered Driveway
-  Electrical & Mechanical (E&M) /
Circulation










REMARKS:

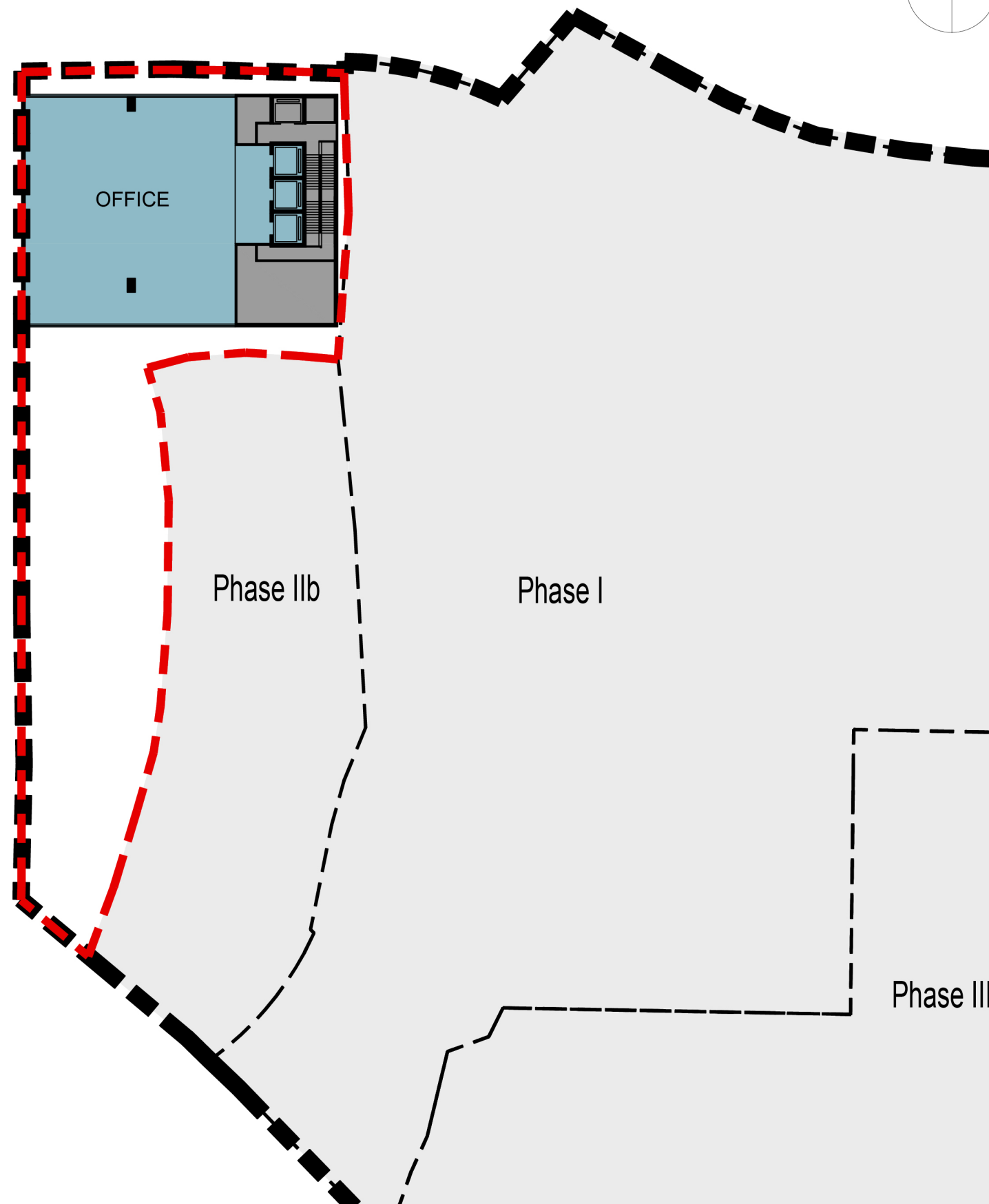
- Phase I: Completed as YOHO Midtown;
no change proposed under current planning application
- Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application
- Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

Title	Indicative Floor Plan (Phase IIa Development – 5/F Plan)	Checked	DH	Drawn	PW
		Rev	0	Date	May 2026
		Scale	N/A	Figure	4.9



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
-  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

Title

Indicative Floor Plan (Phase IIa Development – Typical Floor Plan)

Checked	DH	Drawn	PW
Rev	0	Date	May 2026
Scale	N/A		Figure 4.10

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.

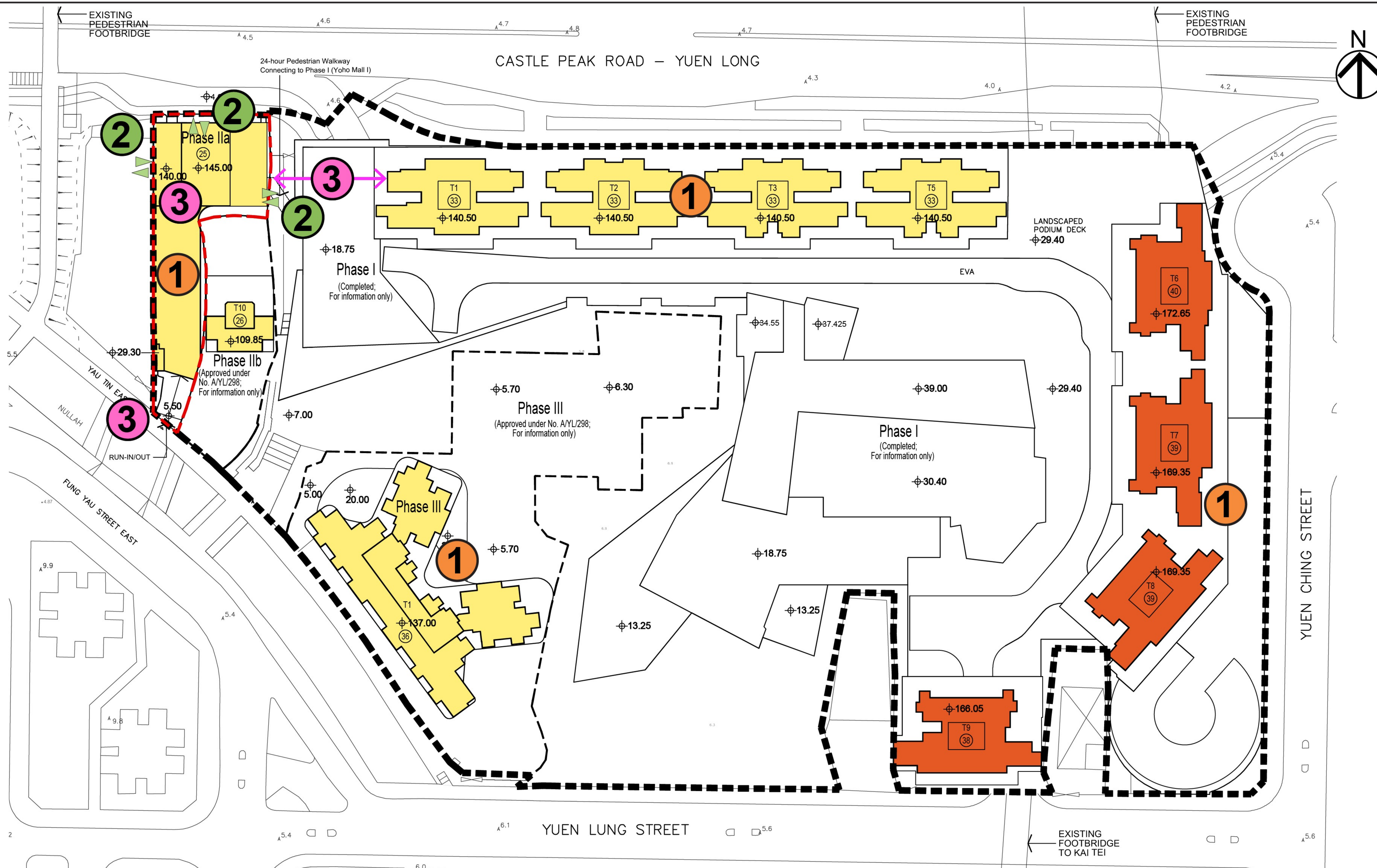
(ii) *Enhancement to Walkability and Pedestrian Experience*

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 24-hour pedestrian walkways at M/F and 1/F within the Phase IIa development. 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)
- Ⓟ No. of Commercial / Office / Retail / Residential Floors

1	<p>Respecting Existing Building Height Variations of Approved CDA Development</p> <p>Building height variations within the Application Site:</p> <p>Building Height</p> <p>150 mPD or above </p> <p>Below 150 mPD </p>
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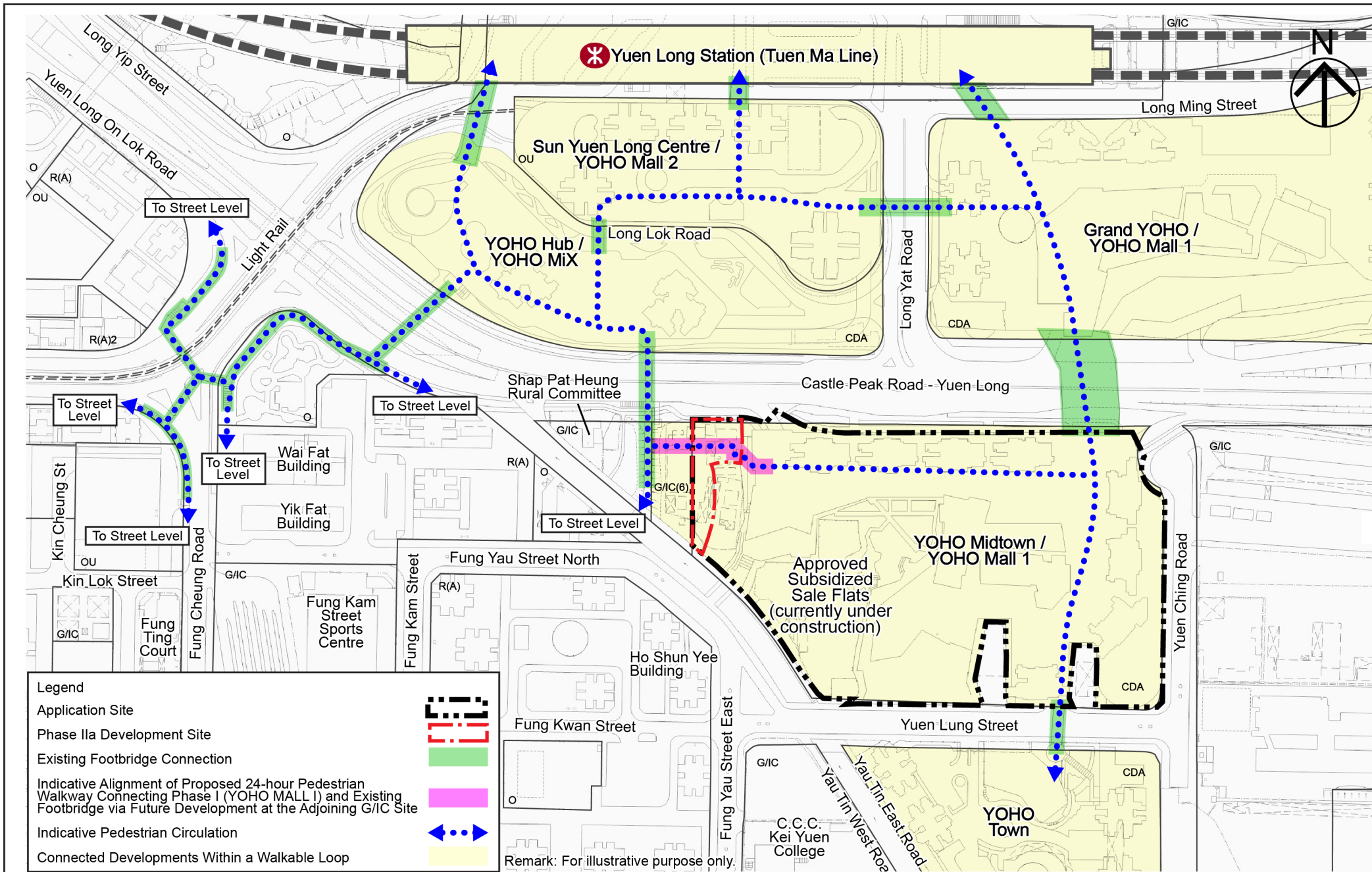
2	<p>Enhancement to Walkability and Pedestrian Experience</p> <p>Proposed connections between YOHO Mall 1 and the existing footbridge via the future development at adjoining GIC site* and potential connections between YOHO Mix and the Proposed Commercial Development* to enhance walkability.</p> <p><small>*subject to detailed design and liaison with relevant departments/parties in future</small></p>
---	--

3	<p>Enhancement to Permeability as Far as Practicable</p> <p><u>Sensible Building Setbacks and Separations from the Surrounding Environment</u></p> <ul style="list-style-type: none"> · 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) <p><u>Design Measures within the Proposed Commercial Development</u></p> <ul style="list-style-type: none"> · 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
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Title: Urban Design Concept Illustration

Checked	DH	Drawn	PW
Rev	0	Date	May 2026
Scale	N/A	Figure	4.13



Title

Footbridge Connection Plan

Checked	DH	Drawn	PW
Rev	0	Date	May 2026
Scale	N/A	Figure	4.14

(iii) *Enhancement to Permeability as Far as Practicable*

Sensible Building Setbacks and Separations from the Surrounding Environment

- 4.2.5 Under the current scheme, a full height building setback is provided from Castle Peak Road – Yuen Long to the north. To the south, while the frontage accommodates the vehicular entrance, a setback of the semi-open-air carpark fronting the existing nullah along Yau Tin East Road is reserved. This arrangement, while acknowledging the constraints of the narrow site and aligning with the Government’s latest policy on above-ground parking, safeguards visual openness along the nullah edge and provides a more orderly transition between the development and the adjoining public realm. For the northern building setback, a landscape leisure path is provided as a harmonious landscape transition to soften the edge of the development.
- 4.2.6 Same as the previous scheme for Phase IIa under the Approved CDA Development, building separations are provided from the Proposed Commercial Development and both the existing development (YOHO Midtown) to the east and the planned Phase IIb development in the south. Although the development scheme has been modified to optimise site coverage within the narrow, L-shaped site, the main commercial tower remains strategically placed along the northern frontage, respecting the aforementioned setbacks to maintain sensible separations from existing and planned development. In accordance with the Government’s latest policy on above-ground parking, a semi-open-air carpark is arranged at the southern portion. It has been designed with permeability taken into account the interface with surrounding developments. This layout maintains sensible separation from surrounding developments and ensures an appropriate urban design response to the site context.

Design Measures within the Proposed Commercial Development

- 4.2.7 To enhance visual permeability, the scheme incorporates a semi-enclosed car park, multi-level landscaped spaces at G/F, Roof Floor and Top Roof Floor, together with a refuge floor with voids at 19/F. These design elements introduce breaks in the building mass and promote visual permeability through the tower.

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, roof floor (R/F) and top roof floor (TR/F) within the Proposed Commercial Development (**Figures 4.16 to 4.18** refer). The landscape design concept is briefly described below:

G/F Entrance, EVA and Landscaped Spaces

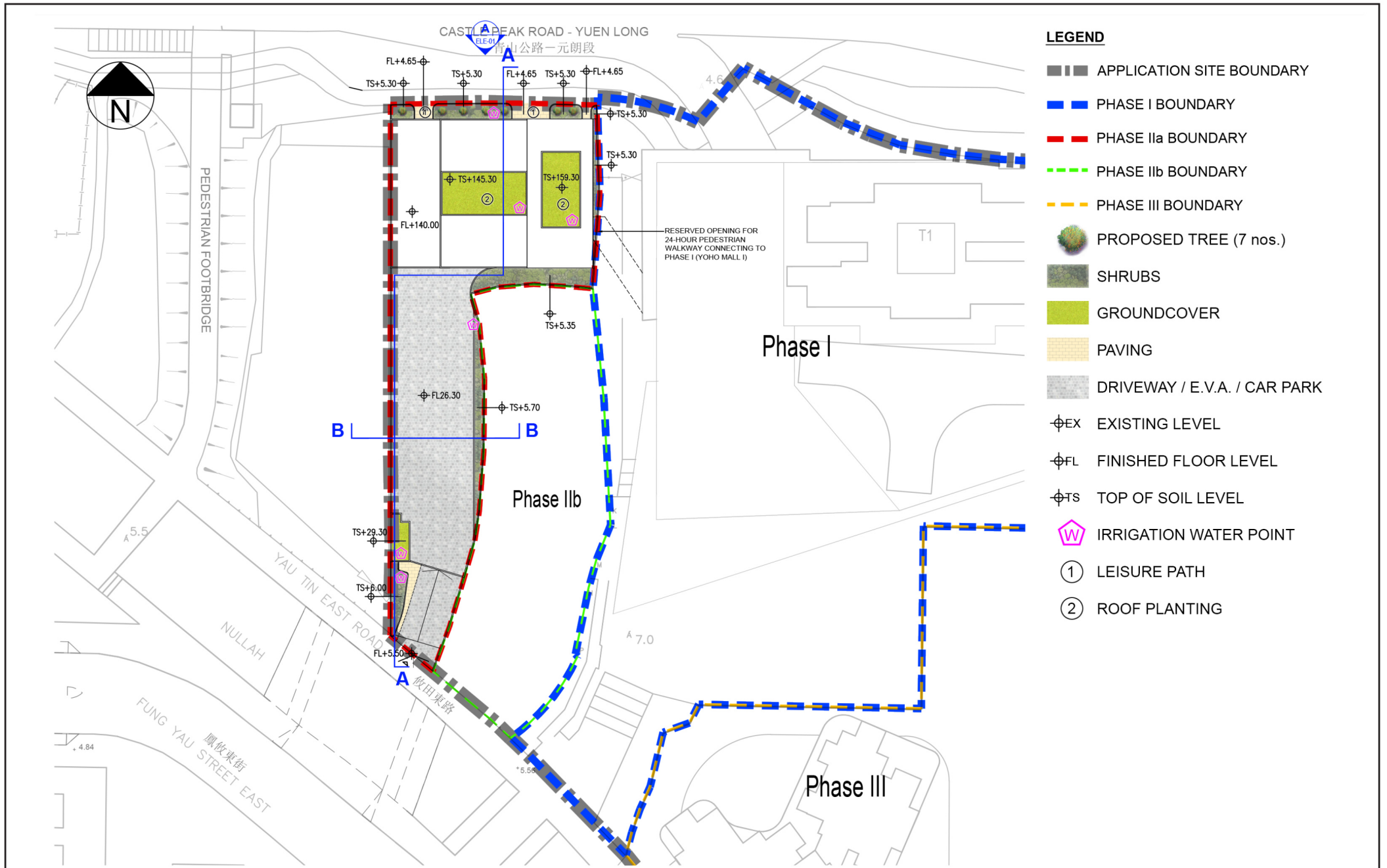
4.3.4 To accommodate necessary road requirements and internal transport provisions at the G/F without jeopardizing pedestrian circulation, feature paving and layered shrubs will be provided to create a welcoming experience for the site users and visitors at the southern setback from Yau Tin East Road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

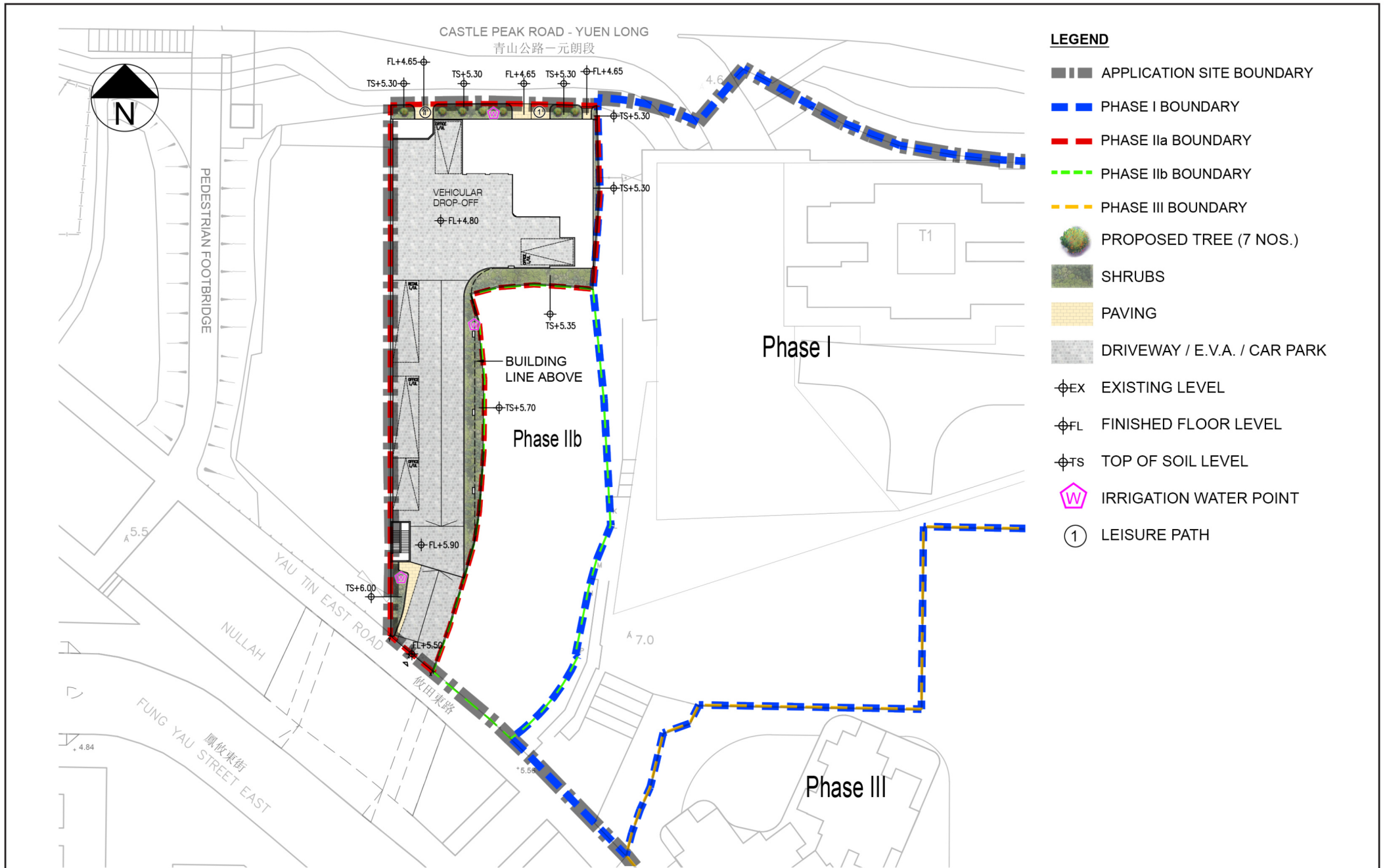
4.3.6 Planting areas are designed at the R/F and TR/F of the Proposed Commercial Development to maximize greening opportunities.



Title

Indicative Landscape Master Plan

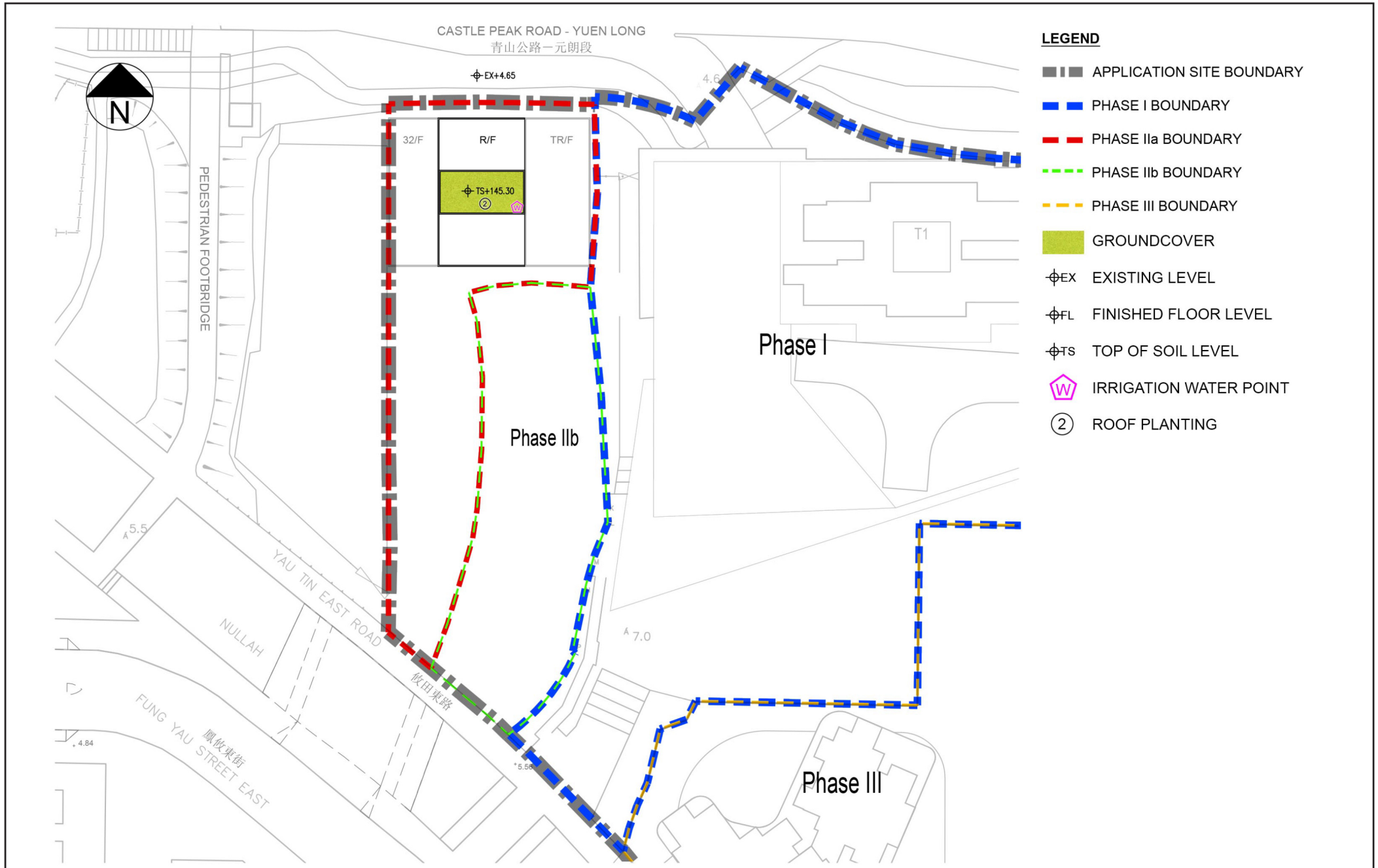
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Rev	0	Date	May 2026
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Title

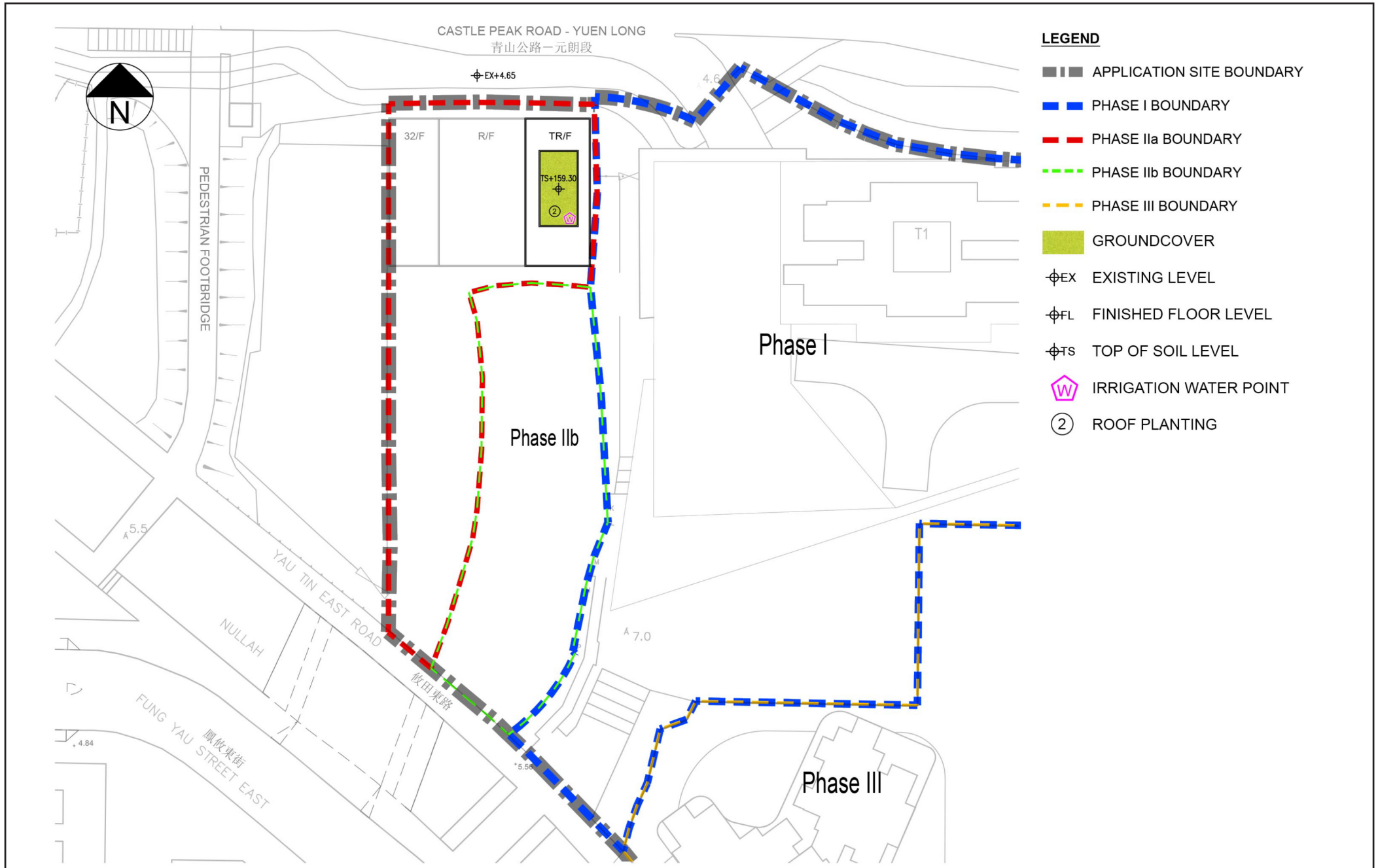
Indicative Landscape Master Plan (G/F)

Checked	DH	Drawn	PW
Rev	0	Date	May 2026
Scale	N/A		Figure 4.16



- LEGEND**
- ■ ■ APPLICATION SITE BOUNDARY
 - ■ ■ PHASE I BOUNDARY
 - ■ ■ PHASE IIa BOUNDARY
 - ■ ■ PHASE IIb BOUNDARY
 - ■ ■ PHASE III BOUNDARY
 - ■ ■ GROUNDCOVER
 - ⊕ EX EXISTING LEVEL
 - ⊕ FL FINISHED FLOOR LEVEL
 - ⊕ TS TOP OF SOIL LEVEL
 - ⬡ IRRIGATION WATER POINT
 - Ⓜ ROOF PLANTING

Title	Indicative Landscape Master Plan (Roof Floor)				Checked	DH	Drawn	PW
					Rev	0	Date	May 2026
					Scale	N/A	Figure	4.17



Title

Indicative Landscape Master Plan (Top Roof Floor)

Checked	DH	Drawn	PW
Rev	0	Date	May 2026
Scale	N/A		Figure 4.18

Boundary Edge Treatment

- 4.3.7 There will be trees and shrubs planting at the northern, eastern and south-eastern edges to soften the building mass and as a harmonious transition to the surroundings. The edges of the development, which will either be in the form of landscape paving or edge planters, are meant to remain porous as much as possible to enhance landscape experience.
- 4.3.8 According to the Tree Preservation Proposal, about 5 nos. of trees were identified within the site boundary. Amongst which, there is no “Champion tree”, endangered tree species nor Register of Old and Valuable Trees (OVTs) recorded. All of the existing trees are either amenity exotic species or native trees commonly found in Hong Kong. The trees are considered unsuitable for transplanting, primarily in view of their size and structure and low survival rate after transplanting that can adversely affect tree stability in the recipient location which poses potential risk to the public. To achieve the landscape design concept and strategy of the Proposed Commercial Development, 7 nos. of new trees are proposed within the Phase IIa Development Site. The LMP and the Tree Preservation and Removal Proposal are detailed in **Appendix B**.
- 4.3.9 The overall green coverage for Phase IIa will be not less than 20%, in compliance with the PNAP APP-152 Sustainable Building Design Guidelines requirements.
- 4.3.10 For the open space provision of Phase IIa, the current Proposed Commercial Development will provide not less than 245m² of private communal open space based on an assumption of about 489 workers^c and 0.5m² open space per worker as per Hong Kong Planning Standards and Guidelines (HKPSG) for local open space for commercial areas.

^c No. of workers estimated based on Table 2: Guidelines for Worker Densities of Chapter of HKPSG. 25m² of commercial GFA per worker is assumed.

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 the use of the Proposed Commercial Development. 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.

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 24-hour 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 24-hour 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**.

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

Parking and Servicing Facilities	Phase IIa
Private Car Parking Spaces	56
- Commercial/Office	54
- Commercial/Retail	2
Motorcycle Parking Spaces	4
- Commercial/Office	3
- Commercial/Retail	1

^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 24-hour pedestrian walkways at M/F and 1/F within the Phase IIa development. Relevant details will be provided at the detailed design stage subject to liaison and agreement with relevant parties and Government departments.

Parking and Servicing Facilities	Phase IIa
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.

5. VISUAL CONSIDERATIONS

- 5.1 A Visual Impact Assessment (VIA) has been conducted for the Proposed Commercial Development to assess the source and magnitude of the impacts of the Proposed Commercial Development on existing visual character and amenity in the context of the Application Site and its environs. The details of the VIA are provided in **Appendix C**.
- 5.2 Reference has been made to the VIA conducted for the Approved CDA Development (Application No. A/YL/298) and taking into account the latest surrounding development context, a total of six key public VPs have been selected to assess the overall visual impact of the Proposed Commercial Development, including:-
- VP1 – Eastbound of Castle Peak Road towards Yuen Long New Town
 - VP2 – Fung Yau Street North Sitting-Out Area
 - VP3 – Junction of Northbound Fung Yau Street East and Eastbound Yuen Lung Street
 - VP4 – Northbound of Yau Tin West Road
 - VP5 – Footbridge connecting YOHO Mall 1 and YOHO Mall 2
 - VP6 – Entrance of Kwong Ming Ying Loi School
- 5.3 The existing residential towers of YOHO Midtown are densely located to the east and southeast of Phase IIa Development Site. Public views from VP6 at entrance of Kwong Ming Ying Loi School towards Phase IIa Development Site is substantially blocked by YOHO Midtown development. Therefore, **no change to visual context from VP6 is expected, as the Proposed Commercial Development will be totally screened off by the existing YOHO Midtown development, given the viewing distance.**
- 5.4 As explained in the analysis in the VIA, and as illustrated on the photomontages taken at the selected VPs, **the overall visual impact associated with the Proposed Commercial Development at all other public VPs is negligible, negligible/slight or slight as compared with the baseline condition (i.e. with the Approved CDA Development in place).** With the incorporation of appropriate urban design measures, including incorporation of a refuge floor with voids to introduce breaks in building mass and promote visual permeability through the tower, adoption of a building height that conforms to the building height variations in accordance with the Approved CDA Development and surrounding developments, provision of building setback, sensible building separation with existing and planned developments and the provision of multi-level landscaped spaces, the Proposed Commercial Development will not impose any significant visual impact to its surroundings.
- 5.5 In conclusion, the Proposed Commercial Development will blend in with the overall visual environment and the overall visual impact will be negligible/slight.

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, and is considered acceptable in air ventilation terms.

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 37 pcu/hr and 53 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.
- 7.9 In light of the findings of the TIA, it is concluded that the Proposed Development would be acceptable in traffic terms.

8. ENVIRONMENTAL CONSIDERATIONS

- 8.1 In order to evaluate the acceptability of the Proposed Commercial Development in terms of environmental aspects, an Environmental Assessment (EA) Report has been prepared to examine the potential environmental noise, air quality, water quality and construction phase impacts. The details of the EA are provided in **Appendix F**.
- 8.2 The Proposed Commercial Development will not rely on openable window for ventilation purpose. Environmental noise impact on the Proposed Commercial Development will not be a concern.
- 8.3 Maximum permissible sound power level of future noisy facilities of the Proposed Commercial Development has been deduced so that it can be followed in subsequent stages of the design to ensure compliance with HKPSG requirement and assure no adverse noise impact on any surrounding noise sensitive use.
- 8.4 According to findings of the air quality impact assessment, adequate buffer separation is allowed from identified emission source. No adverse odour impact is anticipated based on the odour surveys and assessments. It is anticipated that the Proposed Commercial Development would not be subject to adverse air quality and odour impacts.
- 8.5 In addition, the Proposed Commercial Development is generally non-environmental polluting in nature (i.e. the Proposed Commercial Development would not generate air quality impact on the surrounding ASRs).
- 8.6 Potential environmental impacts arising from construction activities of the Proposed Commercial Development, including dust and gaseous emission, construction wastewater, noise and waste impacts have been qualitatively assessed. Potential environmental impacts are anticipated to be insignificant with the implementation of effective environmental mitigation measures.
- 8.7 According to the historical and existing use observed in site survey, the risk of land contamination problem is unlikely. Further investigation of potential land contamination problem is not considered necessary.
- 8.8 With the implementation of the water quality mitigation measures, no adverse water quality impacts during construction and operation phase would be anticipated.
- 8.9 Drainage, sewerage and water quality impact assessments have been conducted and reported in **Appendices G, H and I**. The Proposed Commercial Development will be served by proper sewerage and drainage systems.
- 8.10 In conclusion, it is envisaged that environmental impacts on and arising from the Proposed Commercial Development are considered insignificant with mitigation in place.

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 152.5m³/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 The SIA had also considered in the event that the sewage mitigation measures by Phase III are not carried out or do not match the development programme of Phase IIa under this application, discharge from the Proposed Commercial Development could be alternatively conveyed to the existing manhole FMH1039606 at Castle Peak Road. Based on the hydraulic assessment conducted under the SIA, the downstream sewers have sufficient capacity to cater for the development discharge with this alternative measure.
- 9.2.5 Taking into account the above considerations, the Proposed Commercial Development is therefore acceptable in sewerage terms.
- 9.2.6 The details of the SIA are provided in **Appendix H**.

9.3 Water Supply Impact Assessment

- 9.3.1 A Water Supply Impact Assessment (WSIA) has been carried out to assess the impact on the existing water supply system due to the Proposed Commercial Development.
- 9.3.2 Approximately 105.6m³/day of fresh water demand and 47.0m³/day of flushing water demand will be generated by the Proposed Commercial Development.
- 9.3.3 The Proposed Commercial Development will generate additional water demand which will be supplied with reclaimed water for flushing from the proposed Wang Chau Reclaimed Water Service Reservoir via the existing salt water network in early 2030, whilst fresh water will be supplied by Au Tau Fresh Water Service Reservoir.
- 9.3.4 Based on the hydraulic calculation of the proposed pipes, it is concluded that the Proposed Commercial Development is acceptable in water supply terms.
- 9.3.5 The details of the WSIA are provided in **Appendix I**.

10. PLANNING JUSTIFICATIONS AND MERITS

10.1 Contribution to Providing Additional Job Opportunities Closer to Homes

10.1.1 With existing residential developments such as YOHO Midtown, YOHO Town, Grand YOHO, YOHO Hub and Sun Yuen Long Centre around the Yuen Long MTR Station as well as many existing residential developments within Yuen Long Town Centre (YLTC), the YLTC is predominantly residential in nature. As the Phase IIa Development Site is located about 200m from the existing Yuen Long MTR Station, there is an opportunity to create more local job opportunities by providing a commercial/office/retail development at the Application Site.

10.1.2 In accordance with HKPSG Ch. 5 “Industry” on worker densities, 25m² of floor space per worker for business is assumed, therefore the Proposed Commercial Development will generate workplaces for about 489 workers. In contrast, the Approved Hotel Scheme is assumed to generate workplaces for approximately 97 workers only^d. In comparison, the Proposed Commercial Development under the current scheme generates about 392 additional workplaces, intended to contribute to enhancing the employment opportunities and vitality of YLTC.

10.2 Creation of Mixed Use Neighbourhood by Facilitating Quasi-Retail Businesses

10.2.1 With reference to other new towns in Hong Kong where office with commercial uses can be found close to MTR stations and residential developments, Yuen Long Town has the potential to be shaped into a mixed-use neighbourhood comprising residential development and commercial elements such as retail and office.

10.2.2 For instance, Sha Tin New Town has office developments, namely Grand Central Plaza: a two 16-storey office tower development atop a multi-storey shopping podium; and New Town Tower: one 12-storey office tower development connected to Royal Park Hotel situated in close proximity to existing residential neighbourhoods such as Lek Yuen Estate, Lucky Plaza, Wai Wah Centre, New Town Plaza etc. Similarly, One Citygate at Tung Chung New Town, which is a 9-storey office development with commercial uses in a shopping podium, located close to existing residential developments such as Tung Chung Crescent, Fu Tung Estate, Seaview Crescent, Coastal Skyline etc.

10.2.3 These two new towns showcase the composition of mixed-use communities with residential and commercial developments. With similarities of having a railway station and many residential developments in close proximity, the Proposed Commercial Development would be able to deliver similar outcome of creating a mixed-use neighbourhood in YLTC.

10.2.4 In particular, apart from traditional offices, the Proposed Commercial Development allows flexibility for quasi-retail community-based business to better complement the residential developments. Quasi-retail businesses commonly refer to businesses or activities that are similar to traditional retail

^d Assumed number of employees extracted from the Sewerage Impact Assessment for the Approved Hotel Scheme (under Application No. A/YL/205).

in terms of their location and function but provide services rather than tangible goods, such as healthcare, education, fitness and tutorial schools. Under the current scheme, our applied uses can facilitate quasi-retail community-based business.

10.3 Comply with Planning Intention of the “CDA” Zone

10.3.1 The subject “CDA” zone in Yuen Long Area 12 is intended for comprehensive residential/commercial development with the provision of open space and supporting facilities. Compared with the Phase IIa development under the Approved Scheme, the Proposed Commercial Development will be retained for commercial purpose despite a change in commercial type, i.e. from hotel to office and retail. Nevertheless, there is essentially no change to the overall planning intention and nature of the Application Site.

10.3.2 The proposed commercial uses in Phase IIa, together with the completed / committed residential use in Phase I, Phase IIb and Phase III, truly realize and comply with the planning intention of this “CDA” zone for residential and/or commercial uses.

10.4 Proposed Minor Relaxation of Plot Ratio Restriction is for Technical Rectification of Adjusting the Site Boundary with the Total PR in the Overall “CDA” Zone Remaining the Same

10.4.1 The current proposal seeks minor relaxation of non-domestic PR restriction from 9.5 to of 9.93 in Phase IIa, i.e. +4.5%. As detailed in Section 4.1, the increase in PR is a matter of **technical rectification only** to reflect the approved GFA of 12,207m² in accordance with the previously approved scheme and PBTO.

10.4.2 Compared with the Approved Scheme, the site boundary of Phase IIa has been refined due to detailed setting out. The current application is to reflect the approved GFA of about 12,207m² as well as an updated site area of about 1,230m² (i.e. a reduction of 55m² as compared with the approved application No. A/YL/298 due to detailed setting out) as reflected in the PBTO.

10.4.3 The current application also reflects the minor relaxation of plot ratio restriction approved at Phase III under the latest planning application No. A/YL/298. Considering the subject “CDA” zone as a whole (refer to **Appendix A**), the total domestic plot ratio and non-domestic plot ratio of the overall “CDA” zone remains unchanged as the approved CDA scheme (application No. A/YL/298), for about 4.69 and 1.13 respectively.

10.5 Proposed Development Intensity is Appropriate

Compatible Building Height Profile with the Surrounding Developments

10.5.1 The Application Site is predominantly occupied by the completed YOHO Midtown (e.g. Phase 1 Development), comprising high-rise residential towers positioned along the northern and eastern Application Site boundaries. Building height variations can be observed within the Application Site. The taller blocks of the completed Phase I, i.e. Towers 6 to 9 (ranging from 166.05mPD to 172.65mPD) are located towards the eastern part, while developments of lower building heights, i.e. 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 (ranging from 109.85mPD to 145mPD) are located at the western portion of the CDA development. The maximum building height of the Proposed Commercial Development respects the building height variations of existing and approved developments, as per the Approved CDA Development, within the Application Site. **Table 10.1** below shows the building height variations within the Application Site.

Table 10.1 - Building Height Variations within the Application Site

Application Site	Developments within the Application Site	Max. Building Height (mPD)
Eastern Portion	<ul style="list-style-type: none"> Phase I – T6 to T9 of YOHO Midtown 	About 166.05 to 172.65mPD
Western Portion	<ul style="list-style-type: none"> Phase I – T1 to T5 of YOHO Midtown Phase IIa – Proposed Commercial Development Phase IIb – Approved Residential Development (T10) Phase III – Approved SSF Development 	About 109.85 to 145mPD

10.5.2 Considering the overall context in Yuen Long Town, Phase IIa Development Site is surrounded by high-density residential developments with a general stepped building height profile descending from the north near Yuen Long MTR Station towards YOHO Town in the south. The Proposed Commercial Development, with a proposed maximum building height of 145mPD, conforms to the existing high-density townscape setting and follows the descending gradation of building height for YLTC area. **Table 10.2** below shows the building height of the existing and planned developments in the vicinity of the Proposed Commercial Development.

Table 10.2 - Building Height Profile of Surrounding Developments from the North to the South of the Proposed Commercial Development

Surrounding Developments (from North to South of Proposed Commercial Development)	Max. Building Height (mPD)
YOHO Hub	About 175mPD
Grand YOHO	About 174mPD
YOHO Midtown	About 173mPD
Proposed Commercial Development	About 145mPD
Approved SSF Development	About 137mPD
YOHO Town	About 122mPD

10.5.3 The Proposed Commercial Development with a building height of not more than 145mPD is compatible with the surrounding contexts in terms of use, development density and building height.

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 24-hour 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. Relevant details will be provided at detailed design stage subject to liaison and agreement with relevant parties and Government departments.

10.7 Acceptable in Technical Terms

10.7.1 Technical assessments on aspects covering landscape, visual, air ventilation, traffic, environmental, drainage, sewerage and water supply have been conducted and confirmed the acceptability and sustainability of the Proposed Commercial Development. It is concluded that the Proposed Commercial Development would be feasible in technical terms with the incorporation of the proposed mitigation and improvement measures.

11. CONCLUSION

- 11.1 This planning application is submitted to the Town Planning Board (the Board) in support of the Proposed Commercial Development at the Application Site under S16 of the Ordinance.
- 11.2 The Application Site is zoned “CDA” under the Approved Yuen Long OZP No. S/YL/29 and is the subject of various previously approved planning applications for comprehensive commercial/residential development between 1995 and 2023. Although the current planning application covers the majority of the subject “CDA” zone as per the submission requirements stipulated under the Notes of the “CDA” zone, the subject matter of this planning application only relates to the Proposed Commercial Development at Phase IIa Development Site. No changes are proposed for Phases I, IIb and III developments.
- 11.3 The current application is submitted to support the aspiration of providing more commercial/office spaces to provide additional job opportunities closer to homes and foster a mixed-use neighbourhood in YLTC. Phase IIa Development with a development site area of about 1,230m² 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 and provides about 11,607m² GFA for commercial/office use. Supporting facilities such as commercial/retail facilities of about 600m² GFA are also provided at 1/F and M/F.
- 11.4 The Proposed Commercial Development is supported by the following planning justifications and merits:
- The Proposed Commercial Development contributes to providing additional job opportunities by generating about 489 places (i.e. about 392 more than the Approved Hotel Scheme) for workers in a predominantly residential neighbourhood;
 - With reference to other new towns (e.g. Sha Tin and Tung Chung), the Proposed Commercial Development would facilitate creation of mixed use neighbourhood;
 - The Proposed Commercial Development truly realizes and complies with the Planning Intention of the “CDA” zone for residential and/or commercial uses as a whole;
 - With the proposed building height of about 145mPD, the Proposed Commercial Development respects existing stepped building height profile in the area. The proposed minor relaxation of PR restriction is a matter of technical rectification only to reflect the approved GFA of previously approved scheme and PBTO, as a result of a slightly reduced site area due to detailed setting out. The total PR in the overall “CDA” zone remains the same as per the Approved Scheme. The proposed development intensity is appropriate;
 - Enhancements are incorporated in the Proposed Commercial Development compared to the Approved Scheme. Upon completion of

the Proposed Commercial Development, a walkable loop would be created with proposed linkages connecting YOHO Mall 1, the existing footbridge via the future development at adjoining GIC site and potentially YOHO Mix/YOHO Hub, together with the provision of refuge floor with voids and multi-level landscaped spaces; and

- The Proposed Commercial Development is technically feasible and acceptable in various technical aspects.

11.5 In light of the justifications presented in this Planning Statement, the Board is cordially invited to consider the Proposed Development favourably.

Annex 1

**Extract of the Approved Yuen Long Outline Zoning
Plan No. S/YL/29 and Explanatory Statement**

COMPREHENSIVE DEVELOPMENT AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Flat Government Refuse Collection Point Government Use (not elsewhere specified) Hotel House Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Residential Institution School Shop and Services Social Welfare Facility Utility Installation for Private Project

Planning Intention

This zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (cont'd)

Remarks
(a) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated "Comprehensive Development Area" ("CDA") shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information :
(i) the area of proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
(ii) the proposed total site area and gross floor area for various uses, total number of flats and flat sizes, where applicable;
(iii) the details and extent of Government, institution and community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;
(iv) the alignment, widths and levels of any road proposed to be constructed within the area;
(v) the landscape and urban design proposals within the area;
(vi) programmes of development in detail;
(vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
(viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
(ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
(x) a quantitative air ventilation assessment report to examine any possible air ventilation problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
(xi) such other information as may be required by the Town Planning Board.

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (cont'd)

Remarks (cont'd)

- (b) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the characters of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.
- (c) On land designated "CDA", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio specified below:

Site	Development Restrictions
"CDA" at Tai Kiu in Area 4	A maximum domestic plot ratio of 5 for a domestic building or a maximum non-domestic plot ratio of 9.5 for a non-domestic building. For a building that is partly domestic and partly non-domestic, the plot ratio for the domestic part of the building shall not exceed the product of the difference between the maximum non-domestic plot ratio of 9.5 and the actual non-domestic plot ratio proposed for the building and the maximum domestic plot ratio of 5 divided by the maximum non-domestic plot ratio of 9.5.
"CDA" to the immediate south of Castle Peak Road in Area 12	
"CDA" to the immediate north of Castle Peak Road in Area 15	
"CDA" covering Yuen Long Station and associated public transport interchange in Area 15	
"CDA" to the immediate north of Ha Yau Tin Tsuen in Area 12	A maximum plot ratio of 5.

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (cont'd)

Remarks (cont'd)

- (d) In determining the maximum plot ratio for the purposes of paragraph (c) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (e) In addition to paragraph (d) above, in determining the maximum plot ratio for the "CDA" covering Yuen Long Station and associated public transport interchange in Area 15 for the purposes of paragraph (c) above, any floor space that is constructed or intended for use solely as railway station development and associated public transport facilities or GIC facilities, as required by the Government, may also be disregarded.
- (f) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio restriction stated in paragraph (c) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

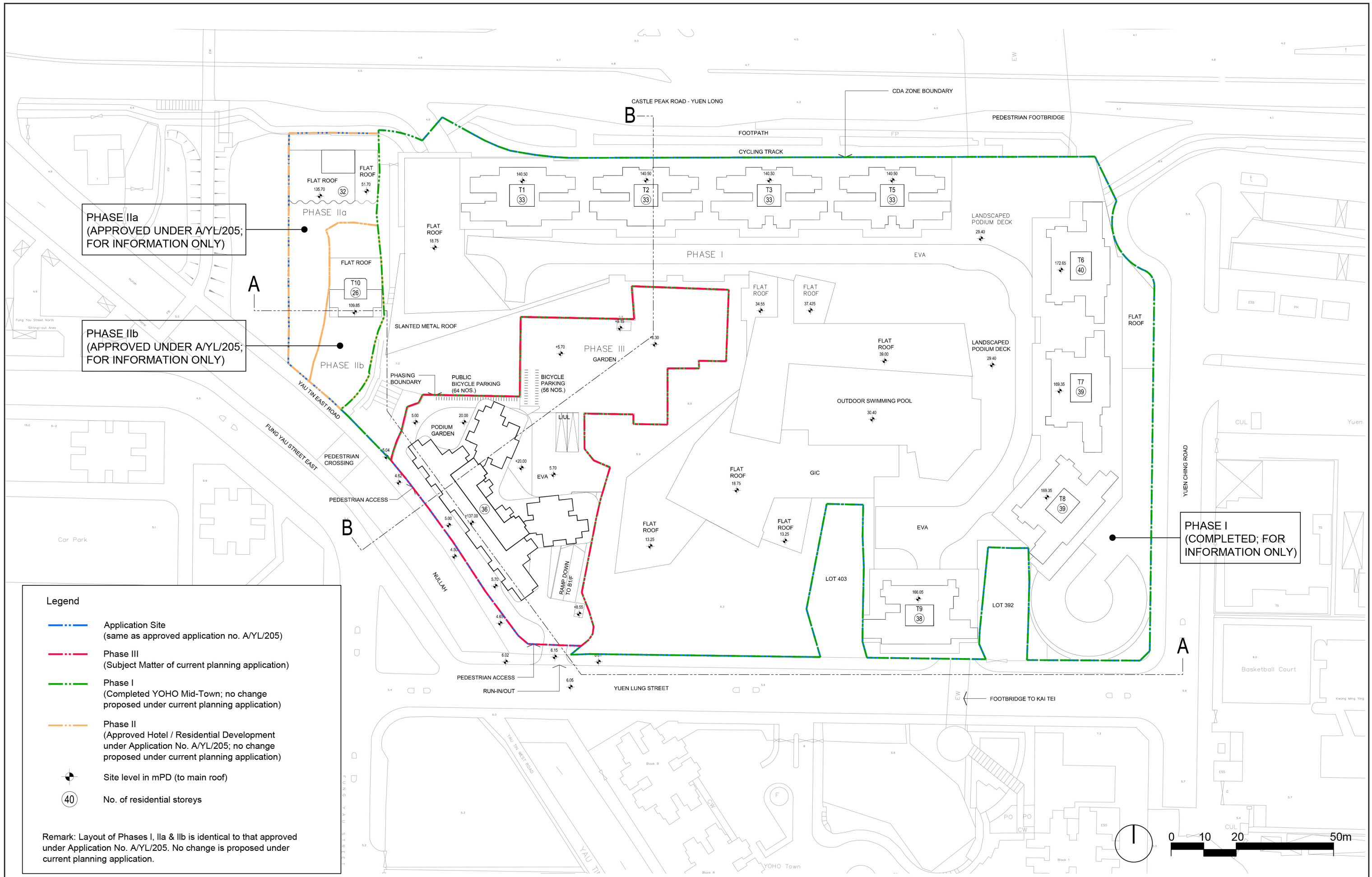
9. LAND USE ZONINGS

9.1 Comprehensive Development Area (“CDA”) : Total Area 17.12 ha

- 9.1.1 This zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.
- 9.1.2 The area at Yuen Long Station and its adjoining area in Area 15 is designated as “CDA” to facilitate the implementation of comprehensive commercial/residential developments adjacent to or on top of the railway station and associated public transport interchange. This “CDA” site is subject to a maximum domestic plot ratio of 5 for a domestic building or a maximum non-domestic plot ratio of 9.5 for a non-domestic building.
- 9.1.3 The “CDA” zone at Tai Kiu in Area 4 is intended for commercial/residential development. The “CDA” zoning is to encourage redevelopment of the area in a comprehensive manner, taking into account its proximity to the town centre. However, due to the presence of the existing Tai Kiu Village, there is a need for resolving the problems associated with the clearance and relocation arrangement of the village. This “CDA” site is subject to a maximum domestic plot ratio of 5 for a domestic building or a maximum non-domestic plot ratio of 9.5 for a non-domestic building.
- 9.1.4 There are three other “CDA” sites located along both sides of Castle Peak Road near the Light Rail terminus in Areas 12 and 15 intended for comprehensive commercial/residential developments. The “CDA” site located to the north of Ha Yau Tin Tsuen in Area 12 is subject to a maximum plot ratio of 5 and has been developed for residential use, known as YOHO Town. The other two “CDA” sites have largely been developed as YOHO Midtown and Grand YOHO, and are subject to a maximum domestic plot ratio of 5 for a domestic building or a maximum non-domestic plot ratio of 9.5 for a non-domestic building. Owing to the strategic locations of these areas and the presence of underground cavities, these sites are purposely zoned “CDA” so that the developers are required to prepare Master Layout Plans (MLPs) for the approval of the Board.
- 9.1.5 Pursuant to section 4A(1) of the Ordinance, any development/redevelopment in this zone would require the approval of the Board by way of planning application under section 16 of the Ordinance. Except as otherwise expressly provided that it is not required by the Board, an applicant for permission for development on land designated “CDA” shall prepare a MLP together with the information as specified in the Notes of the Plan which includes, amongst others, an environmental assessment report, a traffic impact assessment report, a drainage and sewerage impact assessment report, landscape and urban design proposals, programmes of development and a quantitative air ventilation assessment (AVA) report, for the approval of the Board under section 4A(2) of the Ordinance. A copy of the approved MLP shall be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance.
- 9.1.6 The achievement of the maximum plot ratio is subject to the satisfactory demonstration to the Board that a proposed development has taken account of the capacities of infrastructure and other environmental constraints on the site.
- 9.1.7 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the above development restrictions may be considered by the Board through the planning permission system. Each application will be considered on its individual planning merits and the relevant criteria for consideration of such relaxation are as follows:
- (a) amalgamating smaller sites for achieving better urban design and local area improvements;
 - (b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as public passage/street widening;
 - (c) providing better streetscape/good quality street level public space;
 - (d) providing separation between buildings to enhance air ventilation and visual permeability; and
 - (e) other factors, such as site constraints, need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality, provided that no adverse landscape, visual and air ventilation impacts, as appropriate, would be resulted from the innovative building design.

Annex 2

**Approved MLP of the Approved CDA Development
under Planning Application No. A/YL/298**



- Legend**
- - - Application Site (same as approved application no. A/YL/205)
 - - - Phase III (Subject Matter of current planning application)
 - - - Phase I (Completed YOHO Mid-Town; no change proposed under current planning application)
 - - - Phase II (Approved Hotel / Residential Development under Application No. A/YL/205; no change proposed under current planning application)
 - Site level in mPD (to main roof)
 - No. of residential storeys

Remark: Layout of Phases I, IIa & IIb is identical to that approved under Application No. A/YL/205. No change is proposed under current planning application.

Checked	DH	Drawn	PW
Rev	0	Date	Mar 2023
Scale	N/A	Figure	4.1



Title

Indicative Master Layout Plan (Overall)

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)	-55m²
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 9.5	No change
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.

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)

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	56	+56
Motorcycle - Commercial	0	4	+4
Loading/Unloading Bays			
Goods Vehicles - Commercial	3	5	+2
Taxi - Commercial	3	0	-3
Coach - Commercial	3	0	-3