



LCH Planning and Development
Consultants Limited

Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Pre-submission Enquiry submitted on 24 October 2025

Response to Departmental Comments Table

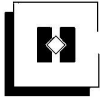
No.	Comments Received	Our Responses
Date: 18 December 2025		
A. Comments from Highway Department (HyD) Subject Officer: Ms. Loucia LO (DE/G(5)) (T: 3526 0517)		
1.	Adequate drainage measures shall be provided to prevent surface water running from the application site to the nearby public roads and drains; and	Noted. Peripheral channels of appropriate sizes along the Application Site boundary to intercept all surface water running from the Application Site to the nearby public roads and drains are proposed as shown in the Figure D4 of the Drainage Submission (Appendix 6) .
2.	Please note that HyD shall not be responsible for the maintenance of any access connecting the application site and Fui Sha Wai South Road.	Noted.
B. Comments from Fire Services Department (FSD) Subject Officer: Mr. CHEUNG Wing-hei (ADO(TP)) (T: 2733 7737) Subject Officer: Mr. Mr. YUEN Tsz-fung (SSO(TP)2) (T: 2733 7781)		
1.	No specific comment on the captioned application; and	Noted.
2.	Detailed fire services requirements will be formulated upon receipt of formal submission of STT/STW, general building plans or referral of application via relevant licensing authority as appropriate. Furthermore, the EVA provision in the captioned work shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Buildings Department.	Noted.
C. Comments from Building Department (BD) Subject Officer: Mr. Lenco CHAN (BS/NTW12) (T: 2152 2174)		



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1.	It is noted that proposed plot ratio and site coverage calculation of Residential Care Home for the Elderly (RCHE) was considered as a non-domestic part of a composite building in the application. The applicant was reminded to adopt the facilitating measures available under PNAP APP-172 allowing the applicant to apply for modification of relevant provisions under the Buildings Ordinance (BO) to provide RCHE as appropriate;	Noted.
2.	Covered carparking and loading and unloading areas parking spaces if intend to be excluded from GFA calculation under the BO shall comply with the criteria set out in PNAP APP-2 and APP-111 during the building plan submission stage;	Noted.
3.	The provision of prescribed windows for habitable areas, specifically Dormitory 12 to Dormitory 14 from 1/F to 5/F is required to comply with regulation 30, 31 and 32 of the Building (Planning) Regulations (B(P)R);	Noted.
4.	Before any new building works (including containers / open sheds as temporary buildings, demolition and land filling, etc.) are to be carried out on the application site, prior approval and consent of the Building Authority should be obtained, otherwise they are unauthorized building works (UBW) under the BO. An Authorized Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO.	Noted.
5.	Emergency-vehicular access shall be provided for all the buildings to be erected on the site in accordance with the requirement under the Regulation 41D of the B(P)R;	Under the current design, the width of the EVA is 7.3m wide has been included as stipulated with the relevant requirement.
6.	For UBW erected on leased land, enforcement action may be taken by the BD to effect their removal in accordance with the prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be	Noted.



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	construed as an acceptance of any existing building works or UBW on the application site under the BO;	
7.	Any temporary shelters or converted containers for office, storage, washroom or other uses are considered as temporary buildings are subject to the control of Part VII of the B(P)R;	Noted.
8.	The proposed use on the application site is subject to the issue of a license, please be reminded that any proposed structures on the site intended to be used for such purposes are required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority; and	Noted.
9.	Detailed checking under the BO will be carried out at building plan submission stage.	Noted.
<p>D. Comments from Urban Design and Landscape Section, Planning Department (UD&L Section, PlanD) Subject Officer: Mr. Jason KO (TP/UD4) (T: 3565 3941)</p>		
<p>Urban Design</p>		
1.	<p>The subject site (the Site) is located in a residential neighborhood and the mid-way between Yuen Long and Tuen Mun New Towns. To its immediate west in the same "Comprehensive Development Area" ("CDA") zone is a private residential development namely Uptown with building height (BH) up to about 77mPD. Some medium- and low-rise residential developments/village settlements including The Woodside, The Woodville, Tai Tao Tsuen and Le Regent with BHs ranging from about 13mPD to 33mPD are located in the vicinity. In a wider context, the Site is surrounded by planned high-rise developments including a site zoned "Residential (Group A)4" subject to BH restriction (BHR) of 140mPD to its north across Castle Peak Road - Hung Shui Kiu and two sites zoned "Other Specific Uses" annotated "Storage and Workshop Use" subject to BHR of 110mPD to its further east across Yuen</p>	<p>Please note the development restriction of maximum building height of the Proposed Development would be 60mPD is compatible with the private residential development, "Uptown" with the existing building height of +77mPD in the immediate west.</p> <p>Noting that the maximum building height of the planned high-rise developments zoned as "R(A)" to the northwest would be 140mPD. The concept of stepped building height has been formulated in respect of the "GB" zone to the east.</p>



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	Long Highway. The proposed development with a BH of about 57.8 mPD (or a BHR of 60mPD as proposed on the tailor-made Notes) will be taller than those medium- and low-rise residential developments/village settlements but in a comparable BH with Uptown in the same “CDA” zone and it is not incompatible with those planned high-rise developments in a wider context;	
2.	The design/ mitigation measures proposed under the indicative scheme, including the 25m building separation between two residential towers and landscaping/greening measures, are considered to have urban design merits;	Noted.
Visual Appraisal		
3.	Section 2 - the Consultant is reminded to define the assessment area and clearly indicate its extent on Diagram 2;	Figure 2 of Visual Appraisal (Appendix 8) has been revised accordingly.
4.	The Consultant should ensure the VPs selected would not be blocked by buildings/structures/vegetation as far as practical. Please identify a suitable location for photo taking or adjust the viewing angle for better visibility of the proposed development;	Noted.
5.	Please supplement the BH and the name of the proposed development and the existing/planned surrounding developments on photomontages for textual discussion and visual analysis;	Relevant diagrams in the Visual Appraisal have been revised accordingly.
6.	VP 2 - The proposed development is completely screened off by the flyover in this viewing angle. Please explore another VP along Fui Sha Wai South Road with direct sight toward the proposed development for better illustration of the visual impact.	The VP 2 has been updated accordingly in the Visual Appraisal .
7.	VP 3 - Please review if it would be more appropriate to grade visual sensitivity as “ medium ” taking into account this VP is for sitting-out use with longer duration over the proposed development. Please also review the discussion in para. 2.2.10.	Relevant paragraphs in the Visual Appraisal have been revised accordingly.



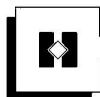
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8.	VP 4 - In view of the transient nature of the public viewers and the mid-range distance from the VP to the Site, the visual sensitivity is considered to be “low”;	Noted.
9.	VP 6 - Please confirm whether this VP is publicly accessible. If otherwise, please explore another VP to the south of the Site. We reserve our comment for this VP. According to TPB-PG No. 41, “negligible” is not one of the thresholds of visual sensitivity. Please review.	Noted. Please note the lane outside the Madam Chan Wai Chow Memorial Garden could be accessed by the general public, thus residents nearby and pedestrians shall bypass it accordingly. Kindly note that the aforementioned garden is generally not accessible to the public.
10.	Para 3.1.2 - According to TPB-PG No. 41, “little” is not one of the thresholds of the evaluation of overall visual impact. Please review this paragraph in accordance to TPB-PG No. 41 and our comments above.	Para 5.1.2 (previously named as Para 3.1.2) in the Visual Appraisal has been revised accordingly.
E. Comments from Architectural Services Department (ArchSD) Subject Officer: Ms. Jacqui CHEUNG (A/ASC/8) (T: 2582 5322)		
1.	Based on the information provided, it is noted that the proposal mainly involves one tower with a gross floor area (GFA) of 10,489 sq.m. and a maximum building height (BH) of 13 storeys, which are both allowed under the GFA and BH restrictions of the Comprehensive Development Area as stipulated in the current Outline Zoning Plan. From the photomontages provided, it is noted that the proposed development at the viewpoints chosen are mostly blocked by existing buildings or infrastructure. In order to enable us to comment on the visual impact, it is suggested that the applicant shall review the viewpoints (especially VP2 at Diagram 4) in order to better demonstrate whether the proposal would be visually compatible with the existing surrounding environment.	Please note the VP 2 at Fui Sha Wai South Road has been updated in the Visual Appraisal , serving as a main access route to the Application Site and Tai Tao Tsuen for nearby residents, pedestrians and vehicular users.
F. Comments from Environmental Protection Department (EPD) Subject Officer: Mr. Jeremy FONG (EAP(TN)2) (T: 2835 2164)		



No.	Comments Received	Our Responses
Air Quality		
1.	Section 2.1.5 and Table 2-2 - a) Please supplement buffer distance requirements for industrial areas / chimneys with reference to Table 3.1 of Chapter 9 HKPSG.	Section 2.1.6 and Table 2-3 of Environmental Assessment (Appendix 4) for the buffer distances for Industrial areas / chimneys recommended under Chapter 9 of the HKPSG have been supplemented accordingly.
2.	Section 2.2.1 and Table 2-3 - a) Please review if there are any ASRs in the vicinity which are closer to the proposed development than A01 to A05. Reference to Annex 12 of EIAO-TM should be made in the determination of ASRs. b) The proposed development should be considered as the planned ASR. Please supplement.	Table 2-4 (previously named as Table 2-3) of Environmental Assessment has been revised accordingly. The selected ASRs refer to the closest points of various residential clusters (i.e., A01 - A05), educational facilities (i.e., A06) to the project boundary and residential portion of the Proposed Development (i.e., A07), ensuring the first layer ASRs are assessed. Figure 2-1 of Environmental Assessment has also been revised accordingly. Table 2-4 (previously named as Table 2-3) of Environmental Assessment has been revised accordingly.
3.	Sections 2.3.1 to 2.3.2 a) In addition to the estimated amount of excavated materials, please provide the size of active workfront area, estimated no. of construction vehicles and PME to be used, etc. if available, to support the scale of construction works. b) In section 2.3.1, please revise "minimal" in line 6 to "limited".	As the Proposed Development is submitted under a s.12a planning application, the Environmental Assessment Report (Appendix 4) has been included to demonstrate that no insurmountable environmental impacts are anticipated from the Proposed Development. Detailed assessments and construction-phase information shall be provided in the detailed design stage upon request by the relevant Authorities and/or B/Ds. Section 2.3.1 of Environmental Assessment has been revised accordingly.
4.	Section 2.3 - a) The cumulative construction air quality impact arising from the project site and concurrent projects, if any, should be assessed. Please advise the construction	Construction works related to the Project are considered localized, with the implementation of good site practices and mitigation measures, no cumulative construction air quality impact arising



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	programme of the subject project and review if there are any concurrent projects by carrying out desktop review, and then qualitatively assess the cumulative construction air quality impact as appropriate.	from the Project is anticipated. Section 2.3.1 of Environmental Assessment has been revised accordingly.
5.	Section 2.4.2 – a) Please revise “avoid adverse” in line 2 to “control the”. b) In the 10th bullet, please review the distances of ASRs from the proposed development in which higher hoarding will be proposed (e.g. 3.5m or above).	Section 2.4.2 of Environmental Assessment has been revised accordingly. Noted, at least 3.5m high hoarding from the ground level has been proposed along the Site boundary. Section 2.4.2 of Environmental Assessment has been revised accordingly.
6.	Section 2.5.1 – a) In addition to the chimneys, please advise if the site visit covered the identification of activities with industrial emissions. Please supplement if there is any active/heavy industrial operation in the vicinity and hence any adverse I/R interface problem is anticipated. b) In addition to site visit, please carry out desktop review including but not limited to OZPs, approved EIA and planning applications to confirm if there is any existing or planned chimney and industrial emission within the assessment area. c) We would like to remind the applicant that it should be the responsibility of the applicant and their consultant to ensure the validity of the chimney data by their own site surveys.	The site visit covered the identification of activities with industrial emissions. As no active/heavy industrial operation were observed, adverse I/R interface problem is not anticipated. Section 2.5.1 of Environmental Assessment has been revised accordingly. Noted.
7.	Sections 2.5.2 to 2.5.3 – a) The 2024 Annual Traffic Census Report is now available, please review the road types of concerned roads and update as necessary.	Annual Traffic Census 2024 has been reviewed and adopted, no updates for the road types of the concerned roads. The adopted year of the ATC reports has been revised in Sections 2.5.2 and 2.5.3 of Environmental Assessment accordingly.



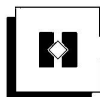
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	<p>b) Please provide justification to support Feeder Road is comparable to Local Distributor therefore 5m buffer distance can be applied.</p>	<p>Please note the Feeder Road only serves localized traffic with low volume and minimal heavy vehicle percentage. Given the limited emission impact of the Feeder Road, the 5m buffer distance in accordance with Chapter 9 Table 3.1 of the HKPSG is considered sufficient for the assessment.</p>
8.	<p>Section 2.5 –</p> <p>a) Please advise if there is any internal road of the proposed development, if any, please clarify if those are EVAs.</p> <p>b) It is noted that there is a proposed carpark in the proposed development, its air quality impact should be assessed. In addition, please advise if there are any other proposed facilities such as public transport lay-by, PTL, etc. within the proposed development, if any, their air quality impacts should be assessed.</p> <p>c) Please note that the air quality impacts arising from the above sources on the proposed development as well as the nearby existing and planned ASRs should be considered since they are the emission sources of the proposed development.</p>	<p>There is an internal road of the Proposed Development and also served as EVAs.</p> <p>Aside from the proposed carpark on the G/F of the Proposed Development, currently no other proposed facilities as mentioned will be included within the Proposed Development.</p> <p>Noted. Air quality impacts arising from the above sources (i.e., bus terminus, existing and planned carparks) and other potential vehicular emission sources have been supplemented in Sections 2.5.5 to 2.5.7 and Figure 2-3 of Environmental Assessment accordingly.</p>
9.	<p>Section 2.5.4 –</p> <p>a) As presented in Section 2.5.4 and illustrated in Figure 2-2, some portion of the building blocks fall within the buffer zones for Fui Sha Wai South Road and Unnamed Access Road, please confirm if there is no air-sensitive use including openable window, fresh air intake or recreational use in open space located within the buffer zones. If affirmative, please revise the whole section to clearly present that (1) For Hung Tin Road, there shall be no air-sensitive use including openable window, fresh air intake or recreational use in open space located within the buffer zone and, (2) For Fui Sha Wai South</p>	<p>Section 2.5.4 of Environmental Assessment has been revised accordingly.</p>



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	Road and Unnamed Access Road, some portion of the building block encroaches into their buffer zones, however it is confirmed that the design of the proposed development will ensure that there shall be no air-sensitive use including openable window, fresh air intake or recreational use in open space located within the buffer zones.	
10.	Section 2.5 -	
	a) The odour impact should be identified and assessed. Please review if there are any sources of odour emission within the 500m assessment area (e.g. livestock farm, STP/SPS, temple with incense/joss paper burning, nullah, lard boiling factory, etc.), if any, their air quality/odour impacts should be assessed.	Section 2.5.8 of Environmental Assessment has been supplemented accordingly.
	b) Please advise if there are any proposed odour sources such as SPS, RCP, etc. within the proposed development, if any, their air quality/odour impacts should be assessed. Please note that the air quality/odour impacts arising from these sources (if any) on the proposed development as well as the nearby existing and planned ASRs should be considered since they are the emission sources of the proposed development.	Section 2.5.9 of Environmental Assessment has been supplemented accordingly.
11.	Figure 2-2 -	
	a) Please add a remark "No air-sensitive use including openable window, fresh air intake or recreational use in open space shall be located within the buffer zones" in the figure.	The remark has been supplemented in Figure 2-2 of Environmental Assessment .
Sewerage		



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12.	Please state the anticipated intake year of the proposed development in the SIA report.	Para 4.1 of the Sewerage Impact Assessment (Appendix 5) has been supplemented to include the anticipated intake year of the subject Proposed Development in year 2031.
13.	According to Table 7 and para.7.7.2 in the "Supplementary Planning Statement Report", the proposed development will provide 450 nos. of bed spaces in the RCHE. As such, please also take into account the sewage flow generates from the residents of these bed spaces in Sections 5 and 6 of the SIA report.	The UFF of 0.190m ³ /person/day for 'Institutional and special class' in Table T-1 of EPD's GESF has been adopted for each number of beds in the proposed RCHE sector. Please refer to Para 5.3 of the Sewerage Impact Assessment (Appendix 5) for the proposed sewage flow estimation of the Proposed Development.
Waste Management & Land Contamination		
Section 6.2		
14.	Section 6.2.11 - Please note that the Fill Banks at Tuen Mun and Tseung Kwan O are not designated for the disposal of non-inert C&D materials. Please correct the statement.	Section 6.2.11 of the Planning Statement Report has been revised accordingly.
15.	Section 6.2.13 - a) To avoid confusion, kindly clarify whether the "Chemical Waste Treatment Facilities (CWTF)" should be specified as "Chemical Waste Treatment Centre (CWTC)". b) For better clarity, it is suggested to specify the frequency of "regular basis". c) The two parts of the last sentence seem to lack a clear causal relationship. Please review and revise it.	Section 6.2.13 of the Planning Statement Report has been revised accordingly. Section 6.2.13 of the Planning Statement Report has been revised accordingly. Section 6.2.13 of the Planning Statement Report has been revised accordingly.
Appendix 4		
16.	Section 5.2.6 - Please correct 2,137m ² to 2,138 m ² .	Section 5.2.4 of Environmental Assessment has been revised accordingly.
17.	Section 5.2.16 - Please revise "public filling reception facilities" to "public fill reception facilities". Please update Section 5.3.4, 5.3.8 and all relevant sections as appropriate.	Relevant sections of Environmental Assessment have been revised accordingly.



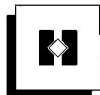
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18.	Section 5.2.19 - It is noted that the site is currently vacant without any existing structures. Please clarify whether any building structure with timber formwork is anticipated during the construction phase.	Please note no timber would be generated during construction phase. Section 5.2.19 of Environmental Assessment has been revised accordingly.
19.	Section 5.2.25 - Please confirm if timber is anticipated to be generated during construction. If so, please specify in relevant sections on whether the timber will be sent to Y PARK for recycling. If not, please update all the relevant sections.	Please note no timber would be generated during construction phase. Section 5.2.25 of Environmental Assessment has been revised accordingly.
20.	Section 5.2.31 - Please note that 0.89kg/person/day is the disposal rate of domestic waste instead of the generation rate (Monitoring of Solid Waste in Hong Kong Waste Statistics for 2023 refers). The generation rate is not directly provided in the Statistics, but it can be calculated by using the disposal rate along with the recovery rate. Please review and update the calculation as appropriate. Moreover, please ensure Section 5.2.46 is updated as well.	Sections 5.2.31 and 5.2.42 of Environmental Assessment (previously named as Section 5.2.46) have been revised accordingly.
21.	Section 5.2.33 - As the 0.89kg/person/day is already the disposal rate of domestic waste, it is inappropriate to further calculate the disposal quantity after recovery, based on the disposal rate. Moreover, please ensure Section 5.2.47 is updated as well.	Sections 5.2.33 and 5.2.43 of Environmental Assessment (previously named as Section 5.2.47) have been revised accordingly.
22.	Section 5.2.38 - Please include CWP registration in the section.	Section 5.2.38 of Environmental Assessment has been revised accordingly.
23.	Section 5.2.41 - To avoid confusion, kindly clarify whether the "Chemical Waste Treatment Facilities (CWTF)" should be specified as "Chemical Waste Treatment Centre (CWTC)". Please update all relevant sections in the report.	Sections 5.2.46 of Environmental Assessment (previously named as Section 5.2.41), 5.2.48 and 7.1.17 have been revised accordingly.
24.	Table 5-3 - Please confirm whether the measurement unit for the chemical waste to be generated is in tonnes.	Table 5-3 of Environmental Assessment has been revised accordingly.
25.	Sections 5.2.40 - 5.2.43 & 5.2.45 - 5.2.50 - It is confusing why the assessment for the operation phase is divided into two	Noted, previous Sections 5.2.40, 5.2.41 and 5.2.43 of Environmental Assessment have been rearranged to Sections 5.2.45, 5.2.46 and



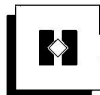
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	unrelated sections. Please rearrange these sections for a more reasonable flow. For clarity, please clearly identify the waste types to be generated during the operation phase and elaborate on each identified waste type.	<p>5.2.47 of Environmental Assessment accordingly. Also, previous Sections 5.2.45 - 5.2.48 of Environmental Assessment have been rearranged to Sections 5.2.41 - S5.2.44 of Environmental Assessment, while Sections 5.2.48 and 5.2.49 (previously named as Sections 5.2.49 -5.2.50) of Environmental Assessment have been remained unchanged.</p> <p>Sub-heading for domestic waste and chemical waste under operation phase have been provided for Sections 5.2.41 - 5.2.44, and Sections 5.2.45 - 5.2.49 of Environmental Assessment respectively.</p>
26.	Section 5.2.41 -	
	a) Please provide the estimated quantities of chemical waste and clinical waste to be generated during operation, if available.	Given that the Proposed Development as a RCHE rather than a formal medical facility, it is anticipated that the quantities of chemical and clinical waste will be negligible.
	b) To avoid confusion, kindly clarify whether the "Chemical Waste Treatment Facilities (CWTF)" should be specified as "Chemical Waste Treatment Centre (CWTC)".	Section 5.2.46 of Environmental Assessment (previously named as Section 5.2.41) has been revised accordingly.
27.	Section 5.2.42 - It is suggested to incorporate this section into Section 5.1.1.	Previous Section 5.2.42 has been rearranged to Section 5.1.2 of Environmental Assessment .
28.	Section 5.2.44 - For better clarity, it is suggested that a more specific section title should be used instead of "Summary".	Noted, the title has been revised for Section 5.2.40 (previously named as Section 5.2.44) of Environmental Assessment .
29.	Section 5.2.45 - It is mentioned that "During operation phase, municipal solid waste will be the major type of waste being generated, this includes domestic waste from residents of the proposed residential development." Please clarify whether waste categories other than domestic waste from residents will be anticipated. If not, it is suggested to use consistent term, i.e., "domestic waste," to avoid confusion.	Section 5.2.41 of Environmental Assessment (previously named as Section 5.2.45) has been revised accordingly.



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30.	Section 5.3.7 – Please clarify whether any ACMs are anticipated in the project site. If not, please remove any relevant content to avoid confusion.	Please note that no ACMs are anticipated in the Project Site. Section 5.3.7 of Environmental Assessment has been revised accordingly.
31.	Section 5.3.8 - a) Please review whether the bullet 11 overlaps with bullet 1. b) For bullet 6, please ensure the content is site-specific.	Noted, previous bullet 11 under Section 5.3.8 of Environmental Assessment has been removed accordingly. Noted, bullet 6 under Section 5.3.8 of Environmental Assessment has been revised accordingly.
32.	Section 5.3.9 – It is suggested that the samples of MSW such as "food waste, food packaging...", be mentioned in Section 5.2.45.	Section 5.3.9 of Environmental Assessment has been revised accordingly to ensure the municipal solid waste to domestic waste for consistent.
33.	Section 5.4.1 – Please include the identified waste types in the paragraph.	Section 5.4.1 of Environmental Assessment has been revised accordingly.
34.	Section 5.4.2 – a) Please review if chemical waste and clinical waste should be included. b) For the 2nd sentence, please clarify what is meant by "both types of waste". c) Please specify the frequency of "regular basis".	Noted, review of chemical wastes has been included, and Section 5.4.2 of Environmental Assessment has been revised accordingly. Noted, it is referred to domestic and chemical wastes, and Section 5.4.2 of Environmental Assessment has been revised accordingly. Section 5.4.2 of Environmental Assessment has been revised accordingly.
35.	Section 6.3.2 – It is noted from the Section 1.1.1 of the technical statement that the site was previously used for "rural workshop". Please review whether this identified land use aligns with the findings of Section 6.3.2. Moreover, kindly assess whether any potential land contamination is associated with the mentioned workshop.	Please note the Site has not been used for 'rural workshop'. Section 1.1.1 of the Planning Statement Report has been revised accordingly.
36.	Sections 7.1.16 & 7.1.17 – Please update these sections based on the above comment 19.	Please note no timber would be generated during construction phase.
37.	Section 7.1.17 – The two parts of the last sentence seem to lack a clear causal relationship. Please review and revise it.	Section 7.1.17 of Environmental Assessment has been revised accordingly. Since proper waste handling and disposal measures



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		(i.e., regular collection by licensed collectors) will be implemented, no adverse waste impacts are anticipated during the operation phase.
Noise		
38.	Noted that the proposed development of residential atop of RCHE with a total of about 60mPD is very close to Hung Tin Road and about 120m from Yuen Long Highway. Both the proposed RCHE and residential development will be affected by the road traffic noise impacts from both said roads. Based on an indicative development plan, the EA estimated that the maximum road traffic noise level would be up to 78dB(A). The applicant shall carry out detailed noise impact assessment (NIA) according to the actual building plan to confirm the location and extent of at-receiver mitigation measures to achieve full compliance with the road traffic noise, fixed noise sources and transit noise criteria where applicable.	Noted, as per the tele-conversation with EPD, further submission of detail NIA will be provided appoint to the request in the detailed design stage. Section 3.5.6 of Environmental Assessment has been supplemented accordingly.
39.	To facilitate the applicant to develop the actual building plan and prepare the NIA submission in future, the applicant shall take note of the following recommendations:-:	Noted.
	a) the applicant shall confirm with respective departments, such as Social Welfare Department (SWD) on whether the Sick / Isolation/ Quiet Room cum End-of-Life Care Room would be used for domestic purpose or for diagnostic rooms or wards, in order to confirm the applicable road traffic noise criteria in accordance with HKPSG Chapter 9, and reconsider the design layout of the RCHE.	Kindly note that the sick / isolation/ quiet room cum end-of-life care rooms in the proposed RCHE is only served for infection control purpose. It shall be different from diagnostic purpose.
	b) Since the site was within Hung Shui Kiu/Ha Tsuen NDA with a number of infrastructure works being planned or undergoing, the applicant shall seek confirmation from HyD and CEDD on the latest road	For the purpose of this Application, future road network including Yuen Long Highway, Hung Tin Road and other road sections identified from latest available CEDD and HyD public sources have been adopted, with references have been made to PWP Item No.



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	<p>layouts of Yuen Long Highway, Hung Tin Road and other road sections, any at-source mitigation measures, such as low noise road surfacing and / or noise barrier(s) within 300m of the site for road traffic noise modelling.</p>	<p>7827CL (Part): Road Works under Yuen Long South Development – Second Phase Development, and PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen). Relevant drawings in relation to the future road network are attached in Annex A of this RtC table.</p> <p>In addition, the future road section (Link 78) has been included in our Application making reference to the undergoing planning application No. of Y/YL-TYST/10. As mentioned in relevant documents under No. Y/YL-TYST/10, a letter from CEDD (Ref: WDO 30-4235-1622-11) dated 27 November 2023 has confirmed that road section 78 will be a new flyover from the Yuen Long Highway northeast bound to Road L20 southeast bound that will form part of YLSDA Third Phase Development and targeted to be completed on /or before Year 2038. Relevant report abstract is attached in Annex A of this RtC table for your easy reference.</p>
	<p>c) The applicant shall also confirm with TD on the traffic forecast for road traffic noise modelling. Should TD only confirms on the methodology of traffic forecast, the applicant shall appoint a competent person, e.g. traffic consultant to confirm that the methodology of traffic forecast agreed by TD has been strictly followed.</p>	<p>TN for traffic forecast has been submitted to TD for confirmation.</p>
	<p>d) The applicant shall review in the NIA the transit noise from the smart and green mass transit system (SGMTS) next to Hung Tin Road.</p>	<p>With potential SGMITS next to Hung Tin Road in place in future, an increase in modal split using SGMITS, while a decrease in modal split for other modes of transport is anticipated. As a result, a reduction in overall traffic is anticipated with the SGMITS in place. Thus, the traffic forecast for NIA and the respective NIA findings is on the conservative side and is considered appropriate for the purpose of this Study. Alignments of the SGMITS in HSK/HT NDA are subject to the future gazette plan under the TLB.</p>



No.	Comments Received	Our Responses
	e) The applicant shall consider the existing residential development of Uptown in designing / locating their plant rooms, E&M equipment, and necessary noise mitigation measures, and demonstrate in the NIA the compliance with respective fixed noise source criteria as stipulated in the HKPSG Chapter 9.	Noted.
40.	Please highlight all the changes/amendments in the next submission.	Noted. Relevant paragraphs or figures have been revised and incorporated in the latest formal s.12a planning application
G. Comments from Social Welfare Department (SWD) Subject Officer: Miss Doris LEUNG (EA(P)NTW) (T: 3691 8500)		
1.	In respect of the proposed RCHE, having examined the information submitted by the applicant, our comments on the application from services perspective are provided below by making reference to the Residential Care Homes (Elderly Persons) Regulations as well as the Code of Practice for Residential Care Homes (Elderly Persons) June 2024 (Revised Edition) (CoP).	Noted.
2.	Subject to consideration of PlanD and relevant government departments on the application, we generally have no objection-in-principle to the development of the proposed RCHE from services perspective on the conditions that -	/
	i. the design and construction of the proposed RCHE (including but not limited to the accessibility, building height, ceiling height, barrier free access, passage and doorway, habitation area, all basic facilities, minimum area of floor space for each resident, etc) shall be in full compliance with prevailing statutory and licensing requirements, such as the Residential Care Homes (Elderly Persons) Ordinance (Cap. 459) and its subsidiary legislation, the Residential Care Homes Legislation (Miscellaneous Amendments) Ordinance	Noted.



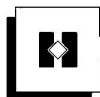
No.	Comments Received	Our Responses
	<p>2023 gazetted on 16 June 2023, and the latest version of the Code of Practice for Residential Care Homes (Elderly Persons) (CoP); and</p> <p>ii. the proposed RCHE shall incur no financial implication, both in capital and recurrent, to the Government.</p>	
3.	<p>Having examined the applicant's submitted documents, including the Plans and Drawings, Supplementary Planning Statement Report, etc. we have the following comments -</p> <p><u>Building height</u></p> <ul style="list-style-type: none"> The 6/F of the proposed RCHE is above a building height of 24m. Under section 20 of the Residential Care Homes (Elderly Persons) Regulation, Cap. 459A, no part of an RCHE shall be situated at a height more than 24 m above the ground floor, measuring vertically from the ground of the building to the floor of the premises in which the RCHE is to be situated. If an RCHE operator can prove that the RCHE possesses facilities for fire safety, evacuation and rescue, and appropriate evacuation, contingency and fire drill plans to the satisfaction of the Director of Social Welfare (DSW), the DSW may approve the ancillary facilities of the RCHE to which the residents normally do not have access (e.g. kitchen, laundry room, office, staff resting room) to be situated at a height more than 24 m above the ground. <p><u>Layout design and usage of facilities</u></p> <ul style="list-style-type: none"> Every passage and doorway shall be wide enough to accommodate residents using walking aids or wheelchairs. The clear width of every passage and 	<p>/</p> <p>Please note the proposed RCHE for residents' dormitory will be situated at a height of not more than 24m above the ground floor, measuring vertically from the ground of the building to the floor of the premises in which the RCHE is to be situated, as pursuant to the requirements as set out in Para 5.3.1 of Code of Practice for Residential Care Homes (Elderly Persons), to support a quantity and quality RCHE in promoting community well-being.</p> <p>Noted. Further details on the layout design would be considered in the detailed design stage.</p>



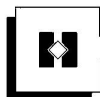
No.	Comments Received	Our Responses
	doorway shall not be less than 1050 mm and 800 mm respectively.	
	<ul style="list-style-type: none"> The bed spacing in Dormitory 1, 3 and 4 is congested. 	Ditto.
	<ul style="list-style-type: none"> To facilitate the purpose of Reception Area, it seems to be more desirable to have it placed on G/F instead of 6/F. 	Ditto.
	<ul style="list-style-type: none"> It is recommended that there should be one lift in the RCHE for accommodating a stretcher bed measuring 2,050 mm x 560 mm for conveyance of bed-bound residents. 	Ditto.
	<ul style="list-style-type: none"> The internal staircase for RCHE shall serve RCHE only and shall not be accessible for Residential use. 	Ditto.
	<ul style="list-style-type: none"> There are two lifts in Circulation Area for both RCHE and Residential. Operator of the RCHE should have control and measures for the security of the RCHE. 	Ditto.
	<ul style="list-style-type: none"> Private car parking spaces are not regarded as the provision of RCHE and should not be included in the GFA of the RCHE from service perspective. 	Ditto.
	<ul style="list-style-type: none"> The 'RCHE Landscape Deck' on 7/F, at a height more than 24 m, should not be a provision of RCHE and should not be accessible by residents. 	Ditto.
<u>Applicant's intention of joining the Incentive Scheme</u>		
	<ul style="list-style-type: none"> In this site, LWB has already given policy support to an Incentive Scheme application in respect of a proposed RCHE in March 2022 and the relevant land exchange was executed in 2022. 	Noted.
	<ul style="list-style-type: none"> While the current design of the newly proposed RCHE is considered at an initial stage, the applicant is required to make necessary changes/adjustments on its 	Noted.



No.	Comments Received	Our Responses
	<p>submitted design drawings so as to address the concerns and comments of SWD.</p> <ul style="list-style-type: none"> Subject to the outcome of the pre-submission, LWB's advice would be sought regarding the changes in development parameters of the site and the newly proposed RCHE including the adjusted number of beds to be provided. 	Noted.
4.	Detailed comments under Licensing Perspective will be given at the license application submission stage, please.	Noted.
<p>H. Comments from Electrical and Mechanical Services Department (EMSD) Subject Officer: Mr. Henry HO (EME/NUS1/1) (T: 2808 3111) Subject Officer: Mr. Tony TSE (E/GS3/1) (T: 2808 3874)</p>		
<p><u>Electricity Safety</u></p>		
1.	<p>Please be advised that we have no particular comment on the document from electricity supply safety aspect. However, in the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organizing and supervising any activity near the underground cable or overhead line under the mentioned document should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the concerned site. They should also be reminded to observe the Electricity Supply Lines (Protection) Regulation and the "Code of Practice on Working near Electricity Supply Lines" established under the Regulation when carrying out works in the vicinity of the electricity supply lines.</p>	Noted.
2.	We have no particular comment on the document as far as electricity supply safety is concerned.	Noted.



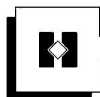
No.	Comments Received	Our Responses
<u>Town Gas Safety</u>		
3.	Please note that there is a high pressure underground town gas transmission pipeline (running along Fui Sha Wai South Road) in the vicinity of the application site. It is anticipated that the application site will result in a significant increase in population in the vicinity of the gas installation, a quantitative risk assessment would be required from the applicant to assess the potential risks associated with the gas installation.	<p>Kindly note that majority of the Application Site was covered by an approved s.16 planning application (No. A/YL-TYST/870) in which the aforementioned application agreed to provide the QRA in the later detailed design stage. Thus, site selection of our Application has also been taken into account of electrical safety considerations.</p> <p>Also, please note the development intensity of our Proposed Development within the subject "Comprehensive Development Area" ("CDA") zone does not exceed the maximum gross floor area as stipulated under the "CDA" zone of Approved Tong Yan San Tsuen OZP. In this regard, there should be no particular change in population.</p> <p>Further details including safety measures would be discussed and liaised with Towngas in the later detailed design and/or land exchange stage.</p>
4.	The applicant/consultant/works contractor shall liaise with the Hong Kong and China Gas Company Limited in respect of the exact locations of existing and planned gas pipes/gas installations in the vicinity of the application site and any required minimum set back distance away from them during the design and construction stages of development.	Further details including safety measures would be discussed and liaised with Towngas in the later detailed design and/or land exchange stage.
5.	The applicant is required to observe the following requirements of the Electrical and Mechanical Services Department's Publications via the following web-link for reference: <ul style="list-style-type: none"> - Guidance Note on Quantitative Risk Assessment Study for High Pressure Town Gas Installations in Hong Kong 	Noted.



No.	Comments Received	Our Responses
	<p>https://www.emsd.gov.hk/filemanager/en/content_287/GN_Ontve_Rsk_Asmnt_Study_Hgh_Prsrre_Twn_Gas_Instltns_inHK.pdf</p> <p>- Code of Practice on "Avoidance of Damage to Gas Pipes" 2nd Edition</p> <p>https://www.emsd.gov.hk/filemanager/en/content_286/CoP_gas_pipes_2nd_(Eng).pdf</p>	
Date: 23 December 2025		
<p>I. Comments from District Lands Office/Yuen Long, Lands Department (DLO/YL, LandsD) Subject Officer: Ms. Fiona CHAN (SES/W) (T: 2443 3010)</p>		
General Comments		
1.	No adverse comment on the application.	Noted.
2.	The application site involves two private lots known as Lots 2188 and 398 RP all in DD. 121 and subject to the following lease restrictions.	Noted.
	a) Lot 2188 is held under the New Grant No. 22978 dated 6.7.2022 ("the New Grant") restricted for the use of a residential care home as approved by the Director of Social Welfare ("SWD"). It is also subject to a Building Covenant ("BC") period and a Commence to Operate ("C to O") period to the satisfaction of SWD to be expired on 31.3.2027.	Noted. Upon the approval of this planning application, land exchange application will be submitted to LandsD to modify the lot boundary as well as the lease covenants. An extension of the BC and C to O periods under the New Grant may be required if the approval date of this planning application and land exchange application fall after 31 March 2027.
	b) Lot 398 RP is an old scheduled agricultural lot held under a Block Government Lease, which contains the restriction that no structure is allowed to be erected without prior approval from the Government.	Noted.
3.	The proposed development scheme contravenes the lease conditions governing the both lots and would probably affect the completion of the residential care home on Lot 2188 within the BC and C to O periods, as monitored by SWD,	Please note this planning application with supporting technical assessments will also be circulated to SWD for their review and comments.



No.	Comments Received	Our Responses
	under the New Grant. Hence, SWD's advice on the acceptability of the proposal must be sought.	
4.	Should the planning application be approved by the Town Planning Board ("TPB"), the applicant may apply for a land exchange to the Lands Department ("LandsD") for implementation of the proposed development scheme. In addition, policy support should be obtained from LWB/SWD if the applicant wishes to implement the proposal under the "Incentive Scheme to Encourage Provision of Residential Care Homes for the Elderly Premises in New Private Developments" as stipulated in LandsD LAO PN No. 5/2023.	Noted. Upon the approval of this planning application, land exchange application will be submitted to LandsD to modify the lot boundary as well as the lease covenants. Our Applicant will also apply for the "Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments - Time Limited Enhancement" (LAO Practice Note No. 5/2023).
5.	Given Lot 2188 is subject to an unfulfilled BC and C to O periods, if the planning application is approved by the TPB, the applicant should apply for an extension of the BC and C to O periods under the New Grant until the land exchange application is approved by LandsD.	Noted. An extension of the BC and C to O periods under the New Grant may be required if the approval date of this planning application and land exchange application fall after 31 March 2027.
6.	There is no guarantee that the land exchange application and the extension application as mentioned in paragraphs (4) and (5) above will be approved. Such applications, if received, will be considered by LandsD at the sole capacity as the landlord at its sole discretion and policy support from LWB/SWD has to be obtained for the applications. In the event any such application is approved, it would be subject to such terms and conditions including, among others, the payment of premium and administrative fees (if applicable), as may be imposed by LandsD.	Noted.
<u>Advisory Comments</u>		
7.	Please note that the New Grant contains (a) a BC clause that requires the Grantee to complete the development on Lot 2188 and make it fit for occupation and (b) a C to O clause that requires the Grantee to commence to operate the residential	Noted.



No.	Comments Received	Our Responses
	care home to the satisfaction of SWD, both on or before 31.3.2027. Non-compliance of the clauses is a breach of the New Grant and will amongst other remedies render Lot 2188 liable to re-entry by the Government.	
8.	The technical assessments as enclosed in the draft Supplementary Planning Statement Report should be subject to comments of relevant Government departments.	Please note this s.12a planning application with supporting technical assessments shall also be circulated to relevant B/Ds for their review and comments.
Date: 14 January 2025		
J. Comments from Urban Design and Landscape Section, PlanD (UD&L, PlanD) Subject Officer: Ms. May CHAN (LA/3, UD&L, PlanD) (T: 3565 3949)		
	We have <u>no adverse comment</u> on the s12A pre-submission proposal from landscape planning perspective. Our detailed comments are as follows:	Noted.
a.	the majority of the Site falls within “CDA” zone and a minor eastern portion falls within “GB” zone;	Noted.
b.	according to the aerial photo taken in 2024, the Site was situated in area of miscellaneous rural fringe landscapes characterised by residential buildings, temporary structures, village houses, highways and scattered tree groups. From the site photos in the proposal, the Site, including the “GB” portion was largely hard paved;	Noted.
c.	As shown in the Tree Assessment Schedule, two existing trees in the “GB” zone are proposed to be felled and 17 new trees are proposed to be planted. The existing trees are not considered distinctive landscape resources; and	Noted.
d.	in view of the above, significant adverse landscape impact arising from the proposed rezoning is not anticipated.	Noted.
Date: 19 January 2025		
K. Comments from Yuen Long District Office, Home Affairs Department Subject Officer: Mr. TO Cheuk Him, Henry (LO(R2)2) (T: 3586 3107)		



No.	Comments Received	Our Responses
	<p>It is anticipated that relevant stakeholders, including but not limited to the villager representatives (VRs) and villagers of Tai To Tsuen, may raise objections to the Proposed Residential Development and RCHE at Lots 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, Yuen Long. Local consultation is recommended to be conducted with the Ping Shan Heung Rural Committee and stakeholders at an appropriate time. YLDO would be prepared to offer assistance in respect of liaison and/or consultation when requested.</p>	<p>Noted.</p>
<p>Date: 22 January 2025</p>		
<p>L. Comments from Geotechnical Engineering Office, Civil Engineering and Development Department Subject Officer: Mr. YANG Yan Yu, Celia (GE/GS2) (Geo Engr/ Geological Survey 2) (T: 2762 5372)</p>		
	<p>The Site is partly located within Scheduled Area No. 2 and may be underlain by cavernous marble. Depend on the nature of foundation, if necessary, of the proposed development at the Site, extensive geotechnical investigation may be required. Such investigation may require high level of involvement of an experienced geotechnical engineer in both the design and supervision of the geotechnical works required at the Site.</p>	<p>Noted. Further consideration would be taken into account in the later detailed design stage.</p>
<p>Date: 9 February 2025</p>		
<p>M. Comments from Drainage Services Department, Mainland North Division Subject Officer: Ms. LOU Tai Yeong (Engr/Yuen Long 4) (T: 3965 8929)</p>		
<p><u>DIA</u></p>		<p>/</p>
<ul style="list-style-type: none"> • Sections 6.3 – 6.5 - Please provide a summary table showing the hydraulic capacity/ utilisation for existing and proposed drainage facilities in the designed return period. 		<p>Section 6.4 of Drainage Submission has been supplemented accordingly.</p>
<ul style="list-style-type: none"> • Figure D1 - Please indicate the flow direction for the sub-catchment and the relationship with the existing drainage facilities. 		<p>Figure D1 of Drainage Submission has been revised accordingly.</p>
<ul style="list-style-type: none"> • Please advise the level for the proposed discharge and the water level of the 2m downstream channel in the design return period. 		<p>Please note the IL of the proposed discharge of the subject Site at the existing 2000mm x 2000mm channel is at +10.27mPD, and hence the</p>



No.	Comments Received	Our Responses
		water level in the same at the concerned discharge point is at +10.45mPD in the design return period.
	<ul style="list-style-type: none"> Figure D4 - It seems that the invert level of CP2.6 (i.e. +10.72mPD) is lower than the downstream CP2.7 (i.e. +10.89mPD) and CP2.8 (i.e. +10.85mPD), and the invert level of CP2.9 (i.e. +10.67mPD) is lower than the downstream TM (i.e. +10.69mPD). Please review and also update the hydraulic calculation from CP2.6 to TM. 	Figure D4 and Appendix - Hydraulic Calculation of Drainage Submission have been revised accordingly.
	<ul style="list-style-type: none"> Hydraulic calculation - Please clarify/indicate how the 0.75 and 0.25 site catchment is derived for the proposed northern and southern drainage facilities. 	The site catchment is now refined in the revised Figure D4 of Drainage Submission .
	<ul style="list-style-type: none"> Hydraulic calculation - It seems that the proposed 300UC of the same gradient has different flow capacity and the flow capacity seems overestimated as compared to GEO's TGN 43, please review. 	<p>Even the proposed 300UC have the same gradient, their actual depths are various (subject to the respective adjacent ground levels), it results in different flow capacity. To be conservative, each size of the proposed UC is assigned a fixed depth, i.e. 300mm for 300UC and 450mm for 450UC, in the revised Appendix - Hydraulic Calculation of Drainage Submission.</p> <p>Hence, all peripheral channels of the subject Site are now proposed to be 450UC at 1 in 200.</p>
<u>SIA</u>		/
	<ul style="list-style-type: none"> Figure S3 - It is noted that the connection manhole is updated to HSK-06. Please check if it is a public sewerage manhole and if negative, whether it is within the project proponent jurisdiction to connect to a private manhole. 	Please note the HSK-06 is the proposed sewerage manhole to be constructed under this subject Application.
	<ul style="list-style-type: none"> The SIA report needs to meet the satisfaction of SIG/EPD, the planning authority of sewerage infrastructure. 	Noted. Please note the Sewerage Impact Assessment under previous pre-submission enquiry was also circulated to EPD for comment.
<i>N. Comments from Planning Department, Tuen Mun and Yuen Long West District Planning Office Subject Officer: Mr. FUNG Ka Lok, Jethro (Town Plnr/Yuen Long W 2) (T: 2158 6296)</i>		
	Reference is made to your email dated 24.10.2025 regarding the captioned pre-submission enquiry. The departmental comments	/



No.	Comments Received	Our Responses
	<p>available had been previously relayed to you under separate covers. Please find below our preliminary comments/observations on the captioned pre-submission for your consideration and/or follow-up actions.</p>	
	<p>The subject site (i.e. Lots 398RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu) (the Site), covering an area of about 2,138m², falls within an area an area mainly zoned "Comprehensive Development Area" ("CDA") (about 1,798m² or equivalent to about 84% of the Site) and partly zoned "Green Belt" ("GB") (about 340m² or equivalent to about 16% of the Site) on the approved Tong Yan San Tsuen Outline Zoning Plan (OZP) No. S/YL-TYST/14. According to recent aerial photo, the Site is currently hard paved and vacant.</p>	<p>Noted.</p>
	<p>The planning intention of the "CDA" zone is for comprehensive development/redevelopment of the area for residential use with the provision of open space, commercial and other supporting facilities, if any. 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; while the planning intention of the "GB" zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone. According to the Notes of the OZP, the "CDA" zone is subject to maximum gross floor area (GFA) of 69,000m² and a maximum building height (BH) of 17 storeys respectively.</p>	<p>Noted.</p>
	<p>According to the information currently available, it is proposed to rezone the Site from "CDA" and "GB" to "Residential (Group A)4" ("R(A)4") subject to a maximum plot ratio (PR) of 4.91 and maximum building height of 60mPD, to facilitate a proposed residential-cum-residential care home for the elderly (RCHE) development at the Site.</p>	<p>Noted.</p>



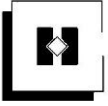
No.	Comments Received	Our Responses
	<p>According to our record, the portion of the Site that falls within “CDA” zone is the subject of a previous approved application (No. A/YL-TYST/870) for proposed social welfare facility (RCHE), which was approved by the Rural and New Town Planning Committee (the Committee) of the Town Planning Board (the Board) in 2018. Under the approved scheme, the proposed development covers an area of about 1,795m², and involving one 7-storey RCHE with a PR and BH of 2.96 and 34.8mPD respectively and would provide 65 RCHE units.</p>	<p>Noted.</p>
	<p>In support of the rezoning proposal, an indicative development scheme for the proposed development has been provided. According to the indicative development scheme, involving two 6-storey residential buildings (72 units) over a 7-storey RCHE podium (70 rooms providing 450 beds), has a PR of 4.91, a GFA of about 10,489m² and BH of not exceeding 60mPD. The indicative scheme provides in total 16 parking spaces for private cars, light bus and motorcycle as well as 4 loading/unloading bays for private car, light goods vehicle and medium/heavy goods vehicles.</p>	<p>Noted.</p>
	<p>The vicinity of the subject site comprises predominantly residential developments with village houses, a hobby farm, two secondary schools and sitting-out area. To the immediate south and west is a private residential development named ‘Uptown’ within the same “CDA” zone. In view of the surroundings of the Site and the background that part of the Site had been granted planning permission for a proposed RCHE development, and the proposed development which comprises residential development and RCHE is not considered incompatible with the surrounding areas from land use perspective. As for the proposed PR and BH of 4.91 and 60mPD respectively, they are apparently not particularly excessive in consideration of the PR restriction of 5 of the “R(A)” zone to the Site’s further west, and the existing BH of the adjacent development, i.e. Uptown, which is about 71 to 77mPD.</p>	<p>Noted.</p>



No.	Comments Received	Our Responses
	<p>That being said, there is a GFA restriction of 69,000m² for the CDA site. The proposed development with a GFA of 10,489m², together with the existing development (with a total GFA of 49,870m²) and the development potential of the residual lots within the same CDA zone, might overstrain the infrastructural capacity of the area. In this regard, the applicant would need to demonstrate that the rezoning proposal would not generate adverse impacts, including but not limited to drainage, traffic, visual and environmental, on the surrounding areas. The technical feasibility of the rezoning proposal shall also be subject to the detailed comments on the relevant B/Ds.</p>	<p>Please refer to Section 6 of the Planning Statement Report for the demonstration of technical feasibility. The preliminary results show that the Proposed Development is technically feasibility under both construction and operation phases, and will not have adverse impacts.</p>
	<p>In addition, since the Site is partly zoned “GB” on the OZP, the applicant would also need to demonstrate that the rezoning of the area zoned “GB” (albeit a relatively small portion) to “R(A)4” would not jeopardise the function of the subject “GB” zone, and that the rezoning proposal could be considered acceptable from the landscape planning, nature conservation and ecological perspectives.</p>	<p>Noted.</p>
	<p>Please note that the comments provided above for informational and preliminary planning purposes only, based on our review of the materials submitted as of 24.10.2025. These comments are without prejudice to the Board’s and/or Planning’s department’s future statutory and administrative roles in the planning process. Should the proposal changes in any material way, these comments may no longer be applicable, and our position must be reassessed.</p>	<p>Noted.</p>
<p>Date: 4 March 2025</p>		
<p><i>O. Comments from Electrical and Mechanical Services Department (EMSD)</i> <i>Subject Officer: Mr. Tony TSE (E/GS3/1) (T: 2808 3874)</i></p>		
	<p>No comments on the QRA to be conducted in the later detailed design / land exchange stage.</p>	<p>Noted.</p>
	<p>The following Government departments have no adverse comment/no in-principle objection to the pre-submission enquiry:</p>	<p>Noted.</p>



No.	Comments Received	Our Responses
	<ul style="list-style-type: none">- West Development Office, Civil Engineering and Development Department (Contact person: GUAN Huihua, Joshua (E/16(W)), Tel: 2158 5947, Email: hhguan@cedd.gov.hk);- Water Supplies Department (Contact person: WONG Kye Bong, Billy (E/P(8)), Tel: 2152 5779, Email: billy_kb_wong@wsd.gov.hk);- Agriculture, Fisheries and Conservation Department (Contact person: Dr. WONG Kam Yan, Azaria (NCO(YL)), Tel: 2150 6932, Email: azaria_ky_wong@afcd.gov.hk); and- Hong Kong Police Force (Contact person: KONG Wai-fung, Ryan (ADVC OPS YLDIV), Tel: [REDACTED], Email: [REDACTED]).	
	<p>No reply has been received from the following Government department(s) as at 9.2.2026:</p> <ul style="list-style-type: none">- Transport Department (Contact person: NG Wing Kai, Forrest (E/YLW1), Tel: 2399 2422, Email: wingkaing@td.gov.hk).	Noted.



ANNEX A

**RELEVANT PROJECTS OF
FUTURE ROAD
NETWORK IN THE
VICINITY**

Junction Improvement Scheme under PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development - Second Phase Development

圖例: LEGEND:

	施工區界限 LIMIT OF WORKS AREA
	行車線(每一箭嘴表示一條行車線) TRAFFIC LANE (ONE ARROW REPRESENTS ONE LANE)
	行人路/隧道/地面/高架行車道 之建議路面水平(約數) PROPOSED ROAD LEVEL OF FOOTPATH/ UNDERPASS/AT-GRADE/ELEVATED CARRIAGEWAY (APPROXIMATE)
	擬建地面行車道 PROPOSED AT-GRADE CARRIAGEWAY
	擬建高架行車道 PROPOSED ELEVATED CARRIAGEWAY
	擬建行人路 PROPOSED FOOTPATH
	擬建單車徑 PROPOSED CYCLE TRACK
	擬建單車停放處 PROPOSED CYCLE PARKING PLACE
	擬建中央分隔帶/安全島/交通島 PROPOSED CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND
	擬建美化市容地帶/路旁帶 PROPOSED AMENITY AREA / VERGE
	擬建高架單車徑行人天橋 PROPOSED ELEVATED CYCLE TRACK CUM FOOTBRIDGE
	擬建行人天橋 PROPOSED FOOTBRIDGE
	擬建隧道 PROPOSED UNDERPASS
	擬建行人隧道 PROPOSED PEDESTRIAN SUBWAY
	擬建車輛進出口通道 PROPOSED RUN-IN/RUN-OUT
	擬建行人過路處 PROPOSED PEDESTRIAN CROSSING
	擬建擋土牆 PROPOSED RETAINING WALL
	擬建斜坡 PROPOSED SLOPE
	擬建懸臂式隔音屏障 PROPOSED CANTILEVER NOISE BARRIER
	擬建直立式隔音屏障 PROPOSED VERTICAL NOISE BARRIER
	擬建全密封式隔音罩 PROPOSED FULL ENCLOSURE
	擬建樓梯 PROPOSED STAIRCASE
	擬建升降機 PROPOSED LIFT
	現有地面/高架行車道將永久封閉並改建為行人路 EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH
	現有地面/高架行車道將永久封閉並改建為單車徑 EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK
	現有地面/高架行車道將永久封閉並改建為單車停放處 EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE PARKING PLACE
	現有地面/高架行車道將永久封閉並改建為 中央分隔帶/安全島/交通島 EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND
	現有地面/高架行車道將永久封閉並改建為美化市容地帶/路旁帶 EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE
	現有行人路將永久封閉並改建為地面行車道 EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY
	現有行人路將永久封閉並改建為單車徑 EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK
	現有行人路將永久封閉並改建為單車停放處 EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE PARKING PLACE
	現有行人路將永久封閉並改建為 中央分隔帶/安全島/交通島 EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND
	現有行人路將永久封閉並改建為美化市容地帶/路旁帶 EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE
	現有通路將永久封閉並改建為地面行車道 EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY
	現有通路將永久封閉並改建為行人路 EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH
	現有通路將永久封閉並改建為單車徑 EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK
	現有通路將永久封閉並改建為單車停放處 EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE PARKING PLACE
	現有通路將永久封閉並改建為中央 分隔帶/安全島/交通島 EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND
	現有通路將永久封閉並改建為美化市容地帶/路旁帶 EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

	現有美化市容地帶/路旁帶將永久封閉並改建為地面行車道 EXISTING AMENITY AREA / VERGE TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY
	現有行人天橋將永久封閉並改建為地面行車道 EXISTING FOOTBRIDGE TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY
	現有行人天橋將永久封閉並改建為行人路 EXISTING FOOTBRIDGE TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH
	現有行人天橋將永久封閉並改建為美化市容地帶/路旁帶 EXISTING FOOTBRIDGE TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE
	現有地面/高架行車道將永久封閉並拆卸 EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND DEMOLISHED
	現有行人路將永久封閉並拆卸 EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND DEMOLISHED
	現有通路將永久封閉並拆卸 EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND DEMOLISHED
	現有行人天橋將永久封閉並拆卸 EXISTING FOOTBRIDGE TO BE PERMANENTLY CLOSED AND DEMOLISHED
	現有斜坡將拆卸 EXISTING SLOPE TO BE DEMOLISHED
	現有斜坡將拆卸並改建為地面行車道 EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO AT-GRADE CARRIAGEWAY
	現有斜坡將拆卸並改建為行人路 EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO FOOTPATH
	現有斜坡將拆卸並改建為單車徑 EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO CYCLE TRACK
	現有斜坡將拆卸並改建為 中央分隔帶/安全島/交通島 EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND
	現有斜坡將拆卸並改建為美化市容地帶/路旁帶 EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO AMENITY AREA / VERGE
	現有地面/高架行車道將暫時封閉並重建 EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
	現有行人路將暫時封閉並重建 EXISTING FOOTPATH TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
	現有中央分隔帶/安全島/交通島將暫時封閉並重建 EXISTING CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
	現有車輛進出口通道將暫時封閉並重建 EXISTING RUN-IN/RUN-OUT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
	將由工務計劃項目第7817CL號及第7827CL號(部分) 元朗南發展第一階段工程及第二階段工程第一期的道路工程 (下稱“元朗南第一期發展”)建造的地面/高架行車道將 永久封閉並改建為行人路 FUTURE AT-GRADE/ELEVATED CARRIAGEWAY UNDER PWP ITEM NOS. 7817CL AND 7827CL (PART) ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 (YLS FIRST PHASE DEVELOPMENT) TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH
	將由元朗南第一期發展建造的地面/高架行車道將 永久封閉並改建為單車徑 FUTURE AT-GRADE / ELEVATED CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK
	將由元朗南第一期發展建造的地面/高架行車道將 永久封閉並改建為中央分隔帶/安全島/交通島 FUTURE AT-GRADE / ELEVATED CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND
	將由元朗南第一期發展建造的地面/高架行車道將 永久封閉並改建為美化市容地帶/路旁帶 FUTURE AT-GRADE / ELEVATED CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE
	將由元朗南第一期發展建造的行人路將永久封閉並 改建為行人路 FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY
	將由元朗南第一期發展建造的行人路將永久封閉並 改建為單車徑 FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK
	將由元朗南第一期發展建造的行人路將永久封閉並 改建為單車停放處 FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK
	將由元朗南第一期發展建造的行人路將永久封閉並 改建為中央分隔帶/安全島/交通島 FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND
	將由元朗南第一期發展建造的行人路將永久封閉並 改建為美化市容地帶/路旁帶 FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

	將由元朗南第一期發展建造的單車徑將永久封閉並改建為行人路 FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY
	將由元朗南第一期發展建造的單車徑將永久封閉並改建為行人路 FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH
	將由元朗南第一期發展建造的單車徑將永久封閉並 改建為美化市容地帶/路旁帶 FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE
	將由元朗南第一期發展建造的單車停放處將永久封閉並 改建為行人路 FUTURE CYCLE PARKING PLACE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH
	將由元朗南第一期發展建造的單車停放處將永久封閉並 改建為單車徑 FUTURE CYCLE PARKING PLACE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK
	將由元朗南第一期發展建造的單車停放處將永久封閉並 改建為美化市容地帶/路旁帶 FUTURE CYCLE PARKING PLACE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE
	將由元朗南第一期發展建造的中央分隔帶/安全島/交通島將 永久封閉並改建為行人路 FUTURE CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY
	將由元朗南第一期發展建造的美化市容地帶/路旁帶將 永久封閉並改建為行人路 FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH
	將由元朗南第一期發展建造的美化市容地帶/路旁帶將 永久封閉並改建為單車徑 FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK
	將由元朗南第一期發展建造的美化市容地帶/路旁帶將 永久封閉並改建為中央分隔帶/安全島/交通島 FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND
	將由元朗南第一期發展建造的美化市容地帶/路旁帶將 永久封閉並改建為行人路 FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH
	將由元朗南第一期發展建造的行人過路處將永久封閉並改建為行人路 FUTURE PEDESTRIAN CROSSING UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY
	將由元朗南第一期發展建造的行人過路處將永久封閉並改建為行人路 FUTURE PEDESTRIAN CROSSING UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH
	將由元朗南第一期發展建造的行人過路處將永久封閉 並改建為單車徑 FUTURE PEDESTRIAN CROSSING UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK
	將由元朗南第一期發展建造的行人過路處將永久封閉 並改建為美化市容地帶/路旁帶 FUTURE PEDESTRIAN CROSSING UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE
	將由元朗南第一期發展建造的車輛進出口通道將永久封閉並改建為行人路 FUTURE RUN-IN/RUN-OUT UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH
	將由元朗南第一期發展建造的行人車道將永久封閉並拆卸 FUTURE CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED
	將由元朗南第一期發展建造的行人路將永久封閉並拆卸 FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED
	將由元朗南第一期發展建造的單車徑將永久封閉並拆卸 FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED
	將由元朗南第一期發展建造的美化市容地帶/路旁帶將 永久封閉並拆卸 FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED
	將由元朗南第一期發展建造的行人路將暫時封閉並重建 FUTURE AT-GRADE / ELEVATED CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
	將由元朗南第一期發展建造的行人路將暫時封閉並重建 FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
	將由元朗南第一期發展建造的單車徑將暫時封閉並重建 FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
	將由元朗南第一期發展建造的中央分隔帶/安全島/交通島將 暫時封閉並重建 FUTURE CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
	將由元朗南第一期發展建造的美化市容地帶/路旁帶將 暫時封閉並重建 FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

興建中的工程計劃項目第7817CL號及
第7827CL號(部分)元朗南發展第一階段工程
及第二階段工程第一期的道路工程
(只供示意用途)

PWP ITEM NOS. 7817CL AND 7827CL (PART)
ROAD WORKS UNDER YUEN LONG SOUTH
DEVELOPMENT STAGE 1 WORKS AND STAGE 2
WORKS, PHASE 1 UNDER CONSTRUCTION
(FOR INDICATIVE PURPOSE ONLY)

將由其他工程項目建造的道路工程
(只供示意用途)

FUTURE ROAD WORKS UNDER SEPARATE
PROJECTS (FOR INDICATIVE PURPOSE
ONLY)

註釋:

NOTES:

- 除另有指明外,所有量度以米為單位。
ALL DIMENSIONS ARE IN METRES UNLESS
OTHERWISE SPECIFIED.
- 所有水平平均為約數,以米為單位,並在香港主水平基準
以上。
ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES
ABOVE HONG KONG PRINCIPAL DATUM.
- 如有需要,施工區界限內的部分現有地面/高架行車道、
行人路、單車徑、中央分隔帶/安全島/交通島和
美化市容地帶/路旁帶或會分階段暫時封閉。
SECTIONS OF THE EXISTING AT-GRADE/ELEVATED
CARRIAGEWAYS, FOOTPATHS, CYCLE TRACKS,
CENTRAL MEDIANS/REFUGE ISLANDS/TRAFFIC ISLANDS
AND AMENITY AREAS/VERGES WITHIN THE LIMIT OF
WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES
AS AND WHEN REQUIRED.
- 如有需要,斜坡穩固工程或會在施工區界限之內進行。
SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN
THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.

工程名稱 PROJECT TITLE
工務計劃項目第 7827CL 號 (部分)
元朗南第二期發展的道路工程
PWP ITEM NO. 7827CL (PART)
ROAD WORKS UNDER YUEN LONG SOUTH
DEVELOPMENT - SECOND PHASE DEVELOPMENT

圖則名稱 PLAN TITLE
根據《道路(工程、使用及補償)條例》
(第370章)而在憲報公布之圖則
PLAN FOR GAZETTING UNDER ROADS
(WORKS, USE AND COMPENSATION)
ORDINANCE (CHAPTER 370)

圖則編號 PLAN NO.
60630968/GAZ/LEGEND

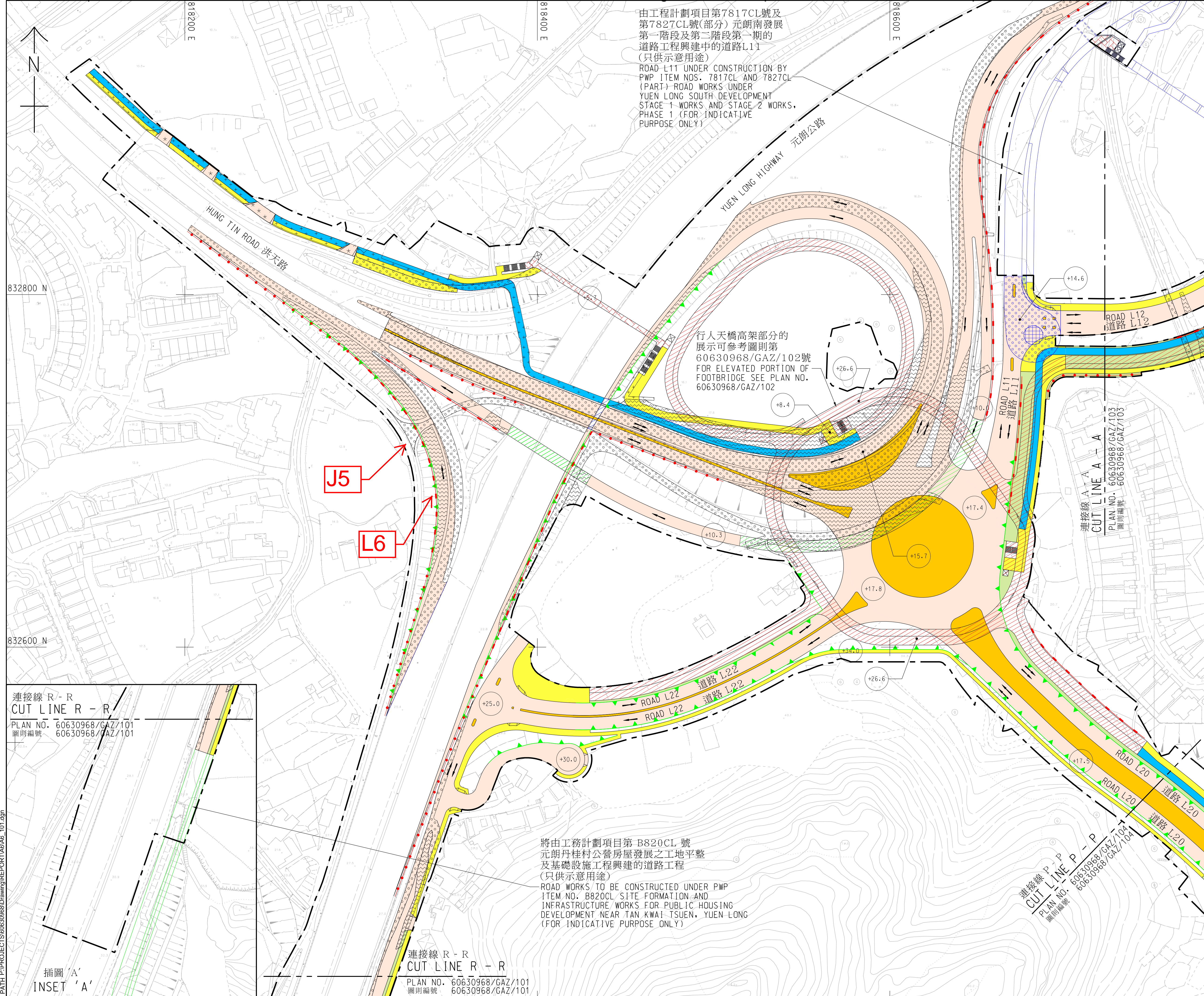
圖例
LEGEND

比例 SCALE
A1 1 : 1000

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

土木工程拓展署
CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT

Junction Improvement Scheme under PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development - Second Phase Development



由工程計劃項目第7817CL號及第7827CL號(部分)元朗南發展第一階段及第二階段第一期的道路工程興建中的道路L11 (只供示意用途)
ROAD L11 UNDER CONSTRUCTION BY PWP ITEM NOS. 7817CL AND 7827CL (PART) ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 (FOR INDICATIVE PURPOSE ONLY)

行人天橋高架部分的展示可參考圖則第60630968/GAZ/102號 FOR ELEVATED PORTION OF FOOTBRIDGE SEE PLAN NO. 60630968/GAZ/102

將由工務計劃項目第 B820CL 號元朗丹桂村公營房屋發展之工地平整及基礎設施工程興建的道路工程 (只供示意用途)
ROAD WORKS TO BE CONSTRUCTED UNDER PWP ITEM NO. B820CL SITE FORMATION AND INFRASTRUCTURE WORKS FOR PUBLIC HOUSING DEVELOPMENT NEAR TAN KWAI-TSUEN, YUEN LONG (FOR INDICATIVE PURPOSE ONLY)

連接線 R - R
CUT LINE R - R
PLAN NO. 60630968/GAZ/101
圖則編號 60630968/GAZ/101

插圖 'A'
INSET 'A'

連接線 R - R
CUT LINE R - R
PLAN NO. 60630968/GAZ/101
圖則編號 60630968/GAZ/101

連接線 P - P
CUT LINE P - P
PLAN NO. 60630968/GAZ/104
圖則編號 60630968/GAZ/104

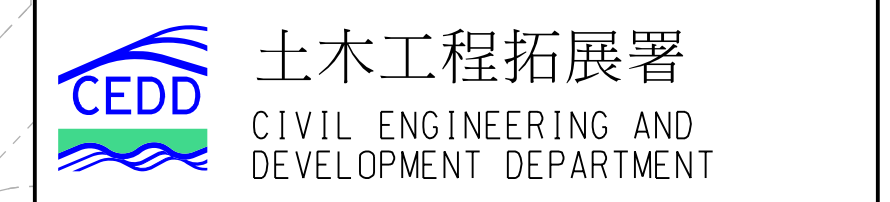
- 註釋:**
NOTES:
- 除另有指明外，所有量度以米為單位。
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
 - 所有水平均為約數，以米為單位，並在香港主水平基準以上。
ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
 - 如有需要，施工區界限內的部分現有地面/高架行車道、行人路、單車徑、中央分隔帶/安全島/交通島和美化市容地帶/路旁帶或會分階段暫時封閉。
SECTIONS OF THE EXISTING AT-GRADE/ELEVATED CARRIAGEWAYS, FOOTPATHS, CYCLE TRACKS, CENTRAL MEDIANS/REFUGE ISLANDS/TRAFFIC ISLANDS AND AMENITY AREAS/VERGES WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
 - 如有需要，斜坡穩固工程或會在施工區界限之內進行。
SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.
 - 圖例載於圖則第60630968/GAZ/LEGEND號。
DETAILS OF LEGEND ARE SHOWN ON PLAN NO. 60630968/GAZ/LEGEND.

工程名稱 PROJECT TITLE
工務計劃項目第 7827CL 號 (部分)
元朗南第二期發展的道路工程
PWP ITEM NO. 7827CL (PART)
ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT - SECOND PHASE DEVELOPMENT

圖則名稱 PLAN TITLE
根據《道路(工程、使用及補償)條例》(第370章)而在憲報公布之圖則
PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION)
十五張之第一張 SHEET 1 OF 15

圖則編號 PLAN NO. 60630968/GAZ/101 比例 SCALE A1 : 1000












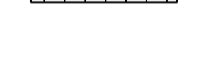
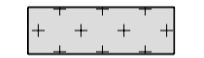



辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE



Plot File by: PL PATH P:\PROJECTS\60630968\Drawing\REPORT\A6\A6_101.dgn 2023/5/12

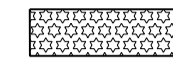
Junction Improvement Scheme under PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)

圖例: LEGEND:

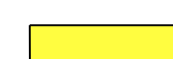
	施工區界限 LIMIT OF WORKS AREA
	擬建地面行車道 PROPOSED AT-GRADE CARRIAGEWAY
	擬建高架行車道 PROPOSED ELEVATED CARRIAGEWAY
	擬建行人路 PROPOSED FOOTPATH
	擬建行人隧道 PROPOSED PEDESTRIAN SUBWAY
	擬建行人隧道上的地面行車道 PROPOSED AT-GRADE CARRIAGEWAY ABOVE PEDESTRIAN SUBWAY
	擬建通道 PROPOSED ACCESS ROAD
	擬建美化市容地帶 PROPOSED AMENITY AREA
	擬建直立式隔音屏障 PROPOSED VERTICAL NOISE BARRIER
	擬建懸臂式隔音屏障 PROPOSED CANTILEVER NOISE BARRIER
	擬建擋土牆 PROPOSED RETAINING WALL
	擬建斜坡 PROPOSED SLOPE
	現有地面/高架行車道將永久封閉並改建為中央分隔帶/安全島 EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN/REFUGE ISLAND
	現有地面行車道將永久封閉並改建為路旁帶 EXISTING AT-GRADE CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO VERGE
	現有通道將永久封閉並改建為地面行車道 EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY
	現有美化市容地帶將永久封閉並改建為地面行車道 EXISTING AMENITY AREA TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY
	現有中央分隔帶/安全島將永久封閉並改建為地面行車道 EXISTING CENTRAL MEDIAN/REFUGE ISLAND TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY
	現有地面行車道將暫時封閉並重建 EXISTING AT-GRADE CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
	現有高架行車道將暫時封閉並重建 EXISTING ELEVATED CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
	現有中央分隔帶/安全島將暫時封閉並重建 EXISTING CENTRAL MEDIAN/REFUGE ISLAND TO BE TEMPORARILY CLOSED AND RECONSTRUCTED



將由工務計劃項目第7817CL號及第7827CL號(部分)元朗南發展第一階段工程及第二階段工程第一期的道路工程(下稱"元朗南第一期發展項目")建造的行人路將永久封閉並改建為地面行車道
FUTURE FOOTPATH UNDER PWP ITEM NOS. 7817CL AND 7827CL (PART) ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 (HEREAFTER CALLED "YLS FIRST PHASE DEVELOPMENT") TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY



將由元朗南第一期發展項目建造的行人路將永久封閉並改建為美化市容地帶
FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA



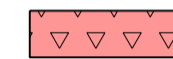
將由元朗南第一期發展項目建造的美化市容地帶將永久封閉並改建為行人路
FUTURE AMENITY AREA UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH



將由元朗南第一期發展項目建造的地面/高架行車道將暫時封閉並重建
FUTURE AT-GRADE/ELEVATED CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED



將由元朗南第一期發展項目建造的行人路將暫時封閉並重建
FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED



將由工務計劃項目第7827CL號(部分)元朗南第二期發展的道路工程(下稱"元朗南第二期發展項目")建造的地面/高架行車道將暫時封閉並重建
FUTURE AT-GRADE/ELEVATED CARRIAGEWAY UNDER PWP ITEM NO. 7827 (PART) ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT - SECOND PHASE DEVELOPMENT (HEREAFTER CALLED "YLS SECOND PHASE DEVELOPMENT") TO BE TEMPORARILY CLOSED AND RECONSTRUCTED



將由元朗南第一期發展項目建造的直立式隔音屏障將改移
FUTURE VERTICAL NOISE BARRIER UNDER YLS FIRST PHASE DEVELOPMENT TO BE REALIGNED



將由元朗南第二期發展項目建造的懸臂式隔音屏障將改移
FUTURE CANTILEVER NOISE BARRIER UNDER YLS SECOND PHASE DEVELOPMENT TO BE REALIGNED



將由元朗南第二期發展項目建造的直立式隔音屏障將改移
FUTURE VERTICAL NOISE BARRIER UNDER YLS SECOND PHASE DEVELOPMENT TO BE REALIGNED

註釋: NOTES:

- 除另有指明外,所有量度以米為單位。
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
- 所有水平均為約數,以米為單位,並在香港主水平基準以上。
ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
- 如有需要,施工區界限內的部分現有地面行車道、高架行車道、行人路和中央分隔帶/安全島或會分階段暫時封閉。
SECTIONS OF THE EXISTING AT-GRADE CARRIAGEWAYS, ELEVATED CARRIAGEWAYS, FOOTPATHS AND CENTRAL MEDIANS/REFUGE ISLANDS WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
- 如有需要,斜坡穩固工程或會在施工區界限之內進行。
SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.
- 工務計劃項目第7817CL號及第7827CL號(部分)元朗南發展第一階段工程及第二階段工程第一期的道路工程見圖則第60566218/GAZ/100號至60566218/GAZ/112號所示及其附連的計劃內說明,該圖則及計劃於2021年3月26日及2021年4月1日的憲報公告編號1637提述。相關道路工程已根據道路(工程、使用及補償)條例(第370章)於2022年2月8日獲授權進行。
THE ROAD WORKS PROPOSED UNDER PWP ITEM NOS. 7817CL AND 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 ARE SHOWN ON PLANS NOS. 60566218/GAZ/100 TO 60566218/GAZ/112 AND DESCRIBED IN THE SCHEME ANNEXED THERETO, WHICH PLANS AND SCHEME ARE REFERRED TO IN GAZETTE NOTICE NO. 1637 PUBLISHED ON 26 MARCH 2021 AND 1 APRIL 2021. SUCH ROAD WORKS HAVE BEEN AUTHORIZED UNDER THE ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CAP. 370) ON 8 FEBRUARY 2022.
- 工務計劃項目第7827CL號(部分)元朗南第二期發展的道路工程見圖則第60630968/GAZ/100號至60630968/GAZ/115號所示及其附連的計劃內說明,該圖則及計劃於2023年6月2日及2023年6月9日的憲報公告編號3284提述。
THE ROAD WORKS PROPOSED UNDER PWP ITEM NO. 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT - SECOND PHASE DEVELOPMENT ARE SHOWN ON PLANS NOS. 60630968/GAZ/100 TO 60630968/GAZ/115 AND DESCRIBED IN THE SCHEME ANNEXED THERETO, WHICH PLANS AND SCHEME ARE REFERRED TO IN GAZETTE NOTICE NO. 3284 PUBLISHED ON 2 JUNE 2023 AND 9 JUNE 2023.

工程名稱 PROJECT TITLE
工務計劃項目第 888TH 號
元朗公路(藍地至唐人新村段)
擴闊工程
PWP ITEM NO. 888TH
WIDENING OF YUEN LONG HIGHWAY
(SECTION BETWEEN LAM TEI AND
TONG YAN SAN TSUEN)

圖則名稱 PLAN TITLE
根據<<道路(工程、使用及補償)條例>>
(第370章)而在憲報公布之圖則
PLAN FOR GAZETTING UNDER ROADS
(WORKS, USE AND COMPENSATION)
ORDINANCE (CHAPTER 370)

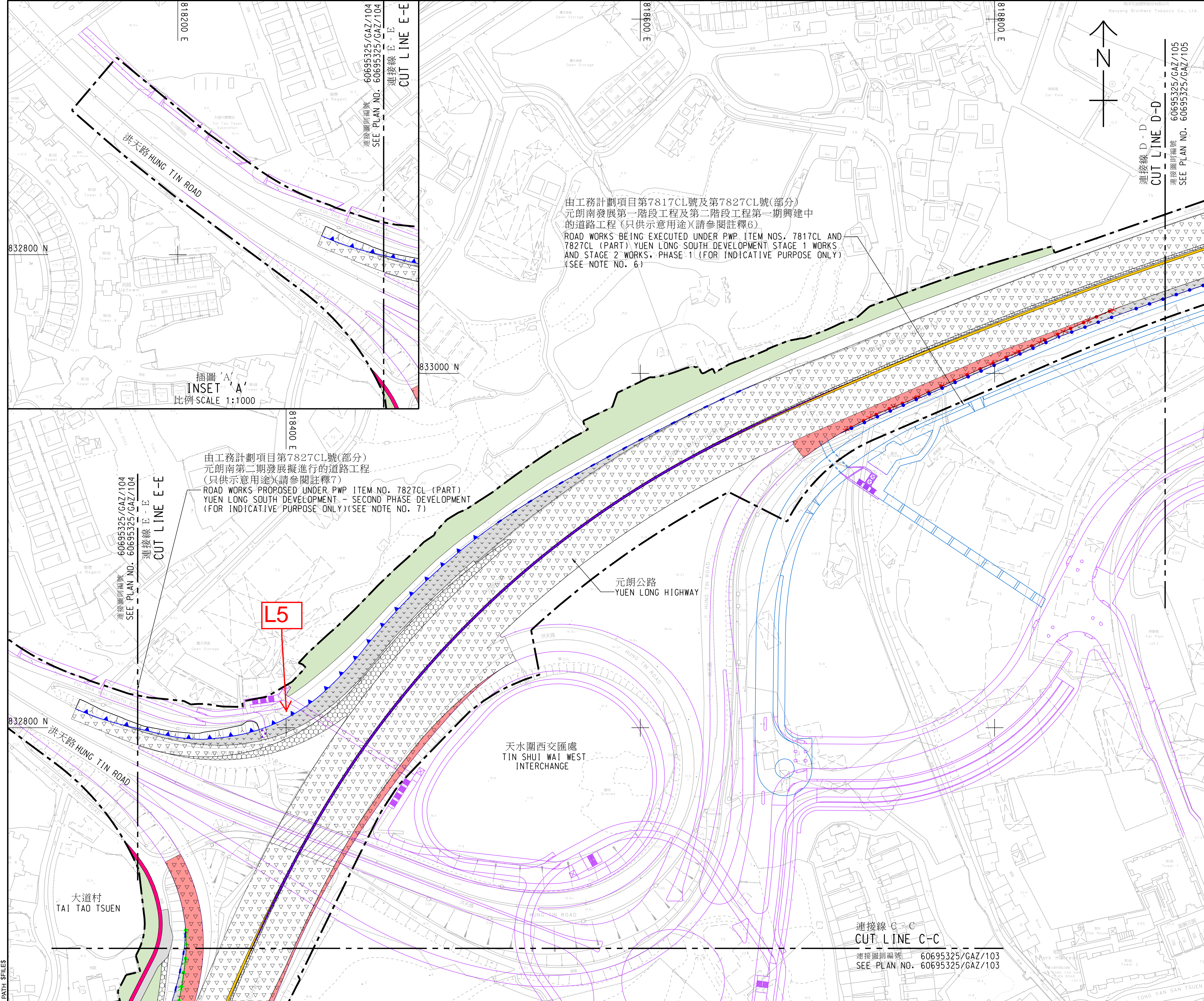
圖例
LEGEND

圖則編號 PLAN NO.	比例 SCALE
60695325/GAZ/LEGEND	A1 : 1000

辦事處 OFFICE
主要工程管理處
MAJOR WORKS PROJCT
MANAGEMENT OFFICE



Junction Improvement Scheme under PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)



- 註釋: NOTES:**
- 除另有指明外，所有量度以米為單位。
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
 - 所有水平均為約數，以米為單位，並在香港主水平基準以上。
ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
 - 如有需要，施工區界限內的部分現有地面車道、高架車道、行人路和中央分隔帶/安全島或會分階段暫時封閉。
SECTIONS OF THE EXISTING AT-GRADE CARRIAGEWAYS, ELEVATED CARRIAGEWAYS, FOOTPATHS AND CENTRAL MEDIANS/REFUGE ISLANDS WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
 - 如有需要，斜坡穩固工程或會在施工區界限之內進行。斜坡穩定化工程可能須在限制的工作範圍內進行。
SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.
 - 圖例載於圖則編號60695325/GAZ/LEGEND。
DETAILS OF LEGEND ARE SHOWN ON PLAN NO. 60695325/GAZ/LEGEND.
 - 工務計劃項目第7817CL號及第7827CL號(部分)元朗南發展第一階段工程及第二階段工程第一期的道路工程見圖則第60566218/GAZ/100號至60566218/GAZ/112號所示及其附連的計劃內說明，該圖則及計劃於2021年3月26日及2021年4月1日的憲報公告編號1637提述。相關道路工程已根據道路(工程、使用及補償)條例(第370章)於2022年2月8日獲授權進行。
THE ROAD WORKS PROPOSED UNDER PWP ITEM NOS. 7817CL AND 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 ARE SHOWN ON PLANS NOS. 60566218/GAZ/100 TO 60566218/GAZ/112 AND DESCRIBED IN THE SCHEME ANNEXED THERETO, WHICH PLANS AND SCHEME ARE REFERRED TO IN GAZETTE NOTICE NO. 1637 PUBLISHED ON 26 MARCH 2021 AND 1 APRIL 2021. SUCH ROAD WORKS HAVE BEEN AUTHORIZED UNDER THE ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CAP. 370) ON 8 FEBRUARY 2022.
 - 工務計劃項目第7827CL號(部分)元朗南第二期發展的道路工程見圖則第60630968/GAZ/100號至60630968/GAZ/115號所示及其附連的計劃內說明，該圖則及計劃於2023年6月2日及2023年6月9日的憲報公告編號3284提述。
THE ROAD WORKS PROPOSED UNDER PWP ITEM NO. 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT - SECOND PHASE DEVELOPMENT ARE SHOWN ON PLANS NOS. 60630968/GAZ/100 TO 60630968/GAZ/115 AND DESCRIBED IN THE SCHEME ANNEXED THERETO, WHICH PLANS AND SCHEME ARE REFERRED TO IN GAZETTE NOTICE NO. 3284 PUBLISHED ON 2 JUNE 2023 AND 9 JUNE 2023.

由工務計劃項目第7817CL號及第7827CL號(部分)元朗南發展第一階段工程及第二階段工程第一期的道路工程(只供示意用途)(請參閱註釋6)
ROAD WORKS BEING EXECUTED UNDER PWP ITEM NOS. 7817CL AND 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 (FOR INDICATIVE PURPOSE ONLY) (SEE NOTE NO. 6)

由工務計劃項目第7827CL號(部分)元朗南第二期發展擬進行的道路工程(只供示意用途)(請參閱註釋7)
ROAD WORKS PROPOSED UNDER PWP ITEM NO. 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT - SECOND PHASE DEVELOPMENT (FOR INDICATIVE PURPOSE ONLY) (SEE NOTE NO. 7)

工程名稱 PROJECT TITLE	
工務計劃項目第 888TH 號 元朗公路 (藍地至唐人新村段) 擴闊工程	
PWP ITEM NO. 888TH WIDENING OF YUEN LONG HIGHWAY (SECTION BETWEEN LAM TEI AND TONG YAN SAN TSUEN)	
圖則名稱 PLAN TITLE	
根據《道路(工程、使用及補償)條例》 (第370章)而在憲報公布之圖則 PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)	
圖則編號 PLAN NO.	比例 SCALE
60695325/GAZ/104	A1 1 : 1000
辦事處 OFFICE	
主要工程管理處 MAJOR WORKS PROJECT MANAGEMENT OFFICE	
路政署 HIGHWAYS DEPARTMENT	

TIA Report of Y/YL-TYST/10

A2 Ultimate Scenario with YLSDA Third Phase Development and Another Nearby Development Site under Separate Application

A2.1 YLSDA Third Phase Development by Year 2038

A2.1.1 According to the latest development phasing plan of YLSDA, the infrastructure works for the Third Phase and Remainder Development are targeted for completion by Year 2038. The planning assumptions of this final phase are summarised in **Table A2.1**.

Table A2.1 Proposed Development Parameters for YLSDA Phase 3 and Remainder

Ref.	Development	Use	Parameters (approx.)
1	Yuen Long South Development Area (Phase 3 and Remainder)	Public Housing	5,400 units
		Private Housing	10,600 units
		Commercial	164,900 m ² GFA

A2.1.2 The proposed road network in this final phase mainly involves the provision of local distributor roads within TYST area to facilitate future local development access. As confirmed by CEDD in their letter (CEDD ref: WDO 30-4235-1622-11) dated 27 November 2023, a proposed vehicle flyover from Yuen Long Highway northeast bound to Road L20 southeast bound will form part of YLSDA Third Phase Development and targeted to be completed on or before Year 2038. The anticipated major site access routings (for subject application site) under design year 2038 road network assumptions are indicated in **Drawing No. A2.1**.

A2.2 Another Development Site

A2.1.3 A nearby development site is currently under separate application, which is located to the west of the subject Site as shown in **Drawing No. A2.2**. Similarly, the Applicant also intends to rezone this site to "Residential (Group B)4" with a maximum domestic PR of 3.6 for residential development, with ancillary retail facilities and kindergarten to serve the community. There are also transport lay-bys proposed for the another development site.

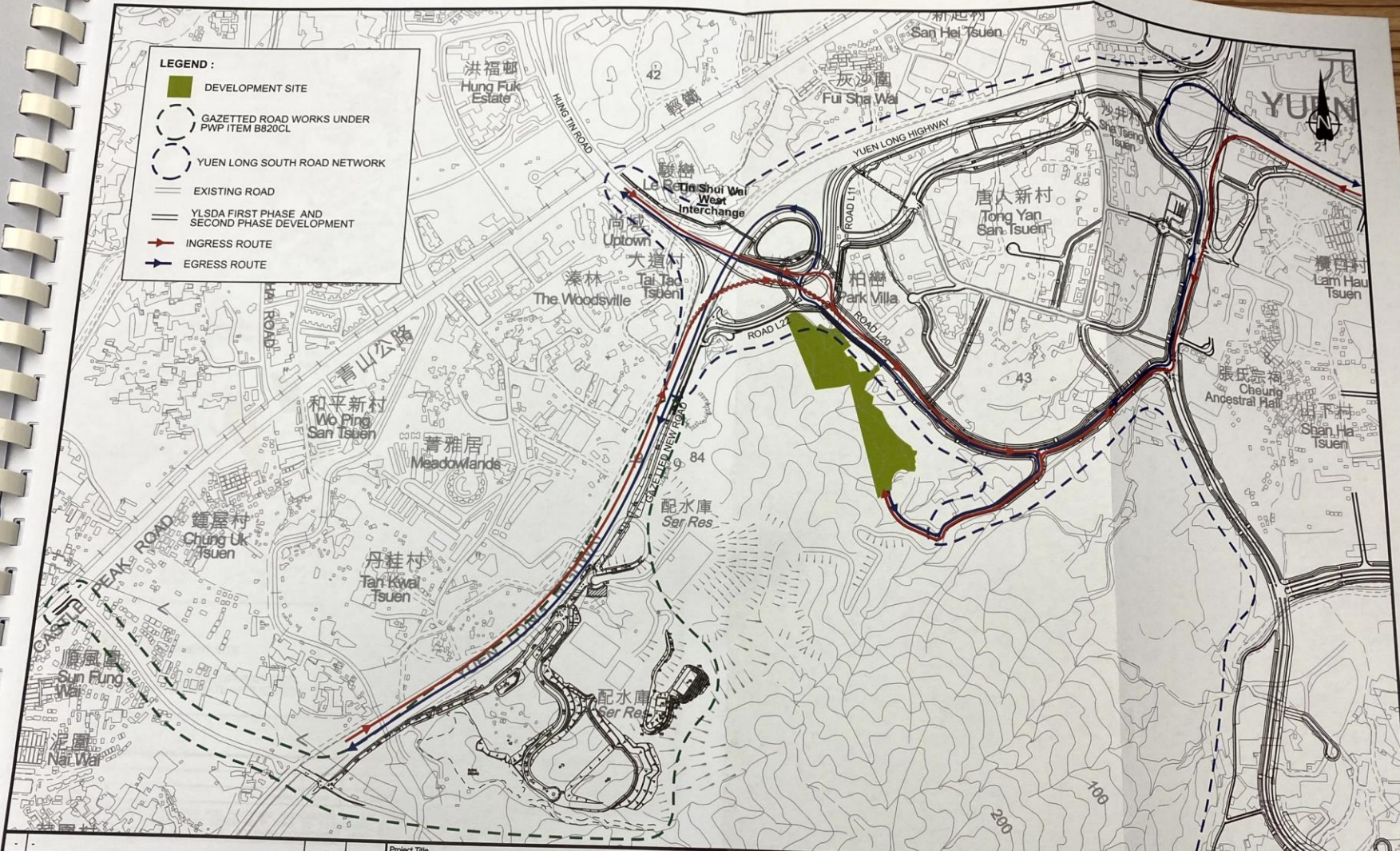
A2.1.4 For this another development site, its construction works would be subject to the provision of an access road and its tentative completion is by Year 2035, hence it would be considered in this ultimate Year 2038 scenario. It is anticipated that its major access routings would be via a gazetted new road towards Road L22, TSWWI and further to Yuen Long Highway. These roads are either planned under YLSDA or Tan Kwai Tsuen Public Housing Development to be completed by Year 2038. Its anticipated major site access routings by Year 2038 is shown in **Drawing No. A2.3**.

A2.3 Vehicular Trips of Another Nearby Development Site

A2.2.1 The vehicular trip generations of the proposed residential development at another site are estimated with the trip rates as extracted from TPDM. For the proposed transport lay-bys, two franchised bus routes are proposed. The estimated traffic generations for the proposed development are summarised in **Table A2.1**.

LEGEND :

- DEVELOPMENT SITE
- GAZETTED ROAD WORKS UNDER PWP ITEM B820CL
- YUEN LONG SOUTH ROAD NETWORK
- EXISTING ROAD
- YLSDA FIRST PHASE AND SECOND PHASE DEVELOPMENT
- INGRESS ROUTE
- EGRESS ROUTE



Rev.	Description	Checked	Date

Project Title
 S12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TYST OZP TO REZONE "GB" ZONE WITH MINOR PORTIONS OF "R(B)1", "R(C)" AND "R(D)" ZONES TO "R(B)4" AND "ROAD" ZONES AT VARIOUS LOTS IN D.D. 121 AND ADJOINING GOVERNMENT LAND, TYST, YUEN LONG

Designed		Checked	Scale	Date	Drawing No.	Rev.
LSL	CLH	CLH	NTS	FEB 2024	A2.1	-

