

Detailed Comparison Table on Development Parameters of All Phases

Development Parameters	Approved Scheme under Application No. A/YL/298 (a)	Proposed Scheme under the current application (b)	Differences (b) - (a)
Site Area			
Total Site Area (about)	36,070m²	36,070m²	--
- Phase I	28,711m ²	no change	--
- Phase IIa	1,285m ²	1,230m ²	-55m (-4.3%)
- Phase IIb	814m ²	869m ²	+55m (+6.7%)
- Phase III	5,260m ²	no change	--
Gross Floor Area (GFA)			
Total GFA	209,975m²	no change	--
- Phase I	157,600m ²	no change	--
- Phase IIa	12,207m ²	no change	--
- Phase IIb	3,578m ²	no change	--
- Phase III	36,590m ²	no change	--
Domestic GFA	169,159m²	no change	--
- Phase I	131,391m ²	no change	--
- Phase IIa	--	no change	--
- Phase IIb	3,578m ²	no change	--
- Phase III	34,190m ²	no change	--
Non-domestic GFA	40,816m²	no change	--
- Phase I	26,209m ²	no change	--
- Phase IIa	12,207m ²	no change	--
- Phase IIb	--	no change	--
- Phase III	2,400m ²	no change	--
Plot Ratio (PR)			
Total PR	5.82	no change	--
- Phase I	5.49	no change	--
- Phase IIa	9.50	9.93	+0.43 (+4.5%)
- Phase IIb	4.40	4.12	-0.28 (-6.4%)
- Phase III	6.96	no change	--
Domestic PR	4.69	no change	--
- Phase I	4.58	no change	--
- Phase IIa	--	no change	--
- Phase IIb	4.40	4.12	-0.28 (-6.4%)
- Phase III	6.50	no change	--
Non-domestic PR	1.13	no change	--
- Phase I	0.91	no change	--
- Phase IIa	9.50	9.93	+0.43 (+4.5%)
- Phase IIb	--	no change	--

Development Parameters	Approved Scheme under Application No. A/YL/298 (a)	Proposed Scheme under the current application (b)	Differences (b) - (a)
- Phase III	0.46	no change	--
Building Height (BH)			
Maximum No. of Storeys	40 residential storeys over a 5-storey podium (at Phase I)	no change	--
- Phase I	33 to 40 residential storeys over a 5-storey podium	no change	--
- Phase IIa	36 hotel storeys	23 office storeys over a 6-storey podium (consists of 2 retail storeys and 4 car park storeys)	-8 storeys and change in nature of use
- Phase IIb	28 residential storeys over a 2-storey podium	no change	--
- Phase III	36 residential storeys over a 4-storey podium and a 2-storey basement carpark	no change	--
Maximum BH (in mPD)	172.65mPD (at Phase I)	no change	--
- Phase I	140.75–172.65mPD	no change	--
- Phase IIa	135.70mPD	145mPD	--
- Phase IIb	109.85mPD	no change	--
- Phase III	137.00mPD	no change	--
No. of Towers, No. of Guestroom/Residential Flats and Average Room/Flat Size			
No. of Towers	11	no change	Change in nature of use
- Phase I	8	no change	--
- Phase IIa	1 (Hotel)	1 (Office/retail)	Change in nature of use
- Phase IIb	1	no change	--
- Phase III	1	no change	--
No. of Guestrooms / Residential Units	2,766 flats and 324 guestrooms	2,766 flats	-324 (Guestrooms)
- Phase I	1,890	no change	--
- Phase IIa	324 (Guestrooms)	--	-324 (Guestrooms)
- Phase IIb	156	no change	--
- Phase III	720	no change	--
Average Room/Flat Size	57.47m²	no change	--
- Phase I	69.52m ²	no change	--
- Phase IIa	26m ² (Guestrooms)	--	Change in provision
- Phase IIb	22.94m ²	no change	--

Development Parameters	Approved Scheme under Application No. A/YL/298 (a)	Proposed Scheme under the current application (b)	Differences (b) - (a)
- Phase III	47.50m ²	no change	--
Open Space Provision and Clubhouse			
Private Open Space	not less than 25,000m²	no change	--
Residential Clubhouse	not more than 4,454m²	not more than 4,454m²	+513m² (+13.02%)
- Phase I	not more than 3,941m ²	no change	--
- Phase IIa	N/A	no change	--
- Phase IIb	--	no change	--
- Phase III	513m ²	no change	--
Ancillary Car Parking and Loading/Unloading Provision for the “CDA” Development			
Residential Parking Spaces	402	no change	--
- Phase I	315	no change	--
- Phase IIa	--	no change	--
- Phase IIb	--	no change	--
- Phase III	80 (private cars) and 7 (motorcycles)	no change	--
Visitor Parking Spaces	45	no change	--
- Phase I	40	no change	--
- Phase IIa	--	no change	--
- Phase IIb	--	no change	--
- Phase III	5	no change	--
Hotel/Office/Retail Parking Spaces	182	247	+65 (+35.7%)
- Phase I	182	no change	--
- Phase IIa	--	61 (private cars) and 4 (motorcycles)	+61 & 4 (+100%)
- Phase IIb	--	no change	--
- Phase III	--	no change	--
G/IC Parking Spaces	7	no change	--
- Phase I	2	no change	--
- Phase IIa	--	no change	--
- Phase IIb	--	no change	--
- Phase III	5	no change	--
Bicycle Parking Spaces	56	no change	--
- Phase I	--	no change	--
- Phase IIa	--	no change	--
- Phase IIb	--	no change	--
- Phase III	56	no change	--

Development Parameters	Approved Scheme under Application No. A/YL/298 (a)	Proposed Scheme under the current application (b)	Differences (b) - (a)
Loading/Unloading Spaces	48	44	-4 (-8.3%)
- Phase I	34	no change	--
- Phase IIa	9	5	-4 (-44.4%)
- Phase IIb	--	no change	--
- Phase III	5	no change	--
Public Vehicle Park			
Private Car Parking Spaces⁽¹⁾	70	no change	--
- Phase I	--	no change	--
- Phase IIa	--	no change	--
- Phase IIb	--	no change	--
- Phase III	70	no change	--
Bicycle Parking Spaces⁽²⁾	64	no change	--
- Phase I	--	no change	--
- Phase IIa	--	no change	--
- Phase IIb	--	no change	--
- Phase III	64	no change	--

Remarks: ⁽¹⁾ According to the Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) No. APP-2, GFA of the underground public private car park at B1/F, with EV charging-enabling car parking spaces, can be disregarded under the Buildings Ordinance.

⁽²⁾ Open-air bicycle parking spaces at G/F are uncovered as shown on the indicative G/F Plan, thus no GFA will be involved.

Previous Applications Covering the Application Site

Approved Applications

Application No.	Proposed Development	Date of Consideration	Approval Conditions (See Remarks)
A/YL/17	Comprehensive Commercial/Residential Development	19.5.1995	A1 to A13
A/YL/25	- ditto -	6.9.1996	A1, A2, A3, A4, A6, A9, A10, A12, A13, A14, A15, A16 and A17
A/YL/46	- ditto -	25.9.1998	A1, A3, A6, A9, A10, A12, A13, A14, A15, A16, A17 and A18
A/YL/65	- ditto -	14.4.2000	A1, A2, A3, A5, A6, A9, A10, A11, A13, A17, A18 and A19
A/YL/73	- ditto -	22.9.2000	A1, A2, A3, A5, A6, A9, A10, A11, A13, A14, A17, A18 and A19
A/YL/84	- ditto -	17.8.2001	A1, A2, A3, A5, A6, A9, A10, A11, A13, A14, A17, A18 and A19
A/YL/103	- ditto -	17.1.2003	A1, A2, A3, A5, A6, A9, A10, A11, A13, A14, A17, A18 and A19
A/YL/112	- ditto -	19.9.2003	A1, A2, A3, A5, A6, A9, A10, A11, A13, A14, A17, A18 and A19
A/YL/118	- ditto -	27.2.2004	A1, A2, A3, A5, A6, A9, A10, A11, A13, A14, A17, A18, A19 and A20
A/YL/122	- ditto -	13.8.2004	A1, A2, A3, A5, A6, A9, A10, A11, A13, A14, A17, A18 and A19
A/YL/123	- ditto -	19.11.2004	A1, A2, A3, A5, A6, A9, A10, A11, A13, A14, A17, A18 and A19
A/YL/128	- ditto -	28.1.2005	A1, A2, A3, A5, A6, A9, A10, A11, A13, A14, A17, A18, A19 and A21
A/YL/130	- ditto -	4.2.2005	A1, A2, A3, A5, A6, A9, A10, A11, A13, A14, A17, A18 and A19
A/YL/132	- ditto -	29.7.2005	A1, A2, A3, A5, A6, A9, A10, A11, A13, A14, A17, A18 and A19
A/YL/134	- ditto -	23.9.2005	A1, A2, A3, A5, A6, A9, A10, A11, A13, A14, A17, A18, A19 and A21
A/YL/134-1	- ditto -	28.4.2006	A1, A2, A3, A5, A6, A9, A10, A11, A13, A14, A17, A18, A19 and A21
A/YL/151	- ditto -	2.11.2007	A1, A2, A5, A6, A9, A10, A11, A13, A14, A17, A18, A19 and A21
A/YL/205	- ditto -	2.1.2015	A1, A2, A3, A6, A9, A10, A11, A13, A14, A18, A19, A21, A22, A23 and A24
A/YL/298	Comprehensive Commercial/Residential,	31.3.2023	A1, A2, A3, A6, A9, A10, A13, A14, A18, A19, A21, A22, A23 and A24

Application No.	Proposed Development	Date of Consideration	Approval Conditions (See Remarks)
	Social Welfare Facility and Public Vehicle Park Development with Minor Relaxation of Plot Ratio Restriction for Phase III Development for Proposed Subsidized Sale Flats and Social Welfare Facility		

Approval Conditions

- A1. The submission and implementation of a Master Layout Plan.
- A2. The submission of a noise impact assessment and/or the design and/or provision of noise mitigation measures.
- A3. The submission of a drainage impact assessment (DIA) and the implementation/provision of flood mitigation measures.
- A4. The submission of a traffic impact assessment and implementation of any traffic mitigation measures.
- A5. The design and implementation of adjacent public roads and/or junction improvements.
- A6. The traffic arrangement and design and/or provision of vehicular access arrangement including internal roads, ingress/egress points, loading/unloading and car parking spaces.
- A7. The design and provision of public transport facilities including taxi stands, a green minibus stand, public light bus terminus and loading/unloading bays on the ground floor.
- A8. The submission of a building layout to take into account findings of detailed site investigations and geotechnical assessments.
- A9. The design and provision of structural openings and supports for footbridges or vehicular bridge connecting to adjacent developments.
- A10. The design and/or provision of emergency vehicular access (EVA), water supplies for fire-fighting and fire services installations to the residential blocks or proposed development.
- A11. The design and provision of a nursery/kindergarten and/or government office space.
- A12. The design and construction of the decking over of the nullah.
- A13. The submission and implementation of the Landscape Master Plan including tree preservation proposals.
- A14. The submission of an implementation programme.
- A15. No occupation prior to completion of Road 6/L4, 6/L6 and Fung Yau Street East Extension.
- A16. Setting back of boundaries to avoid encroaching other developments.
- A17. The diversion of existing water mains.

- A18. The submission of a sewerage impact assessment (SIA), and provision and/or maintenance of mitigation measures for sewage treatment as identified in the SIA.
- A19. The provision of a Drainage Reserve and/or maintenance of the nullah along the southwestern boundary of the site.
- A20. The spacing between residential blocks to facilitate ventilation and minimize possible wall effect.
- A21. The design and implementation of vehicular access/EVA/pedestrian crossing along the southwestern boundary of the application site/cycle parking provision on the nullah deck, or across the nullah connecting the nearby roads and modifications of the associated junctions.
- A22. The design and provision of vehicular access
- A23. The design, provision, maintenance and management of a temporary footbridge connecting to the existing footbridge to the west of the site, and necessary modifications to the existing footbridge.
- A24. The provision of waterworks reserve areas for protection of existing water mains and any diversion required by the proposed development.

Rejected Application

Application No.	Proposed Development	Date of Consideration	Rejection Reasons
A/YL/181	Temporary Shop and Services (Real Estate Agency and Grocery Store) for a Period of 6 Years	11.11.2011 (on review)	1 and 2

Rejection Reasons:

1. The development was not in line with the planning intention of the "CDA" zone. There was no strong planning justification for a departure from such planning intention.
2. The development would frustrate the implementation of the approved comprehensive development at the site. The applicant failed to demonstrate that the proposed development could integrate with the approved comprehensive development within the "CDA" zone and was technically feasible.

**Similar Applications for Comprehensive Development
within “CDA” Zones of the Yuen Long OZP**

Location	Application No.	Proposed Development	Date of Consideration
“CDA” to the immediate north of Castle Peak Road, Area 15	A/YL/10	Comprehensive Commercial / Residential Development	19.11.1993
	A/YL/12	- ditto -	6.1.1995 (TPB)
	A/YL/23	- ditto -	17.1.1997 (TPB)
	A/YL/45	- ditto -	15.1.1999 (TPB)
	A/YL/64	- ditto -	14.4.2000
	A/YL/72	- ditto -	22.9.2000
	A/YL/79	- ditto -	5.2.2001 ⁽¹⁾
	A/YL/83	- ditto -	17.8.2001
	A/YL/104	- ditto -	29.8.2003
	A/YL/114	- ditto -	12.11.2003 ⁽²⁾
	A/YL/129	- ditto -	18.2.2005
	A/YL/131	- ditto -	29.4.2005
	A/YL/139	- ditto -	2.6.2006
“CDA” covering the Yuen Long Station and the associated public transport interchange, Area 15	A/YL/61	Comprehensive Commercial / Residential Development with Public Transport Interchange	15.6.2001 (Rejected) ⁽³⁾
	A/YL/90	- ditto -	25.1.2002
	A/YL/125	- ditto -	28.1.2005
	A/YL/209	- ditto -	26.9.2014
“CDA” to the north of Ha Yau Tin Tsuen, Area 12	A/YL/48	Comprehensive Residential Development	22.1.1999
	A/YL/63	- ditto -	18.8.2000 (TPB)
	A/YL/75	- ditto -	8.12.2000
	A/YL/87	- ditto -	7.12.2001
	A/YL/92	- ditto -	15.2.2002 ⁽¹⁾
	A/YL/95	- ditto -	21.5.2002 ⁽¹⁾
	A/YL/100	- ditto -	3.12.2002 ⁽¹⁾
	A/YL/101	- ditto -	9.12.2002 ⁽²⁾

Location	Application No.	Proposed Development	Date of Consideration
“CDA” at Tai Kiu	A/YL/136	Comprehensive Commercial / Residential Development	27.8.2010
	A/YL/136-1	- ditto -	27.8.2014 ⁽¹⁾

Notes:

- (1) Applications No. A/YL/79, A/YL/92, A/YL/95 and A/YL/100 and A/YL/136-1 were approved by the Director of Planning on 5.2.2001, 15.2.2002, 21.5.2002, 3.12.2002 and 27.8.2014 respectively under the delegated authority of the Town Planning Board.
- (2) Applications No. A/YL/101 and A/YL/114 were approved by the District Planning Officer/TMYL on 9.12.2002 and 12.11.2003 respectively under the delegated authority of the Town Planning Board.
- (3) Rejected by the Board for reasons that the submitted MLP for the proposed development has not adequately demonstrated environmental sensitivity in its design in relation to the surrounding developments including the adjoining Sun Yuen Long Centre and village type developments; and there is scope for improvement in the overall scheme in terms of blocks disposition, elevation and edge treatment, podium design, landscaping and pedestrian circulation.

Recommended Advisory Clauses

- (a) to resolve any land issues relating to the development with the concerned land owners of the application site (the Site);
- (b) to revise the Master Layout Plan (MLP) to take into account the conditions of approval imposed by the Town Planning Board (the Board). The approved MLP, together with the set of approval conditions, would be certified by the Chairman of the Board and deposited in the Land Registry in accordance with section 4(A)(3) of the Town Planning Ordinance. Efforts should be made to incorporate the relevant approval conditions into a revised MLP for deposition in the Land Registry as soon as practicable;
- (c) to continue to liaise with relevant government departments on the implementation of vehicular access/emergency vehicular access (EVA)/pedestrian crossing across the nullah and footbridges;
- (d) to liaise with relevant government departments on the design and provision of the reserved structural openings and supports connecting to the pedestrian walkway within Phase IIa;
- (e) to note the comments of the Chief Estate Surveyor/Land Supply, Lands Department (CES/Land Supply, LandsD) that
 - (i) the figures including the site area stipulated in the applicant's submission have not been checked by survey and are subject to verification which will be addressed when handling the subsequent land exchange/lease modification application in taking forward the planning approval in the future; and
 - (ii) the Landscape Design Proposal (**Appendix Ia**) submitted by the applicant should be subject to separate application to be submitted for prior approval before implementation of the development proposal;
- (f) to note the comments of the District Lands Officer/Yuen Long, LandsD that the implementation arrangement for the proposed pedestrian crossing and vehicular access over the existing nullah as shown in the indicative MLP (**Drawing A-1**) will be subject to relevant government bureau/department's consideration, including the Home and Youth Affairs Bureau, Transport Department (TD), Highways Department (HyD) and Drainage Services Department (DSD);
- (g) to note the comments of the Commissioner for Transport that:
 - (i) Yau Tin East Road is a single track road with heavy pedestrian traffic. It is currently designated as a prohibited zone, and vehicles shall not enter the road without permits. In general, permits will only be granted for the cases which are deemed necessary;
 - (ii) it is expected that the applicant shall use the proposed vehicular access over the nullah as the construction access for the proposed development; and
 - (iii) the applicant shall phase their construction sequence with due consideration to aforesaid factors;
- (h) to note the comments of the Chief Highway Engineer/New Territories West, HyD that:

- (i) HyD shall not be responsible for the maintenance of any access connecting to the private developments i.e. the pedestrian walkway; and
 - (ii) the applicant should note that the structural connections including movement joints between the existing footbridge and the proposed walkway shall be taken up by the applicant for maintenance. Subject to the detailed design submission including but not limited to the roof and drainage system design and proposed management and maintenance matrix at later stage, HyD may provide further comment;
- (i) to note the comments of the Director of Fire Services that:
- (i) detailed fire services requirements will be formulated upon receipt of formal submission of general building plans or referral from relevant licensing authority; and
 - (ii) the provision of EVA in the proposed development shall comply with requirements as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011;
- (j) to note the comments of the Chief Engineer/Mainland North, DSD that:
- (i) referring to the meeting held on 20.8.2026 among DSD, HyD, TD and the applicant, it is noted that the applicant would further review the design of the vehicular bridge. If there is any change to the structural form of the vehicular bridge that would reduce the agreed headroom or affect the hydraulic performance of the existing nullah, the applicant shall submit a revised Drainage Impact Assessment to DSD for agreement and to ensure that the decking proposal must not cause an unacceptable increase in the risk of flooding in areas upstream of, adjacent to or downstream of the decked section;
 - (ii) peripheral drainage system shall be provided along the site boundary of the lower sides to collect the surface runoff accrued on the Site and to intercept the overland flow from the adjacent lands;
 - (iii) the proposal must not obstruct overland flow or existing flow paths. All existing flow paths as well as the runoff falling onto and passing through the Site will be intercepted and disposed of via proper discharge points. Free flow condition of the adjacent drains, channels and watercourses should be maintained at all time;
 - (iv) the applicant is reminded to comply with “DSD Technical Circular No. 1/2017 Temporary Flow Diversions and Temporary Works Affecting Capacity in Stormwater Drainage Systems” if the proposed works involve the construction of permanent or temporary works within, over or adjacent to DSD’s stormwater drainage systems. In addition, the drainage works related to existing stormwater drainage systems should be implemented during dry seasons only;
 - (v) the Sewerage Impact Assessment needs to meet the full satisfaction of Sewerage Infrastructure Group of Environmental Protection Department, the planning authority of sewerage infrastructure; and
 - (vi) a drainage reserve area is required with a minimum clearance of 3 meters away from the outer faces of the existing drainage facilities. No structure or support for any structure should be erected on drainage reserve area without written consent of DSD. The applicant should ensure that there is free and unrestricted access to drainage

reserve area at all times for construction, repairs and maintenance;

- (k) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD) that:
- (i) modification to allow for greater flexibility in determining site coverage may be applied with the criteria set out in Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-132 during the building plan submissions stage, it is considered premature at this stage to offer comments on this proposal;
 - (ii) the Site abuts on a specified Street (Castle Peak Road – Yuen Long) of not less than 4.5m wide. Its permitted development intensity shall be determined under the First Schedule of the Building (Planning) Regulation (B(P)R) at building plan submission stage;
 - (iii) the site shall be provided with means of obtaining access thereto from a street under the B(P)R 5 and EVA shall be provided for all the buildings to be erected on the Site in accordance with the requirements under the regulation 41(D) of the B(P)R;
 - (iv) a narrow EVA with small turning circle was noted in the indicative MLP submitted. The applicant shall ensure that the design of EVA shall comply with the Code of Practice for Fire Safety in Buildings 2011 and to seek comment from Fire Services Department;
 - (v) if the proposed plot ratio is based on the assumption that gross floor area (GFA) concession will be granted, the pre-requisites for GFA concession in PNAP APP-151 and the Sustainable Building Design guideline stipulated in PNAP APP-152 should be complied with;
 - (vi) carparking, loading and unloading areas if intend to the be excluded from GFA calculation under the Building Ordinance (BO) shall comply with the criteria set out in PNAP APP-2 and APP-111 during the building plan submission stage;
 - (vii) if the existing structures are erected on leased land without the approval of the Building Authority, the are Unauthorised Building Works (UBW) under the BO and should not be designated for any proposed use under the planning application;
 - (viii) 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 constructed as an acceptance of any existing building works or UBW on the Site under the BO;
 - (ix) detailed checking of plans will be carried out during building plan submission stage; and
 - (x) general building plans for hotel development submitted by the Authorized Person and received by BD on 20.6.2024 in relation o part of the Site (Phase IIa) have been approved under BO on 15.8.2024;
- (l) to note the comments of the Director of Food and Environmental Hygiene (DFEH) that:
- (i) proper licence / permit issued by this Department is required if there is any food

business / catering service / activities regulated by the DFEH under the Public Health and Municipal Services Ordinance (Cap. 132) and other relevant legislation for the public. Under the Food Business Regulation, Cap. 132X, a food business licence is required for the operation of the relevant type of food business listed in the Regulation. For any premises intended to be used for food business (e.g. a restaurant, a food factory, a fresh provision shop), a food business licence from the Food and Environmental Hygiene Department (FEHD) in accordance with the Public Health and Municipal Services Ordinance (Cap. 132) shall be obtained. The application for licence, if acceptable by the FEHD, will be referred to relevant government departments for comment. If there is no objection from the departments concerned, a letter of requirements will be issued to the applicant for compliance and the licence will be issued upon compliance of all the requirements;

- (ii) pursuant to section 4 of the Food Business Regulation (Cap. 132X) (FBR), the expression of “food business” does not include any club. As such, a club is exempted from obtaining food business licence from this department except for permission to sell restricted foods specified in Schedule 2 to the Food Business Regulation;
- (iii) proper licence issued by FEHD is required if related place of entertainment is involved. Any person who desires to keep or use any place of public entertainment for example a theatre and cinema or a place, building, erection or structure, whether temporary or permanent, on one occasion or more, capable of accommodating the public presenting or carrying on public entertainment within Places of Public entertainment (PPE) Ordinance (Cap. 172) and its subsidiary legislation, such as a concert, opera, ballet, stage performance or other musical, dramatic or theatrical entertainment, cinematograph or laser projection display, a circus, a lecture or story-telling, an exhibition of any 1 or more of the following, namely, pictures, photographs, books, manuscripts or other documents or other things, a sporting exhibition or contest, a bazaar, a dance party or an amusement ride and mechanical device which is designed for amusement, a Place of Public Entertainment Licence (or Temporary Place of Public Entertainment Licence) should be obtained from FEHD whatever the general public is admitted with or without payment;
- (iv) a swimming pool licence must be obtained from FEHD for any artificially constructed pool used for swimming or bathing and to which the public have access (whether on payment or otherwise) or which is operated by any club, institution, association or other organization. A swimming pool licence is not required for any swimming pool which serves not more than 20 residential units and to which the public have no access;
- (v) there should be no encroachment on the public place and no environmental nuisance should be generated to the surroundings. Its state should not be a nuisance or injurious or dangerous to health and surrounding environment. Also, for any waste generated from such activities/ operation, the applicant should arrange disposal properly at their own expenses;
- (vi) if provision of cleansing service for new roads, streets, cycle tracks, footpaths, paved areas etc, is required, FEHD should be separately consulted. Prior consent from FEHD must be obtained and sufficient amount of recurrent cost may have to be provided to us; and
- (vii) if domestic waste collection service of FEHD is required in future, prior comments from this Department on the waste collection plan, including the accessibility and maneuverability of RCV to RCP, should be sought. The refuses collection points of domestic waste and the commercial waste should be clearly separated. The share use of RCP for both domestic and commercial waste is not recommended; and

- (m) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) that:
 - (i) the applicant should be advised that approval of the application does not imply approval of tree works such as pruning, transplanting and felling. Application for any tree works should be submitted to relevant departments for approval; and
 - (ii) for compliance of site coverage of greenery requirements under PNAP APP-152, submission should be made to BD for comments and approval.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

260612-160023-36455

提交限期

Deadline for submission:

26/06/2026

提交日期及時間

Date and time of submission:

12/06/2026 16:00:23

有關的規劃申請編號

The application no. to which the comment relates:

A/YL/333

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Ms. Lau

意見詳情

Details of the Comment :

支持有關改更商業項目!!!可以為附近商戶帶來得益。

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk



To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates A/YL/333

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

本人是香港居民，我十分支持以上項目發展。

近年元朗住宅發展越來越多，人口亦不斷增加，但區內高質素辦公室就業空間仍然不足。今次用原酒店用途改為商業辦公室用途，可為元朗增加更多職位。今次發展可令元朗由單純「住屋加商場」的社區，逐步變成一個居住、工作、購物、服務及交通配套的成熟市中心，項目對元朗居民帶來更多就業機會。生活及交通會更方便，亦會減少長途通勤力帶來的壓力。

「提意見人」姓名／名稱 Name of person/company making this comment Lo. Ye

簽署 Signature

Lo

日期 Date

24/6/26

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

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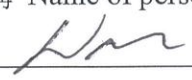
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates A/YL1333

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

本人支持 A/YL1333 元朗第 12 區 11a 期用地由酒店改為商業寫字樓發展項目。元朗近年住宅大量落成，人口持續增長，但區內優質辦公空間及本地就業崗位短缺。此項目可提供近四百九十個職位，遠多於原酒店方案，讓居民就近工作，無需長途跨區通勤，舒緩路面及鐵路交通壓力。相比只服務遊客的酒店寫字樓配套的零售、醫療、補習、健身等產品服務，能長期穩定服務 Yoho 一帶大批屋苑居民，切實回應街坊日常所需，實用性遠高於酒店規劃。現時元朗只有住宅與商場，發展寫字樓後可完善城市功能，將元朗升級為集居住、就業、購物於一體的完整市中心，完善新界西北市鎮定位，帶動地區經濟長遠均衡發展。

「提意見人」姓名／名稱 Name of person/company making this comment 溫先生簽署 Signature 日期 Date 24-6-26

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

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有關的規劃申請編號 The application no. to which the comment relates A/YL/333

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

我居住在元朗超過四十年，十分支持 A/YL/333 的申請。首先，很多元朗人是靠區工作非常辛苦，項目提供更多原區工作，減少交通時間。其次，我非常欣賞項目的城市設計的心思，因樓宇間連商場及社區設施，方便市民。同時，項目加入全天候步行環境設計，為市民提供舒適，非常貼心，值得支持！

「提意見人」姓名／名稱 Name of person/company making this comment

簽署 Signature

日期 Date

Marcus

21/6/2026

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk



To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates AIYL1333

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

我支持這個I/a期商業/寫字樓及附屬停車場發展，因為它能夠為元朗帶來實際而長遠的好處。

首先，計劃可增加本區就業空間，讓居民有更多在附近工作的選擇，減少每天長途往返的辛勞。其次，項目能補足地區內的購物、餐飲和日常服務需要，使生活更加方便，社區配套也會更完整。

第三，這個地點接近主要交通網絡，發展後可進一步改善人流連接，提升整個地區的活力和吸引力。

總括而言，這項目發展不但有助帶動元朗經濟，也能改善居民生活質素，令社區發展更均衡、更現代化。

「提意見人」姓名／名稱 Name of person/company making this comment

簽署 Signature

日期 Date

F. Lui

24/6/26

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

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有關的規劃申請編號 The application no. to which the comment relates A/YL/333

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

我十分贊成 A/YL/333 的申請。首先，元朗區近年住宅不斷大幅增加，人口也不斷上升，如果能夠將原本的酒店用途改為商業及辦公室用途，將會為本區帶來更多就業機會，令元朗區市民可在本區就業，減省通勤時間。其次，本身元朗市中心已有大量大型商場及住宅，但辦公室的數目卻嚴重不足。如果推行此項目，將會把元朗由「住居和商場」的社區，逐漸變成一個可以居住、工作、購物的市區。最後，本身此地的酒店用途是用來服務遊客，如果將它改為商業及辦公室用途，將會帶來穩定人流、職位及社區服務等，對元朗居民定是百利而無一害。

「提意見人」姓名／名稱 Name of person/company making this comment Emily

簽署 Signature [Signature] 日期 Date 24/6/26

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

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有關的規劃申請編號 The application no. to which the comment relates A/YL/333.

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

我贊同元朗 A/YL/333 這項目改為商業/辦公大樓。
元朗市中心現在住了不少人，大都要靠公共交通到外面上班。在市中心就有商業/寫字樓能提供更多區內就業，減輕一下交通的負擔。對於區內要工作的家長也是個好消息，如果能在區內就業，省下時間和交通費，更提升市中心的經濟活力。
而且商業和辦公樓等可提供更多貼合民生的配套，例如可能增加補習社、診所、健身房、飲食等社區服務，又加有車位。比起建酒店能提供更多職位和更切合區內居民的需要。讚成。

「提意見人」姓名／名稱 Name of person/company making this comment C W Lo.

簽署 Signature Chi 日期 Date 22/6

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

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To: Secretary, Town Planning Board

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By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates A/YL/333

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

支持這個申請建議。將本來規劃酒店用地改為商業辦公大樓較為合適。此地點接近元朗站，交通便利，有利發展商業和方便就業人士。項目提供到會預留空間或鋪道用作接駁鄰近的商場、社區設施用地等，更富為可全周適商場、屋苑、鐵路站及巴士站，對區內居民或到訪人士都大大方便，能提升環境質素。商業大樓入伙後亦能創造大量區內就業機會，使居民減少跨區就業上下班的交通時間。商業大樓配上零售商店更能滿足附近居民日常需求遠勝於一個酒店項目。

「提意見人」姓名／名稱 Name of person/company making this comment Nikki Ng

簽署 Signature Nikki Ng 日期 Date 24-6-2026

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

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By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates A/YL/333

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

本人是十分支持這件申請的。

因項目本身位於元朗市中心的位置，近元朗站商場，位元及行人網絡，處給這樣的位址是十分適合發展辦公寫字樓及社區商業服務，既方便員工上班，也方便居民使用相關服務。另外，在元朗區一帶，真正的辦公寫字樓及商業工作空間相對不足，今次發展可令元朗逐步變成一個有居住、工作、購物、服務及交通配套的成熟中心，同時為居民不一定每月都要跨區到港島九龍工作。

「提意見人」姓名／名稱 Name of person/company making this comment

簽署 Signature

日期 Date

Mr. Shek
23-6-2026

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

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有關的規劃申請編號 The application no. to which the comment relates A1 YL/333

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

申請位於元朗市中心精華、核心的地段，有完善的交通配套，附近有大商場，此條件十分適合發展辦公室或商業大廈，此舉可為元朗區帶來幾個好處。

1. 令元朗發展成一個有工作有商業經濟活動的成熟社區，而非單純居住生活。
2. 真正為元朗帶來不同類型的工作機會，增加區內居民可以留在區內工作，達致政府提倡的「職住平衡」。
3. 申請有預留預算準備打造由 MTR 商場一帶近政府、社區設施一帶申請地點的行人天橋或全天候安全舒適的步行通道，令區內人士及未來的上班人士都有更方便及舒適的環境。

「提意見人」姓名／名稱 Name of person/company making this comment

簽署 Signature

日期 Date

Gua Choi

24/6/2026

致城市規劃委員會秘書：

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有關的規劃申請編號 The application no. to which the comment relates A/YL/333

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

作為元朗居民，我支持將酒店用地改
作商業及辦公大樓。一、元朗月 1-0 土庫加，
高質素就業空間不足，項目能創造更多就業
機會，讓居民有更高就業。二、元朗市中心
太狹窄，緊接港鐵及現有行人網絡，交通方便，
發展高質素及辦公大樓。三、商業大樓商業度
與周邊商業和住宅商業差不多，協調一致。

「提意見人」姓名／名稱 Name of person/company making this comment

簽署 Signature

日期 Date

Eric

2026/06/25

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

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有關的規劃申請編號 The application no. to which the comment relates

A/4L/333

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

目前元朗市中心以住宅發展為主，区内已有大量住戶及人口流量，但本地就業及辦公空間相對不足。擬議的寫字樓可為区内提供約489個工作崗位，較原本已獲批准的酒店方案多出約392個職位。這有助居民在居住地點附近工作，減少跨區通勤的壓力，休息時間也增加了。有關酒店主要的服務對象是旅客或短暫訪客，對一般元朗居民的日常幫助相對有限。若辦公量及商業服務可以帶來穩定的人流、職位及日常配套，例如教育、醫療、健康、補習、專業服務等強勁，對附近居民和上班人士都更實用。在二期用地，位置接近元朗站及現有商場，任元。這裡交通十分方便的地標，最適合發展辦公量及社區商業服務。既方便員工上班，也方便居民使用相關服務。

「提意見人」姓名／名稱 Name of person/company making this comment

Wong Wai Shuen Winnie

簽署 Signature

日期 Date

25/06/26

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號
Reference Number: 260606-145912-91912

提交限期
Deadline for submission: 26/06/2026

提交日期及時間
Date and time of submission: 06/06/2026 14:59:12

有關的規劃申請編號
The application no. to which the comment relates: A/YL/333

「提意見人」姓名/名稱
Name of person making this comment: MKT

意見詳情
Details of the Comment :

With the change of applied use from Hotel to Office/Retail comparing the previous and the current application, the "overlooking views" problem should be reassessed by the Board. It can be considered that the nature of use has changed from domestic to non-domestic use, and that the overlooking effect to adjacent domestic developments is amplified, in particular for Tower 1 of Phase 1, Tower 10 of Phase IIb, and the planned HKSKH Social Welfare Complex cum Youth Hostel. Unless the Applicant proposes mitigation measures to reduce such effects, e.g. further refinement of building disposition, the proposed scheme should not be supported.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**參考編號****Reference Number:**

260623-233339-86643

提交限期**Deadline for submission:**

26/06/2026

提交日期及時間**Date and time of submission:**

23/06/2026 23:33:39

有關的規劃申請編號**The application no. to which the comment relates:**

A/YL/333

「提意見人」姓名/名稱**Name of person making this comment:**

先生 Mr. Lin Man Yang

意見詳情**Details of the Comment :**

樓宇申請興建的高度太高 影響景觀以及市區空氣流通

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

260623-233731-22166

提交限期

Deadline for submission:

26/06/2026

提交日期及時間

Date and time of submission:

23/06/2026 23:37:31

有關的規劃申請編號

The application no. to which the comment relates:

A/YL/333

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 何

意見詳情

Details of the Comment :

申請興建樓宇的高度太高，影響市區空氣流通以及景觀

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**參考編號****Reference Number:**

260626-171707-96294

提交限期**Deadline for submission:**

26/06/2026

提交日期及時間**Date and time of submission:**

26/06/2026 17:17:07

有關的規劃申請編號**The application no. to which the comment relates:**

A/YL/333

「提意見人」姓名/名稱**Name of person making this comment:**

先生 Mr. L.T. CHU

意見詳情**Details of the Comment :**

本人對於上述的申請提出反對理由如下：

要求反對人士在短時間之內提交理據是不合情理的

翻查申請書，它一共附夾了8份評估報告(報告由最少的26頁至到最多的180頁)，分別由4間專業公司製備。撇除收集資料所需的時間，我相信每一份評估報告都會需時超過2個星期方能完成。而我相信各有關政府部門的專業人士亦需要花一段時間方能作出他們的專業評估。

但現在城市規劃委員會卻要求反對者須在短短的2星期內提出反對，試問一般普通市民哪有能力做得到呢？又或者咁樣講，就算城市規劃委員願意畀更長嘅時間，一般市民亦都係辦唔到。在這樣的情況下，市民唯有倚靠各政府部門及各委員的專業去評估申請人的要求是否合理。

基本設施未能夠符合「香港規劃標準與準則」

「香港規劃標準與準則」緒論，第一章，第4.1段指出：'....而所訂標準也不過是最基本的要求，規劃標準通常為各項設施訂定最低標準....'，我確信此乃一個規劃的重要原則。

申請書所附夾的「交通影響評估(車輛/行人)」內Table 2.2 列明擬發展的物業並未能提供足夠的車位供停泊/上落貨以符合HKPSG 列明的最低要求(HKPSG/申請人: 停泊用62-82/54；上落貨用5-7/4)，車位不足便會產生車輛外溢的情況。

申請人指稱可以利用附近物業的停車位幫助解決此問題，但事實上，附近供停車用的空地都經常泊滿車輛，不敷應用，又何來有多餘的空位呢？

由於未能符合HKPSG的起碼要求，本人反此申請。

我必須承認，我沒有那麼多的知識去深入解讀其餘的評估報告，但相信也許其他評估報告都有未能符合HKPSG的要求，而申請人可能會用美麗的文字去淡化一些無法符合 HKPSG 所列明的標準，我深信各委員定能幫社會作最後的兜底!

謝謝。

tpbpd/PLAND

寄件者: [REDACTED]
寄件日期: 2026年06月26日星期五 23:51
收件者: tpbpd/PLAND
主旨: A/YL/333 / YOHO Midtown Phase IIa Development
類別: Internet Email

A/YL/333 / YOHO Midtown Phase IIa Development

Yuen Long Town Lot 504, Lots 461 RP, 462 S.B, 463 S.B, 464 RP and 495 RP in D.D. 116 and adjoining Government Land, Yuen Lung Street, Yuen Long

Site area: Phase IIa Development About 1,230sq.m includes GL of 230sq.m

Zoning: "Comprehensive Development Area" and area shown as 'Road'

Applied development: 1 Tower / PR 9.92 / 145Mpd

Dear TPB Members,

Strong Objections, the high and wide tower would create a wall effect with strong negative impact on the buildings behind it. A development of this scale should employ the step-down effect with the highest buildings in the centre and those on the periphery considerably lower. This would enhance ventilation and penetration of sunlight to the homes behind.

This application provides the opportunity for TPB to rectify the error made in approving the hotel project that had similar issues. Note that the visual impact does not include images of how much shadow this wall would generate.

Re the blurb about generating jobs, etc. Fact is there is a considerable surplus of commercial space, developers are being encouraged to convert office buildings to youth hostels.

The administration keeps touting increases in the number of tourists, but the supply of hotel rooms is not keeping pace with this ambition. Moreover, there is a dearth of quality hotels in NT. Where are all 'international talents' going to stay when they arrive here and look for accommodation close to the tech hubs and uni towns.

Either the developers know something the govt is not aware of when it comes to the type of developments required in NT or the govt has failed to recognize what is actually required.

Mary Mulvihill

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號
Reference Number: 260622-165832-96225

提交限期
Deadline for submission: 26/06/2026

提交日期及時間
Date and time of submission: 22/06/2026 16:58:32

有關的規劃申請編號
The application no. to which the comment relates: A/YL/333

「提意見人」姓名/名稱
Name of person making this comment: 先生 Mr. LUI WING KIN

**意見詳情
Details of the Comment :**

位於形點商場一期地面設有公共交通與運輸領域 (Public Transport Interchange PTI) , 所有往元朗以外的其他地方的公共巴士都分別設有專用巴士站位 , 方便乘客井井有條 , 在不同的巴士站排隊及上下車。

但由元朗以外其他地方返回來的公共巴士 , 現在只是靠青山公路的馬路上 , 在形點商場及元點商場外面 , 設有巴士站位 , 雖然近年已新增至有三個不同地點的巴士站位 , 分流了不同巴士路線停車上落乘客的站位 , 尤其於繁忙時間 , 很多公共巴士 , 也有一些公共小巴及運輸署批准的屋村巴士同一時間等埋站的時候 , 令巴士 , 公共小巴及屋村巴士大排長龍 , 阻礙及影響乘客上落 , 及造成不必要的潛在危險。

如果形點商場旁 , 將會改建為1棟商業大廈 , 建議加入條件 , 由承建商地產商負責在商業大廈地面興建一個公共交通與運輸領域 (PTI) , 方便所有由元朗以外其他地方返回來的公共巴士 ,

公共小巴及運輸署批准的屋村巴士 , 分別設有不同的專用站位 , 方便乘客井井有條 , 在不同的巴士站排隊及上下車 , 避免造成青山公路的阻塞及不必要的存在危險。

tpbpd/PLAND

寄件者: [REDACTED]
寄件日期: 2026年06月23日星期二 10:34
收件者: tpbpd/PLAND; tspd/PLAND; enquire1/PLAND
副本: pc95582239; kailaplidab; holdenchow@hotmail.com.hk; mark.chong@michaeltien.hk;
TD Enquiry/TD
主旨: 申請編號：A/YL/333 (元朗西區)
類別: Internet Email

根據第 16 條的規劃許可申請
申請編號：A/YL/333 (元朗西區)

元朗丈量約份第 116 約多個地段、元朗市地段第 504 號、元朗市地段第 544 號 (部份) 和毗連政府土地

擬議綜合住宅、商業、社會福利設施及公眾停車場發展，並略為放寬整個「綜合發展區」地盤的地積比率限制 (修訂已核准的總綱發展藍圖以作第 IIa 期發展中的擬議商業用途)

現時情況：-

位於形點商場一期地面設有公共交通與運輸領域 (Public Transport Interchange PTI)，所有往元朗以外的其他地方的公共巴士都分別設有專用巴士站位，方便乘客井井有條，在不同的巴士站排隊及上下車。

但由元朗以外其他地方返回來的公共巴士，現在只是靠青山公路的馬路上，在形點商場及元點商場外面，設有巴士站位，雖然近年已新增至有三個不同地點的巴士站位，分流了不同巴士路線停車上落乘客的站位，尤其於繁忙時間，很多公共巴士，加上一些公共小巴及運輸署批准的屋村巴士同一時間等埋站的時候，令巴士，公共小巴及屋村巴士大排長龍，阻礙及影響乘客上落，及造成不必要的潛在危險。

就申請提出意見如下：-

就形點商場旁，將會改建為 1 棟商業大廈，建議加入條件，由承建商地產商負責在商業大廈地面興建一個公共交通與運輸領域 (PTI)，方便所有由元朗以外其他地方返回來的公共巴士，加上公共小巴及運輸署批准的屋村巴士，分別設有不同的專用站位，方便乘客井井有條，在不同的巴士站排隊及上下車，避免造成青山公路的阻塞及不必要的潛在危險。

謝謝。

祝安康愉快。
雷先生

[REDACTED]
2026-06-23