SECTION 16 PLANNING APPLICATION

PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS IN "AGRICULTURE" ZONE

LOTS 521 (PART), 536 (PART), 537 (PART), 538 (PART), 539 (PART), 540, 541, 542, 543, 544, 545 (PART), 547 (PART), 548, 549, 551, 552, 553, 554, 555 (PART) AND HOUSE LOT BLOCKS (PART) IN D.D. 128 AND ADJOINING GOVERNMENT LAND, PAK NAI, YUEN LONG, NEW TERRITORIES

PLANNING STATEMENT

Applicant
Sum Wui Investment Limited

Consultancy Team
R-riches Planning Limited

February 2026
Version 1.0

FILE CONTROL

FILE NAME	:	*DD128 Lot 521 & VL - Planning Statement (20260306) Ver1.0*
FILE LOCATION	:	*\\R-SERVER\Planning\Planning Application\DD128 Lot 521 & VL - OS in HTF (NDA)\Submission (Oct 25)\Planning Statement*
REVISION NO.	:	*1.0*
APPLICANT	:	*Sum Wui Investment Limited*
TYPE OF APPLICATION	:	*S.16 Planning Application*
PROPOSED USE	:	*Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years*
SITE LOCATION	:	*Lots 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) in D.D. 128 and Adjoining Government Land, Pak Nai, Yuen Long, New Territories*

AMENDMENT RECORD

REVISION NO.	DESCRIPTION	APPROVED BY (Date)	PREPARED BY (Date)
1.0	Final Report	MN (20260306)	CC (20260306)

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EXECUTIVE SUMMARY

- The applicant seeks planning permission from the Town Planning Board (the Board) under Section (S.) 16 of the Town Planning Ordinance (Cap. 131) to use *Lots 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) in D.D. 128 and adjoining Government Land (GL), Pak Nai, Yuen Long, New Territories* (the Site) for '**Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**' (the proposed development).

- The Site falls within an area zoned "Agriculture" ("AGR") on the Approved Ha Tsuen Fringe Outline Zoning Plan (OZP) No. S/YL-HTF/12. The Site occupies an area of 23,313 m^2 (about), including GL of 330 m^2 (about). 2 temporary structures are proposed at the Site for site office, storage and washroom uses with total gross floor area (GFA) of 120 m^2 (about). The remaining area is reserved for area for open storage operations, vehicle parking and loading/unloading (L/UL) spaces and circulation area.

- The Site is accessible from Kai Pak Ling Road via Deep Bay Road and a local access. The operation hours of the proposed development are Monday to Saturday from 09:00 to 19:00. No operation on Sunday and public holidays.

- Justifications for the proposed development are as follows:
  - the premises of the affected business operators (the Original Premises) are affected by Government's land resumption for the development of the Hung Shui Kiu/Ha Tsuen (HSK/HT) New Development Area (NDA);
  - the applicant has spent effort in identifying suitable sites for relocation;
  - the applied use is the same as the affected business premises;
  - the proposed development is considered not incompatible with surrounding land uses; and
  - the proposed development is only on a temporary basis, approval of the application will not frustrate the long-term planning intention of the "AGR" zone.

- Details of development parameters are as follows:

Site Area	23,313 m^2 (about), including GL of 330 m^2 (about)
Covered Area	60 m^2 (about)
Uncovered Area	23,253 m^2 (about)
Plot Ratio	0.005 (about)
Site Coverage	0.25% (about)
No. of Structure	2
Total GFA - *Domestic GFA* - *Non-Domestic GFA*	120 m^2 (about) *Not applicable* *120 m^2 (about)*
Building Height	7 m (about)
No. of Storey	2

行政摘要*（內文如與英文版本有任何差異，應以英文版本為準）*

- 申請人現根據《城市規劃條例》（第 131 章）第 16 條，向城市規劃委員會提交有關*新界元朗白泥丈量約份第 128 約地段第 521 號（部分）、第 536 號（部分）、第 537 號（部分）、第 538 號（部分）、第 539 號（部分）、第 540 號、第 541 號、第 542 號、第 543 號、第 544 號、第 545 號（部分）、第 547 號（部分）、第 548 號、第 549 號、第 551 號、第 552 號、第 553 號、第 554 號、第 555 號（部分）及屋宇地段群（部分）和毗連政府土地*的規劃申請，於上述地點作「**擬議臨時露天存放建築材料及器材連附屬設施及相關填土工程（為期 3 年）**」（擬議發展）。

- 申請地點所在的地區在《廈村邊緣分區計劃大綱核准圖編號 S/YL-HTF/12》上劃為「農業」地帶。申請地盤面積為 23,313 平方米（約），包括 330 平方米（約）的政府土地。申請地點將設兩座臨時構築物作辦公室、貯物及洗手間用途，總樓面面積合共為 120 平方米（約），申請地點的其餘地方將預留作露天貯物空間、車輛停泊／上落貨位及流轉空間。

- 申請地點可從雞伯嶺路經深灣路及一條地區道路前往。擬議發展的作業時間為星期一至六上午九時至下午七時，星期日及公眾假期休息。

- 擬議發展的申請理據如下：
  - 在地經營者原來的經營處所受到政府的「洪水橋／廈村新發展區」收地發展影響；
  - 申請人曾經致力尋找合適的搬遷地點；
  - 申請用途與受影響的經營處所用途一致；
  - 擬議發展與周邊地方的用途並非不協調；及
  - 擬議發展只屬臨時性質，批出規劃許可不會影響「農業」地帶的長遠規劃意向。

- 擬議發展的詳情發展參數如下：

申請地盤面積：	23,313 平方米（約），包括 330 平方米（約）的政府土地
上蓋總面積：	60 平方米（約）
露天地方面積：	23,253 平方米（約）
地積比率：	0.005（約）
上蓋覆蓋率：	0.25%（約）
樓宇數目：	2 座
總樓面面積 *住用總樓面面積：* *非住用總樓面面積：*	120 平方米（約） *不適用* *120 平方米（約）*
構築物高度：	7 米（約）
構築物層數：	2 層

1. INTRODUCTION

Background

1.1 **R-riches Planning Limited** has been commissioned by **Sum Wui Investment Limited**[1] (the applicant) to make submission on their behalf to the Board under S.16 of the Ordinance in respect to *Lots 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) in D.D. 128 and adjoining GL, Pak Nai, Yuen Long, New Territories* (**Plans 1** to **3**).

1.2 The applicant intends to use the Site for '**Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**'. The Site falls within an area zoned "AGR" on the Approved Ha Tsuen Fringe OZP No. S/YL-HTF/12 (**Plan 2**). According to the Notes of the OZP, the applied use is neither Columns 1 nor 2 use within the "AGR" zone, which requires planning permission from the Board.

1.3 In support of the proposal, a set of indicative development plans/drawings (**Plans 1** to **11**) and supplementary information (**Appendices I** and **II**), as well as relevant assessment report, including the Traffic Impact Assessment (TIA) (**Appendix III**), are provided with this Planning Statement. Other assessments will be submitted, if required, at a later stage for the consideration of relevant government bureaux/departments and members of the Board.

[1] **Sum Wui Investment Limited 深滙投資有限公司**, the applicant, is authorised by **K.Y.H. Steel Company Limited 金源行鐵倉有限公司**, the affected business operators of *Original Premises A*; and **Skyview Development Limited 天匯發展有限公司**, the affected business operators of *Original Premises B*, to facilitate the relocation of their respective Original Premises. The Memoranda of Understanding signed by the applicant with each of the affected business operators, as well as details of the affected business operators are provided at **Appendix I**.

2. JUSTIFICATIONS

To facilitate the relocation of the Original Premises affected by the HSK/HT NDA development

2.1 The current application intends to facilitate the relocation of the Original Premises of two affected business operators in Ha Tsuen, both located on land previously known as various lots in D.D. 125, due to land resumption for the development of the HSK/HT NDA. Original Premises A currently falls within an area zoned "Open Space" ("O"), "Other Specified Uses" annotated "Logistics Facilities" ("OU(LF)"), "OU" annotated "Petrol Filling Station" ("OU(PFS)") and area shown as 'Road' on the Approved Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2; whereas Original Premises B currently falls within an area zoned "OU(LF)", "O" and "Green Belt" ("GB") on the Approved Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2 (**Plan 4**).

2.2 With reference to the implementation programme, both of the Original Premises mainly falls within the land resumption limit for the Second Phase and Remaining Phase Developments of the HSK/HT NDA (**Plan 5**). As the concerned land of both of the Original Premises was resumed and reverted to the Government under G.N. 3102 and G.N. 3103 in August 2024, the applicant desperately needs to identify a suitable site for the relocation of the affected business operators in order to continue the business operation, and minimise the impact on the implementation programme of government development projects.

2.3 In September 2025 and January 2026, two S.16 planning applications (Nos. A/YL-HTF/1193 and A/YL-HTF/1203) submitted by the same applicant were approved by the Board to facilitate the relocation of a portion of Original Premises A. The combined site area of the two planning permissions accounts for about 72% (about 24,010 m^2) of the site area of Original Premises A (about 33,159 m^2) (**Plan 4**).

2.4 The current application would compensate for the remaining site area of Original Premises A, as well as the entire site area of Original Premises B, in order to maintain the business of the affected operators. Details of the difference site area among Original Premises A and B, application sites under approved planning application Nos. A/YL-HTF/1193 and A/YL-HTF/1203, and the application site of the current application are shown at **Table 1** below.

Table 1 - Difference in site area among the Original Premises and various relocation sites

Site	**Original Premises A (a)**	**Original Premises B (b)**	**A/YL-HTF/ 1193 (c)**	**A/YL-HTF/ 1203 (d)**	**Current application (e)**	***Difference [(c) + (d) + (e)] – [(a) + (b)]***
Site area	33,159 m^2	9,158 m^2	9,938 m^2	14,072 m^2	23,313 m^2	*+5,006 m^2*
Total	***42,317* m²**		***47,323 m²***			***(+12%)***
Open storage area			5,652 m^2	8,070 m^2	15,216 m^2	
Total			***28,938 m²***			

Applicant's effort in identifying suitable site for relocation

2.5 Whilst the applicant has spent effort to relocate both of the Original Premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable due to various issues such as land use incompatibility, environmental concerns, land ownership issue or accessibility (**Appendix II** and **Plan 6**). After a lengthy site-searching process, the Site is identified for relocation as it is relatively flat, easily accessible and not incompatible to surrounding land uses.

Applied use is the same as the Original Premises

2.6 The proposed development involves the operation of an open storage of construction materials and machinery with ancillary facilities to support the daily operation of the Site. The applied use is the same as that in both of the Original Premises.

2.7 Compared with the total area of Original Premises A and B (about 42,317 m^2), the combined site area of approved planning application Nos. A/YL-HTF/1193 and A/YL-HTF/1203, and the current application is relatively larger (about 47,323 m^2). The total actual usable space for open storage use is 28,938 m^2 (about) (see **Table 1**). Given that Original Premises A will relocate to three separate locations, additional space is required to provide a substantial amount of circulation space within each of the relocation site so as to enhance the overall efficiency of the relocated business, as well as to minimise the potential adverse traffic impact to the surrounding road network.

2.8 The affected operator had previously planned to expand their businesses. However, due to the land resumption exercise for the development of HSK/HT NDA, the affected business operators had opted to abandoned their business expansion plans. The increase in site area offers an excellent opportunity for the business operators to enhance the operational efficiency by providing additional storage space, which can impose a positive impact on the efficiency, competitiveness and growth of the logistics and construction sectors, thereby contribute to Hong Kong's overall economic development.

Approval of the application would not frustrate the long-term planning intention of the "AGR" zone

2.9 Although the Site situates in an area zoned "AGR" on the Approved Ha Tsuen Fringe OZP No. S/YL-HTF/12, the Site is currently vacant without active agricultural activities (**Plans 2** and **8**). Therefore, approval of the current application on a temporary basis would not frustrate the long-term planning intention of the "AGR" zone and would better utilise deserted land in the New Territories.

2.10 Similar applications for *'open storage'* use (Nos. A/YL-HTF/1133, 1150, 1155, 1166, 1179, 1182, 1185, 1190, 1193 and 1198) and *'warehouse'* use (Nos. A/YL-HTF/1150, 1158, 1190 and 1197) were approved by the Board between 2022 and 2026 within the same "AGR" zone on the OZP. All similar applications were approved on temporary basis for a period of 3 years.

As such, the approval of the current application is line with the Board's previous decision and would not set an undesirable precedent within the "AGR" zone.

2.11 Despite the fact that the proposed development is not in line with the planning intention of the "AGR" zone, the special background of the application should be considered on its individual merit, of which the approval of the current application would therefore not set an undesirable precedent for the "AGR" zone.

The proposed development is not incompatible with surrounding land uses

2.12 The proposed development situates in a relatively remote area, which is far away from sensitive receivers (**Plans 1**, **3** and **8**). The surrounding area is considered to be predominated by vacant/unused land and ponds intermixed with residential dwellings and areas for storage/open storage uses. The proposed development is considered not incompatible with surrounding land uses. Upon approval of the current application, the applicant will make effort in complying with approval conditions in relation to fire services and drainage aspects, so as to minimise potential adverse impacts arising from the proposed development.

3. SITE CONTEXT

Site Location

3.1 The Site is located approximately 5.1 km west of Tin Shui Wai MTR Station; 8.9 km north of Siu Hong MTR Station; 9.0 km south of Shenzhen Bay Border Control Point; and 3.1 km west of the Original Premises.

Accessibility

3.2 The Site is accessible from Kai Pak Ling Road via Deep Bay Road and a local access (**Plan 1**).

Existing Site Condition

3.3 The Site is generally flat, fenced and covered with overgrown grass (**Plans 1**, **3** and **8**).

Surrounding Area

3.4 The Site and its surrounding comprise of vacant/unused land, ponds, residential dwellings, temporary structures for various brownfield operations, and areas for storage/open storage uses (**Plans 1**, **3** and **8**).

3.5 To its north are some ponds and brownfield operations. To its further north is Deep Bay Road, across which are some ponds intermixed with vegetations and some temporary structures.

3.6 To its east are some temporary structures and vacant/unused land covered with vegetation. To its further east are the sites of open storage yards covered by valid planning permissions under applications Nos. A/YL-HTF/1166 and 1193.

3.7 To its south are some temporary structures and vacant/unused land covered with vegetation and woodland.

3.8 To its west is an existing watercourse, across which are some open storage yards in operation.

4. PLANNING CONTEXT

Zoning

4.1 The Site falls within an area zoned "AGR" on the Approved Ha Tsuen Fringe OZP No. S/YL-HTF/12 (**Plan 2**). According to the Notes of the OZP, the applied use is neither Columns 1 nor 2 use within the "AGR" zone, which requires planning permission from the Board.

Planning Intention

4.2 The planning intention of the "AGR" zone is *primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes.*

Restriction on Filling of Land

4.3 According to the Remarks of the "AGR" zone on the Approved Ha Tsuen Fringe OZP No.: S/YL-HTF/12, *any filling of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Ha Tsuen OZP No. S/YL-HT/6 without the permission from the Board under S.16 of the Ordinance.*

Previous and Similar Applications

4.4 Part of the Site was subject of previous applications No. A/YL-HT/950 and 1029 for different uses, which are considered irrelevant to the current application.

4.5 Within the "AGR" zone on the same OZP, 9 similar applications (Nos. A/YL-HTF/1133, 1150, 1155, 1166, 1179, 1182, 1185, 1190 and 1193) for '*open storage*' use were approved by the Board between 2022 and 2025. All similar applications were approved on temporary basis for a period of 3 years. As such, the approval of the current application is line with the Board's previous decision and would not set an undesirable precedent within the "AGR" zone.

Town Planning Board Guidelines (TPB PG-No.) 13G

4.6 The Site mostly falls within Category 3 area, *which are those outside Category 1, 2 and 4 areas* (**Plan 7**). *Within these areas, ''existing'' and approved open storage and port back-up uses are to be contained and further proliferation of such uses is not acceptable. Applications falling within Category 3 areas would normally not be favourably considered unless the applications are on sites with previous approvals (irrespective of whether the*

application is submitted by the applicant of previous approval or a different applicant). In that connection, sympathetic consideration may be given if genuine efforts have been demonstrated in compliance with approval conditions of the previous applications and/or relevant technical assessments/proposals have been included in the fresh applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. Subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions, a planning permission could be grated on a temporary basis up to a maximum period of 3 years.

4.7 The Site falls within Category 3 area of TPB PG-No. 13G and the proposed development would not generate significant adverse impacts on the surrounding areas (**Plan 7**). In addition, the Original Premises have been resumed by the Government to facilitate the HSK/HT NDA development. Approval of the current application is in line with TPB PG-No. 13G and would not set an undesirable precedent within the Category 3 areas. It should be considered on individual merits given the special background of the applicant.

Land Status

4.8 The Site falls mostly on private lots, i.e. *Lots 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) in D.D. 128*, with total private land area of 22,983 m^2 (about) of Old Schedule Lot held under Block Government Lease (**Plan 3**). Apart from the private lots, the Site also comprises GL of 330 m^2 (about).

4.9 Given that there is restriction on the erection of structures and occupation of GL without prior approval from the Government, the applicant will submit applications for Short Term Waiver (STW) and Short Term Tenancy (STT) to the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD) to make way for the erection of the proposed structure and occupation of GL at the Site, after planning approval has been obtained from the Board. No structure is proposed for domestic use.

5. DEVELOPMENT PROPOSAL

Development Details

5.1 The Site consists of an area of 23,313 m^2 (about), including GL of 330 m^2 (about). Details of the development parameters are shown at **Table 2** below.

Table 2 - Development parameters

Site Area	23,313 m^2 (about), including GL of 330 m^2 (about)
Covered Area	60 m^2 (about)
Uncovered Area	23,253 m^2 (about)
Plot Ratio	0.005 (about)
Site Coverage	0.25% (about)
No. of Structure	2
Total GFA - *Domestic GFA* - *Non-Domestic GFA*	120 m^2 (about) *Not applicable* *120 m^2 (about)*
Building Height	7 m (about)
No. of Storey	2

5.2 A total of 2 temporary structures are proposed at the Site for site office, storage and washroom uses with total GFA of 120 m^2 (about). The remaining open area is reserved for area for open storage operations, vehicle parking and L/UL spaces and circulation area (**Plan 9**). Details of the proposed structure are shown at **Table 3** below.

Table 3 – Details of the proposed structure

Structure	Uses	Covered Area	GFA	Building Height
B1	Site office, washroom and storage of construction materials	30 m^2	60 m^2	7 m (about) (2-storey)
B2		30 m^2	60 m^2	7 m (about) (2-storey)
Total		**60 m^2 (about)**	**120 m^2 (about)**	-

Filling of Land at the Site

5.3 The Site is currently covered with asphalt (about 15,320 m^2), concrete (about 610 m^2), and soil (about 7,383 m^2). The existing site levels range from +8.1 mPD to +10.4 mPD. The applicant intends to regularise the existing filling at the Site (**Plan 10**).

5.4 Further to the existing filling to be regularised, the entire Site is proposed to be filled with asphalt (about 15,320 m^2), soil (about 610 m^2), and concrete (about 7,383 m^2) of not more than 1.2 m in depth for area for open storage operations, vehicle parking and L/UL spaces, site formation of structures, and circulation area. The proposed site levels after filling of land will range between +9.3 mPD and +11.6 mPD (**Plan 10**). The filling of land is considered required and has been kept to a minimum to meet the operational need. The applicant will reinstate the Site to an amenity area upon expiry of the planning permission.

5.5 The Site is located within the Ngau Ham Sha Site of Archaeological Interest (SAI). Subject to final approval of the Drainage Authority, peripheral drainage u-channels within the layer of filling materials will be proposed along the site boundary to collect the run-off to minimise the adverse drainage impact to the surrounding area. Given that the scale of works and no excavation is required for the proposed drainage work is minimal, the potential adverse impact to the SAI is not anticipated.

Operation Mode

5.6 The Site will be used as open storage of construction materials and machinery. The area designated for open storage operation is 15,216 m^2 (about), which accounts for about 65% of the Site (**Plan 9**). The construction materials (e.g. steel beam, bricks, scaffold etc.) and machinery (e.g. mobile cranes etc.) will be openly stored at the designated area with stacking height of not more than 3 m. Depending on their nature, some construction materials which are prone to rain/water damage will be stored indoor within the proposed enclosed structures. The operation hours of the proposed development are Monday to Saturday from 09:00 to 19:00. There is no operation on Sunday and public holidays. No dangerous goods will be allowed to be stored within the Site.

5.7 It is estimated that the Site would be able to accommodate about 5 nos. of staff. The site office is intended to provide indoor workspace for administrative staff to support the daily operation of the Site. As no shopfront is proposed at the Site, visitor is not anticipated.

Minimal Traffic Impact

5.8 The Site is accessible from Kai Pak Ling Road via Deep Bay Road and a local access (**Plan 1**). A 10 m-wide (about) vehicular ingress/egress is proposed at the northern tip of the Site. A total of 8 parking and L/UL spaces will be provided at the Site (**Plan 9**). Details of the parking and L/UL provision are shown at **Table 4** below.

Table 4 – Provision of the parking and L/UL spaces

Type of Parking Space	**No. of Space**
Parking spaces for private car (PC) - *2.5 m (W) x 5 m (L)*	4
Type of L/UL Space	**No. of Space**
L/UL Spaces for heavy goods vehicle (HGV) - *3.5 m (W) x 11 m (L)*	4

5.9 Parking spaces are reserved for staff use only. HGV will be deployed for the transportation of materials into and out of the Site. Staff will be deployed to station at the ingress/egress of the Site to direct incoming/outgoing vehicles to enhance pedestrian safety. Sufficient space is provided for vehicle to manoeuvere smoothly within the Site to ensure that no vehicle will be allowed to queue back to or reverse onto/from the Site to the public road (**Plan 11**). No vehicle without valid licenses issued under the *Road Traffic (Registration and Licensing of Vehicles) Regulations* are allowed to be parked/stored at the Site at any time during the planning approval period.

5.10 The applicant has submitted a TIA report to assess the traffic and transport impacts arising from the proposed development (**Appendix III**). Capacity assessments have been undertaken to reveal the AM and PM peak hour traffic conditions for year 2029 on the critical links and junctions. The assessment results have indicated that the critical links and junctions perform satisfactorily during the AM and PM peak hours on a normal weekday for both the reference and design scenarios. The traffic impact of the proposed development is considered to be insignificant. The impact assessment results have also indicated that the Site would not induce significant traffic impacts and the proposed development is considered acceptable from traffic engineering viewpoint.

Minimal Environmental Impact

5.11 The applicant will strictly follow the latest '*Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites*' issued by the Environmental Protection Department (EPD) to minimise adverse environmental impacts and nuisance to the surrounding areas. The applicant will also comply with all environmental protection/ pollution control ordinances, i.e. *Water Pollution Control Ordinance, Air Pollution Control Ordinance, Noise Control Ordinance* etc. at all times during the planning approval period.

5.12 During the construction stage, the applicant will follow the good practices stated in *Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PN) 2/24* to minimise the impact on the nearby watercourse water quality. Surface run-off will be discharged into storm drains through appropriately designed sand/silt removal facilities such as sand traps, silt traps, and sediment basins. Silt removal facilities, channels, and manholes will be maintained, and the deposited silt/grit will be removed on a regular basis at the start/end of each rain season to ensure that these facilities are always operational.

5.13 During the operation of the proposed development, the major source of wastewater will be sewage from the washroom generated by staff. The applicant will implement good practices under *ProPECC PN 1/23* when designing on-site drainage system within the Site. 2.5 m-high (about) solid metal fencing will be erected along the site boundary to minimise noise nuisance to the surrounding area. The boundary wall will be installed properly by a licensed contractor to prevent misalignment of walls, to ensure that there is no gap or slit on the boundary wall. In addition, maintenance will be conducted on a regular basis.

Minimal Landscape Impact

5.14 The Site is mainly covered with overgrown grass. Due to the proposed open storage operations and provision of vehicle parking, L/UL and circulation spaces, the majority of the Site will be disturbed. As such, it is not proposed to retain any of the existing vegetation at the Site.

Fire Safety Aspect

5.15 The applicant will submit a fire service installations proposal for the consideration of the Director of Fire Services to enhance fire safety of the Site after planning permission has been granted from the Board. Upon receiving the STW and STT approvals from the DLO/YL, LandsD as mentioned in Section 4.9 above for erection of the proposed structure and occupation of GL, the applicant will implement the accepted fire service installations proposal at the Site.

6. CONCLUSION

6.1 The current application is intended to facilitate the relocation of the affected business of two existing operators in Ha Tsuen, which will be affected by the HSK/HT NDA development (**Appendix I** and **Plans 4** and **5**). Planning permissions have been previously granted to relocate portion of Original Premises A (about 72%) to the sites of the planning application Nos. A/YL-HTF/1193 and A/YL-HTF/1203. The current application would help compensate for the remaining site area of Original Premises A, as well as the entire site area of Original Premises B, in order to maintain the affected business of the existing operators. Whilst the affected business operators attempted to relocate their Original Premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable (**Appendix II** and **Plan 6**). Given that the relocation is to facilitate the HSK/HT NDA development, approval of the application can facilitate relocation prior to land resumption, thereby minimise the impact on the implementation programme of government development projects.

6.2 Although the Site is not in line with the long-term planning intention of the "AGR" zone, the Site is currently vacant without active agricultural activities. Hence, approval of the application on a temporary basis for a period of 3 years would not frustrate the long-term planning intention of the "AGR" zone and better utilise deserted land in the New Territories.

6.3 The Site is surrounded by unused/vacant land, ponds, and sites occupied by various brownfield uses. The proposed development is considered not incompatible with the surrounding areas. Despite the fact that the Site falls within Category 3 areas under TPB PG-No. 13G, the special background of the application should be considered on its individual merit. Given that similar applications for the applied use have been approved by the Board within the same "AGR" zone on the OZP, approval of the current application would not set an undesirable precedent within the "AGR" zone.

6.4 The proposed development will not create significant nuisance to the surrounding areas. Technical assessments have been provided to demonstrate that potential adverse traffic impact arising from the proposed development are not anticipated (**Appendix III**). Other mitigation measures such as proposal for fire service installations will be provided upon obtaining relevant planning permission. The applicant will also strictly follow the latest '*Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites*' and relevant Practice Notes and guidelines issued by the EPD to minimise all possible environmental impacts on nearby sensitive receivers.

6.5 In view of the above, the Board is hereby respectfully recommended to approve the subject application for '**Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**'.

R-riches Planning Limited
February 2026

LIST OF APPENDICES

Appendix I

Details of the Affected Business Premises

Appendix I – Details of the Affected Business Premises

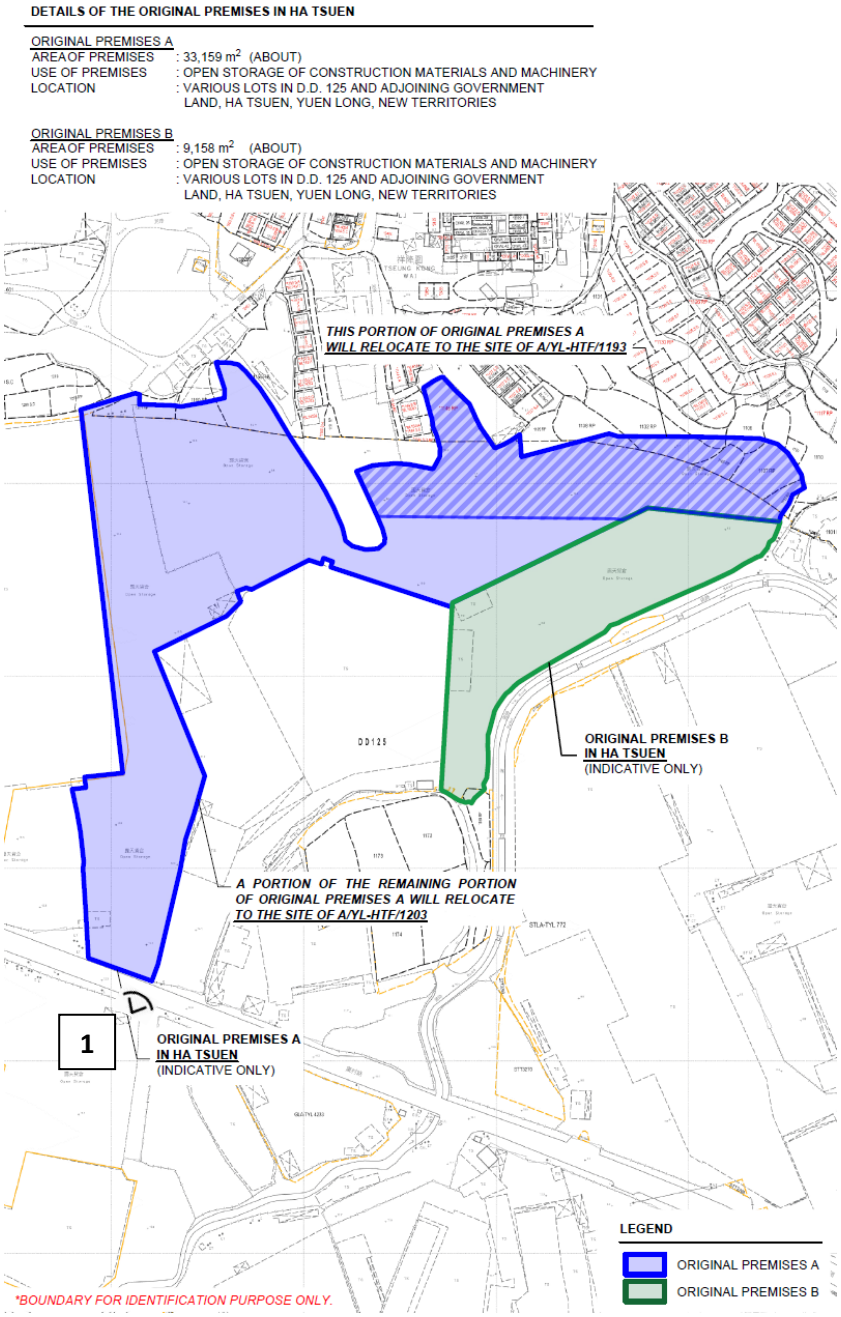
Affected Business Operator 1

Company name: **K.Y.H. Steel Company Limited 金源行鐵倉有限公司**

Details of the affected business premises *(Original Premises A)*

Location: Various Lots in D.D. 125, Ha Tsuen, Yuen Long, New Territories *(formerly)*
(reverted to the Government on 31.08.2024 under G.N. 3102 and G.N. 3103)

Use of premises: Open Storage of Construction Materials and Machinery



Site photo of the affected business premises

1

Letter from the Lands Department

電　話　Tel: 3615 1448
圖文傳真　Fax: 3565 4270
電郵地址　Email: lep11@landsd.gov.hk
本署檔號　Our Ref: (4) in LD NDA/HSK/SBUT/0190
來函檔號　Your Ref:

來函請註明本署檔號
Please quote our reference in your reply

地政總署
新發展區組
NEW DEVELOPMENT AREA SECTION
LANDS DEPARTMENT

我們矢志努力不懈，提供盡善盡美的土地行政服務。
We strive to achieve excellence in land administration.

新界上水龍琛路 39 號上水廣場 15 樓 1501 室至 1510 室
Units 1501-1510, Level 15, Landmark North,
39 Lung Sum Avenue, Sheung Shui, New Territories

網址 Website : www.landsd.gov.hk

現場派遞

金源行鐵倉有限公司

敬啟者：

洪水橋／厦村新發展區第二期發展工程

你在上址經營的露天／戶外業務，因上述工務計劃影響而須清拆。根據現行政策，在上址經營露天／戶外業務的經營者，如經調查確定符合資格後，將可獲發特惠津貼。其他未符合資格的人士，則不會獲發任何特惠津貼。

故現請你於 2024 年 1 月 3 日或之前向本署提供下列文件的副本，以便評核你是否符合資格申領特惠津貼。

(1) (a) 經營人之香港身份證　(b) 合夥人之香港身份證
(c) 香港公司註冊證書

(2) 有關業務在清拆前登記日 (即 2018 年 5 月 10 日)前 2 年的營運單據：

(a) 報稅單或繳稅單　(b) 營業損益表
(c) 火險保單單據　(d) 僱員保險單據
(e) 器材保養單據　(f) 商業登記證
(g) 供電單據　(h) 電話單據
(i) 供水單據　(j) 資訊服務單據

(3) 其他有效證明文件

本署將於稍後時間再與你聯絡以便查閱上述文件的正本。如有需要，本署可能要求你提供一切其他所需資料及文件。

如你對此事有任何查詢，請於辦公時間內致電 3615 1448 與地政主任楊振峯先生聯絡。

地政總署
總產業測量師／新發展區
(楊振峯 楊振峯 代行)

2023 年 12 月 20 日

Memorandum of Understanding signed by the Applicant and Affected Business Operator 1

規劃申請意向書

受發展區發展影響的在地經營業務搬遷 - 規劃申請

業務經營者（甲方）	:	金源行鐵倉有限公司 K.Y.H. Steel Company Limited
公司註冊證明書 / 商業登記證號碼	:	[redacted]
規劃申請的申請人（乙方）	:	深滙投資有限公司 Sum Wui Investment Limited
公司註冊證明書 / 商業登記證號碼	:	[redacted]

甲方 為位於*元朗廈村丈量約份第 125 約多個地段*的業務經營者，由於受到政府的洪水橋 / 廈村新發展區之收地計劃影響，需要覓地搬遷重置以繼續經營。

甲方 初步與 乙方 達成共識，同意 乙方 作為規劃申請的申請人，並根據《城市規劃條例》第 16 條，向城市規劃委員會提交規劃申請，於*丈量約份第 128 約地段第 521 號（部分）、第 536 號（部分）、第 537 號（部分）、第 538 號（部分）、第 539 號（部分）、第 540 號、第 541 號、第 542 號、第 543 號、第 544 號、第 545 號（部分）、第 547 號（部分）、第 548 號、第 549 號、第 551 號、第 552 號、第 553 號、第 554 號、第 555 號（部分）和毗鄰政府土地（確實地段待定）*作「**擬議臨時露天存放建築材料及器材連附屬設施及相關填土工程（為期 3 年）**」。

乙方 作為規劃申請的申請人，受 甲方 委託處理有關搬遷業務事宜。於取得城市規劃委員會之規劃許可後，甲方 將會是申請場地的業務經營者。

備注：上述地段將因應規劃許可的需要而有所修訂。

[redacted]

金源行鐵倉有限公司（甲方）
業務經營者簽署

[redacted]

深滙投資有限公司 （乙方）
規劃許可申請人簽署

2025 年 10 月 15 日

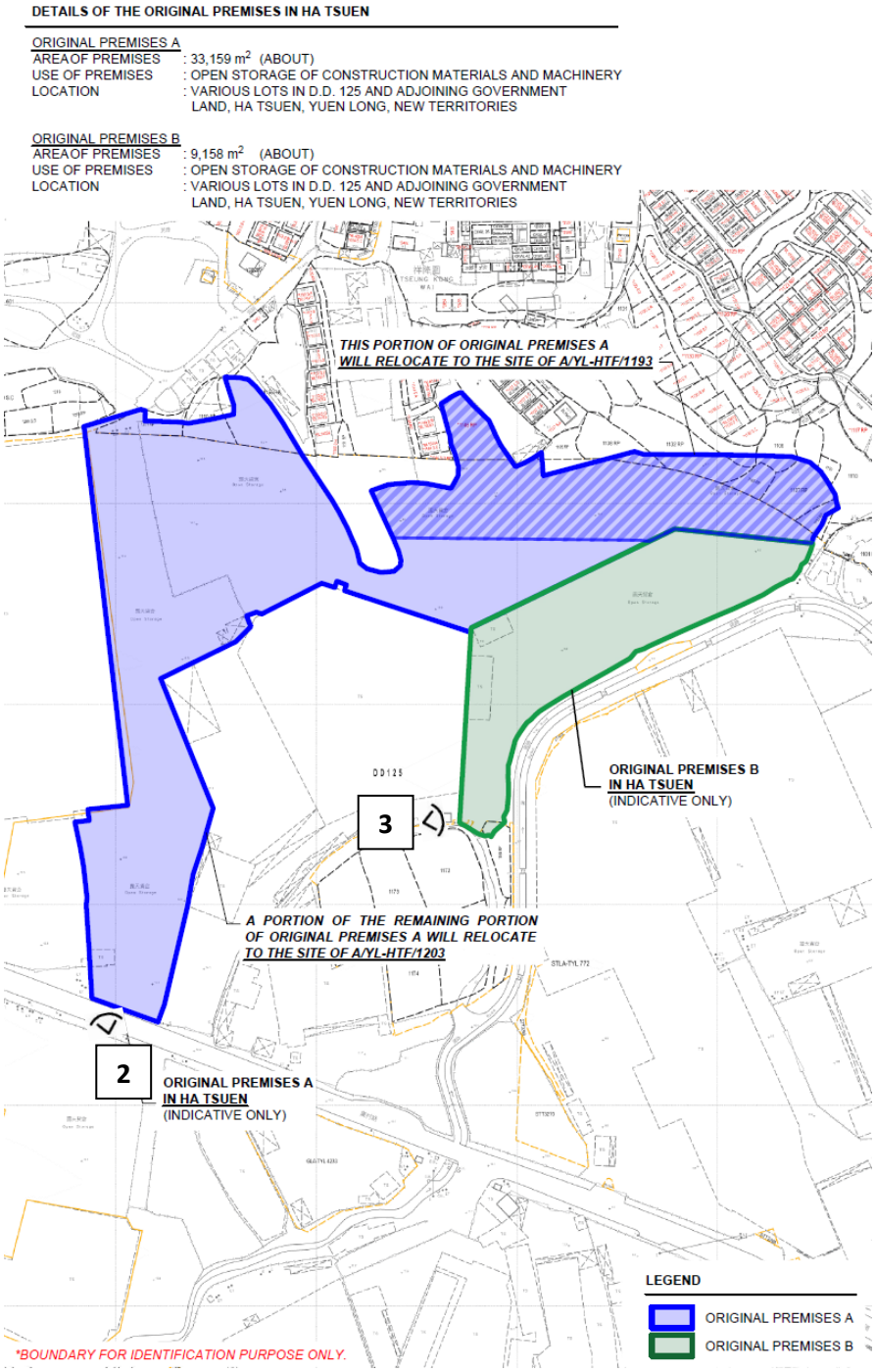
Affected Business Operator 2

Company name: **Skyview Development Limited 天匯發展有限公司**

Details of the affected business premises *(Original Premises B)*

Location: Various Lots in D.D. 125, Ha Tsuen, Yuen Long, New Territories *(formerly)*
(reverted to the Government on 31.08.2024 under G.N. 3102 and G.N. 3103)

Use of premises: Open Storage of Construction Materials and Machinery



Site Photo of the affected business premises

2

3

Memorandum of Understanding signed by the Applicant and Affected Business Operator 2

規劃申請意向書

受發展區發展影響的在地經營業務搬遷 - 規劃申請

業務經營者（甲方）	:	天滙發展有限公司 Skyview Development Limited
公司註冊證明書 / 商業登記證號碼	:	[redacted]
規劃申請申請人（乙方）	:	深滙投資有限公司 Sum Wui Investment Limited
公司註冊證明書 / 商業登記證號碼	:	[redacted]

甲方 為位於*元朗廈村丈量約份第 125 約多個地段*的業務經營者，由於受到政府的「洪水橋 / 廈村新發展區」之收地計劃影響，需要覓地搬遷重置以繼續經營。

甲方 初步與 **乙方** 達成共識，同意 **乙方** 作為規劃申請的申請人，並根據《城市規劃條例》第 16 條，向城市規劃委員會提交規劃申請，於*丈量約份第 128 約地段第 521 號（部分）、第 536 號（部分）、第 537 號（部分）、第 538 號（部分）、第 539 號（部分）、第 540 號、第 541 號、第 542 號、第 543 號、第 544 號、第 545 號（部分）、第 547 號（部分）、第 548 號、第 549 號、第 551 號、第 552 號、第 553 號、第 554 號、第 555 號（部分）及屋宇地段群（部分）和毗連政府土地*作「**擬議臨時露天存放建築材料及器材連附屬設施及相關填土工程（為期 3 年）**」。

乙方 作為規劃申請的申請人，受 **甲方** 委託處理有關搬遷業務事宜。於取得城市規劃委員會之規劃許可後，**甲方** 將會是申請場地的業務經營者。

備注：上述地段將因應規劃許可的需要而有所修訂。

[redacted]

天滙發展有限公司（甲方）
業務經營者簽署

[redacted]

深滙投資有限公司（乙方）
規劃申請申請人簽署

2026 年 2 月 24 日

Appendix II

Details of Alternative Sites for Relocation

Appendix II – Alternative Sites for the Relocation of the Applicant's Original Premises

Alternative Site / Application Site	Site 1	Site 2	Site 3	Site 4	Site 5	Application Site
Location	Various Lots in D.D.89 Man Kam To, New Territories	Various Lots in D.D. 93, Ma Tso Lung, New Territories	Various Lots in D.D. 99, Chau Tau, San Tin, New Territories	Various Lots in D.D. 129, Lau Fau Shan, Yuen Long, New Territories	Various Lots in D.D. 130, Lam Tei, Tuen Mun, New Territories	Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories
Site Area	16,256 m^2 (about)	30,190 m^2 (about)	4,242 m^2 (about)	10,740 m^2 (about)	7,130 m^2 (about)	23,313 m^2 (about)
Accessibility	Accessible from Man Kam To Road via a local access	Accessible from Ma Tso Lung Road via a local access	Accessible from Lok Ma Chau Road via a local access	Accessible from Deep Bay Road via a local access	Accessible from Fuk Hang Tsuen Road via a local access	Accessible from Kai Pak Ling Road via Deep Bay Road and a local access
Distance from Original Premises	26.7 km	22.0 km	18.9 km	4.6 km	10.4 km	3.1 km
Outline Zoning Plan	Approved Fu Tei Au and Sha Ling OZP No. S/NE-FTA/18	Approved Ma Tso Lung and Hoo Hok Wai OZP No.: S/NE-MTL/3	Approved San Tin Technopole OZP No. S/STT/2	Approved Lau Fau Shan & Tsim Bei Tsui OZP No.: S/YL-LFS/11	Approved Lam Tei and Yick Yuen OZP No. S/TM-LTYY/12	Approved Ha Tsuen Fringe OZP No. S/YL-HTF/12
Zoning	"Agriculture"	"Conservation Area (1)" ("CA(1)")	"Other Specified Uses" annotated "Innovation and Technology"	"Green Belt" ("GB")	"Comprehensive Development Area"	"Agriculture"
Existing Condition	Mostly covered with vegetation	Mostly vacant, covered with vegetation and occupied by fishpond	Generally flat, partially covered with vegetation and occupied by vacant temporary structures	Covered with vegetation and woodland	Hard-paved and occupied by temporary structures	Generally flat and covered with overgrown grass
Surrounding Area	Surrounded by vacant land, woodland, public roads and temporary structures	Surrounded by vegetation, pond, some government, institution or community and residential uses	Surrounded by vehicle park, temporary structures for storage, workshop and agricultural uses; and vacant land covered by vegetation and hard-paving	Surrounded by tree groups, temporary structures for open storage and residential use	Surrounded by warehouse, workshop, logistic centre and land covered by residential use	Surrounded by some ponds and vacant land covered with vegetation and temporary structures
Suitability for Relocation	Not suitable for relocation: - land ownership issue - tenancy for portion of the site is not feasible - remote location	Not suitable for relocation: - within the "CA(1)" zone - pond filling is required - incompatible with the surrounding area - remote location	Not suitable for relocation: - in close vicinity of sensitive receivers - the area will be resumed for San Tin Technopole development	Not suitable for relocation: - within the "GB" zone - not compatible with the surrounding area	Not suitable for relocation: - in close vicinity of area for residential use - land ownership issue	Suitable for relocation: - not incompatible with the surrounding area - easily accessible - relatively flat and mostly vacant

Appendix III

Traffic Impact Assessment

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

Traffic Impact Assessment Report – Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land

Document No. W1074/TIA/001/DBR

Issue 1

February 2026

MANNINGS
(Asia) Consultants Limited

W1074/TIA/001/DBR
Issue 1
February 2026

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

Traffic Impact Assessment Report – Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land

[redacted]

Date: February 2026

Sum Wui Investment Limited

[redacted]

Mannings (Asia) Consultants Ltd

[redacted]

W1074/TIA/001/DBR
Issue 1
February 2026

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

Traffic Impact Assessment Report – Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land

Issue	Prepared by	Reviewed by	Date
1	HC	KW	February 2026

Content

1.0 INTRODUCTION

1.1 General

1.1.1. Mannings (Asia) Consultants Ltd (MANN) was commissioned by Sum Wui Investment Limited to undertake the Traffic Impact Assessment (TIA) study for Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, New Territories ("Project Site") in support of the planning application.

1.2 Project Descriptions

1.2.1 The Project Site occupies an area of approximately 23,313 m^2. The area comprises six separated open storage operations, vehicle parking and loading/unloading (L/UL) spaces and circulation area.

1.2.2 The Site is accessible via a local access road, Deep Bay Road, Kai Pak Ling Road, and a temporary road constructed by another CEDD contract, which connects to the at-grade road network of Kong Shum Western Highway. The operation hours of the proposed development are Monday to Saturday from 09:00 to 19:00. There is no operation on Sunday and public holidays.

1.2.3 Considering the potential increase in traffic generated by the Project Site, this TIA study has been conducted to evaluate the effects on the surrounding road network.

1.3 Study Objectives

1.3.1 The main objectives of this Traffic Impact Assessment ("TIA") Study are to:

- To evaluate the current vehicular traffic and transport conditions at the Project Site and to assess the potential impacts of the proposed development on the surrounding road network and pedestrian facilities during its operation;
- Identify any existing and potential traffic and transport issues, recommend appropriate mitigation measures and propose any necessary traffic arrangements to support the development.; and
- To evaluate and recommend suitable traffic mitigation measures for the Project Site, if required.

1.4 Report Structure

1.4.1 After the introductory chapter, the report is structured as follows:

- Chapter 2 describes the Project Site;
- Chapter 3 summarizes current traffic conditions near the Project Site;
- Chapter 4 explains the methodology for estimating visitor flows and vehicular traffic generated by the proposed development;
- Chapter 5 details the traffic forecast and summarizes of traffic impact assessment;
- Chapter 6 a summary of the TIA study's findings and conclusion

2.0 DESCRIPTIONS OF THE PROJECT SITE

2.1 Site Location and Study Area

2.1.1 Drawing No. **Figure 1** of Location Plan in **Appendix A** show the location of the Project Site, located at Ngau Hom Sha and accessed via a northern access road to Deep Bay Road.

2.2 Development Parameters for the Project Site

2.2.1 Based on the latest information, the Project Site involves a temporary open storage development with a site area of approximately 23,313 m^2.

2.3 Parking and Loading/Unloading Facilities

2.3.1 As shown in **Table 1**, which summarizes the internal transport facilities to be provided within the Project Site, there are no specific parking or loading/unloading requirements for temporary warehouse developments under the HKPSG. Therefore, ancillary transport facilities are arranged based on users' operational needs and requirements.

Table 1 - Ancillary Transport Facilities based on user's requirements

Type of Ancillary Transport Facilities	Provision based on User's Requirement
Private Car Parking Space	4
Total Parking Facilities	**4**
L/UL Spaces for HGV	4
Total L/UL Facilities	**4**

2.3.2 As presented by R-Riches Property Consultant's Limited, the conceptual layout plan of the Project Site is included in **Appendix A** for easy reference.

2.4 Vehicular and Pedestrian Access Arrangements

2.4.1 Vehicular access to the Project Site is located at the northern boundary, connecting to a short section of local access road before entering Deep Bay Road. The location of the ingress/egress point is shown on Drawing No. **Figure 1** of Location Plan in **Appendix A**. Pedestrian provision within the Site boundary is minimal; pedestrian movements will be managed within the Site during the operation period.

2.5 Adjacent Committed Development

Committed Developments – Site A

2.5.1 Adjacent to the Project Site is a known committed development under planning permission No. A/YL-HTF/1193 which proposes a temporary open storage site at Lots 505 RP (Part), 506 (Part), 507 (Part), 508, 509 (Part) and 510 (Part) in D.D. 128, Pak Nai, Yuen Long, New Territories ("Committed Development - Site A"). The site with approximately area of 9,938 m^2 is immediately adjacent to the Project Site and includes committed upgrading works for Road Section 1 (Deep Bay Road). With reference to the recent TIA study prepared by Mannings (Asia) Consultants Limited reference no. W1037/TIA/001/DBR Issue 2, the agreed traffic flow is 1 vehicle per hour (equivalent to 3 PCU per hour) per direction during peak hour. These upgrading works have been incorporated into the existing road network configuration and the agreed traffic flows generated by the Committed Developments – Site A have been included in the 2029 reference traffic flows used in this assessment are presented in **Table 2**.

Table 2 - The Committed Developments Traffic Flows

	Parameter for the Site (approx.)	Trip Generation	Vehicular Trips			
			Weekday AM		Weekday PM	
			In	Out	In	Out
Committed Development — Site A	Site Area = 9,938 m^2	veh/hr (pcu/hr)[(1)]	1 (3)[(2)]	1 (3)[(2)]	1 (3)[(2)]	1 (3)[(2)]

Note: (1) For conservative approach, it is assumed that all vehicles are heavy vehicles with pcu factor 2.5.

(2) Adjacent to the Project Site, the committed development – Site A (Planning permission No. A/YL-HTF/1193) includes upgrading works for Deep Bay Road and the agreed traffic flow adopted in this Study is sourced from the TIA prepared by Mannings (Asia) Consultants Limited reference no. W1037/TIA/001/DBR Issue 2.

Committed Development – Site B

2.5.2 In addition, a committed development under planning permission No. A/YL-HTF/1203 "Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 years at DD128 Lot 477 (Part), 492 (Part), 504 (Part), 505 RP (Part), 506 (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T. New Territories ("Committed Development – Site B") has been considered. The site with approximately area of 14,072 m^2 is located in close proximity to the Project Site.

2.5.3 With reference to the recent TIA study prepared by Mannings (Asia) Consultants Limited reference no. W1073/TIA/001/DBR Issue 1, the agreed traffic flow is 2 vehicles per hour (equivalent to 5 PCU per hour) per direction during peak hour. The agreed traffic flows generated by this committed Developments – Site B have been included in the 2029 reference traffic flows used in this assessment are presented in **Table 3**.

Table 3 - The Committed Developments Traffic Flows

	Parameter for the Site (approx.)	Trip Generation	Vehicular Trips			
			Weekday AM		Weekday PM	
			In	Out	In	Out
Committed Development — Site B	Site Area = 14,072 m^2	veh/hr (pcu/hr)(1)	2 (5)(2)	2 (5)(2)	2 (5)(2)	2 (5)(2)

Note: (1) For conservative approach, it is assumed that all vehicles are heavy vehicles with pcu factor 2.5.

(2) Adjacent to the Project Site, the Committed Development – Site B (Planning permission No. A/YL-HTF/1203) with an area of about 14,072 m^2 has been identified near the Project Site. The agreed traffic flow adopted in this Study is sourced from the TIA prepared by Mannings (Asia) Consultants Limited reference no. W1073/TIA/001/DBR Issue 1.

2.5.4 Both developments have been incorporated into the 2029 Reference traffic flows, as summarized in **Table 4**.

Table 4 The Committed Developments Traffic Flows

	Parameter for the Site (approx.)	Trip Generation	Vehicular Trips			
			Weekday AM		Weekday PM	
			In	Out	In	Out
Committed Development — Site A	Site Area = 9,938 m^2	veh/hr (pcu/hr)	1 (3)	1 (3)	1 (3)	1 (3)
Committed Development — Site B	Site Area = 14,072 m^2	veh/hr (pcu/hr)	2 (5)	2 (5)	2 (5)	2 (5)

3.0 EXISTING TRAFFIC AND TRANSPORT CONDITIONS

3.1 Existing Road Network

3.1.1. Under the operation stage, the Site is accessible via a local access road, Deep Bay Road, Kai Pak Ling Road and a temporary road constructed by another CEDD contract, which connects to the at-grade road network of Kong Shum Western Highway. This is the proposed delivery route to the Site and mainly divided into three road section. The specifics of the delivery route and the details of three road sections are presented in Drawings No. **Figure 2** of Delivery Routing Plan in **Appendix A**.

Road Section 1

3.1.2. Regarding Road Section 1, the existing condition of Deep Bay Road between the Site and Kai Pak Ling Road shows a carriageway width of approximately 3.0 meters, as measured from the Lands Department basemap. Observations and on-site measurements indicate that vehicles make use of the verge area, resulting in an effective vehicular width exceeding 3.5 meters. Nevertheless, this section is identified as a substandard single-track access road, primarily due to the absence of intervisible passing bays.

3.1.3. Referring to **Section 2.5.1**, upon completion of the proposed road upgrading works under planning permission No. A/YL-HTF/1193 ("Committed Development — Site A"), Road Section 1 of Deep Bay Road will be upgraded to meet the standard for a single-track access road. The upgrading works include widening of the carriageway to achieve a consistent single-track width, provision of adequately spaced and intervisible passing bays at intervals consistent with TPDM requirements and associated traffic control measures such as signing and delineation. These passing bays are designed to allow safe two-way operation by enabling vehicles to wait and give way at designated points. The upgraded section therefore addresses the current deficiencies identified in **Section 3.1.2** and ensures that traffic generated by the Project Site can be accommodated without adverse impacts along the delivery route. The proposed passing bay locations are shown in **Figure 7** Passing Bay Plan in **Appendix A**.

Road Section 2

3.1.4. Regarding Road Section 2, Kai Pak Ling Road which lies between Deep Bay Road and a temporary road constructed under a separate CEDD contract. This section of Kai Pak Ling Road is a standard single-track access road. It features an approximate road width of 3.5 meters and includes passing bays that are intervisible, ensuring adequate provision for vehicles.

Road Section 3

3.1.5. Regarding Road Section 3, the temporary road built by another CEDD contract, situated between Kai Pak Ling Road and the at-grade road network of Kong Shum Western Highway, this section of temporary road partially utilizes the permanent road configuration for public use during its construction phase. The road width of this temporary road is approximately 7 meters which is a single carriageway. Under the CEED contract, the permanent road directly connects with the existing roundabout of the at-grade road network of Kong Shum Western Highway.

3.2 Traffic Surveys

3.2.1. A manual classified traffic count survey in the study area were carried out on 4 December 2025 (Thursday) from 07:00 to 20:00 in order to collect the most updated traffic flow volume of the affected junctions / road sections and to access the feasibility of the proposed works as shown in **Table 5** and the survey locations are indicated in Drawing No. **Figure 1** in **Appendix A.**

Table 5 - Affected Junctions and Road Sections

	Affected Junctions
J1	The priority junction of Deep Bay Road with Kai Pak Ling Road
J2	The roundabout of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street
	Affected Road Sections
R1	Deep Bay Road
R2	Kai Pak Ling Road
R3	Temporary road

3.3 Existing Vehicle Traffic Conditions

3.3.1 All vehicle flows recorded during the traffic surveys have been converted into passenger car units (PCUs) using the PCU factors specified in Table 2.3.1.1 of Volume 2 of the Transport Planning and Design Manual (TPDM), as indicated in **Table 6**.

Table 6 - Passenger Car Unit Conversion Factors

Vehicle Type	PCU Conversion Factor[(1)]
	Priority junction / Roundabout
Car / Taxi	1.00
Public Light Bus / Minibus	1.50
Light Goods Vehicle	1.50
Medium / Heavy Goods Vehicle	1.75
Bus / Coach	2.00

Note (1): Table 2.3.1.1, Chapter 2.3, Volume 2, TPDM-2021

3.3.2 According to the survey results, the peak hour of the affected junctions and road sections are different during the survey period. The peak hour flows are summarized in **Table 7**.

Table 7 - Peak Hour Flow of the Affected Junctions / Road Sections

	Affected Junctions	AM PEAK	PM PEAK
J1	The priority junction of Deep Bay Road with Kai Pak Ling Road	07:45-08:45	16:30-17:30
J2	The roundabout of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street	07:45-08:45	17:00-18:00
	Affected Road Sections	AM PEAK	PM PEAK
R1	Deep Bay Road	07:45-08:45	16:15-17:15
R2	Kai Pak Ling Road	07:45-08:45	16:30-17:30
R3	Temporary road	07:30-08:30	16:30-17:30

3.3.3 The peak hour flow at each affected junctions / road sections varies from 07:30 to 08:45 (AM PEAK) and 16:15 to 18:00 (PM PEAK). In order to present the peak hour flow at each affected junctions / road sections for the most critical scenario, we have used the flow data at the peak hours of each affected junctions / road sections and assemble them together in one traffic flownet as shown in **Figure 3** of 2025 Existing Traffic Flownet in **Appendix A**.

4.0 ESTIMATION OF DEVELOPMENT FLOWS

4.1 Peak Hour Vehicular Flows

4.1.1 Same as the **Section 2.5.3**, the vehicular trip generation for the Project Site has been estimated using the trip rate derived from the TIA Final Report prepared by CKM Asia Limited under planning permission No. A/YL-HTF/1133 ("Previous CKM Study") which is adopted in this Study.

4.1.2 Adopted trip rate and projected additional traffic flow by the Project Site are presented in **Table 8** and **Table 9** respectively.

Table 8 - Adopted Daily Trip Rate from TIA Report under Previous CKM Study

Development Type	Daily Trips Rate
Open storage	0.00036 veh/m^2

4.1.3 Referring the TIA Final Report under Previous CKM Study, 25% of traffic is generated during the AM and PM Peak periods. The corresponding additional peak hour traffic generation by the Project Site is summarized in **Table 9**.

Table 9 - Additional Traffic Flows by the Project Site

Development Type	Parameter for the Site (approx.)	Trip Generation	Vehicular Trips			
			Weekday AM		Weekday PM	
			In	Out	In	Out
Open storage	Site Area = 23,313 m^2	veh/hr	3	3	3	3
		pcu/hr(1)	8	8	8	8

Note (1): For conservative approach, it is assumed that all vehicles are heavy vehicles with pcu factor 2.5.

4.1.4 The calculated peak hour development traffic flow for the Site is expected to be 8 pcu's (equivalent to 3 veh.) per direction for both AM and PM peak hours.

5.0 TRAFFIC IMPACT ASSESSMENT

5.1 Design Year

5.1.1 According to the preliminary plan, the Project Site is expected to be completed by 2026 and operate for a period of three years. However, for the purpose of traffic impact assessment, the study conservatively adopts 2029 as the design year, representing the year immediately following the full operational period. This approach ensures that traffic projections account for cumulative growth and committed developments in the vicinity. Accordingly, traffic flows during the operational phase should be projected based on conditions in 2029.

5.2 Methodology

5.2.1 In forecasting future traffic flows within the Study Area's road network, due consideration has been given to the following information and influencing factors:

- The observed traffic survey assessment;
- The Annual Average Daily Traffic (AADT) data of the latest five years;
- The 2019-Based Territorial Population and Employment Data Matrices (2019 TPEDM) published by Planning Department;
- Committed developments in the Study Area.

5.2.2 The following steps have been undertaken to derive the 2029 Design Flows (i.e. with the Project Site).

2029 Background Flows = 2025 Flows x annual growth factors

2029 Reference Flows = 2029 Background Flows + Additional Traffic by the Committed Development - Site A & committed Development - Site B (refer to **Section 2.5.1** and **2.5.5**)

2029 Design Flows = 2029 Reference Flows + Additional Traffic by the Project Site

5.2.3 The traffic impact induced by the Project Site is assessed by comparing the Peak Hour Reference Traffic Flows with the Design Traffic Flows for both design years.

5.3 Future Year Reference Traffic Flows

Historical Traffic Growth

5.3.1 To understand historical traffic growth trends on the nearby road network, relevant traffic data from 2019 to 2024 have been extracted from the Annual Traffic Census (ATC) Reports for ATC stations within the Study Area. The location of the nearby ATC station (Ping Ha Road and Lau Fau Shan Road) and presents the corresponding traffic data are presented in **Table 10**.

Table 10 - Annual Traffic Census (ATC) Data

Location	Stn No.	from	to	AADT (veh / day)						Annual Growth
				2019	2020	2021	2022	2023	2024	
Ping Ha Rd & Fau Shan Rd	5858	Tin Ha Rd	Deep Bay Rd	12,590	12,070	10,310	8,390	8,590	8,610	-7.32%

5.3.2 As indicated in **Table 10**, traffic volumes on the road network within the study area decreased at an average annual rate of 7.32% over the period from 2019 to 2024.

2019-Based TPEDM

5.3.3 **Table 11** presented the population and employment data for the Northwest New Territories for 2019 and 2026 from 2019-based Territorial Population and Employment Data Matrices (TPEDM) provided by Planning Department.

Table 11 - Territorial Population and Employment Data Matrix (TPEDM)

Category	TPEDM (2019 Based)			Annual Growth
	2019	2023[(1)]	2026	
Population	222,800	232,200	239,250	1.02%
Employment	58,400	68,943	76,850	4.00%
Total	**281,200**	**301,143**	**316,100**	**1.69%**

Source: 2019-based TPEDM published by Planning Department
Note (1): 2023 population and employment places are calculated by interpolation

5.3.4 It is anticipated that the population and employment places in Northwest New Territories would be increased by 1.02% and 4.00% p.a. respectively, i.e. an overall increase of 1.69% per annum.

5.3.5 The traffic and population growth rates over successive years are presented in **Table 10** and **Table 11** respectively. The purpose of forecasting traffic flow for the year 2029 is to support traffic impact assessments during both the construction and operational phases as well as to anticipate future conditions. A negative annual growth rate of -7.32% is identified in **Table 10**, whereas an annual growth rate of 1.69% is shown in **Table 11**. Therefore, to adopt a conservative approach, the higher annual growth rate of 1.69% has been used for forecasting traffic flow in 2029.

2029 Reference Flows

5.3.6 Taking into account of the above factors to summarize, the following steps are undertaken to derive the 2029 Reference Flows (i.e. without Project Site):

2029 Background Flows = 2025 Flows x annual growth factors $(1+1.69\%)^4$

2029 Reference Flows = 2029 Background Flows + Additional Traffic by the Committed Development - Site A & Committed Development - Site B (refer to **Section 2.5.1 and 2.5.5**)

5.3.7 The 2029 Reference Traffic Flownet is shown in **Figure 4** in **Appendix A**.

5.4 Future Year Design Peak Hour Traffic Flows

5.4.1 The additional development traffic presented in **Table 10** has been assigned to the nearby road network based on the existing traffic distribution pattern within the Study Area. The resulting peak hour development traffic flows are illustrated in **Figure 5** in **Appendix A**.

5.4.2 By adding the development flows illustrated in **Figure 5** to the 2029 reference traffic flow (i.e. without the Project Site) shown in **Figure 4**, the 2029 design traffic flow (i.e. with the Project Site) are derived and presented in **Figure 6**.

5.5 Future Year Junction Capacity Assessments

5.5.1 The junction capacity assessments for year 2029 Reference and Design Scenario were carried out and the results are presented in **Table 12**. The detailed calculation sheets are shown in **Appendix B**.

Table 12 - Summary of Future Junction Capacity Assessment

Junction	Location	Type	Capacity Index	2029 Reference		2029 Design	
				AM	PM	AM	PM
J1	Deep Bay Rd/ Kai Pak Ling Rd	Priority	DFC	0.02	0.02	0.04	0.03

5.5.2 Referring to the results in **Table 12**, Junction of Deep Bay Road with Kai Pak Ling Road is expected to be operating within capacity during peak hours under both 2029 Reference Scenario (Without the Site) and Design Scenario (with the Site).

5.5.3 Although the proposed delivery route does not pass through Junction J2, a conservative assumption has been adopted to account for possible deviations in vehicle movements. It is assumed that approximately 10% of delivery vehicles may inadvertently enter Junction J2. Therefore, J2 has also been included in the capacity assessment to ensure the robustness and completeness of the evaluation and the results are presented in **Table 13**. Detailed junction capacity assessments are provided in **Appendix B**.

Table 13 – Junction Capacity Assessment for Affected Roundabout

Junction	Location	Type	Capacity Index	2029 Reference		2029 Design	
				AM	PM	AM	PM
J2	Deep Bay Rd/ Lau Fau Shan Rd	Roundabout	DFC	0.47	0.37	0.47	0.37

5.5.4 Referring to the results in **Table 13**, the roundabout of Deep Bay Road with Lau Fau Shan Road is expected to be operating within capacity during peak hours for both 2029 Reference Scenario (Without the Site) and Design Scenario (with the Site).

5.6 Future Year Link Capacity Assessments

5.6.1 In order to determine the utilization level of the affected, the Vehicle Capacity (VC) has been adopted. To estimate the traffic flow generated from the Project Site, it is assumed that 8 pcu's (equivalent to 3 veh.) per direction for both AM and PM peak hours

5.6.2 The link capacity assessments for year 2029 Reference and Design Scenario carried out and the results are presented in **Table 14**.

Table 14 - Summary of Future Link Capacity Assessment

Road Section	Location	Dir.	Design Capacity	2029 Reference				2029 Design			
				AM		PM		AM		PM	
				Flows (veh/hr)	P/Df(1)	Flows (veh/hr)	P/Df(1)	Flows (veh/hr)	P/Df(1)	Flows (veh/hr)	P/Df(1)
R1	Deep Bay Road	2-way	100	70	0.70	68	0.68	76	0.76	74	0.74
R2	Kai Pak Ling Road	2-way	100	44	0.44	40	0.40	50	0.50	46	0.46
R3	Temporary road	2-way	800	77	0.10	52	0.07	83	0.10	58	0.07

Notes: (1) P/Df = Peak Hourly Flows/ Design Flow Ratios for road links

5.6.3 The results in **Table 14** indicate that all the concerned road links in the Study Area operate satisfactorily during the peak hours under the 2029 Reference Scenario (Without the Site) and Design Scenario (with the Site).

6.0 SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 Mannings (Asia) Consultants Ltd (MANN) was commissioned by Sum Wui Investment Limited to undertake this Traffic Impact Assessment (TIA) in support of the planning application for the proposed temporary open storage development at Pak Nai, Yuen Long. The study was prepared to evaluate existing traffic conditions, forecast future traffic demands, and assess the potential impacts of the development on the surrounding road network.

6.1.2 During the operational stage, the Project Site will be accessed via a local access road, Deep Bay Road, Kai Pak Ling Road, and a temporary road constructed under a separate CEDD contract, which together connect to the at-grade road network of Kong Shum Western Highway. The designated delivery route is divided into three road sections.

6.1.3 In order to appraise the existing traffic condition, a manual traffic count survey was conducted on 4 December 2025 (Thursday) from 07:00 to 20:00. These observed traffic flow data were subsequently used for undertaking the assessment of the proposed TTA schemes in 2025.

6.1.4 Traffic forecasts were prepared with reference to the 2019-Based Territorial Population and Employment Data Matrices (TPEDM) and the Annual Average Daily Traffic (AADT) records. To ensure a conservative approach, an annual growth rate of 1.69% was adopted for projecting background flows to the design year 2029. In addition to background growth, traffic flows from the Committed Development – Site A and the Committed Development – Site B were incorporated into the Reference Scenario. By incorporating both developments into the 2029 Reference traffic flows, the cumulative impacts of nearby developments are fully accounted for in this assessment.

- Committed Development – Site A (Planning permission No. A/YL-HTF/1193) is a committed temporary open storage site (about 9,938 m²) next to the Project Site. It includes road upgrading works at Deep Bay Road and adds about 1 vehicle per hour (3 PCU/hour) per direction during peak hour.

- Committed Development – Site B (Planning permission No. A/YL-HTF/1203) is a temporary open storage (about 14,072 m²) near the Project Site. Based on the Previous CKM Study, it generates about 3 vehicles per hour (8 PCU/hour) per direction during peak hour.

6.1.5 The assessment results confirm that all affected junctions and road sections will continue to operate within capacity under both the Reference Scenario (without the Project Site) and the Design Scenario (with the Project Site). In addition, the committed upgrading works for Road Section 1 (Deep Bay Road) will provide a consistent carriageway width and adequately spaced, intervisible passing bays, thereby improving existing deficiencies and ensuring safe two-way operation.

6.2 Conclusion

6.2.1 In conclusion, the findings of this Traffic Impact Assessment demonstrate that the proposed temporary open storage development can be accommodated by the surrounding road network without causing adverse traffic impacts. With the committed upgrading works for Road Section 1 (Deep Bay Road) in place, together with adequately spaced intervisible passing bays, appropriate signing and lighting along the delivery route in accordance with the relevant Codes of Practice, and securing required land clearance and statutory approvals prior to commencement of operations, the designated delivery route will provide sufficient carriageway width and facilities to support safe two-way operation. Therefore, it is acceptable from a traffic point of view.

APPENDIX A

Drawings

LEGEND:

Proposed Delivery Route

N

SHENZHEN BAY BRIDGE

J2

DEEP BAY ROAD

LAU FAU SHAN ROAD

DEEP BAY ROAD

Committed Development
- Site A

Project Site

J1

R1

R2

R3

DEEP BAY ROAD

KAI PAK LING ROAD

KONG SHAM WESTERN HIGHWAY

HA TSUEN ROAD

Committed Development
- Site B

Drawing title

Location Plan

Drawing number

Figure 1

Scale

N.T.S.

Rev

K:\W1074\Ustation\DBR-FIGURE 1 - Location Plan.dgn

N

Delivery Route of the Site

SHENZHEN BAY BRIDGE
深圳灣公路大橋

DEEP BAY ROAD
深灣路

Road Section 1

Road Section 2

Road Section 3

Committed Development
- Site A

Committed Development
- Site B

Project Site

KONG SHAM WESTERN HIGHWAY
港深西部公路

Road Section 1 : Deep Bay Road
Road Section 2 : Existing Kai Pak Ling Road
Road Section 3 : Temporary Road Constructed by another CEDD contract

NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 25 40 75 100 125
METRES
1 : 5000

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

Title

Delivery Routing Plan

Scale in A1
A3

Drawing No.
FIGURE 2

Rev.

LEGEND:

Peak Hour Flow in weekday

PM AM
(XXX) XXX → Traffic Flow (in PCU)

PM AM
(XXX) XXX → Traffic Flow (in vehicle)

DEEP BAY ROAD

150 (135)

J2

174 (180)

27 (21)

215 (246)

(187) 156

351 (279)

LAU FAU SHAN ROAD

DEEP BAY ROAD
(Road Section 1)

R1

60 (58)

(27) 28
(2) 4

J1

35 (36)
16 (17)

(10) 9
(14) 15

(Road Section 2)
KAI PAK LING ROAD

36 (32)

R2

R3

66 (43)

(Road Section 3)

Drawing title			
2025 Existing Traffic Flownet			
Drawing number	Figure 3	Scale	N.T.S.
		Rev	

K:\W1074\Ustation\DBR-FIGURE 3 - Existing Traffic Flownet.dgn

LEGEND:

Peak Hour Flow in weekday

PM AM
(XXX) XXX → Traffic Flow (in PCU)

PM AM
(XXX) XXX → Traffic Flow (in vehicle)

DEEP BAY ROAD

174 (151)

J2

197 (195)

254 (272)

29 (23)

Assumed that approximately 10% of delivery vehicles inadvertently enter Junction J2

(200) 167

375 (298)

LAU FAU SHAN ROAD

DEEP BAY ROAD

R1

70 (68)

(28) 29

(10) 12

J1

38 (37)

17 (16)

DEEP BAY ROAD
(Road Section 1)

(17) 18

(14) 16

(Road Section 2)

KAI PAK LING ROAD

44 (40)

R2

R3

77 (52)

(Road Section 3)

Drawing title			
2029 Reference Traffic Flownet			
Drawing number	Figure 4	Scale	N.T.S.
		Rev	

K:\W1074\Ustation\DBR-FIGURE 4 - 2029 Reference Traffic Flownet.dgn

LEGEND:

Peak Hour Flow in weekday

PM AM
(XXX) XXX → Traffic Flow (in PCU)

PM AM
(XXX) XXX → Traffic Flow (in vehicle)

DEEP BAY ROAD

DEEP BAY ROAD
(Road Section 1)

KAI PAK LING ROAD
(Road Section 2)

LAU FAU SHAN ROAD
(Road Section 3)

J1

J2

R1

R2

R3

6 (6)

(0) 0
(8) 8

0 (0)
0 (0)

(8) 8
0 (0)

Assumed that approximately 10% of delivery vehicles inadvertently enter Junction J2

0 (0)
0 (0)
1 (1)
0 (0)
1 (1)
1 (1)

Drawing title
Peak Hour Development
Traffic Flownet

Drawing number
Figure 5

Scale
N.T.S.

Rev

K:\W1074\Ustation\DBR-FIGURE 5 - Peak Hour Development Traffic Flownet.dgn

LEGEND:

Peak Hour Flow in weekday

PM AM
(XXX) XXX → Traffic Flow (in PCU)

PM AM
(XXX) XXX → Traffic Flow (in vehicle)

DEEP BAY ROAD

174 (151)

J2

197 (191)

255 (273)

30 (24)

(201) 168

375 (298)

LAU FAU SHAN ROAD

DEEP BAY ROAD

(Road Section 1)

R1

76 (74)

(28) 29

(18) 20

J1

38 (37)

17 (16)

(25) 26

(14) 16

(Road Section 2)

KAI PAK LING ROAD

50 (46)

R2

R3

83 (58)

(Road Section 3)

Drawing title

2029 Design Traffic Flownet

Drawing number: Figure 6

Scale: N.T.S.

Rev:

K:\W1074\Ustation\DBR-FIGURE 6 - 2029 Design Traffic Flownet.dgn

N

Existing Passing Bay

Proposed Passing Bay

SHENZHEN BAY BRIDGE 深圳灣公路大橋

DEEP BAY ROAD 深灣路

DEEP BAY (SHENZHEN WAN) 后海灣 (深圳灣)

Details ref. to FIGURE 7-1

Details ref. to FIGURE 7-2

Details ref. to FIGURE 7-3

Details ref. to FIGURE 7-4

Details ref. to FIGURE 7-5

Details ref. to FIGURE 7-6

Details ref. to FIGURE 7-7

Details ref. to FIGURE 7-8

Details ref. to FIGURE 7-9

Details ref. to FIGURE 7-10

Details ref. to FIGURE 7-11

Details ref. to FIGURE 7-12

PP1 PP2 PP3 PP4 PP5

EP1 EP2 EP3 EP4 EP5 EP6 EP7 EP8 EP9 EP10 EP11

Committed Development - Site A

Committed Development - Site B

Project Site

KONG SHAM WESTERN HIGHWAY 港深西部公路

NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
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0 25 40 75 100 125
METRES
1 : 5000

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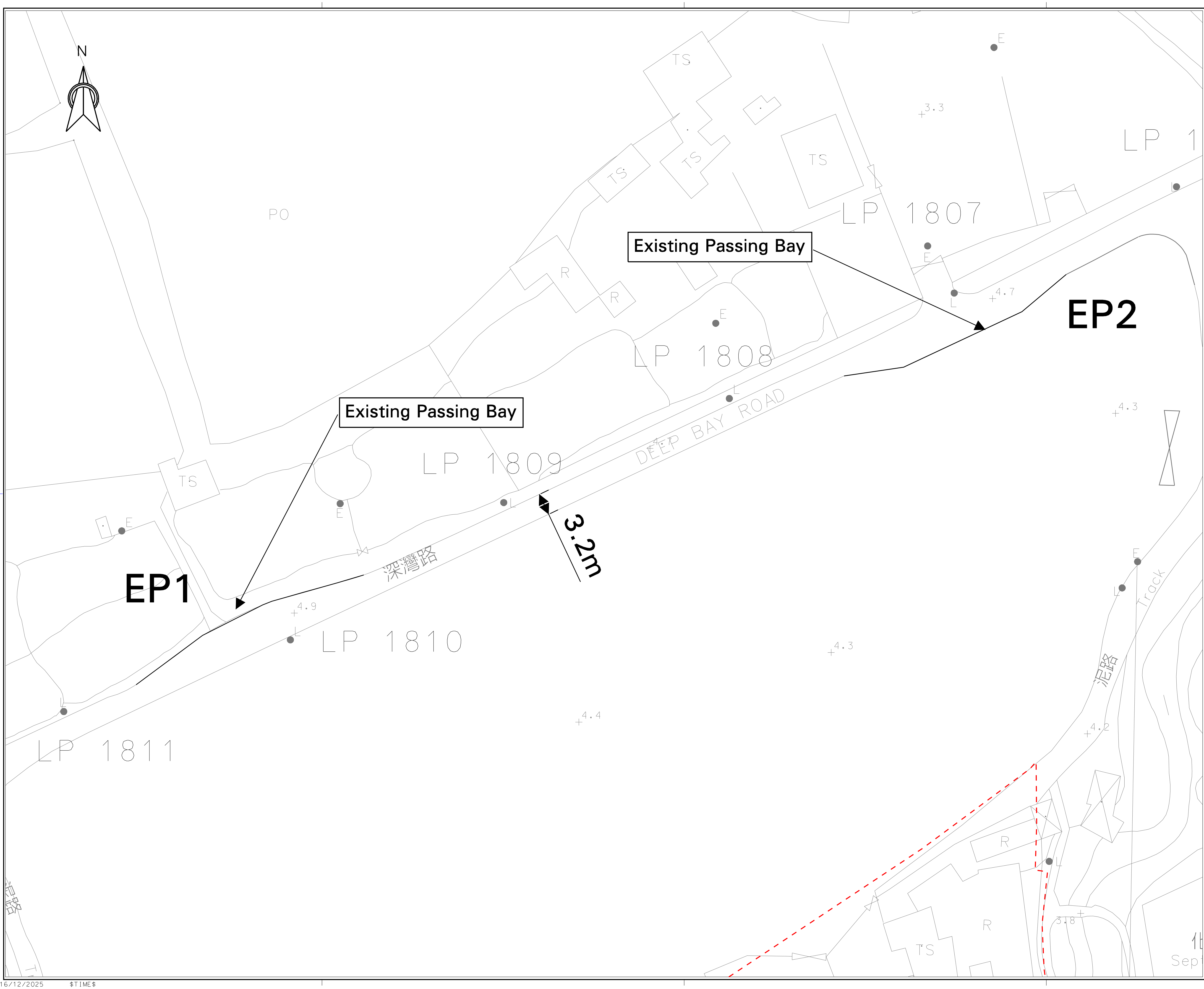
Title

Passing Bay Plan

Scale in A1
A3

Drawing No.
FIGURE 7

Rev.



NOTES :

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Project

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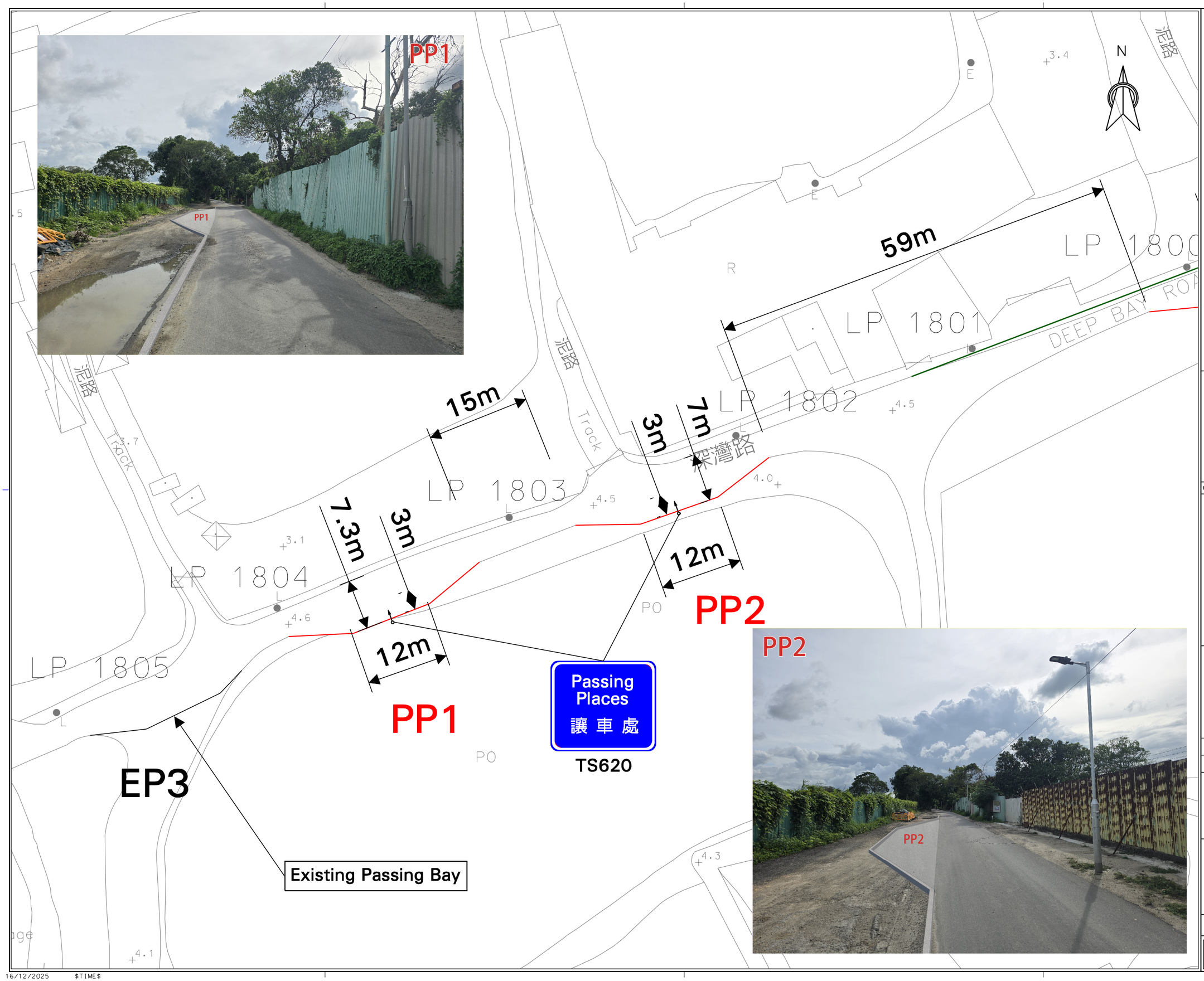
Title

Passing Bay Plan

Scale in A1
A3

Drawing No.
FIGURE 7-1

Rev.



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

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Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

Title

Passing Bay Plan

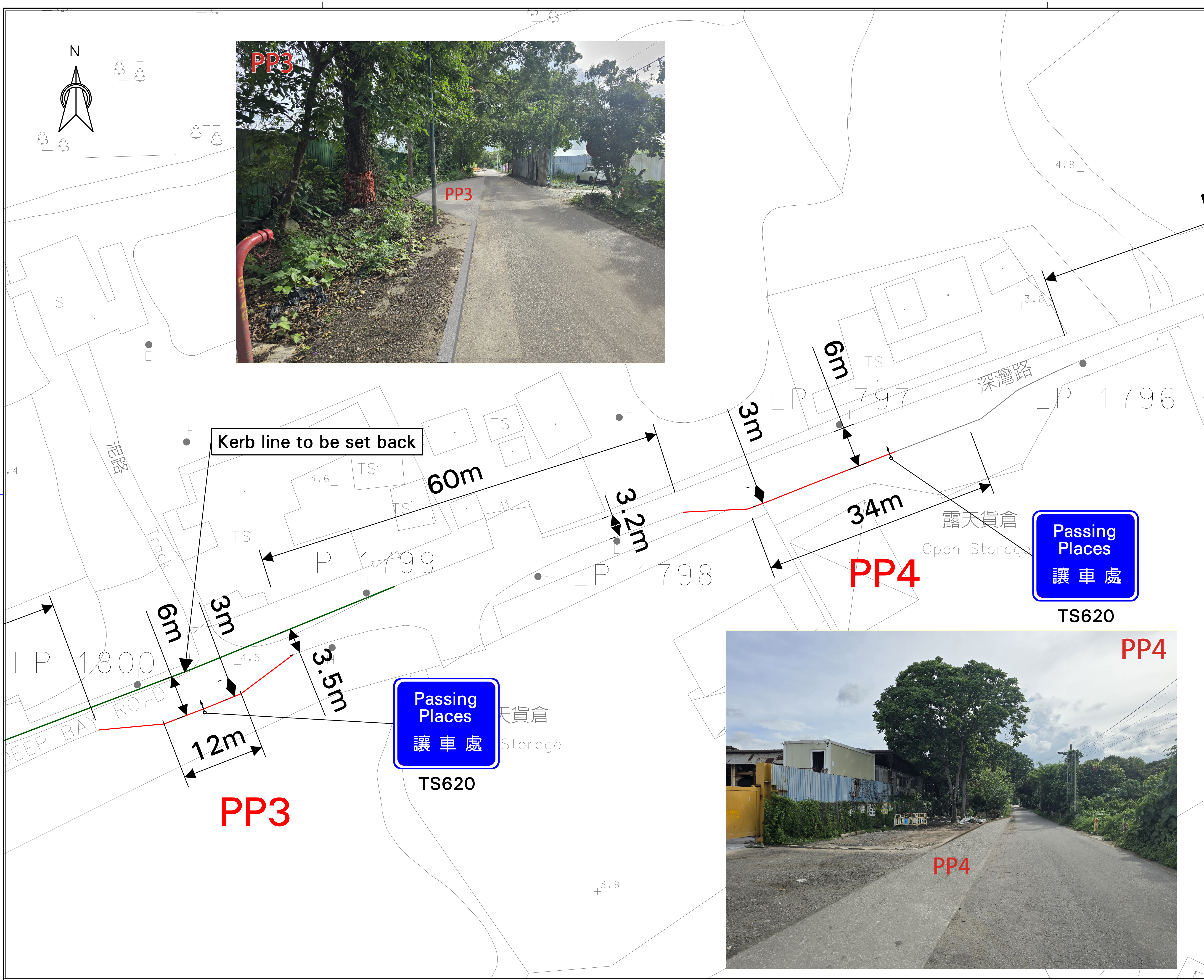
Scale in A1
A3

Drawing No.
FIGURE 7-2

Rev.

16/12/2025 $TIME$

K:\W1074\Ustation\DBR-FIGURE 7-2.dgn



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

Title

Passing Bay Plan

Scale in A1
A3

Drawing No.
FIGURE 7-3

Rev.

16/12/2025 $TIME$

K:*W1074*Ustation*DBR-FIGURE 7-3.dgn

N

Lighting Pole to be maintained and surrounded by waterfilled barrier

Existing lane width to be maintained

58m

7m

33m

20m

3m

PP5

Passing Places 讓車處

TS620

DEEP BAY ROAD

LP 1793

LP 1794

LP 1795

LP 1796

PO

GW

Passing Pl

NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

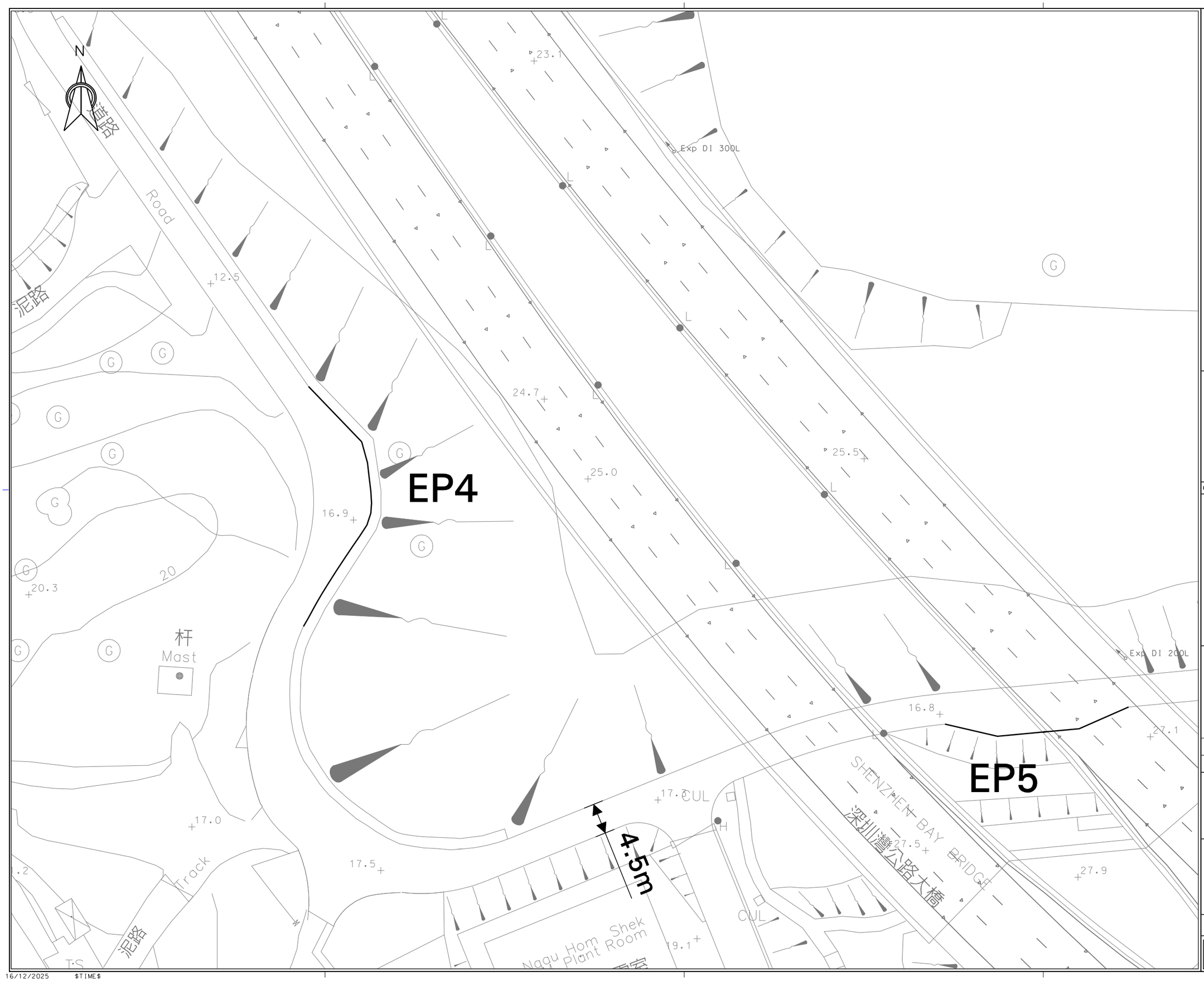
Title

Passing Bay Plan

Scale in A1
A3

Drawing No.
FIGURE 7-4

Rev.



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
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Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

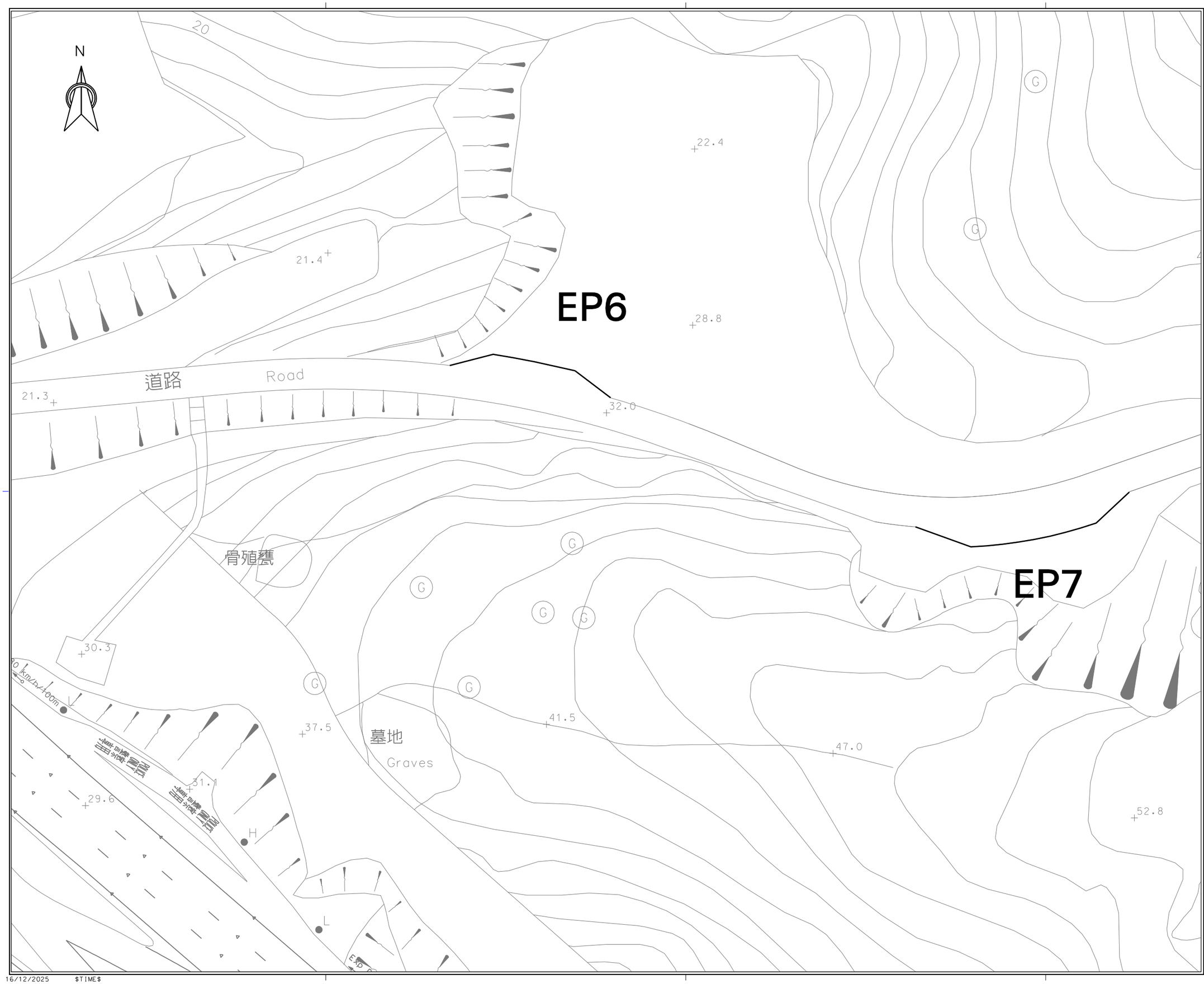
Title

Passing Bay Plan

Scale in A1
A3

Drawing No.
FIGURE 7-5

Rev.



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

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Title

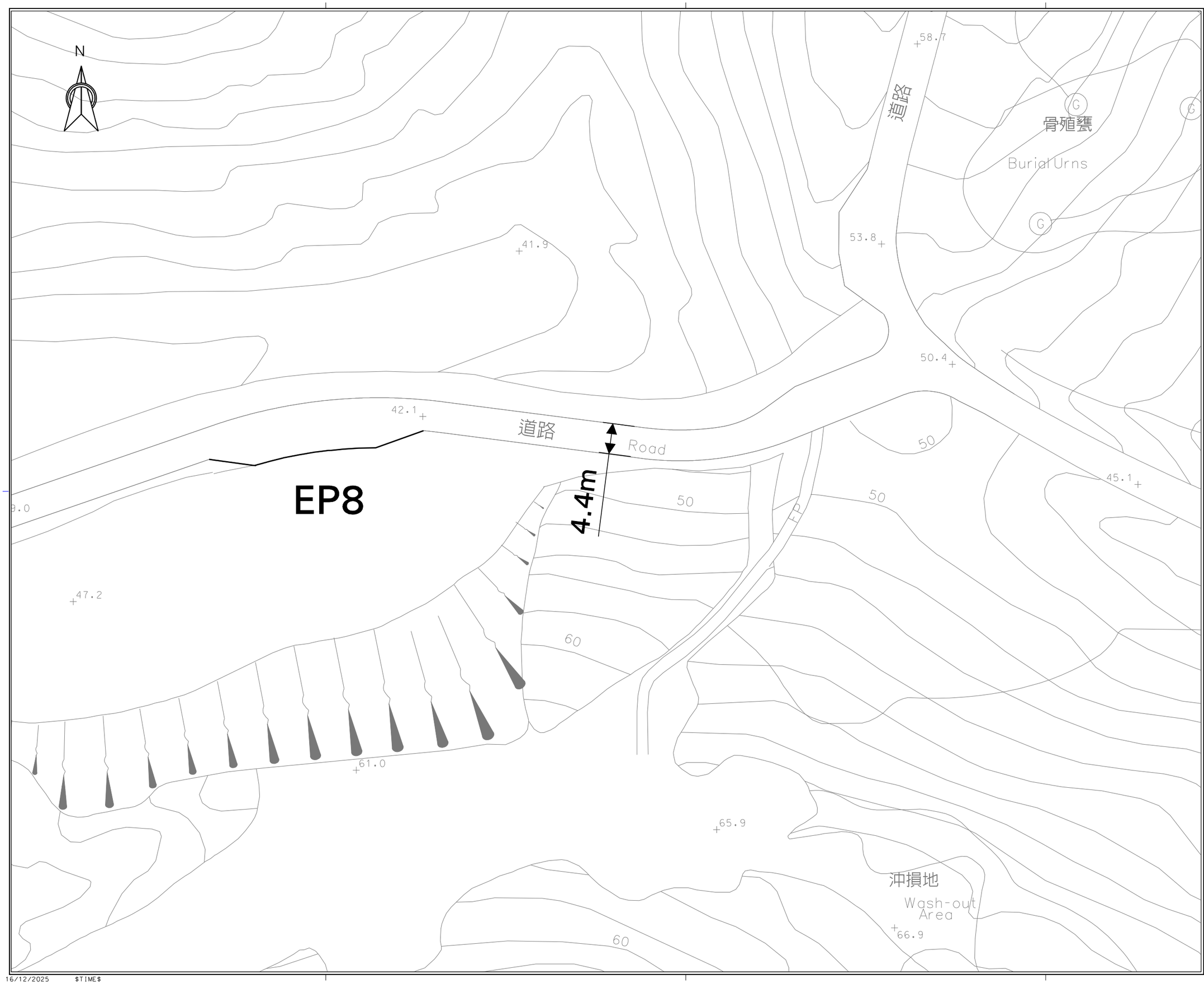
Passing Bay Plan

Scale in A1
A3

Drawing No.

FIGURE 7-6

Rev.



NOTES :

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2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

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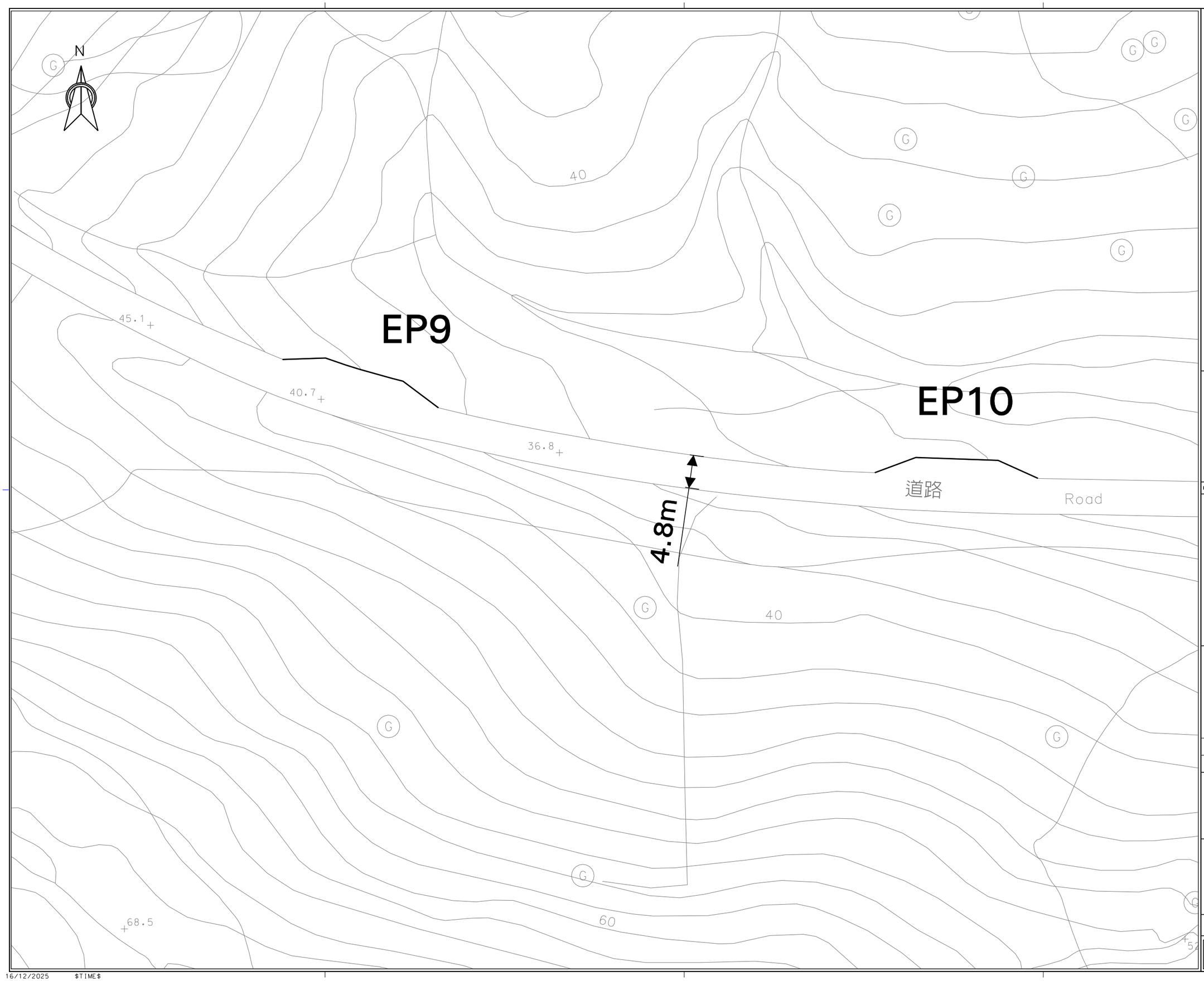
Title

Passing Bay Plan

Scale in A1
A3

Drawing No.	Rev.
FIGURE 7-7	



NOTES :

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2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

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Title

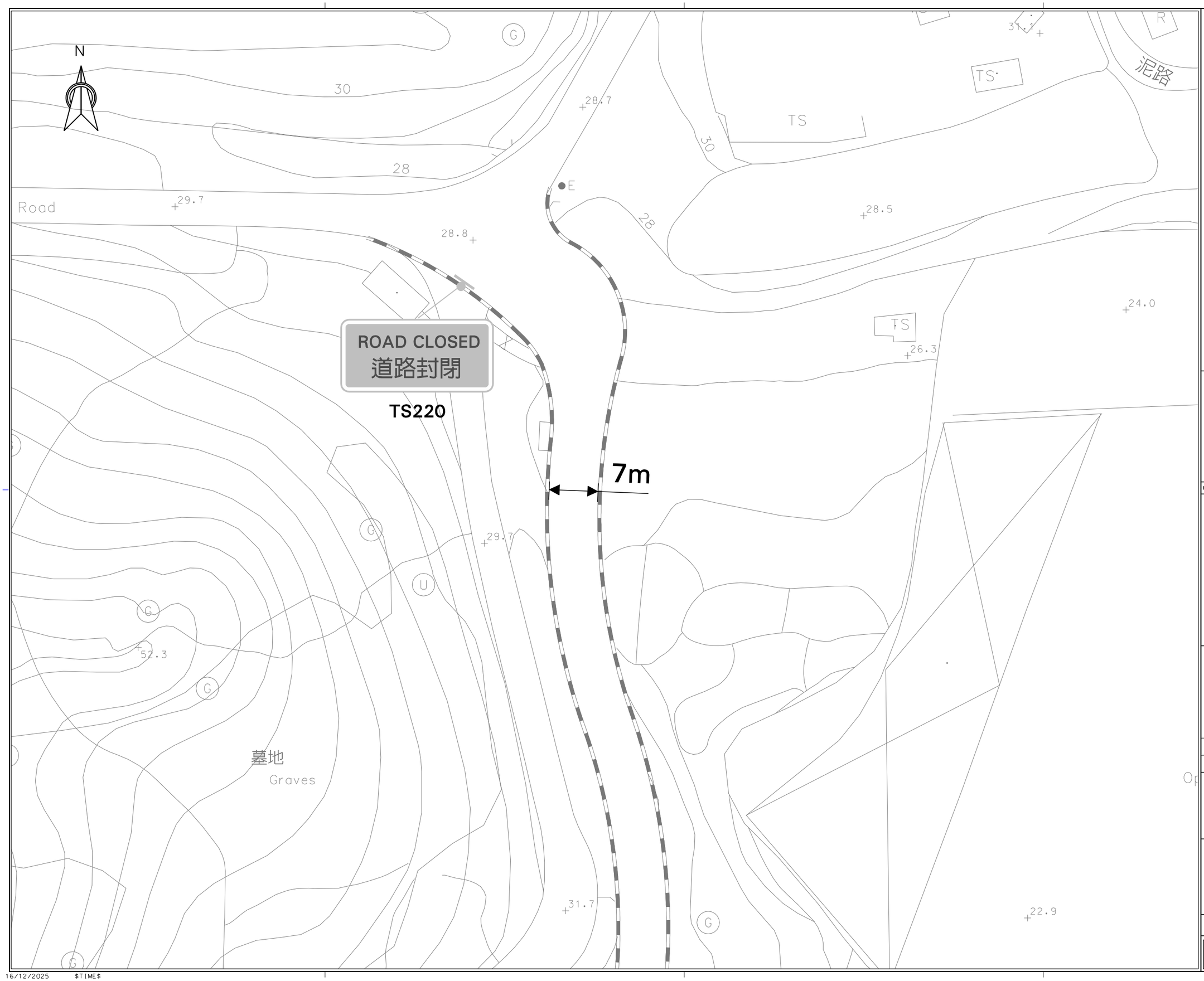
Passing Bay Plan

Scale in A1
A3

Drawing No.

FIGURE 7-8

Rev.



NOTES :

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2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

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Title

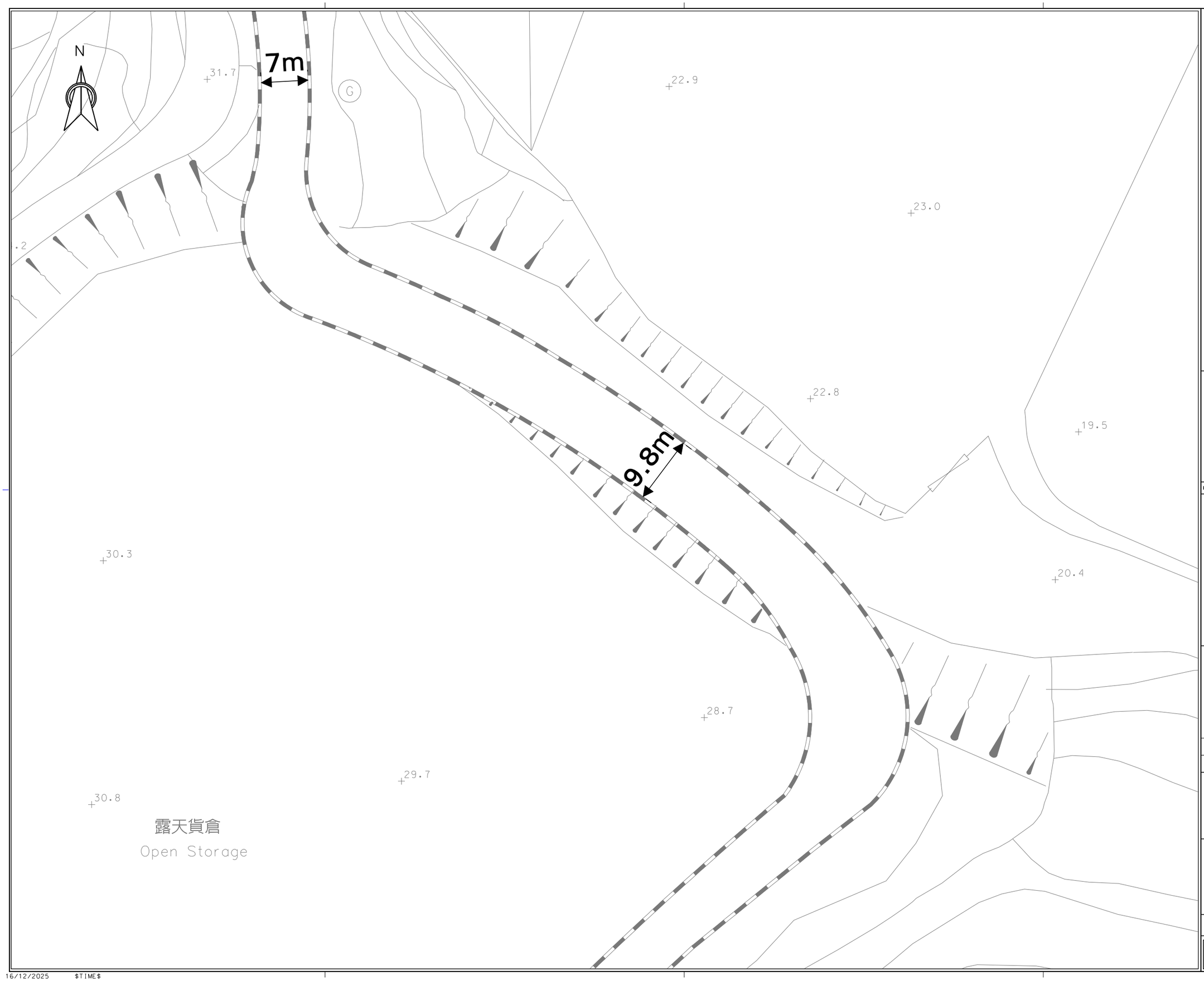
Passing Bay Plan

Scale in A1
A3

Drawing No.

FIGURE 7-9

Rev.



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

Title

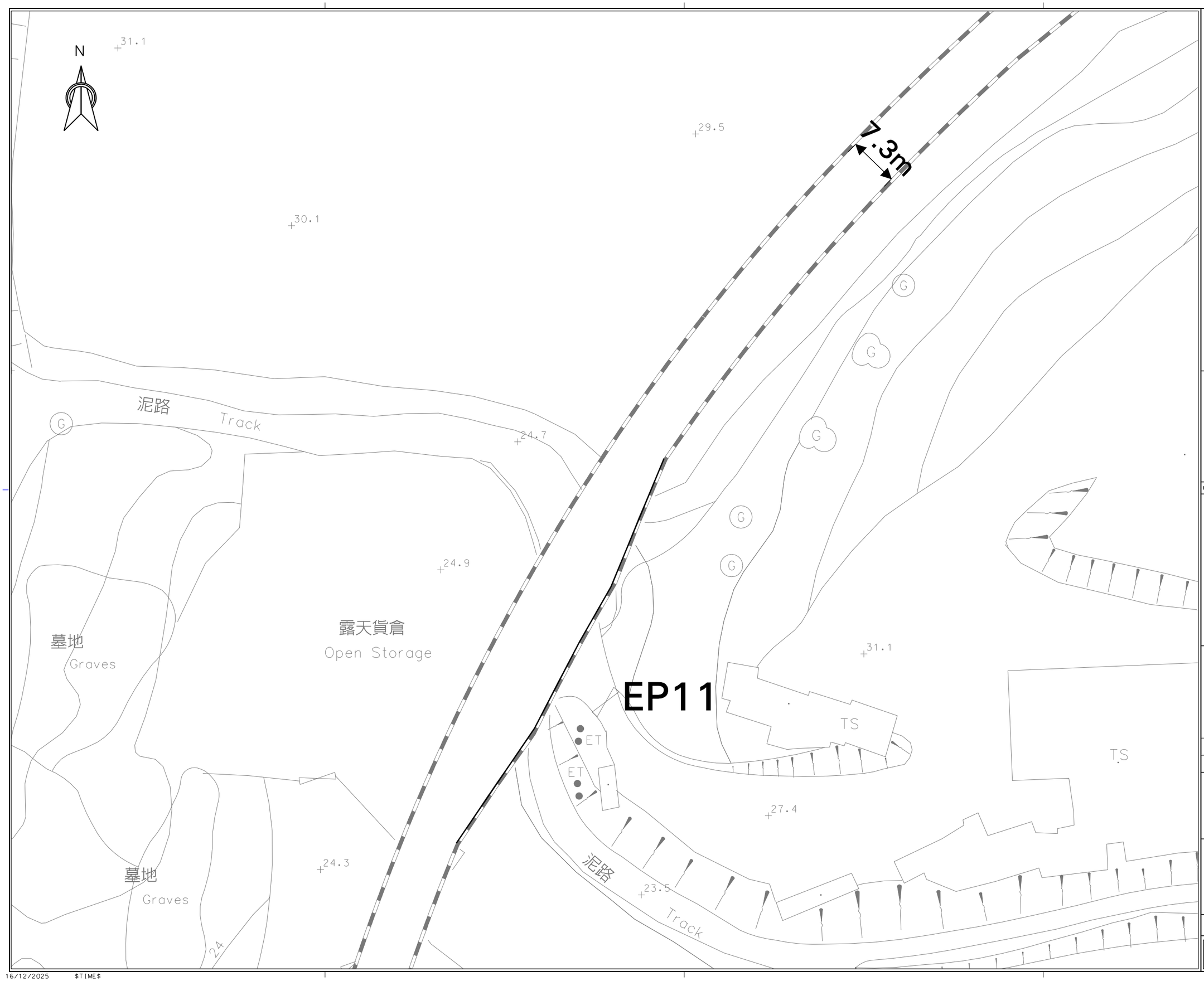
Passing Bay Plan

Scale in A1
A3

Drawing No.

FIGURE 7-10

Rev.



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES

1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

Title

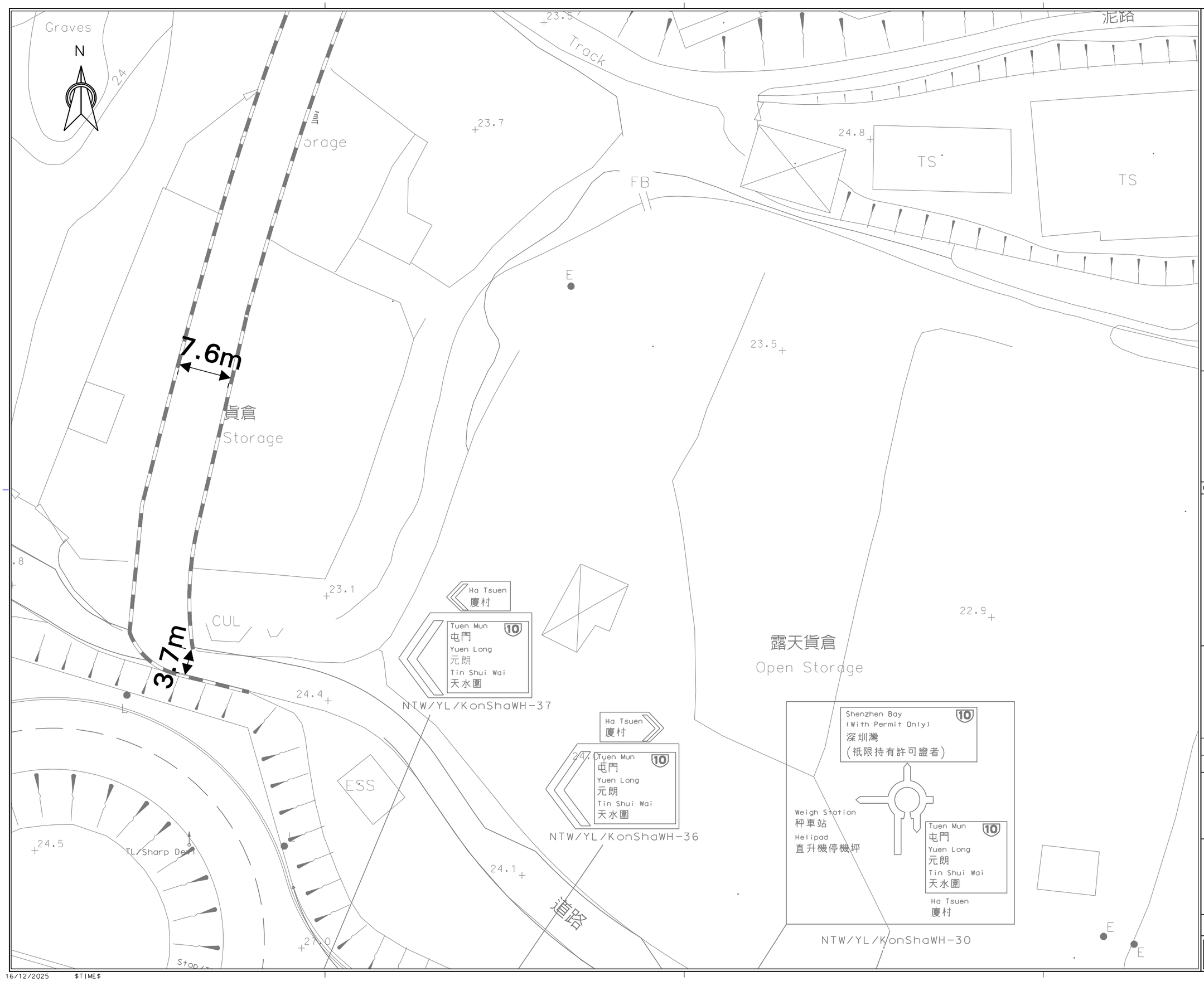
Passing Bay Plan

Scale in A1
A3

Drawing No.

FIGURE 7-11

Rev.



NOTES :

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2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

Title

Passing Bay Plan

Scale in A1
A3

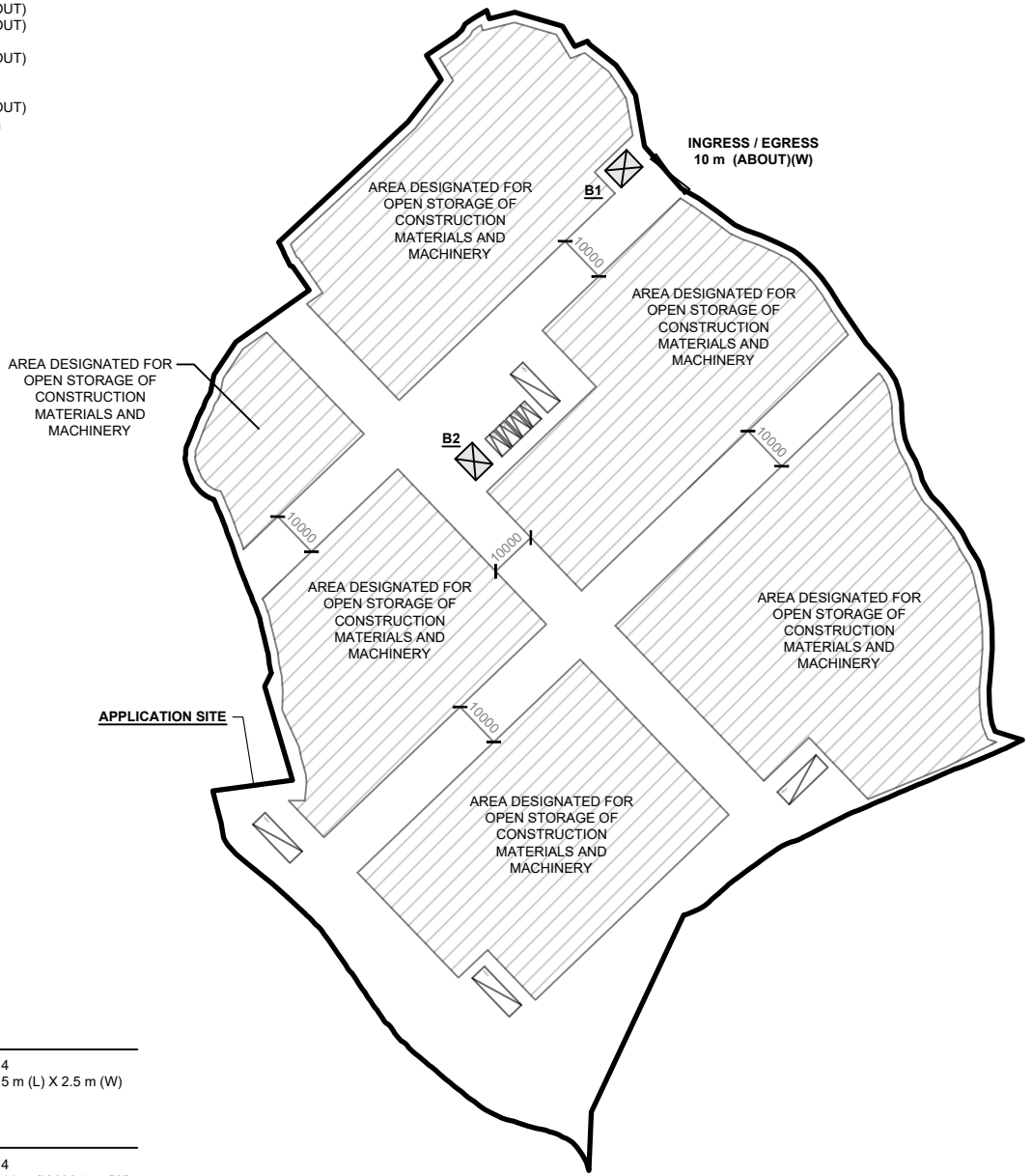
Drawing No.
FIGURE 7-12

Rev.

DEVELOPMENT PARAMETERS

APPLICATION SITE AREA	: 23,313 m^2	(ABOUT)
COVERED AREA	: 60 m^2	(ABOUT)
UNCOVERED AREA	: 23,253 m^2	(ABOUT)
PLOT RATIO	: 0.005	(ABOUT)
SITE COVERAGE	: 0.25 %	(ABOUT)
NO. OF STRUCTURE	: 2	
DOMESTIC GFA	: NOT APPLICABLE	
NON-DOMESTIC GFA	: 120 m^2	(ABOUT)
TOTAL GFA	: 120 m^2	(ABOUT)
BUILDING HEIGHT	: 7 m	(ABOUT)
NO. OF STOREY	: 2	
OPEN STORAGE AREA	: 15,216 m^2	(ABOUT)
STACKING HEIGHT	: NOT MORE THAN 3 m	

STRUCTURE	USE	COVERED AREA	GROSS FLOOR AREA	BUILDING HEIGHT
B1	SITE OFFICE, WASHROOM STORAGE OF CONSTRUCTION MATERIALS	30 m^2 (ABOUT)	60 m^2 (ABOUT)	7 m (ABOUT)(2-STOREY)
B2	SITE OFFICE, WASHROOM STORAGE OF CONSTRUCTION MATERIALS	30 m^2 (ABOUT)	60 m^2 (ABOUT)	7 m (ABOUT)(2-STOREY)
	TOTAL	**60 m^2 (ABOUT)**	**120 m^2 (ABOUT)**	



PARKING PROVISIONS

NO. OF PRIVATE CAR PARKING SPACE	: 4
DIMENSION OF PARKING SPACE	: 5 m (L) X 2.5 m (W)

LOADING/UNLOADING PROVISIONS

NO. OF L/UL SPACE FOR HEAVY GOODS VEHICLE	: 4
DIMENSION OF L/UL SPACE	: 11 m (L) X 3.5 m (W)

**SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.*

LEGEND

- APPLICATION SITE
- STRUCTURE
- OPEN STORAGE AREA
- PARKING SPACE (PRIVATE CAR)
- L/UL SPACE (HEAVY GOODS VEHICLE)
- INGRESS / EGRESS

NORTH
W E
S

PLANNING CONSULTANT
R-RICHES PLANNING LIMITED

PROJECT
PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 128 AND ADJOINING GOVERNMENT LAND, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE
1 : 1500 @ A4

DRAWN BY	DATE
MN	11.12.2025
CHECKED BY	DATE
APPROVED BY	DATE

DWG. TITLE
LAYOUT PLAN

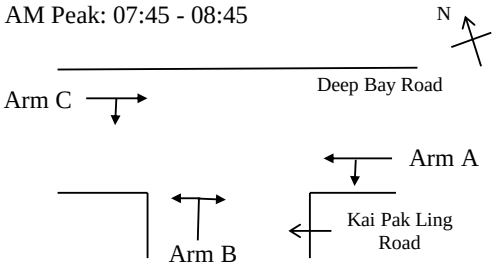
DWG NO.	VER.
PLAN 9	001

APPENDIX B

Traffic Analysis

Job No.	W1074	File Name	W1074_DFC_DBR_KPLR	Page	1 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	18/12/2025
Subject	Junnciton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road	Checked	KW		
	Existing Traffic Condition From 07:00-20:00 Weekday (AM Peak)	Drg. Ref.			

AM Peak: 07:45 - 08:45



W — Major road width
Wcr — Central reserve width
Wc-a — Lane width available to veh. waiting in stream c-a
Wc-b — Lane width available to veh. waiting in stream c-b
Vr c-a— Visibility to the right for veh. waiting in stream c-a
Vl b-a— Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4	m								
Wcr	=	0	m								
q a-b	=	16	pcu/hr								
q a-c	=	35	pcu/hr								
q c-a	=	28	pcu/hr	Wc-a	=	4	m	Vr b-a	=	70	m
q c-b	=	4	pcu/hr	Wc-b	=	4	m	Vr b-c	=	70	m
q b-a	=	15	pcu/hr	Wb-a	=	4	m	Vr c-b	=	70	m
q b-c	=	9	pcu/hr	Wb-c	=	4	m	Vl b-a	=	70	m

GEOMETRIC PARAMETERS:

D	=	0.9391	pcu/hr
E	=	0.9864	pcu/hr
F	=	0.9864	pcu/hr
Y	=	0.8620	pcu/hr

CAPACITY OF MOVEMENT:

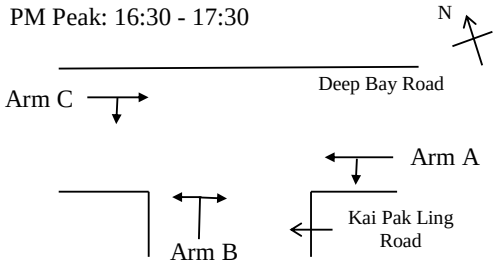
Q b-a	=	570
Q b-c	=	722
Q c-b	=	719

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	**0.01**
R c-a	=	**0.02**
R c-b	=	**0.01**

Job No.	W1074	File Name	W1074_DFC_DBR_KPLR	Page	2 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	18/12/2025
Subject	Junnciton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road	Checked	KW		
	Existing Traffic Condition From 07:00-20:00 Weekday (PM Peak)	Drg. Ref.			

PM Peak: 16:30 - 17:30



W — Major road width
Wcr — Central reserve width
Wc-a — Lane width available to veh. waiting in stream c-a
Wc-b — Lane width available to veh. waiting in stream c-b
Vr c-a— Visibility to the right for veh. waiting in stream c-a
Vl b-a— Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4	m								
Wcr	=	0	m								
q a-b	=	17	pcu/hr								
q a-c	=	36	pcu/hr								
q c-a	=	29	pcu/hr	Wc-ad	=	4	m	Vr b-a	=	70	m
q c-b	=	5	pcu/hr	Wc-b	=	4	m	Vr b-c	=	70	m
q b-a	=	14	pcu/hr	Wb-ad	=	4	m	Vr c-b	=	70	m
q b-c	=	10	pcu/hr	Wb-c	=	4	m	Vl b-a	=	70	m

GEOMETRIC PARAMETERS:

D	=	0.9391	pcu/hr
E	=	0.9864	pcu/hr
F	=	0.9864	pcu/hr
Y	=	0.8620	pcu/hr

CAPACITY OF MOVEMENT:

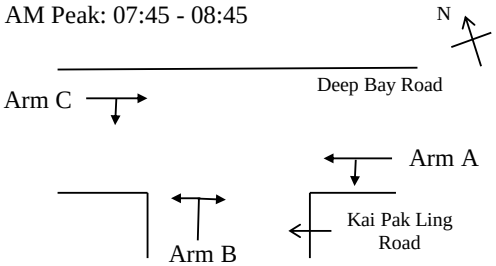
Q b-ad	=	569
Q b-c	=	722
Q c-b	=	718

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	**0.01**
R c-a	=	**0.02**
R c-b	=	**0.01**

Job No.	W1074	File Name	W1074_DFC_DBR_KPLR	Page	1 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	18/12/2025
Subject	Junnciton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road	Checked	KW		
	2029 Background Flows From 07:00-20:00 Weekday (AM Peak)	Drg. Ref.			

AM Peak: 07:45 - 08:45



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Wc-a — Lane width available to veh. waiting in stream c-a
Wc-b — Lane width available to veh. waiting in stream c-b
Vr c-a— Visibility to the right for veh. waiting in stream c-a
Vl b-a— Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4	m								
Wcr	=	0	m								
q a-b	=	17	pcu/hr								
q a-c	=	38	pcu/hr								
q c-a	=	29	pcu/hr	Wc-a	=	4	m	Vr b-a	=	70	m
q c-b	=	4	pcu/hr	Wc-b	=	4	m	Vr b-c	=	70	m
q b-a	=	16	pcu/hr	Wb-a	=	4	m	Vr c-b	=	70	m
q b-c	=	10	pcu/hr	Wb-c	=	4	m	Vl b-a	=	70	m

GEOMETRIC PARAMETERS:

D	=	0.9391	pcu/hr
E	=	0.9864	pcu/hr
F	=	0.9864	pcu/hr
Y	=	0.8620	pcu/hr

CAPACITY OF MOVEMENT:

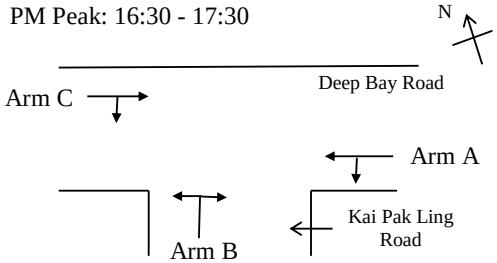
Q b-a	=	569
Q b-c	=	721
Q c-b	=	718

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	**0.01**
R c-a	=	**0.02**
R c-b	=	**0.01**

Job No.	W1074	File Name	W1074_DFC_DBR_KPLR	Page	2 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	18/12/2025
Subject	Junnciton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road	Checked	KW		
	2029 Background Flows From 07:00-20:00 Weekday (PM Peak)	Drg. Ref.			

PM Peak: 16:30 - 17:30



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Wc-a — Lane width available to veh. waiting in stream c-a
Wc-b — Lane width available to veh. waiting in stream c-b
Vr c-a— Visibility to the right for veh. waiting in stream c-a
Vl b-a— Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4	m								
Wcr	=	0	m								
q a-b	=	16	pcu/hr								
q a-c	=	37	pcu/hr								
q c-a	=	30	pcu/hr	Wc-ad	=	4	m	Vr b-a	=	70	m
q c-b	=	5	pcu/hr	Wc-b	=	4	m	Vr b-c	=	70	m
q b-a	=	14	pcu/hr	Wb-ad	=	4	m	Vr c-b	=	70	m
q b-c	=	9	pcu/hr	Wb-c	=	4	m	Vl b-a	=	70	m

GEOMETRIC PARAMETERS:

D	=	0.9391	pcu/hr
E	=	0.9864	pcu/hr
F	=	0.9864	pcu/hr
Y	=	0.8620	pcu/hr

CAPACITY OF MOVEMENT:

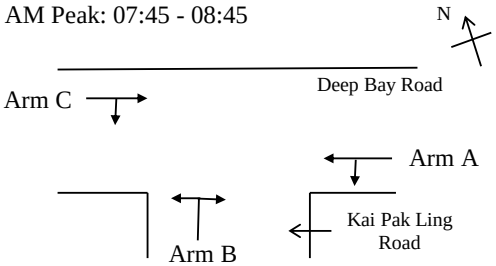
Q b-ad	=	568
Q b-c	=	721
Q c-b	=	718

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	**0.01**
R c-a	=	**0.02**
R c-b	=	**0.01**

Job No.	W1074	File Name	W1074_DFC_DBR_KPLR	Page	1 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	18/12/2025
Subject	Junnciton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road	Checked	KW		
	2029 Reference Flows From 07:00-20:00 Weekday (AM Peak)	Drg. Ref.			

AM Peak: 07:45 - 08:45



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Wc-a — Lane width available to veh. waiting in stream c-a
Wc-b — Lane width available to veh. waiting in stream c-b
Vr c-a— Visibility to the right for veh. waiting in stream c-a
Vl b-a— Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4	m								
Wcr	=	0	m								
q a-b	=	17	pcu/hr								
q a-c	=	38	pcu/hr								
q c-a	=	29	pcu/hr	Wc-a	=	4	m	Vr b-a	=	70	m
q c-b	=	12	pcu/hr	Wc-b	=	4	m	Vr b-c	=	70	m
q b-a	=	16	pcu/hr	Wb-a	=	4	m	Vr c-b	=	70	m
q b-c	=	18	pcu/hr	Wb-c	=	4	m	Vl b-a	=	70	m

GEOMETRIC PARAMETERS:

D	=	0.9391	pcu/hr
E	=	0.9864	pcu/hr
F	=	0.9864	pcu/hr
Y	=	0.8620	pcu/hr

CAPACITY OF MOVEMENT:

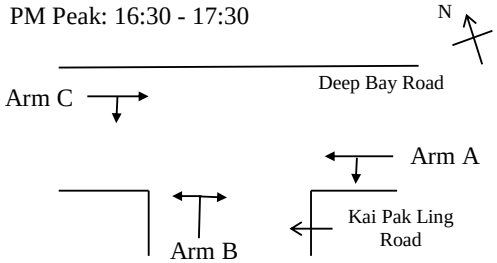
Q b-a	=	565
Q b-c	=	721
Q c-b	=	718

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	**0.02**
R c-a	=	**0.02**
R c-b	=	**0.02**

Job No.	W1074	File Name	W1074_DFC_DBR_KPLR	Page	2 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	18/12/2025
Subject	Junnciton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road	Checked	KW		
	2029 Reference Flows From 07:00-20:00 Weekday (PM Peak)	Drg. Ref.			

PM Peak: 16:30 - 17:30



W — Major road width
Wcr — Central reserve width
Wc-a — Lane width available to veh. waiting in stream c-a
Wc-b — Lane width available to veh. waiting in stream c-b
Vr c-a— Visibility to the right for veh. waiting in stream c-a
Vl b-a— Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4	m								
Wcr	=	0	m								
q a-b	=	16	pcu/hr								
q a-c	=	37	pcu/hr								
q c-a	=	30	pcu/hr	Wc-ad	=	4	m	Vr b-a	=	70	m
q c-b	=	13	pcu/hr	Wc-b	=	4	m	Vr b-c	=	70	m
q b-a	=	14	pcu/hr	Wb-ad	=	4	m	Vr c-b	=	70	m
q b-c	=	17	pcu/hr	Wb-c	=	4	m	Vl b-a	=	70	m

GEOMETRIC PARAMETERS:

D	=	0.9391	pcu/hr
E	=	0.9864	pcu/hr
F	=	0.9864	pcu/hr
Y	=	0.8620	pcu/hr

CAPACITY OF MOVEMENT:

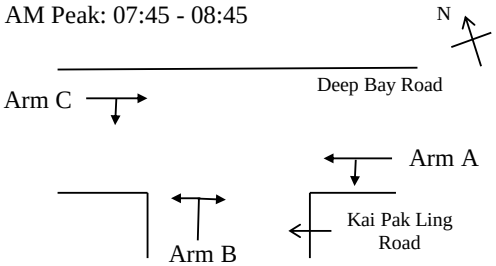
Q b-ad	=	565
Q b-c	=	721
Q c-b	=	718

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	**0.02**
R c-a	=	**0.02**
R c-b	=	**0.02**

Job No.	W1074	File Name	W1074_DFC_DBR_KPLR	Page	1 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	18/12/2025
Subject	Junnciton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road	Checked	KW		
	2029 Design Flows From 07:00-20:00 Weekday (AM Peak)	Drg. Ref.			

AM Peak: 07:45 - 08:45



W — Major road width
Wcr — Central reserve width
Wc-a — Lane width available to veh. waiting in stream c-a
Wc-b — Lane width available to veh. waiting in stream c-b
Vr c-a— Visibility to the right for veh. waiting in stream c-a
Vl b-a— Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4	m								
Wcr	=	0	m								
q a-b	=	17	pcu/hr								
q a-c	=	38	pcu/hr								
q c-a	=	29	pcu/hr	Wc-a	=	4	m	Vr b-a	=	70	m
q c-b	=	20	pcu/hr	Wc-b	=	4	m	Vr b-c	=	70	m
q b-a	=	16	pcu/hr	Wb-a	=	4	m	Vr c-b	=	70	m
q b-c	=	26	pcu/hr	Wb-c	=	4	m	Vl b-a	=	70	m

GEOMETRIC PARAMETERS:

D	=	0.9391	pcu/hr
E	=	0.9864	pcu/hr
F	=	0.9864	pcu/hr
Y	=	0.8620	pcu/hr

CAPACITY OF MOVEMENT:

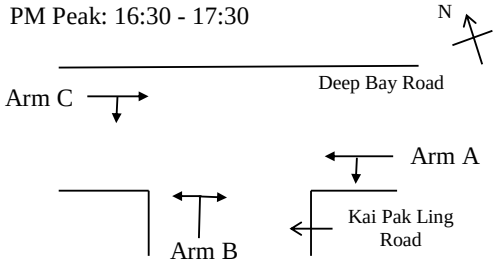
Q b-a	=	562
Q b-c	=	721
Q c-b	=	718

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	**0.04**
R c-a	=	**0.02**
R c-b	=	**0.03**

Job No.	W1074	File Name	W1074_DFC_DBR_KPLR	Page	2 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	18/12/2025
Subject	Junnciton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road	Checked	KW		
	2029 Design Flows From 07:00-20:00 Weekday (PM Peak)	Drg. Ref.			

PM Peak: 16:30 - 17:30



W — Major road width
Wcr — Central reserve width
Wc-a — Lane width available to veh. waiting in stream c-a
Wc-b — Lane width available to veh. waiting in stream c-b
Vr c-a— Visibility to the right for veh. waiting in stream c-a
Vl b-a— Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4	m								
Wcr	=	0	m								
q a-b	=	16	pcu/hr								
q a-c	=	37	pcu/hr								
q c-a	=	30	pcu/hr	Wc-ad	=	4	m	Vr b-a	=	70	m
q c-b	=	21	pcu/hr	Wc-b	=	4	m	Vr b-c	=	70	m
q b-a	=	14	pcu/hr	Wb-ad	=	4	m	Vr c-b	=	70	m
q b-c	=	25	pcu/hr	Wb-c	=	4	m	Vl b-a	=	70	m

GEOMETRIC PARAMETERS:

D	=	0.9391	pcu/hr
E	=	0.9864	pcu/hr
F	=	0.9864	pcu/hr
Y	=	0.8620	pcu/hr

CAPACITY OF MOVEMENT:

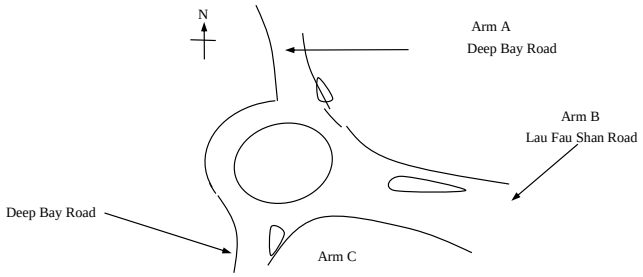
Q b-ad	=	562
Q b-c	=	721
Q c-b	=	718

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

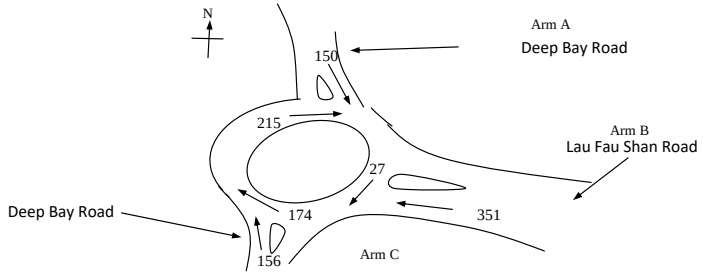
R b-c	=	**0.03**
R c-a	=	**0.02**
R c-b	=	**0.03**

Job No.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2	Checked	KW	Date	
	Existing Traffic Condition From 07:00-20:00 Weekday (AM Peak)				

AM Peak: 07:45 - 08:45



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

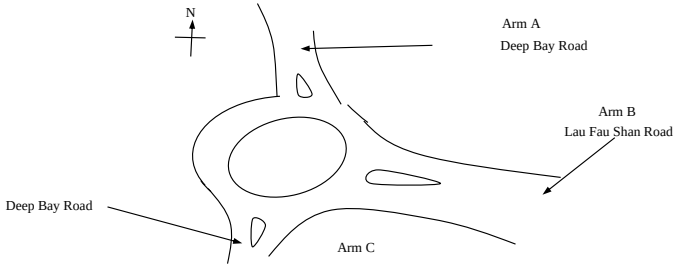
				Arm A	Arm B	Arm C
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
ϕ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

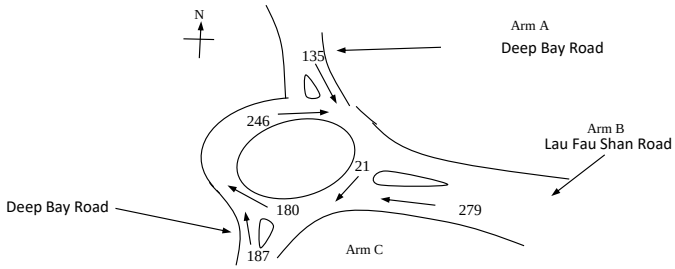
				Arm A	Arm B	Arm C
q_c	=	circulating flow across entry	=	215	27	174
K	=	1-0.00347(f-30)-0.978(1/r-0.05)	=	0.96	0.79	0.89
x_2	=	v+((e-v)/(1+2s))	=	3.64	3.37	3.35
M	=	exp((D-60)/10)	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t_D	=	1+0.5/(1+M)	=	1.49	1.49	1.49
f_c	=	$0.21t_D(1+0.2x_2)$	=	0.54	0.52	0.52
Q_E	=	$K(F-f_cq_c)$	=	951	798	819
DFC	=	traffic flow into the roundabout/Q_E	=	0.16	0.44	0.19

Job No.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2	Checked	KW	Date	
	Existing Traffic Condition From 07:00-20:00 Weekday (PM Peak)				

PM Peak: 17:00 - 18:00



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

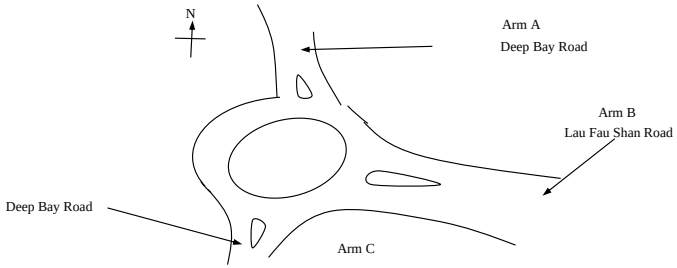
				Arm A	Arm B	Arm C
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
ϕ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

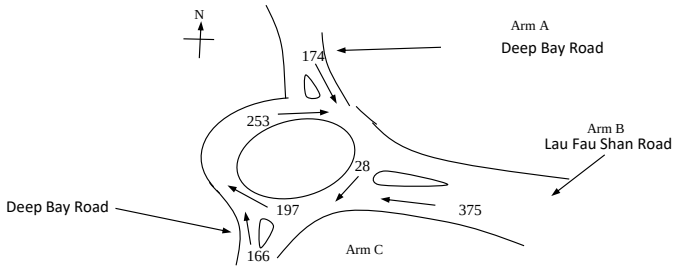
				Arm A	Arm B	Arm C
q_c	=	circulating flow across entry	=	246	21	180
K	=	1-0.00347(f-30)-0.978(1/r-0.05)	=	0.96	0.79	0.89
x_2	=	v+((e-v)/(1+2s))	=	3.64	3.37	3.35
M	=	exp((D-60)/10)	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t_D	=	1+0.5/(1+M)	=	1.49	1.49	1.49
f_c	=	$0.21t_D(1+0.2x_2)$	=	0.54	0.52	0.52
Q_E	=	$K(F-f_cq_c)$	=	934	800	817
DFC	=	traffic flow into the roundabout/Q_E	=	0.14	0.35	0.23

Job No.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2	Checked	KW	Date	
	2029 Background Peak Hour Flow From 07:00-20:00 Weekday (AM Peak)				

AM Peak: 07:45 - 08:45



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

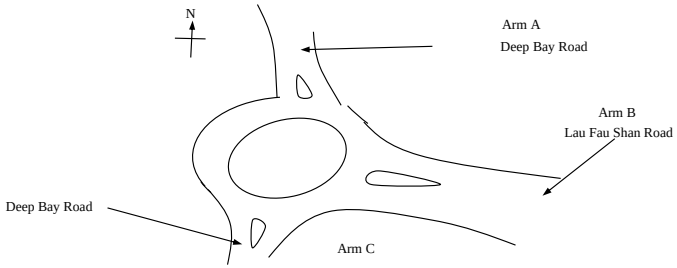
				Arm A	Arm B	Arm C
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
ϕ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

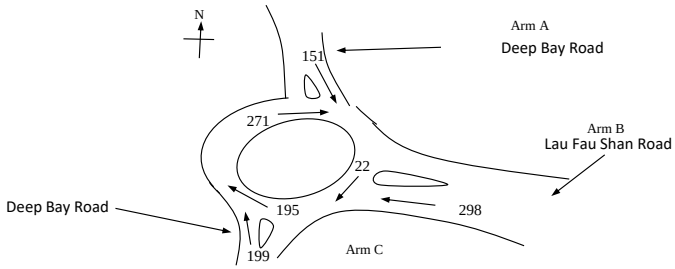
				Arm A	Arm B	Arm C
q_c	=	circulating flow across entry	=	253	28	197
K	=	1-0.00347(f-30)-0.978(1/r-0.05)	=	0.96	0.79	0.89
x_2	=	v+((e-v)/(1+2s))	=	3.64	3.37	3.35
M	=	exp((D-60)/10)	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t_D	=	1+0.5/(1+M)	=	1.49	1.49	1.49
f_c	=	$0.21t_D(1+0.2x_2)$	=	0.54	0.52	0.52
Q_E	=	$K(F-f_cq_c)$	=	931	797	809
DFC	=	traffic flow into the roundabout/Q_E	=	0.19	0.47	0.21

Job No.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2	Checked	KW	Date	
	2029 Background Peak Hour Flow From 07:00-20:00 Weekday (PM Peak)				

PM Peak: 17:00 - 18:00



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

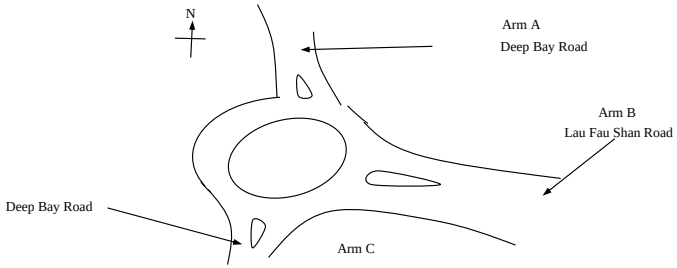
				Arm A	Arm B	Arm C
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
ϕ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

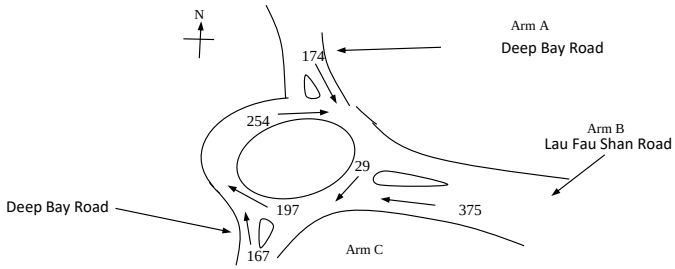
				Arm A	Arm B	Arm C
q_c	=	circulating flow across entry	=	271	22	195
K	=	1-0.00347(f-30)-0.978(1/r-0.05)	=	0.96	0.79	0.89
x_2	=	v+((e-v)/(1+2s))	=	3.64	3.37	3.35
M	=	exp((D-60)/10)	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t_D	=	1+0.5/(1+M)	=	1.49	1.49	1.49
f_c	=	$0.21t_D(1+0.2x_2)$	=	0.54	0.52	0.52
Q_E	=	$K(F-f_cq_c)$	=	921	800	810
DFC	=	traffic flow into the roundabout/Q_E	=	0.16	0.37	0.25

Job No.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2	Checked	KW	Date	
	2029 Reference Peak Hour Flow From 07:00-20:00 Weekday (AM Peak)				

AM Peak: 07:45 - 08:45



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

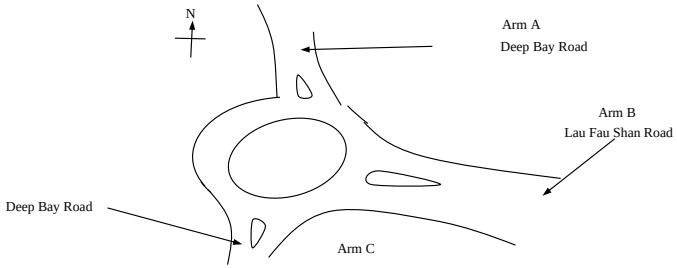
				Arm A	Arm B	Arm C
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
ϕ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

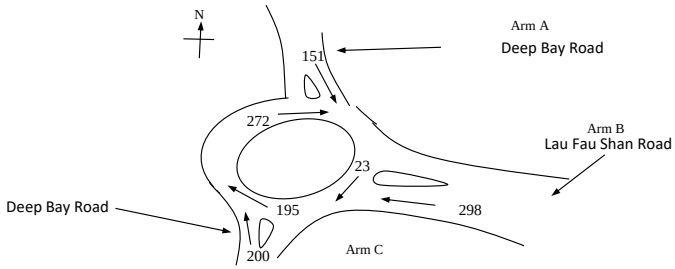
				Arm A	Arm B	Arm C
q_c	=	circulating flow across entry	=	254	29	197
K	=	1-0.00347(f-30)-0.978(1/r-0.05)	=	0.96	0.79	0.89
x_2	=	v+((e-v)/(1+2s))	=	3.64	3.37	3.35
M	=	exp((D-60)/10)	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t_D	=	1+0.5/(1+M)	=	1.49	1.49	1.49
f_c	=	$0.21t_D(1+0.2x_2)$	=	0.54	0.52	0.52
Q_E	=	$K(F-f_cq_c)$	=	930	797	809
DFC	=	traffic flow into the roundabout/Q_E	=	0.19	0.47	0.21

Job No.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2	Checked	KW	Date	
	2029 Reference Peak Hour Flow From 07:00-20:00 Weekday (PM Peak)				

PM Peak: 17:00 - 18:00



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

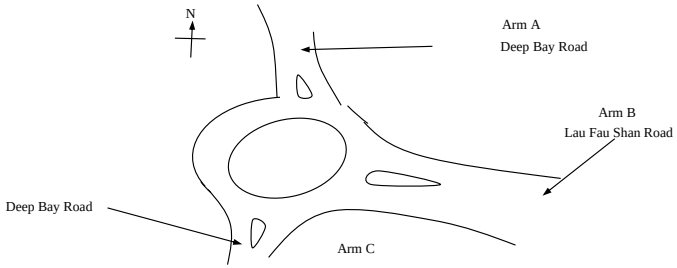
				Arm A	Arm B	Arm C
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
ϕ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

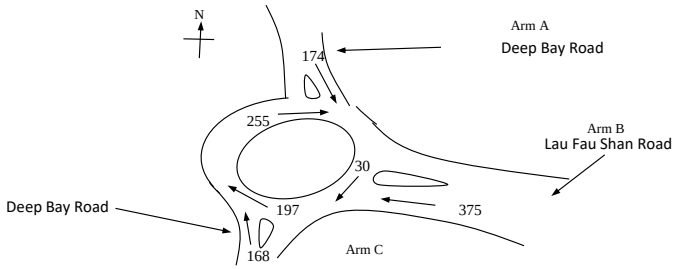
				Arm A	Arm B	Arm C
q_c	=	circulating flow across entry	=	272	23	195
K	=	1-0.00347(f-30)-0.978(1/r-0.05)	=	0.96	0.79	0.89
x_2	=	v+((e-v)/(1+2s))	=	3.64	3.37	3.35
M	=	exp((D-60)/10)	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t_D	=	1+0.5/(1+M)	=	1.49	1.49	1.49
f_c	=	$0.21t_D(1+0.2x_2)$	=	0.54	0.52	0.52
Q_E	=	$K(F-f_cq_c)$	=	921	799	810
DFC	=	traffic flow into the roundabout/Q_E	=	0.16	0.37	0.25

Job No.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2	Checked	KW	Date	
	2029 Design Peak Hour Flows From 07:00-20:00 Weekday (AM Peak)				

AM Peak: 07:45 - 08:45



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

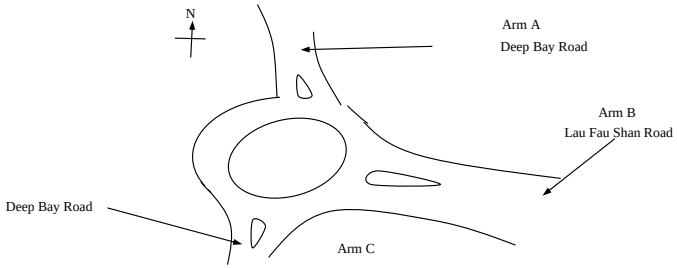
				Arm A	Arm B	Arm C
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
ϕ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

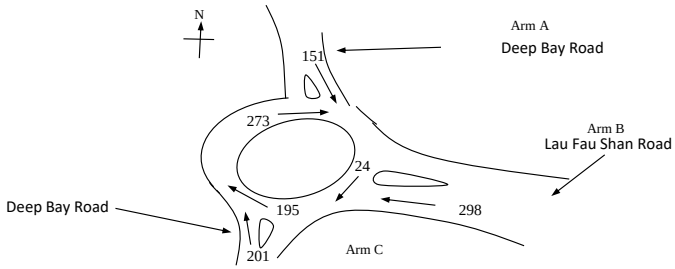
				Arm A	Arm B	Arm C
q_c	=	circulating flow across entry	=	255	30	197
K	=	1-0.00347(f-30)-0.978(1/r-0.05)	=	0.96	0.79	0.89
x_2	=	v+((e-v)/(1+2s))	=	3.64	3.37	3.35
M	=	exp((D-60)/10)	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t_D	=	1+0.5/(1+M)	=	1.49	1.49	1.49
f_c	=	$0.21t_D(1+0.2x_2)$	=	0.54	0.52	0.52
Q_E	=	$K(F-f_cq_c)$	=	930	797	809
DFC	=	traffic flow into the roundabout/Q_E	=	0.19	0.47	0.21

Job No.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2	Checked	KW	Date	
	2029 Design Peak Hour Flows From 07:00-20:00 Weekday (PM Peak)				

PM Peak: 17:00 - 18:00



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

				Arm A	Arm B	Arm C
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
ϕ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

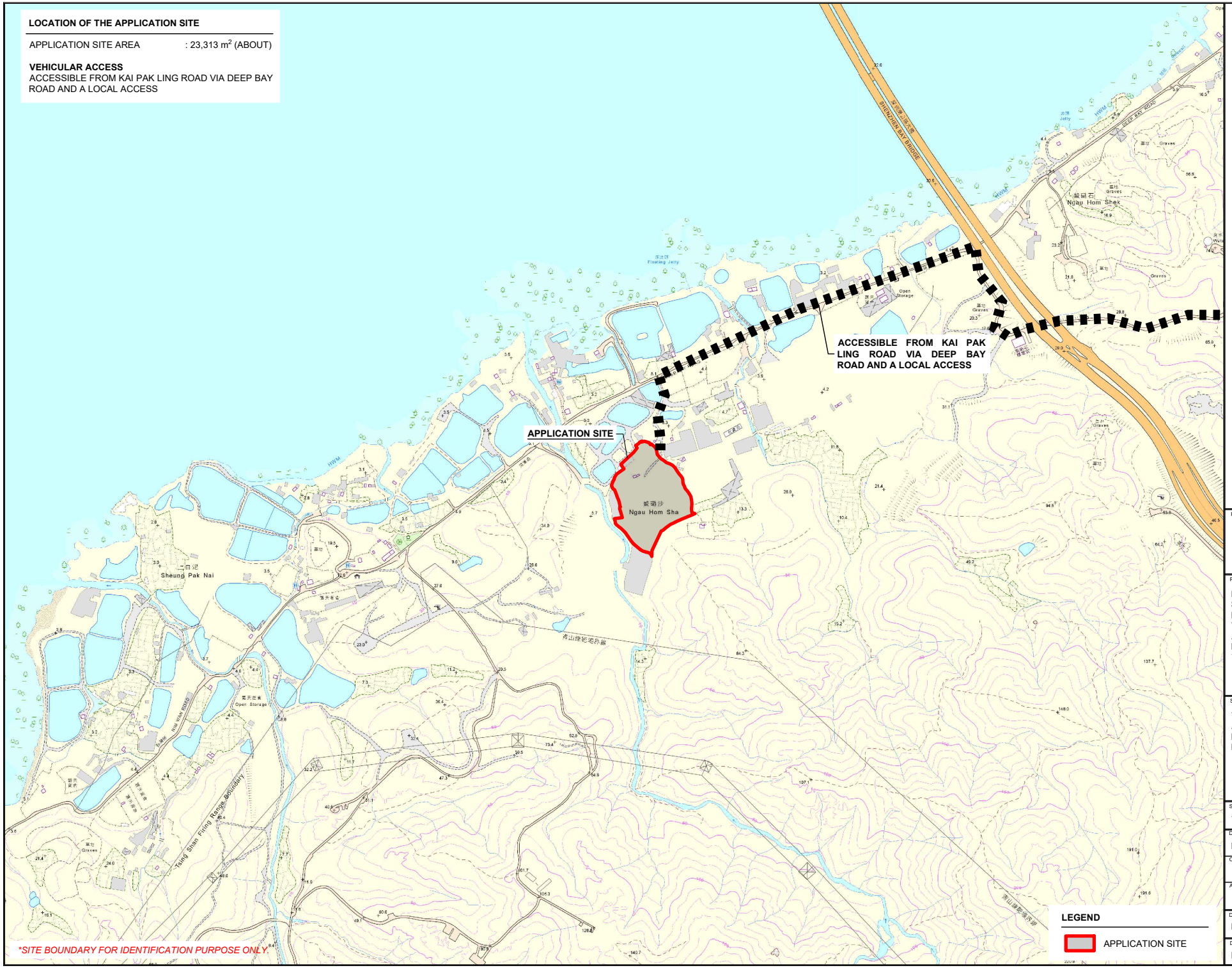
				Arm A	Arm B	Arm C
q_c	=	circulating flow across entry	=	273	24	195
K	=	1-0.00347(f-30)-0.978(1/r-0.05)	=	0.96	0.79	0.89
x_2	=	v+((e-v)/(1+2s))	=	3.64	3.37	3.35
M	=	exp((D-60)/10)	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t_D	=	1+0.5/(1+M)	=	1.49	1.49	1.49
f_c	=	$0.21t_D(1+0.2x_2)$	=	0.54	0.52	0.52
Q_E	=	$K(F-f_cq_c)$	=	920	799	810
DFC	=	traffic flow into the roundabout/Q_E	=	0.16	0.37	0.25

LIST OF PLANS

LOCATION OF THE APPLICATION SITE

APPLICATION SITE AREA : 23,313 m^2 (ABOUT)

VEHICULAR ACCESS
ACCESSIBLE FROM KAI PAK LING ROAD VIA DEEP BAY ROAD AND A LOCAL ACCESS



PLANNING CONSULTANT
R-RICHES PLANNING LIMITED

PROJECT
PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

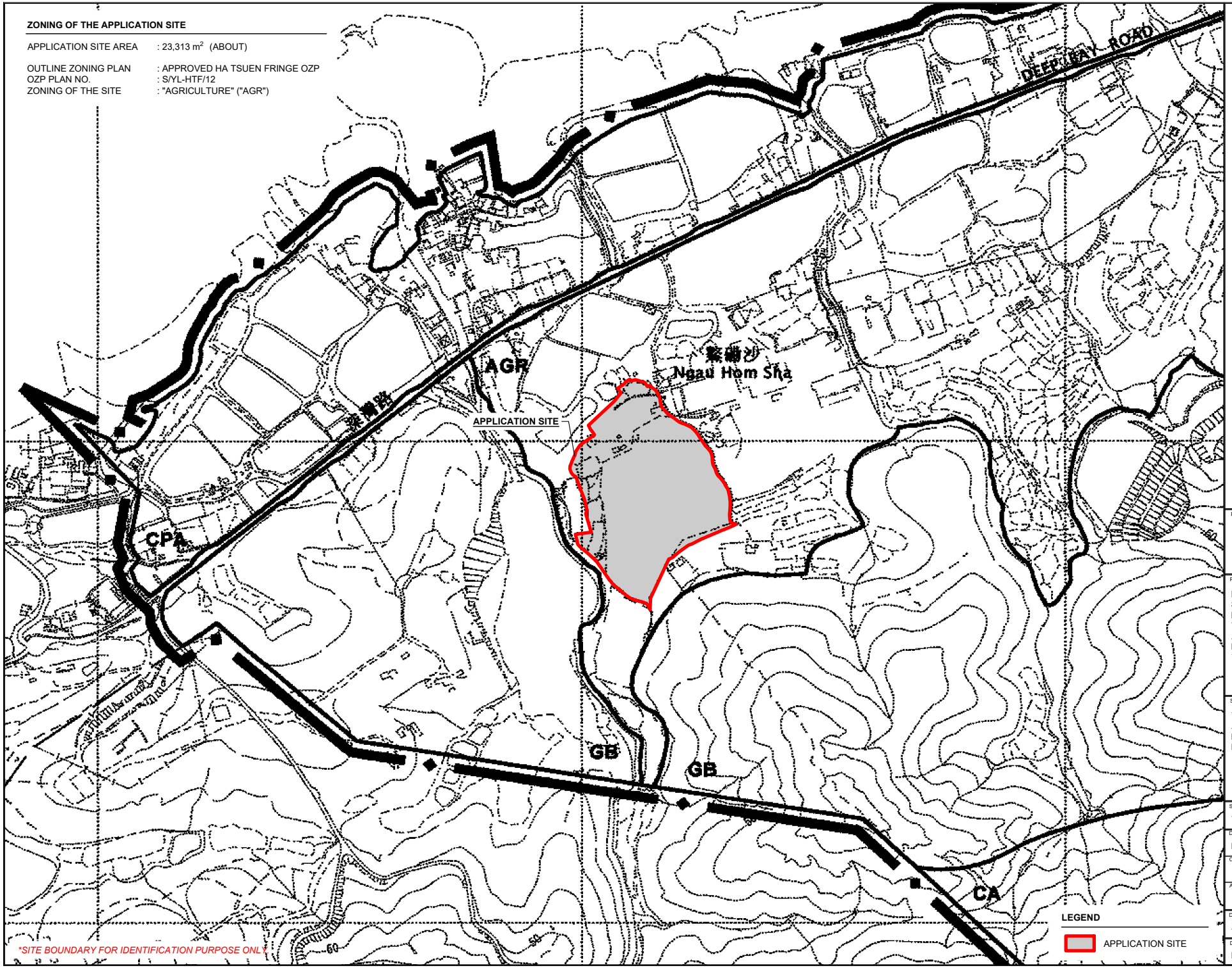
SITE LOCATION
VARIOUS LOTS IN D.D. 128 AND ADJOINING GOVERNMENT LAND, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE	1 : 10000 @ A4
DRAWN BY	MN
DATE	11.12.2025
CHECKED BY	
DATE	
APPROVED BY	
DATE	
DWG. TITLE	LOCATION PLAN
DWG NO.	PLAN 1
VER.	001

ZONING OF THE APPLICATION SITE

APPLICATION SITE AREA : 23,313 m² (ABOUT)

OUTLINE ZONING PLAN : APPROVED HA TSUEN FRINGE OZP
OZP PLAN NO. : S/YL-HTF/12
ZONING OF THE SITE : "AGRICULTURE" ("AGR")



SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

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LEGEND

APPLICATION SITE

PLANNING CONSULTANT

R-RICHES PLANNING LIMITED

PROJECT

PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

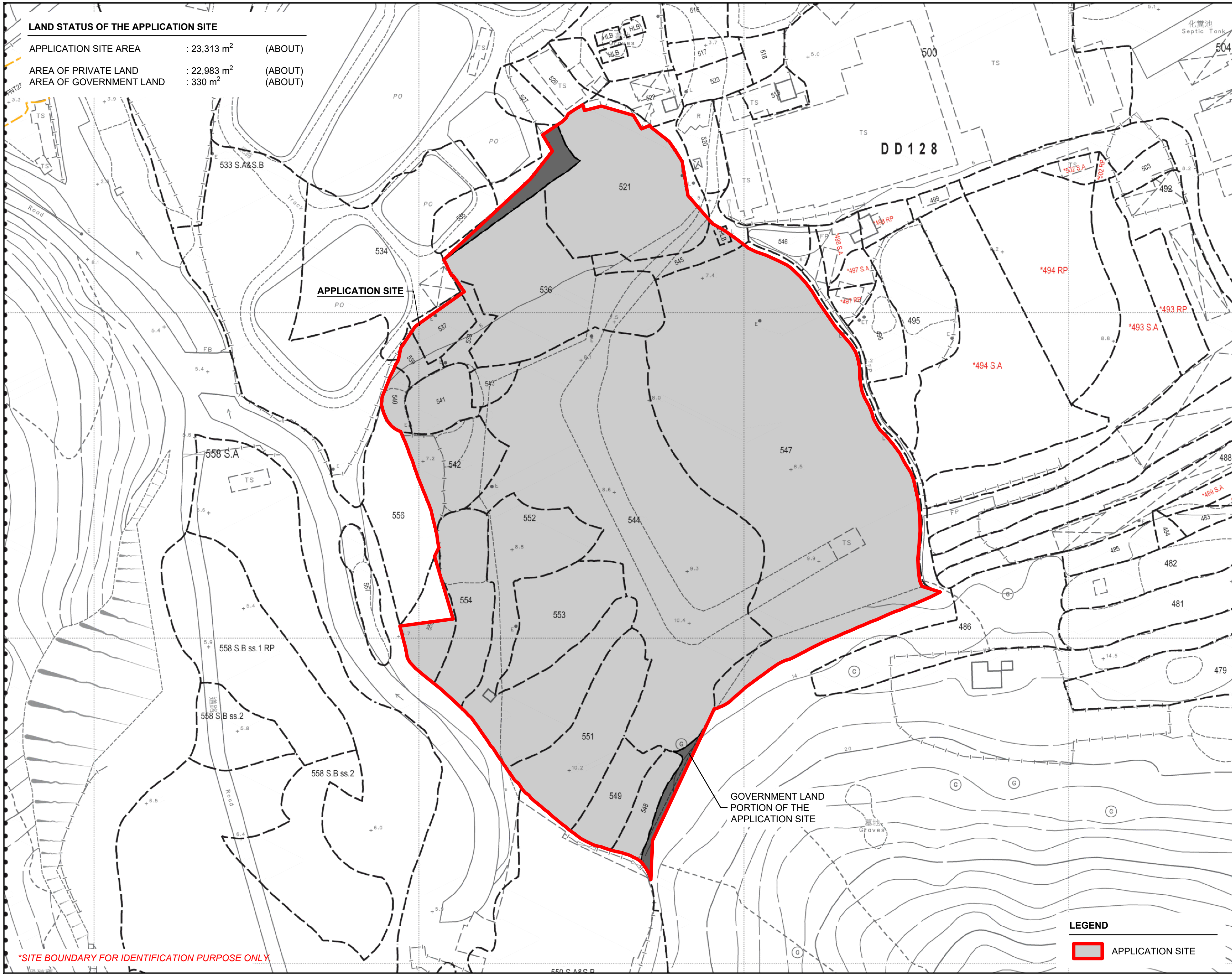
SITE LOCATION

VARIOUS LOTS IN D.D. 128 AND ADJOINING GOVERNMENT LAND, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE	1 : 5000 @ A4
DRAWN BY	MN
DATE	11.12.2025
CHECKED BY	
DATE	
APPROVED BY	
DATE	
DWG. TITLE	ZONING PLAN
DWG NO.	PLAN 2
VER.	001

LAND STATUS OF THE APPLICATION SITE

APPLICATION SITE AREA	: 23,313 m^2	(ABOUT)
AREA OF PRIVATE LAND	: 22,983 m^2	(ABOUT)
AREA OF GOVERNMENT LAND	: 330 m^2	(ABOUT)



*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

LEGEND

APPLICATION SITE

PLANNING CONSULTANT

R-RICHES PLANNING LIMITED

PROJECT

PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION

VARIOUS LOTS IN D.D. 128 AND ADJOINING GOVERNMENT LAND, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE 1 : 1500 @ A4	
DRAWN BY MN	DATE 11.12.2025
CHECKED BY	DATE
APPROVED BY	DATE
DWG. TITLE LAND STATUS	
DWG NO. PLAN 3	VER. 001

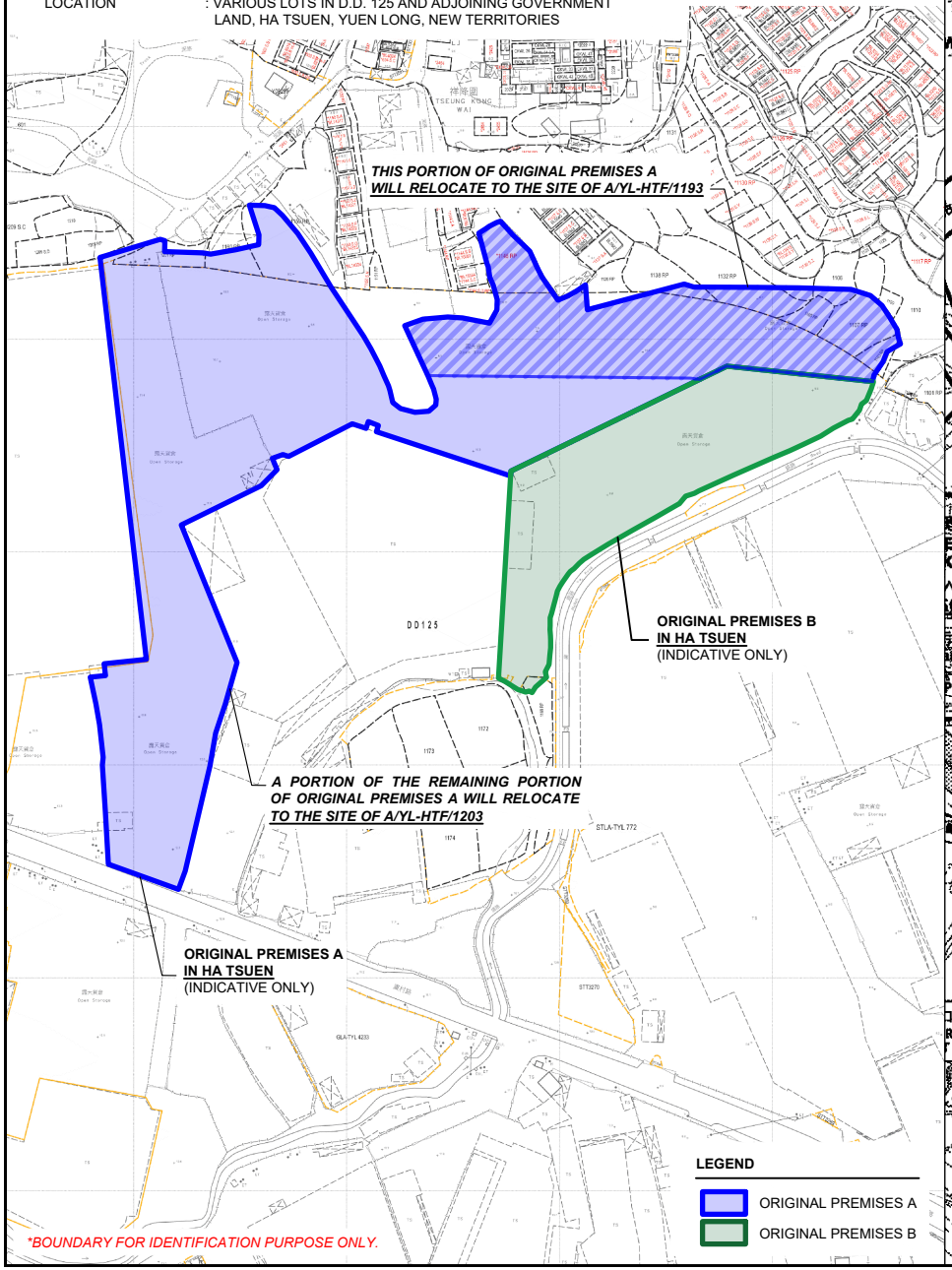
DETAILS OF THE ORIGINAL PREMISES IN HA TSUEN

ORIGINAL PREMISES A

AREA OF PREMISES	: 33,159 m^2 (ABOUT)
USE OF PREMISES	: OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY
LOCATION	: VARIOUS LOTS IN D.D. 125 AND ADJOINING GOVERNMENT LAND, HA TSUEN, YUEN LONG, NEW TERRITORIES

ORIGINAL PREMISES B

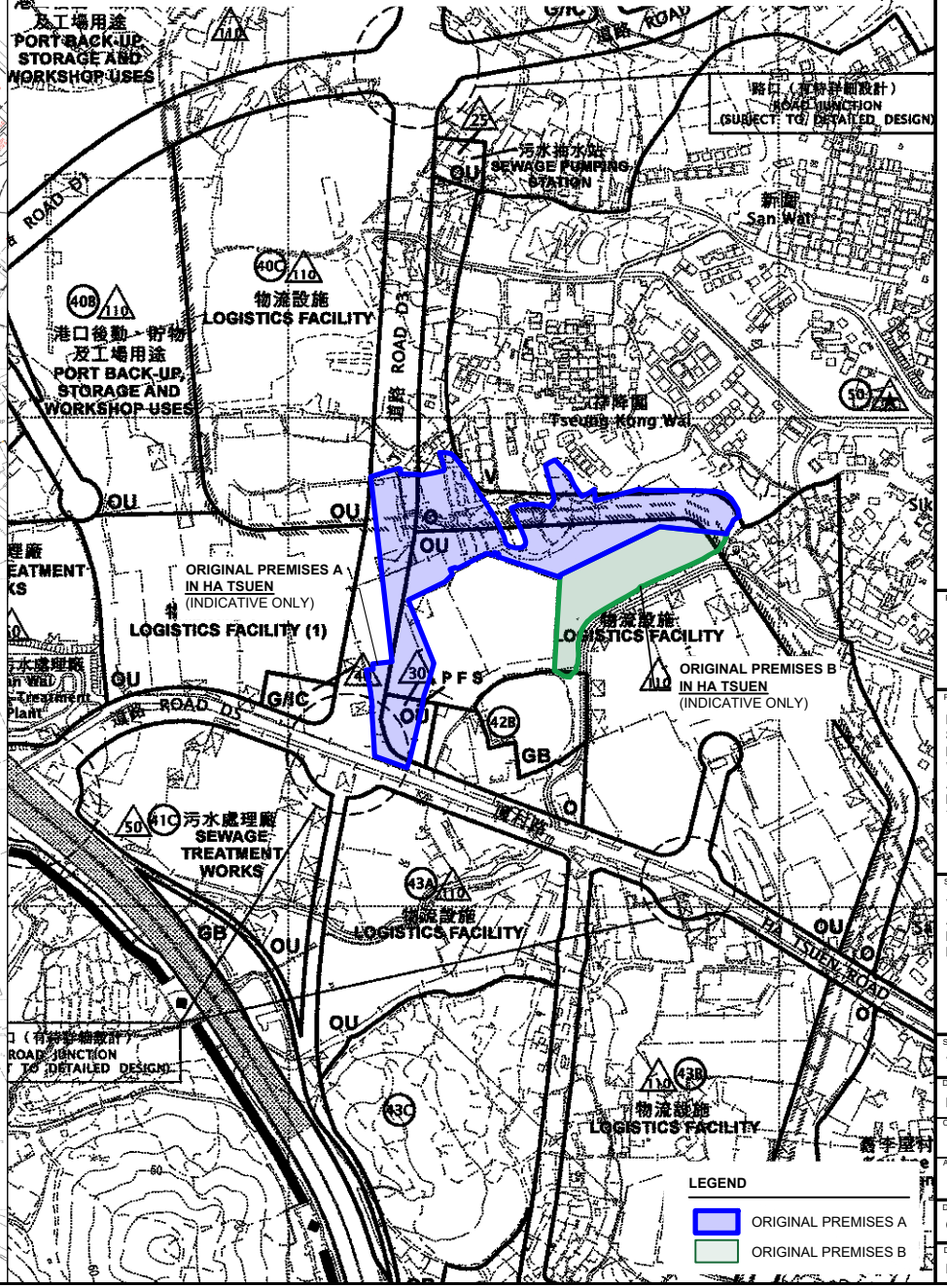
AREA OF PREMISES	: 9,158 m^2 (ABOUT)
USE OF PREMISES	: OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY
LOCATION	: VARIOUS LOTS IN D.D. 125 AND ADJOINING GOVERNMENT LAND, HA TSUEN, YUEN LONG, NEW TERRITORIES



*BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

ZONING OF THE ORIGINAL PREMISES IN HA TSUEN

OUTLINE ZONING PLAN AREA	: APPROVED HUNG SHUI KIU AND HA TSUEN OZP
OUTLINE ZONING PLAN NO.	: S/HSK/2
ZONING OF ORIGINAL PREMISES A	: "OPEN SPACE" ("O") "OTHER SPECIFIED USES" ANNOTATED "LOGISTICS FACILITY" ("OU(LF)") "OTHER SPECIFIED USES" ANNOTATED "PETROL FILLING STATION" ("OU(PFS)" AND AREA SHOWN AS 'ROAD'
ZONING OF ORIGINAL PREMISES B	: "OU(LF)", "O" AND "GREEN BELT" ("GB")



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R-RICHES PLANNING LIMITED

PROJECT
PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 128 AND ADJOINING GOVERNMENT LAND, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE
1 : 3500 / 7500 @ A4

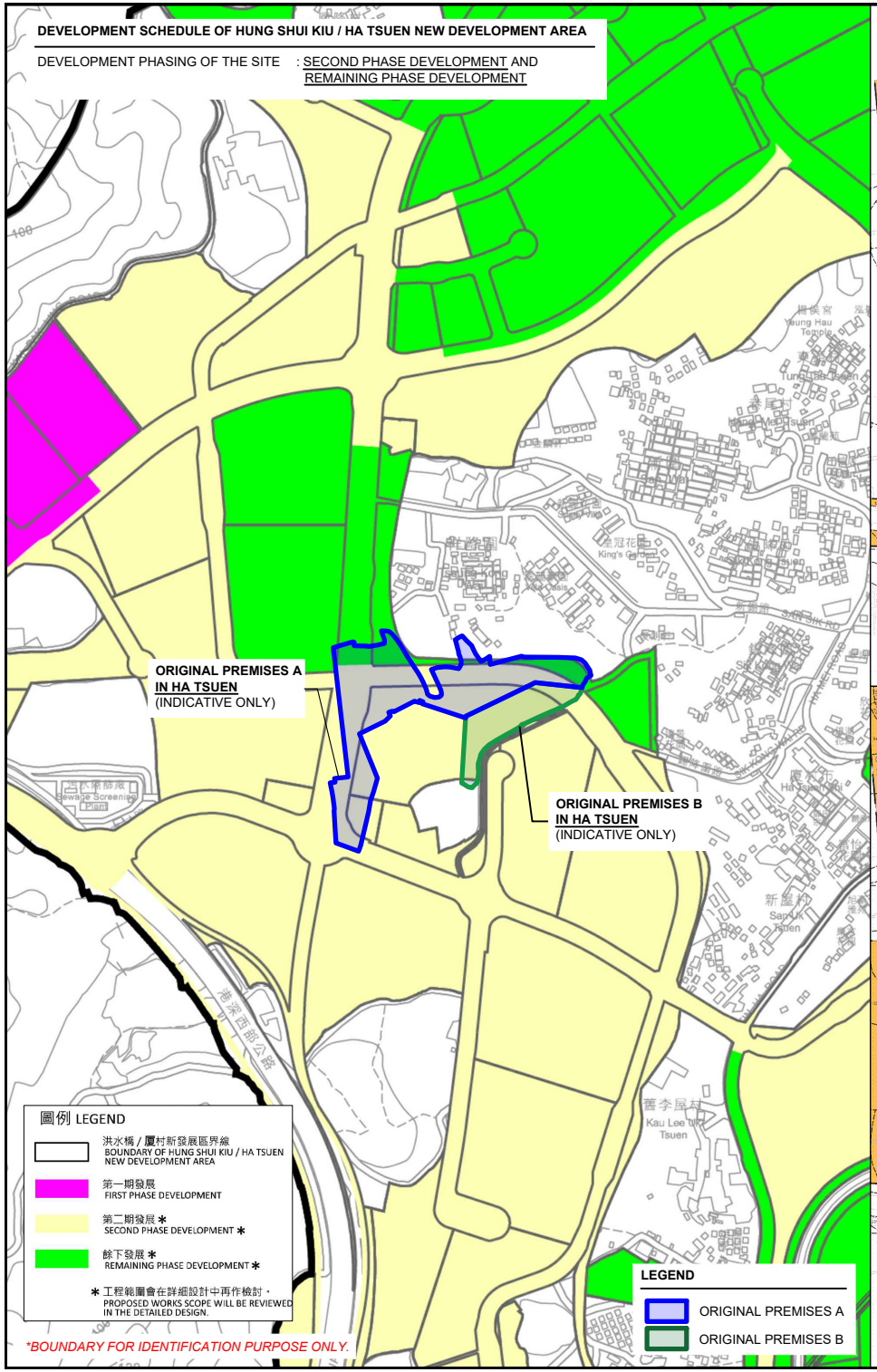
DRAWN BY	DATE
MN	23.2.2026
CHECKED BY	DATE
APPROVED BY	DATE

DWG. TITLE
OP - LOCATION / ZONING PLAN

DWG NO.	VER.
PLAN 4	001

DEVELOPMENT SCHEDULE OF HUNG SHUI KIU / HA TSUEN NEW DEVELOPMENT AREA

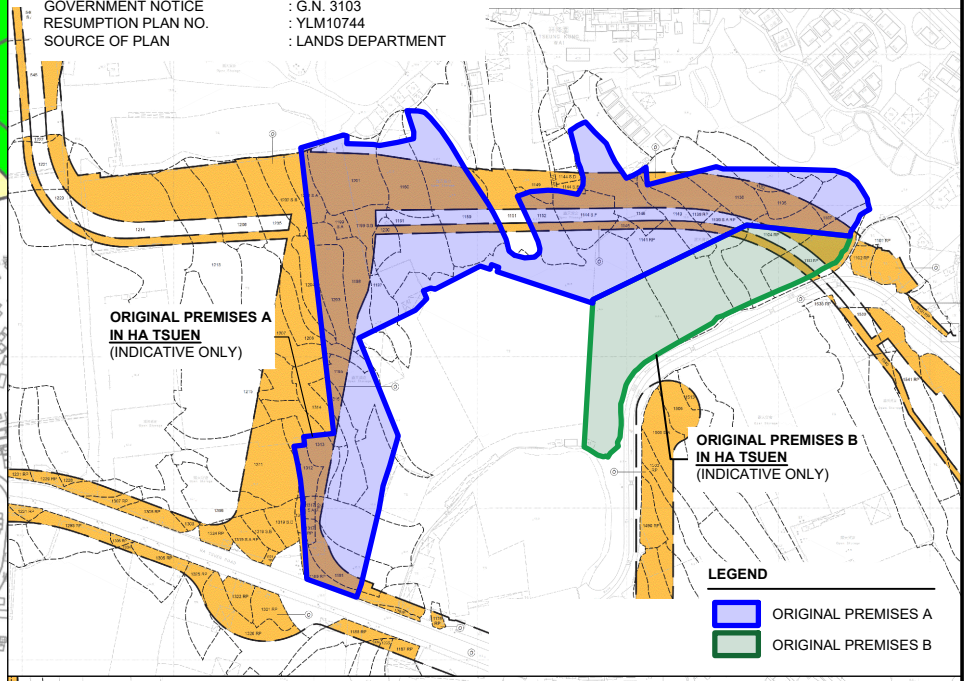
DEVELOPMENT PHASING OF THE SITE : SECOND PHASE DEVELOPMENT AND REMAINING PHASE DEVELOPMENT



*BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

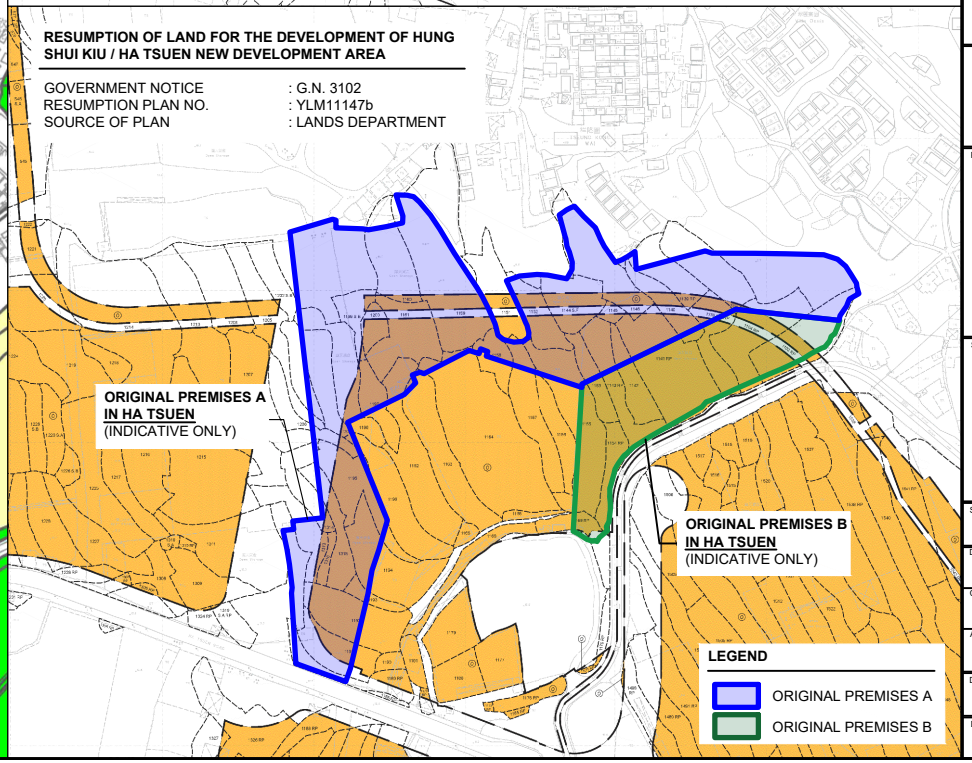
RESUMPTION OF LAND FOR THE DEVELOPMENT OF HUNG SHUI KIU / HA TSUEN NEW DEVELOPMENT AREA

GOVERNMENT NOTICE : G.N. 3103
RESUMPTION PLAN NO. : YLM10744
SOURCE OF PLAN : LANDS DEPARTMENT



RESUMPTION OF LAND FOR THE DEVELOPMENT OF HUNG SHUI KIU / HA TSUEN NEW DEVELOPMENT AREA

GOVERNMENT NOTICE : G.N. 3102
RESUMPTION PLAN NO. : YLM11147b
SOURCE OF PLAN : LANDS DEPARTMENT



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PROJECT
PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 128 AND ADJOINING GOVERNMENT LAND, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE
1 : 10000 / 5000 @ A4

DRAWN BY	DATE
MN	23.2.2026
CHECKED BY	DATE
APPROVED BY	DATE

DWG. TITLE
OP - LOCATION / ZONING PLAN

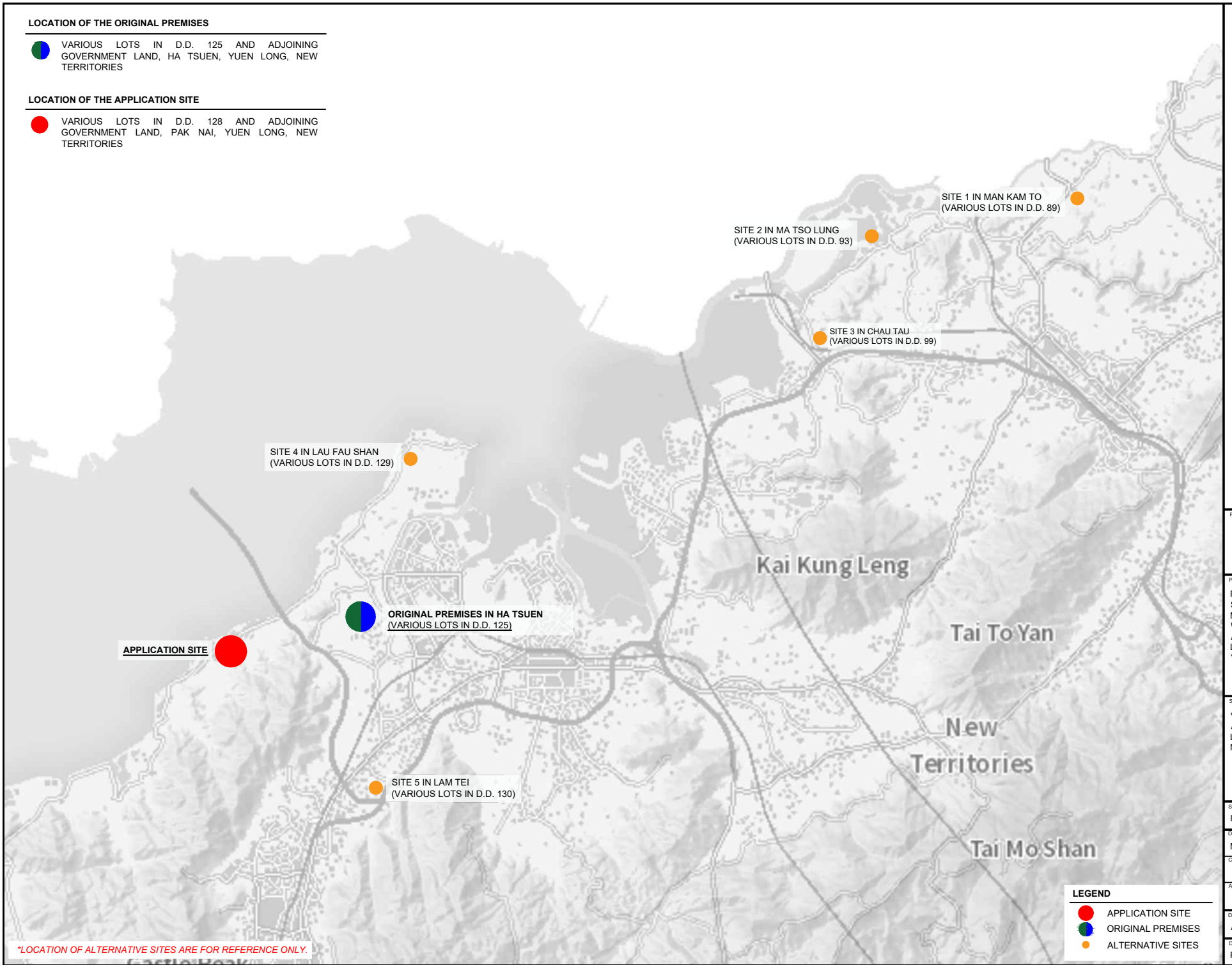
DWG NO.	VER.
PLAN 5	001

LOCATION OF THE ORIGINAL PREMISES

VARIOUS LOTS IN D.D. 125 AND ADJOINING GOVERNMENT LAND, HA TSUEN, YUEN LONG, NEW TERRITORIES

LOCATION OF THE APPLICATION SITE

VARIOUS LOTS IN D.D. 128 AND ADJOINING GOVERNMENT LAND, PAK NAI, YUEN LONG, NEW TERRITORIES



*LOCATION OF ALTERNATIVE SITES ARE FOR REFERENCE ONLY.

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PROJECT

PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION

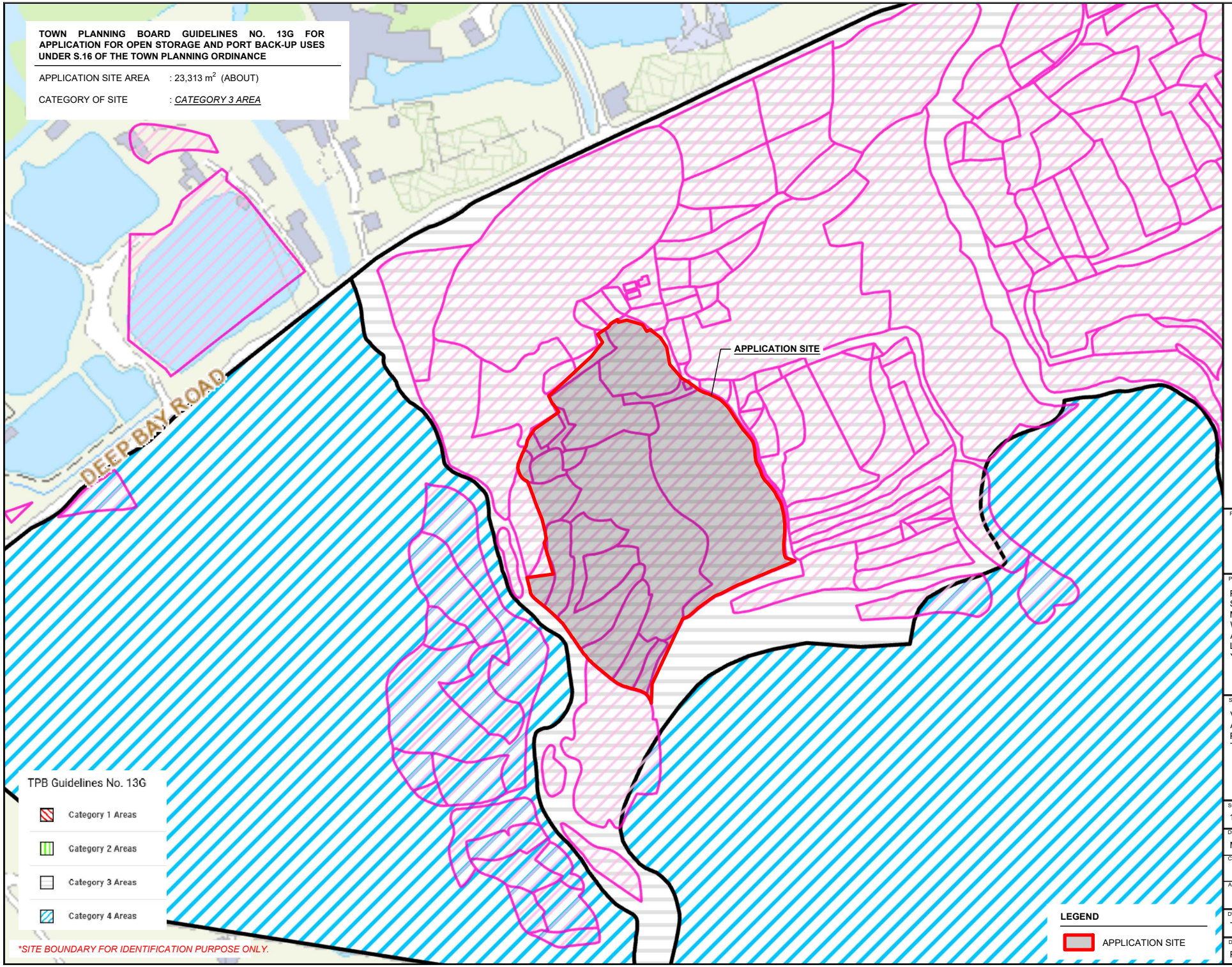
VARIOUS LOTS IN D.D. 128 AND ADJOINING GOVERNMENT LAND, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE	INDICATIVE ONLY
DRAWN BY	MN
DATE	4.11.2025
CHECKED BY	
DATE	
APPROVED BY	
DATE	
DWG. TITLE	ALTERNATIVE SITES
DWG NO.	PLAN 6
VER.	001

TOWN PLANNING BOARD GUIDELINES NO. 13G FOR APPLICATION FOR OPEN STORAGE AND PORT BACK-UP USES UNDER S.16 OF THE TOWN PLANNING ORDINANCE

APPLICATION SITE AREA : 23,313 m^2 (ABOUT)

CATEGORY OF SITE : *CATEGORY 3 AREA*



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PLANNING CONSULTANT
R-RICHES PLANNING LIMITED

PROJECT
PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 128 AND ADJOINING GOVERNMENT LAND PAK NAI, YUEN LONG, NEW TERRITORIES

TPB Guidelines No. 13G
- Category 1 Areas
- Category 2 Areas
- Category 3 Areas
- Category 4 Areas

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

LEGEND
- APPLICATION SITE

SCALE	1 : 3000 @ A4
DRAWN BY	MN
DATE	11.12.2025
CHECKED BY	
DATE	
APPROVED BY	
DATE	
DWG. TITLE	TPB PG-NO. 13G
DWG NO.	PLAN 7
VER.	001

EXISTING CONDITION OF THE APPLICATION SITE

APPLICATION SITE AREA	: 23,313 m^2 (ABOUT)
SOURCE OF AERIAL PHOTO	: LANDS DEPARTMENT
AERIAL PHOTO NO.	: E032752C

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

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LEGEND

APPLICATION SITE

PLANNING CONSULTANT

R-RICHES PLANNING LIMITED

PROJECT

PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION

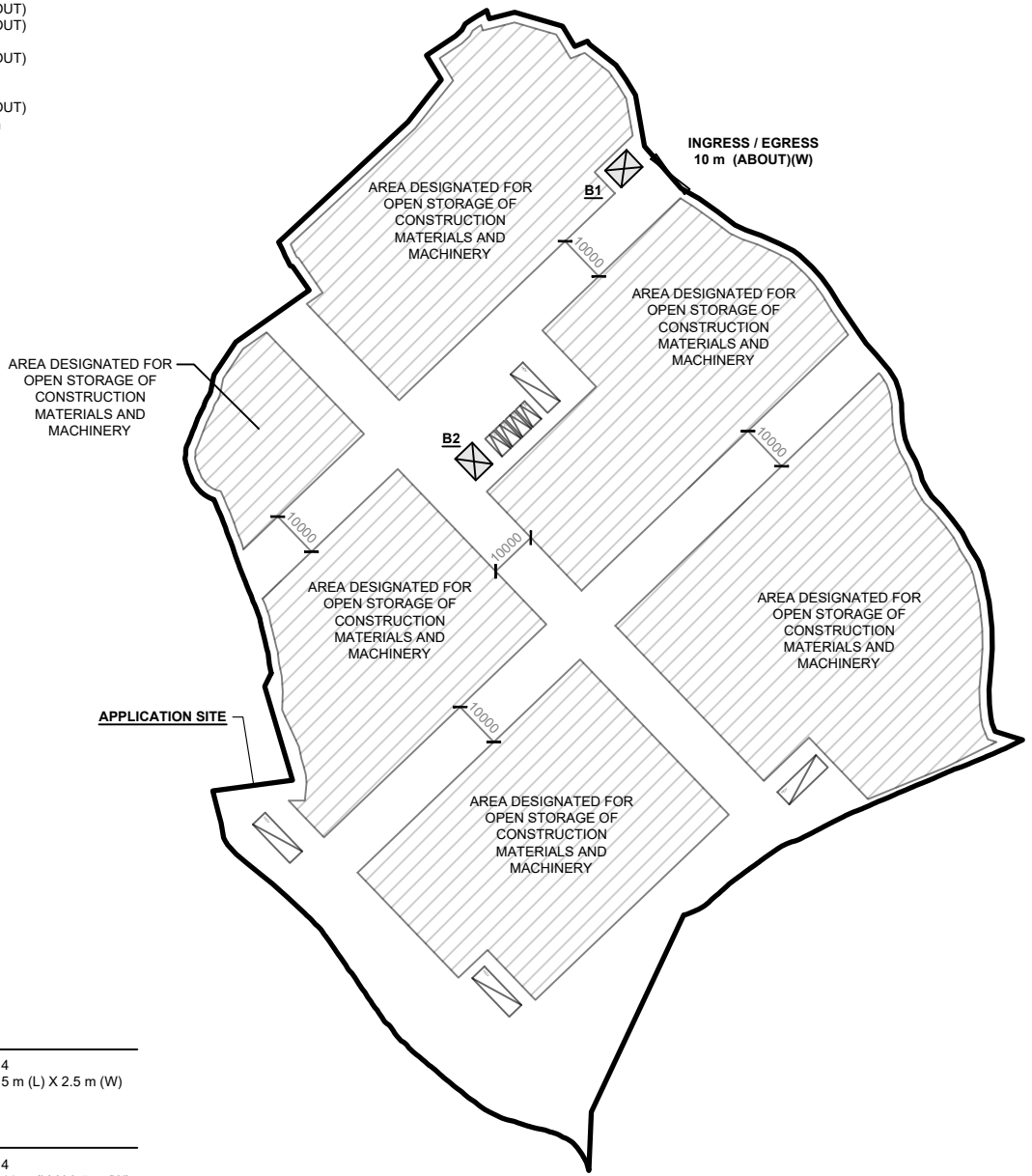
VARIOUS LOTS IN D.D. 128 AND ADJOINING GOVERNMENT LAND PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE	1 : 2500 @ A4
DRAWN BY	MN
DATE	11.12.2025
CHECKED BY	
DATE	
APPROVED BY	
DATE	
DWG. TITLE	AERIAL PHOTO OF THE SITE
DWG NO.	PLAN 8
VER.	001

DEVELOPMENT PARAMETERS

APPLICATION SITE AREA	: 23,313 m^2	(ABOUT)
COVERED AREA	: 60 m^2	(ABOUT)
UNCOVERED AREA	: 23,253 m^2	(ABOUT)
PLOT RATIO	: 0.005	(ABOUT)
SITE COVERAGE	: 0.25 %	(ABOUT)
NO. OF STRUCTURE	: 2	
DOMESTIC GFA	: NOT APPLICABLE	
NON-DOMESTIC GFA	: 120 m^2	(ABOUT)
TOTAL GFA	: 120 m^2	(ABOUT)
BUILDING HEIGHT	: 7 m	(ABOUT)
NO. OF STOREY	: 2	
OPEN STORAGE AREA	: 15,216 m^2	(ABOUT)
STACKING HEIGHT	: NOT MORE THAN 3 m	

STRUCTURE	USE	COVERED AREA	GROSS FLOOR AREA	BUILDING HEIGHT
B1	SITE OFFICE, WASHROOM STORAGE OF CONSTRUCTION MATERIALS	30 m^2 (ABOUT)	60 m^2 (ABOUT)	7 m (ABOUT)(2-STOREY)
B2	SITE OFFICE, WASHROOM STORAGE OF CONSTRUCTION MATERIALS	30 m^2 (ABOUT)	60 m^2 (ABOUT)	7 m (ABOUT)(2-STOREY)
	TOTAL	**60 m^2 (ABOUT)**	**120 m^2 (ABOUT)**	



PARKING PROVISIONS

NO. OF PRIVATE CAR PARKING SPACE	: 4
DIMENSION OF PARKING SPACE	: 5 m (L) X 2.5 m (W)

LOADING/UNLOADING PROVISIONS

NO. OF L/UL SPACE FOR HEAVY GOODS VEHICLE	: 4
DIMENSION OF L/UL SPACE	: 11 m (L) X 3.5 m (W)

**SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.*

LEGEND

- APPLICATION SITE
- STRUCTURE
- OPEN STORAGE AREA
- PARKING SPACE (PRIVATE CAR)
- L/UL SPACE (HEAVY GOODS VEHICLE)
- INGRESS / EGRESS

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PLANNING CONSULTANT
R-RICHES PLANNING LIMITED

PROJECT
PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 128 AND ADJOINING GOVERNMENT LAND, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE
1 : 1500 @ A4

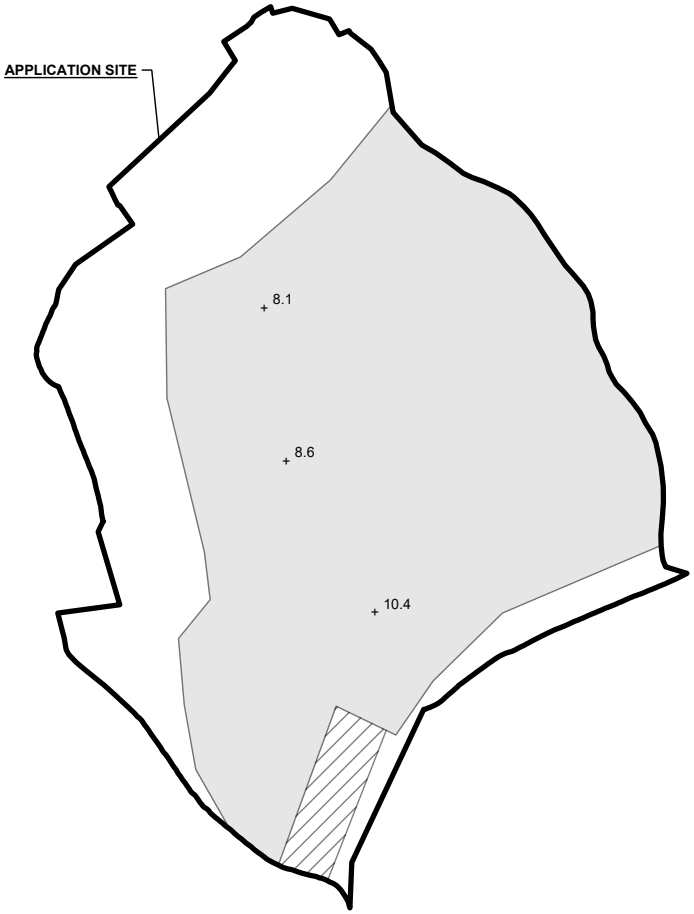
DRAWN BY	DATE
MN	11.12.2025
CHECKED BY	DATE
APPROVED BY	DATE

DWG. TITLE
LAYOUT PLAN

DWG NO.	VER.
PLAN 9	001

EXISTING CONDITION OF THE APPLICATION SITE

APPLICATION SITE AREA	: 23,313 m^2	(ABOUT)
EXISTING SITE LEVELS	: +8.1 mPD TO +10.4 mPD	(ABOUT)
AREA COVERED BY CONCRETE/STRUCTURE	: 610 m^2	(ABOUT)
AREA COVERED BY ASPHALT	: 15,320 m^2	(ABOUT)
AREA COVERED BY SOIL	: 7,383 m^2	(ABOUT)



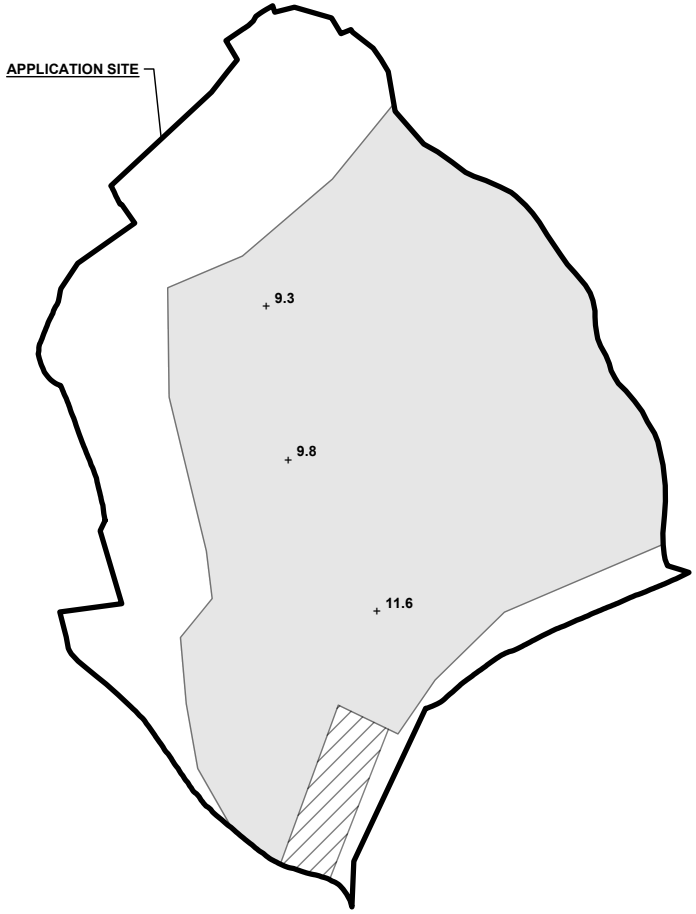
LEGEND

- APPLICATION SITE
- CONCRETE AREA
- ASPHALT AREA
- SOIL AREA
- 8.1 EXISTING SITE LEVEL

**SITE LEVELS ARE FOR REFERENCE ONLY.*
EXACT SITE LEVELS ARE SUBJECT TO DETAILED SURVEY.

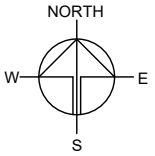
EXISTING FILLING OF LAND AREA

APPLICATION SITE AREA	: 23,313 m^2	(ABOUT)
FILLING OF LAND AREA	: 23,313 m^2	(ABOUT)
- CONCRETE/STRUCTURE	: 610 m^2	(ABOUT)
- ASPHALT	: 15,320 m^2	(ABOUT)
- SOIL	: 7,383 m^2	(ABOUT)
DEPTH OF LAND FILLING	: NOT MORE THAN 1.2 m	
SITE LEVELS	: +9.3 mPD TO +11.6 mPD	(ABOUT)
MATERIAL OF LAND FILLING	: CONCRETE/STRUCTURE, ASPHALT AND SOIL	
USE	: PARKING AND LOADING / UNLOADING SPACE, SITE FORMATION OF STRUCTURE AND OPEN STORAGE AREA AND CIRCULATION SPACE	



LEGEND

- APPLICATION SITE
- CONCRETE AREA
- ASPHALT AREA
- SOIL AREA
- 9.3 PROPOSED SITE LEVEL



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PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION

VARIOUS LOTS IN D.D. 128 AND ADJOINING GOVERNMENT LAND, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE

1 : 2000 @ A4

DRAWN BY	DATE
MN	25.2.2026
REVISED BY	DATE
APPROVED BY	DATE

DWG. TITLE

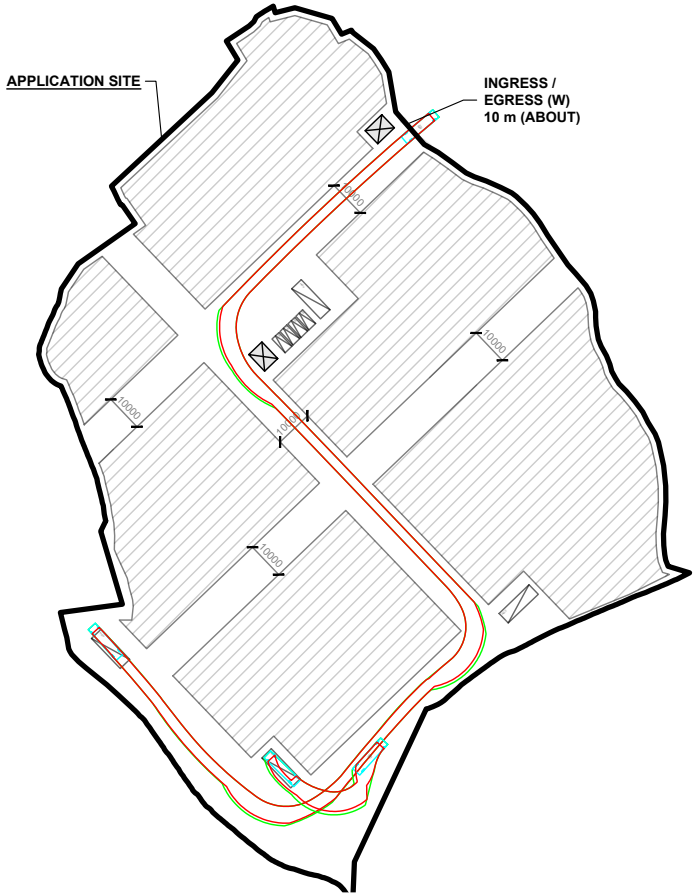
FILLING OF LAND

DWG NO.	VER.
PLAN 10	001

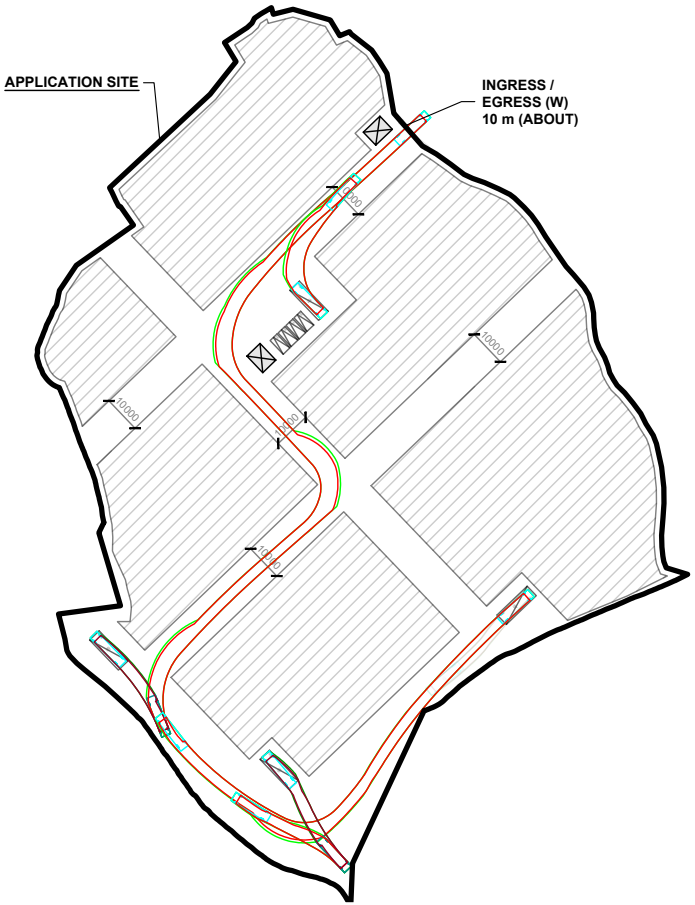
SWEPT PATH ANALYSIS

TYPE OF VEHICLE : HEAVY GOODS VEHICLE
DIMENSION OF VEHICLE : 3.5 m (W) X 11 m (L)

SWEPT PATHS GENERATED BY AUTODESK VEHICLE TRACKING



FROM THE LOCAL ACCESS TO THE APPLICATION SITE



FROM THE LOCAL ACCESS TO THE APPLICATION SITE

LEGEND

- APPLICATION SITE
- STRUCTURE
- OPEN STORAGE AREA
- PARKING SPACE (PRIVATE CAR)
- L/UL SPACE (HEAVY GOODS VEHICLE)
- INGRESS / EGRESS
- HEAVY GOODS VEHICLE
- SWEPT PATH OF VEHICLE

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

NORTH
W E
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PLANNING CONSULTANT
R-RICHES PLANNING LIMITED

PROJECT
PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 128 AND ADJOINING GOVERNMENT LAND, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE	1 : 2000 @ A4
DRAWN BY	MN
DATE	11.12.2025
REVISED BY	
DATE	
APPROVED BY	
DATE	
DWG. TITLE	SWEPT PATH ANALYSIS
DWG NO.	PLAN 11
VER.	001