

ONE Northern Metropolis Development Limited

Our Ref.: DD80 Lot 87 RP & VL

Your Ref.: TPB/A/NE-TKLN/142

The Secretary,
Town Planning Board,
15/F, North Point Government Offices,
333 Java Road,
North Point, Hong Kong

By Email

27 August 2026

Dear Sir,

Supplementary Information

**Proposed Temporary Food Industrial Park with Ancillary Facilities and
Associated Diversion of Stream for a Period of 3 Years in “Recreation” Zone,
Lot 350 RP (Part) in D.D. 78 and Various Lots in D.D. 80 and
Adjoining Government Land, Heung Yuen Wai, New Territories**

(S.16 Planning Application No. A/NE-TKLN/142)

The applicant clarifies the applied use of the captioned application as ‘*Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years*’.

The following documents are enclosed herewith as Supplementary Information to supersede the original submission made by the applicant to the Town Planning Board on 20.08.2026:

- revised pages of the application form (**Form No. S16-III**);
- revised Planning Statement;
- revised Plans and Drawings (**Plans 1 to 4**); and
- Traffic Impact Assessment and Drainage Impact Assessment (**Appendices I and II**).

Should you require more information, please contact us at [REDACTED]. Thank you for your kind attention.

Yours faithfully,

One Northern Metropolis Development Limited

cc DPO/STN, PlanD

(Attn.: Mr. Timothy WU

email: twpwu@pland.gov.hk)

[REDACTED]

6. Type(s) of Application 申請類別																															
(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas 位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展 (For Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas, please proceed to Part (B)) (如屬位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期，請填寫(B)部分)																															
(a) Proposed use(s)/development 擬議用途/發展	Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)																														
(b) Effective period of permission applied for 申請的許可有效期	☒ year(s) 年 3 ☐ month(s) 個月																														
(c) Development Schedule 發展細節表 Proposed uncovered land area 擬議露天土地面積 10,613 sq.m ☒ About 約 Proposed covered land area 擬議有上蓋土地面積 4,757 sq.m ☒ About 約 Proposed number of buildings/structures 擬議建築物／構築物數目 4 Proposed domestic floor area 擬議住用樓面面積 N/A sq.m ☐ About 約 Proposed non-domestic floor area 擬議非住用樓面面積 8,702 sq.m ☒ About 約 Proposed gross floor area 擬議總樓面面積 8,702 sq.m ☒ About 約																															
Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明)																															
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Proposed number of car parking spaces by types 不同種類停車位的擬議數目 Private Car Parking Spaces 私家車車位 18 Motorcycle Parking Spaces 電單車車位 N/A Light Goods Vehicle Parking Spaces 輕型貨車泊車位 3 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 N/A Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 N/A Others (Please Specify) 其他 (請列明) Container Vehicle Parking Spaces 2																															
Proposed number of loading/unloading spaces 上落客貨車位的擬議數目 Taxi Spaces 的士車位 N/A Coach Spaces 旅遊巴士車位 N/A Light Goods Vehicle Spaces 輕型貨車車位 20 Medium Goods Vehicle Spaces 中型貨車車位 N/A Heavy Goods Vehicle Spaces 重型貨車車位 N/A Others (Please Specify) 其他 (請列明) Container Vehicle Spaces 12																															

Proposed operating hours 擬議營運時間 24-hour daily, including Sunday and public holidays.																																	
(d) Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☒ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) <u>Accessible from Lin Ma Hang Road via a local access.</u>																															
	No 否	☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度) ☐																															
(e) Impacts of Development Proposal 擬議發展計劃的影響 (If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。)																																	
(i) Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動？	Yes 是	☐ Please provide details 請提供詳情 																															
	No 否	☒																															
(ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程？	Yes 是	☒ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及／或範圍) ☒ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 ☐ About 約 Depth of filling 填塘深度 m 米 ☐ About 約 ☐ Filling of land 填土 Area of filling 填土面積 sq.m 平方米 ☐ About 約 Depth of filling 填土厚度 m 米 ☐ About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 ☐ About 約 Depth of excavation 挖土深度 m 米 ☐ About 約																															
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Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.)

(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Lot 350 RP (Part) in D.D. 78 and Lots 85 RP (Part), 86 RP (Part), 87 RP, 88 RP (Part), 90 (Part), 91 (Part), 92 (Part), 93, 94, 95, 97 RP and 144 RP (Part) in D.D. 80 and adjoining Government Land, Heung Yuen Wai, New Territories
Site area 地盤面積	15,370 sq. m 平方米 ☒ About 約 (includes Government land of 包括政府土地 573 sq. m 平方米 ☒ About 約)
Plan 圖則	Approved Ta Kwu Ling North OZP No. S/NE-TKLN/2
Zoning 地帶	"Recreation" Zone
Type of Application 申請類別	☒ Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區的臨時用途/發展為期 ☒ Year(s) 年 <u>3</u> ☐ Month(s) 月 _____ ☐ Renewal of Planning Approval for Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期為期 ☐ Year(s) 年 _____ ☐ Month(s) 月 _____
Applied use/ development 申請用途/發展	Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	<u>Chinese</u> 中文	<u>English</u> 英文
<u>Plans and Drawings 圖則及繪圖</u>		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☒
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☐
Sectional plan(s) 截視圖	☐	☐
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他（請註明）	☐	☒
<u>Plans showing location/zoning/land status of the Site.</u>		
<u>Reports 報告書</u>		
Planning Statement/Justifications 規劃綱領/理據	☐	☒
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☐
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☒
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☒
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他（請註明）	☐	☐
Note: May insert more than one 「✓」. 註：可在多於一個方格內加上「✓」號		

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註：上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

SECTION 16 PLANNING APPLICATION

PROPOSED TEMPORARY FOOD INDUSTRIAL PARK WITH ANCILLARY FACILITIES AND ASSOCIATED DIVERSION OF STREAM FOR A PERIOD OF 3 YEARS IN “RECREATION” ZONE

LOT 350 RP (PART) IN D.D. 78 AND LOTS 85 RP (PART), 86 RP (PART), 87 RP, 88 RP (PART), 90 (PART), 91 (PART), 92 (PART), 93, 94, 95, 97 RP AND 144 RP (PART) IN D.D. 80 AND ADJOINING GOVERNMENT LAND, HEUNG YUEN WAI, NEW TERRITORIES

PLANNING STATEMENT

ONE NORTHERN METROPOLIS DEVELOPMENT LIMITED

AUGUST 2026
VERSION 1.0

FILE CONTROL

FILE NAME	: <i>DD80 Lot 87 RP & VL - Planning Statement (20260630) Ver1.0</i>
FILE LOCATION	: <i>\\R-SERVER\Planning\Planning Application\DD80 Lot 87 RP & VL – Food Industrial Park in TKLN)\Submission (Jun 26)\Planning Statement</i>
REVISION NO.	: <i>1.0</i>
APPLICANT	: <i>Upper Shiny Investment Limited</i>
TYPE OF APPLICATION	: <i>S.16 Planning Application</i>
PROPOSED USE	: <i>Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years</i>
SITE LOCATION	: <i>Lot 350 RP (Part) in D.D. 78 and Lots 85 RP (Part), 86 RP (Part), 87 RP, 88 RP (Part), 90 (Part), 91 (Part), 92 (Part), 93, 94, 95, 97 RP and 144 RP (Part) in D.D. 80 and adjoining GL, Heung Yuen Wai, New Territories</i>

AMENDMENT RECORD

REVISION NO.	DESCRIPTION	APPROVED BY (Date)	PREPARED BY (Date)
1.0	Final Report	MN (20260827)	CC (20260827)

CONTENT PAGE

EXECUTIVE SUMMARY	4
行政摘要	5
1. INTRODUCTION	6
<i>Background</i>	6
2. JUSTIFICATION	7
<i>To ensure the stable supply, food safety and quality of fresh food in Hong Kong</i>	7
<i>To echo with Government policies in achieving synergy effect with the planned food control facilities near Heung Yuen Wai BCP</i>	8
<i>To contribute to the transformation, upgrading, modernisation, as well as the sustainable development of the industry</i>	8
<i>The approval would not frustrate the long-term planning intention</i>	9
<i>The proposed development is not incompatible with surrounding area</i>	
3. SITE CONTEXT	10
<i>Site location</i>	10
<i>Accessibility</i>	10
<i>Existing site condition</i>	10
<i>Surrounding area</i>	10
4. PLANNING CONTEXT	11
<i>Zoning</i>	11
<i>Planning intention</i>	11
<i>Restriction on diversion of stream</i>	11
<i>Previous and similar applications</i>	11
<i>Land status</i>	11
5. DEVELOPMENT PROPOSAL	13
<i>Development details</i>	13
<i>Operation mode</i>	14
<i>Minimal traffic impact</i>	14
<i>Minimal environmental impact</i>	15
<i>Minimal landscape impact</i>	16
<i>Minimal drainage impact</i>	16
<i>Fire safety aspect</i>	16
6. CONCLUSION	17

LIST OF APPENDICES

Appendix I	Traffic Impact Assessment
Appendix II	Drainage Impact Assessment

LIST OF PLANS

Plan 1	Location plan
Plan 2	Zoning plan
Plan 3	Land status plan
Plan 4	Layout plan

LIST OF TABLES

Table 1	Land ownership of the private lots within the Site
Table 2	Development parameters
Table 3	Details of the proposed structures
Table 4	Provision of the parking and L/UL spaces

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 *Various Lots in D.D. 78 and 80 and adjoining Government Land (GL), Heung Yuen Wai, New Territories* (the Site) for **'Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years'** (the proposed development).
- The Site falls within an area zoned "Recreation" ("REC") on the Approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2. The Site occupies an area of 15,370 m² (about), including GL of 573 m² (about). 4 nos. of structure are proposed for food industrial centre, guardhouse, meter room, office and washroom with total gross floor area (GFA) of 8,702 m² (about). The remaining area is reserved for area for road widening of the existing local access, and area for vehicle parking, loading/unloading (L/UL), waiting and circulation spaces.
- The Site is accessible from Lin Ma Hang Road via a local access. The operation hours of the proposed development are 24-hour daily, including Sunday and public holidays.
- Justifications for the proposed development are as follows:
 - it ensures the stable supply, food safety and quality of fresh food in Hong Kong;
 - it echoes with Government policies in achieving synergy effect with the planned Food Control Facilities near Heung Yuen Wai Boundary Control Point (BCP);
 - it contributes to the transformation, upgrading, modernisation, as well as the sustainable development of the industry;
 - it is considered not incompatible with surrounding land uses; and
 - it is only on a temporary basis, approval of the application will not frustrate the long-term planning intentions of the "REC" zone.
- Details of development parameters are as follows:

Site area	15,370 m ² (about), including 573 m ² of GL (about)
Covered area	4,757 m ² (about)
Uncovered area	10,613 m ² (about)
Plot ratio	0.57 (about)
Site coverage	31% (about)
No. of structure	4
Total GFA	8,702 m ² (about)
- Domestic GFA	Not applicable
- Non-domestic GFA	8,702 m ² (about)
Building height	3 m to 15 m (about)
No. of storey	1 to 2 storeys

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香園圍丈量約份第 78 約及第 80 約多個地段的規劃申請，於上述地點和毗連政府土地作「**擬議臨時食品產業園連附屬設施和相關河道改道（為期三年）**」（擬議發展）。
- 申請地點所在的地區在《打鼓嶺北分區計劃大綱核准圖編號 S/NE-TKLN/2》上劃為「康樂」地帶。申請地盤面積為約 15,370 平方米，包括約 573 平方米的政府土地。申請地點將設四座構築物作食品產業中心、保安更亭、電錶房、辦公室和洗手間用途，總樓面面積合共為約 8,702 平方米，其餘地方將預留作地區道路擴闊和車輛停泊、上落貨、等候及流轉空間。
- 申請地點可從蓮麻坑路經一條地區道路前往。擬議發展的作業時間為每日二十四小時，包括星期日及公眾假期。
- 擬議發展的申請理據如下：
 - 擬議發展能保障本地食品的穩定供應及質量安全；
 - 擬議發展旨在響應政府政策，與香園圍管制站附近已規劃的食物管制設施產生協同效應；
 - 擬議發展有助業界轉型、邁升級、邁向現代化，以及可持續發展；
 - 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「康樂」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：	15,370 平方米（約），包括 573 平方米（約）的政府土地
上蓋面積：	4,757 平方米（約）
露天面積：	10,613 平方米（約）
地積比率：	0.57（約）
上蓋覆蓋率：	31%（約）
構築物數目：	4 座
總樓面面積	8,702 平方米（約）
- 住用總樓面面積：	不適用
- 非住用總樓面面積：	8,702 平方米（約）
構築物高度：	3 米至 15 米（約）
構築物層數：	1 至 2 層

1. INTRODUCTION

Background

- 1.1 **One Northern Metropolis Development Limited** has been commissioned by **Upper Shiny Investment Limited** (the applicant) to make submission on their behalf to the Board under S.16 of the Ordinance in respect to *Lot 350 RP (Part) in D.D. 78 and Lots 85 RP (Part), 86 RP (Part), 87 RP, 88 RP (Part), 90 (Part), 91 (Part), 92 (Part), 93, 94, 95, 97 RP and 144 RP (Part) in D.D. 80 and adjoining GL, Heung Yuen Wai, New Territories (Plans 1 to 4)*.
- 1.2 The applicant intends to use the Site for '**Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years**'. The Site falls within an area zoned "REC" on the Approved Ta Kwu Ling North OZP No. S/NE-TKLN/2 (**Plan 2**). According to the Notes of the OZP, the applied use is neither Columns 1 nor 2 use within the "REC" zone, which requires planning permission from the Board.
- 1.3 In support of the application, a set of indicative development plans and drawings (**Plans 1 to 4**) are provided with the Planning Statement. Relevant assessments, including a Traffic Impact Assessment (TIA) (**Appendix I**) and a Drainage Impact Assessment (DIA) (**Appendix II**), to mitigate the potential adverse impacts are submitted for the consideration of relevant Government Bureaux/Departments and members of the Board.

2. JUSTIFICATIONS

To ensure the stable supply, food safety and quality of fresh food in Hong Kong

- 2.1 The food supply in Hong Kong relies mainly on import, particularly in the categories of fresh provisions. Currently, most fresh food on sale in Hong Kong are imported from the Chinese Mainland. According to figures published by the Agriculture, Fisheries and Conservation Department (AFCD) on fresh food supply, the quantity of vegetables supplied to Hong Kong on a single day in January 2025 was about 2,700 tonnes¹, whereas the volume of vegetables sold through the wholesale food markets of AFCD and the Vegetable Marketing Organisation was about 600 to 700 tonnes on a daily basis. Apart from vegetables, the AFCD wholesale food markets also processed an average of 4 million nos. of imported egg on a daily basis in May 2026².
- 2.2 The proposed development is intended to meet the long-term demand for having a proper large-scale site to handle the importation of cross-boundary fresh food and packaged food for the daily consumption in Hong Kong. It provides specialised storage facilities with thermal and humidity control to maintain the quality, safety, and hygiene for fresh food like vegetables, grains, fruits, eggs, meat, etc. It also provides facilities for the bulk-breaking and packaging of imported fresh food and the distribution of fresh food from farmers to local consumers. The food industrial park and its ancillary facilities allow a more efficient supply chain to ensuring that the fresh food can be treated properly, remain safe to consume, and meet market demands.
- 2.3 The facilities provide necessary storage, including dry storage for grains, cold and chilled storage for fresh produce, and controlled atmosphere storage to extend the shelf life of imported fresh food. They also facilitate the cross-boundary flow of goods from production areas to urban markets, playing a vital role in ensuring a steady and reliable supply of high-quality food to the local populations.

To echo with Government policies in achieving synergy effect with the planned food control facilities near Heung Yuen Wai BCP

- 2.4 The Site of the proposed development is situated at a strategic location where there is a convenient road network connecting the existing food control facilities in Man Kam To, which is about 4.6 km from the Site. Vehicles carrying foodstuffs across the boundary will be inspected at the food control facilities before entering Hong Kong.
- 2.5 With reference to the Government's "Northern Metropolis Action Agenda" published in October 2023, the Government will reserve land near the Heung Yuen Wai BCP to provide large-scale facilities related to the food supply chain, including relocating the existing boundary-crossing and inspection facilities for fresh food and live food animals at the

¹ https://www.afcd.gov.hk/tc_chi/agriculture/agr_fresh/files/01_2025_food_supply_chi15.pdf

² https://www.afcd.gov.hk/tc_chi/agriculture/agr_fresh/files/Fresh_Food_Supply_Consumption_20260528--20260610.pdf

Man Kam To BCP, thereby unleashing the development potential of the land nearby. The Chief Executive has also expressed in the 2025 Policy Address to promote the food industry, including wholesale, processing and trading with the reserved land near the Heung Yuen Wai BCP.

- 2.6 The Site of the proposed development is at a strategic location in close proximity to the existing food control facilities in Man Kam To, as well as the future food control facilities near Heung Yuen Wai BCP. The imported fresh food can also be easily transported to local retailers via Heung Yuen Wai Highway, which provides an expressway connection to most part of the territory.

To contribute to the transformation, upgrading, modernisation, as well as the sustainable development of the industry

- 2.7 A newly-designed and constructed food industrial park with ancillary facilities is capable of implementing low-carbon and innovative handling processes. Relevant measures include the exploration of the usage of renewable energy and new technologies for the daily operation, dust prevention and sound insulation. These initiatives could enhance the environmental, social and governance performance and promote technological development of the industry, which echo with the Chief Executive’s 2022 Policy Address on the promotion of upgrading and transformation, modernisation and sustainable development of the industry.
- 2.8 The proposed development applied for under the current application will serve as a pilot scheme with a view to upgrading and modernising the food processing facilities in Hong Kong. Should the scheme be considered successful, the applicant is envisaged to expand the operation model in a second phase development, which would mainly focus on other fresh food including vegetables, fruits and meat, so as to ensure the steady supply of a wide range of fresh food for local consumer.

The approval would not frustrate the long-term planning intention

- 2.9 Although the Site situates in an area zoned “REC”, the Site is currently vacant without any known long-term programme for recreation development. Therefore, approval of the current application on a temporary basis would not frustrate the long-term planning intention of the “REC” zone and would better utilise deserted land in the New Territories.
- 2.10 Despite the fact that the proposed development is not in line with the planning intention of the “REC” zone, the special nature of the current application in support of the local food supply should be considered on its individual merit, of which the approval of the current application would not set an undesirable precedent for the “REC” zone.

The proposed development is not incompatible with surrounding area

- 2.11 The proposed development situates in a relatively remote area, which is far away from sensitive receivers. The surrounding area is considered to be predominately semi-rural and comprises vacant and/or unused land, public vehicle parks, and some village houses. 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 planning conditions in relation to various aspects such as traffic, fire services and drainage etc., so as to minimise the potential adverse impacts arising from the proposed development.

3. SITE CONTEXT

Site location

- 3.1 The Site is located approximately 2.2 km east of Heung Yuen Wai BCP; 4.6 km northeast of Man Kam To BCP; and 9.2 km northeast of Sheung Shui MTR Station.

Accessibility

- 3.2 The Site is accessible from Lin Ma Hang Road via a local access (**Plan 1**).

Existing site condition

- 3.3 The Site is generally flat and partially covered with overgrown grass and vegetation (**Plans 1 and 3**).

Surrounding area

- 3.4 The Site and its surroundings are predominately semi-rural in character, mainly comprising unused and/or vacant land, public vehicle parks, and some village houses (**Plans 1 and 3**).
- 3.5 To its north is a local access, across which is unused and/or vacant land covered with vegetation.
- 3.6 To its east is unused and/or vacant land covered with vegetation. To its further east is the village proper of Ha Heung Yuen and Heung Yuen Wai.
- 3.7 To its south is an existing river channel, across which are some cultivated land, unused and/or vacant land scattered with vegetation and temporary structures.
- 3.8 To its west is unused and/or vacant land. To its further west are the sites of some approved planning applications (Nos. A/NE-TKLN/53, 55, 58, 67, 68, 70, 75 and 80) for 'Public Vehicle Parks' and/or 'Shop and Services'.

4. PLANNING CONTEXT

Zoning

- 4.1 The Site falls within an area zoned “REC” on the Approved Ta Kwu Ling North OZP No. S/NE-TKLN/2 (**Plan 2**). According to the Notes of the OZP, the applied use is neither Columns 1/2 use within the “REC” zone, which requires planning permission from the Board.

Planning intention

- 4.2 The planning intention of the “REC” zone is *primarily for low-density recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the low-density recreational developments may be permitted subject to planning permission.*

Restriction on diversion of stream

- 4.3 According to the Remarks of the “REC” zone, any ***diversion of streams***, 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 development permission area plan without the permission from the Board under S.16 of the Ordinance.

Previous and similar applications

- 4.4 The Site is not subject of any previous planning application. There is no similar approval for the applied use within the same “REC” zone.

Land status

- 4.5 The Site consists of 13 nos. of private lot held under company/individuals or Tso/Tong, i.e. Lot 350 RP (Part) in D.D. 78 and Lots 85 RP (Part), 86 RP (Part), 87 RP, 88 RP (Part), 90 (Part), 91 (Part), 92 (Part), 93, 94, 95, 97 RP and 144 RP (Part) in D.D. 80, with private land area of 14,797 m² (about) of Old Schedule Lots held under Block Government Lease. Apart from the above private lots, the Site also consists of 573 m² (about) of GL (**Plan 3**). Details of the land ownership of the private lots within the Site are shown at **Table 1** below.

Table 1 – Land ownership of the private lots within the Site

Lot No.	Type of ownership
D.D. 78 Lot 350 RP	Company/Individual
D.D. 80 Lot 85 RP	Tso/Tong
D.D. 80 Lot 86 RP	Company/Individual
D.D. 80 Lot 87 RP	Company/Individual
D.D. 80 Lot 88 RP	Tso/Tong
D.D. 80 Lot 90	Tso/Tong
D.D. 80 Lot 91	Company/Individual
D.D. 80 Lot 92	Company/Individual
D.D. 80 Lot 93	Company/Individual
D.D. 80 Lot 94	Company/Individual
D.D. 80 Lot 95	Company/Individual
D.D. 80 Lot 97 RP	Company/Individual
D.D. 80 Lot 144 RP	Tso/Tong

- 4.6 Given that there is restriction on the erection of structures 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/North, Lands Department (DLO/N, LandsD) to make way for the erection of the proposed structures and the occupation of GL at the Site respectively, after planning permission 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 15,370 m² (about), including GL of about 573 m² (about). Details of the development parameters are shown at **Table 2** below.

Table 2 – Development parameters

Site area	15,370 m ² (about), including GL of about 573 m ² (about)
Covered area	4,757 m ² (about)
Uncovered area	10,613 m ² (about)
Plot ratio	0.57 (about)
Site coverage	31% (about)
No. of structure	4
Total GFA	8,702 m ² (about)
- Domestic GFA	Not applicable
- Non-domestic GFA	8,702 m ² (about)
Building height	3 m to 15 m (about)
No. of storey	1 to 2 storeys

- 5.2 4 nos. of structures are proposed for food industrial centre, guardhouse, meter room, office and washroom with total GFA of 8,702 m² (about). The remaining open area will be reserved for vehicle parking, L/UL, waiting and circulation spaces, as well as area for road widening of the existing local access (**Plan 4**). Details of the proposed structure are shown at **Table 3** below.

Table 3 – Details of the proposed structures

Structure	Use	Covered area	GFA	Building height
B1	Food industrial centre ³ , ancillary office and washroom	2,719 m ²	4,984 m ²	15 m (about) (2-storey)
B2		2,016 m ²	3,696 m ²	15 m (about) (2-storey)
B3	Guardhouse	4 m ²	4 m ²	3 m (about) (1-storey)
B4	Meter room	18 m ²	18 m ²	3 m (about) (1-storey)
Total		4,757 m² (about)	8,702 m² (about)	-

³ The canopy area of 454 m² (about) and 120 m² (about) are proposed on G/F of Structures B1 & B2 respectively to facilitate the L/UL activities.

Operation mode

- 5.3 The Site will be used as a food industrial park for the provision of specialised storage and processing facilities with thermal and humidity control to maintain the quality, safety, and hygiene for fresh food. The proposed development provides facilities for the processing of fresh foods, among which are mainly vegetables, fruits and grains. Other categories of fresh foods, such as eggs and meat, will also be processed.
- 5.4 Cross-boundary fresh food will be transported to the proposed development via government food control facilities at the border, which will then be properly stored therewithin ensuring that the fresh food remains safe, treated properly, and meets market demands. Various food processing procedures, such as bulk-breaking, sorting, sanitising, washing, and packaging of fresh foods will be carried out at the facilities to divide large shipments of fresh foods into clean, smaller, and accessible consumer units before distribution.
- 5.5 The proposed development will open 24 hours daily, including Sundays and public holidays. The distribution operation i.e. the receipt and distribution of cross-boundary fresh food will mainly be conducted between 03:00 and 06:00. It is estimated that the proposed development would accommodate about 20 to 30 nos. of staff, among those working in the distribution operation would mainly work between 23:00 and 08:00 on the next day. Given that the proposed development is solely for the applied use without any shopfront and retailing activities, no visitor will be anticipated.
- 5.6 Vehicles carrying foodstuffs across the boundary will be inspected at the existing food control facilities near Man Kam To BCP, which will then be driven to the proposed development via Man Kam To Road and Lin Ma Hang Road. In the future, should the new food control facilities near Heung Yuen Wai BCP be commenced operation, vehicles carrying foodstuffs across the boundary will be inspected therewithin and be driven to the proposed development via Lin Ma Hang Road.
- 5.7 The applicant commits to comply with relevant ordinances and regulations, and obtain relevant licence(s) before commencing operation of the proposed development.

Minimal traffic impact

- 5.8 The Site is accessible from Lin Ma Hang Road via a local access (**Plan 1**). A 20 m-wide (about) vehicular ingress/egress is proposed at the northern part of the Site. 55 nos. of parking and L/UL space will be provided at the proposed development (**Plan 4**). 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)	18
Parking spaces for light goods vehicle (LGV) - 3.5 m (W) x 7 m (L)	3
Parking spaces for container vehicle (CV) - 3.5 m (W) x 16 m (L)	2
Type of L/UL space	No. of space
L/UL spaces for LGV - 3.5 m (W) x 7 m (L)	20
L/UL spaces for CV - 3.5 m (W) x 16 m (L)	12

- 5.9 LGV and CV will be deployed for the transportation of goods into/out of the Site. A TIA has been conducted to assess the potential traffic impact induced by the proposed development on nearby road network during the construction and operational stages (**Appendix I**). The assessment result has indicated that all critical junctions and road links perform satisfactorily for both the reference and design scenarios during peak hours on a normal weekday in the assessment year of 2030. The TIA has concluded that no adverse traffic impact arising from the proposed development is anticipated.

Minimal environmental impact

- 5.10 The applicant will strictly follow the latest 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' ("CoP") issued by the Environmental Protection Department (EPD) to minimise the 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.
- 5.11 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 potential impact on nearby watercourses. Surface run-off from the construction phase 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 and grit will be removed regularly at the start and end of each rain season, to ensure that these facilities are always operational.
- 5.12 The applicant will implement the good practices under *ProPECC PN 1/23* when designing and providing on-site drainage system at the Site. Besides, the applicant proposes to provide septic tank and soakaway system to collect the sewage generated

from the proposed development. Noting that the Site is in close proximity to a drainage channel to its south, the design and construction of the septic tank and soakaway system will strictly follow the requirements as stipulated in *ProPECC PN 1/23*.

- 5.13 2.5 m-high (about) solid metal fencing will be erected along the site boundary to minimise noise and visual 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. Maintenance will be conducted on a regular basis.

Minimal landscape impact

- 5.14 The Site is mainly covered with overgrown grass. No tree as defined under the *Lands Administration Office (LAO) Practice Note (PN) No. 6/2023*⁴ has been identified within the site boundary. No dead, old, or valuable tree has been found thereon. In view of the operation of the proposed development and the provision of vehicle parking, L/UL, waiting and circulation spaces, the majority of the Site will be disturbed. As such, it is not proposed to retain any of the existing vegetation.

Minimal drainage impact

- 5.15 A watercourse was identified to have existed within the site boundary with reference to the Lot Index Plan (**Plan 3**). The applicant has submitted a DIA report to review the drainage arrangements for the proposed development (**Appendix II**). The potential increase in surface runoff generated by the proposed development is estimated to be minimal. A series of perimeter surface drains with sand traps/catch pits are proposed to collect the cumulative runoff, which will finally connect to the proposed discharge points at the existing 8 m width trapezoidal channel to the south of the Site. The DIA has concluded that no unacceptable drainage impact is envisaged.

Fire safety aspect

- 5.16 After obtaining relevant planning permission from the Board, the applicant will submit a fire service installations proposal for the consideration of the Director of Fire Services to enhance fire safety of the proposed development. Upon receiving the STW and STT approvals from DLO/N, LandsD as discussed in Section 4.5 above, and the General Building Plan approval from the Buildings Department for the erection of structures, the applicant will construct the proposed structures and implement the fire service installations therewithin in accordance with the accepted proposal.

⁴ With reference to LAO PN No. 6/2023, a plant is considered to be a tree if its trunk diameter measures 95 mm or more at a height of 1.3 m above the ground level.

6. CONCLUSION

- 6.1 The proposed development provides facilities for the proper storage, processing and delivery of imported cross-boundary fresh food. Echoing with the Chief Executive’s 2025 Policy Address and the “Northern Metropolis Action Agenda” published in 2023, the proximity of the proposed development to the existing food control facilities in Man Kam To and the planned food control facilities in Heung Yuen Wai can achieve a synergy effect to the stable supply, food safety and quality of fresh food in Hong Kong.
- 6.2 In response to the Chief Executive’s 2022 Policy Address on the promotion of upgrading and transformation, modernisation and sustainable development of the industry, a newly-designed and constructed food industrial park with ancillary facilities will enhance the environmental, social and governance performance and promote technological development of the industry.
- 6.3 Although the proposed development is not in line with the long-term planning intention of the “REC” zone, the Site is currently vacant without any known long-term plan for recreation development. 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 “REC” zone and better utilise deserted land in the New Territories.
- 6.4 The Site and its surroundings are predominately semi-rural in character, mainly surrounded by vacant/unused land, public vehicle parks, and some village houses. The proposed development is considered not incompatible with the surrounding areas. Approval of the current application would not set an undesirable precedent within the “REC” zone, and should be considered on its own merits.
- 6.5 The proposed development is not anticipated to create significant nuisance to the surrounding areas. Technical assessments including the TIA and DIA reports have been provided to demonstrate that adverse traffic and drainage impacts arising from the proposed development are not envisaged. The applicant will also strictly follow the latest ‘CoP’ and *ProPECC PNs*, as well as other relevant guidelines issued by EPD to minimise all possible environmental impacts.
- 6.6 In view of the above, the Board is hereby respectfully recommended to approve the subject application for ‘**Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years**’.

One Northern Metropolis Development Limited

August 2026

LIST OF PLANS

Plan 1	Location plan
Plan 2	Zoning plan
Plan 3	Land status plan
Plan 4	Layout plan

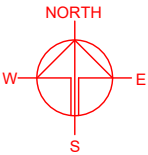


LOCATION OF THE APPLICATION SITE

APPLICATION SITE AREA : 15,370 m² (ABOUT)

VEHICULAR ACCESS

ACCESSIBLE FROM LIN MA HANG ROAD VIA A LOCAL ACCESS



*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

ACCESSIBLE FROM LIN MA
HANG ROAD VIA A LOCAL
ACCESS

APPLICATION SITE

LEGEND

APPLICATION SITE

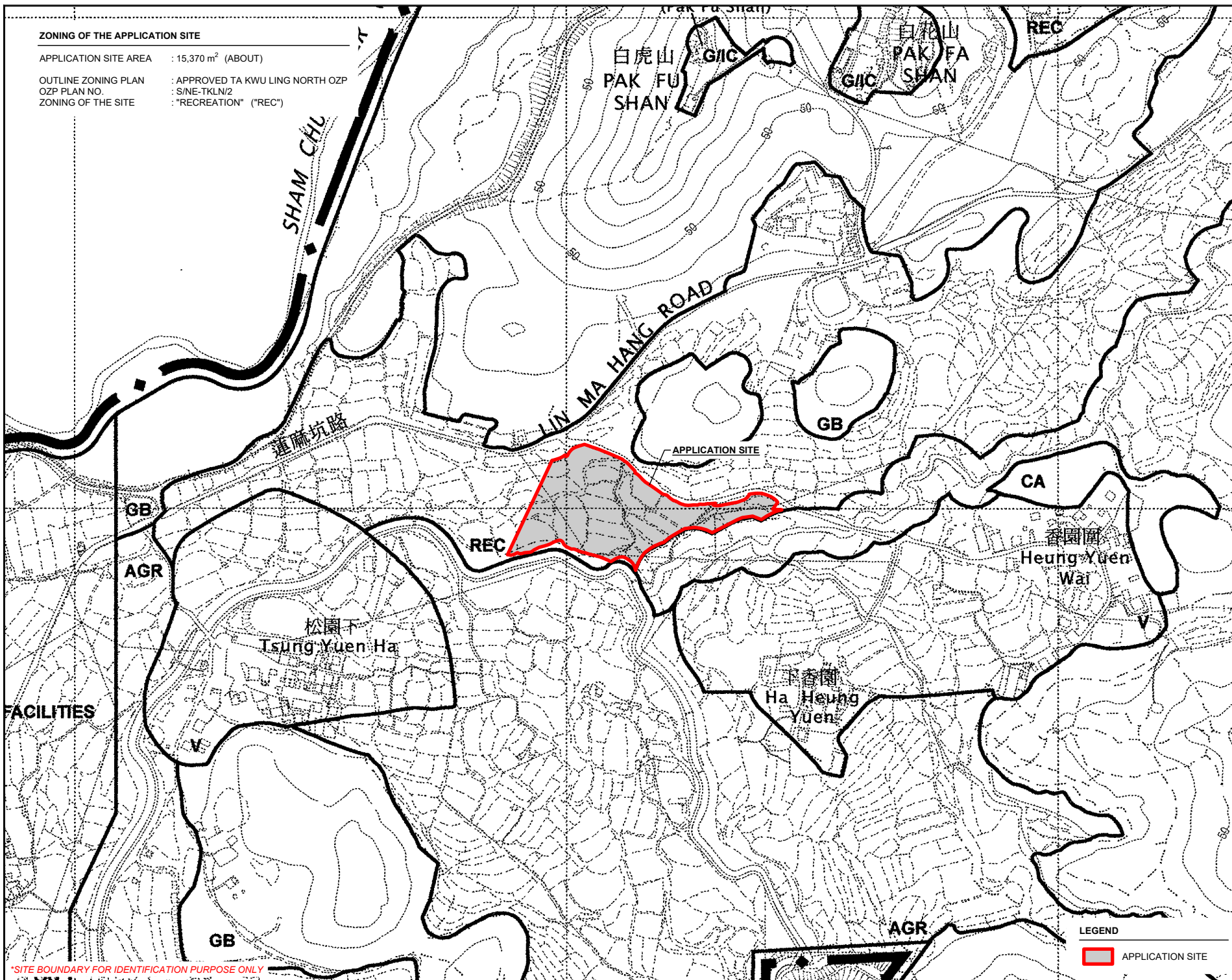
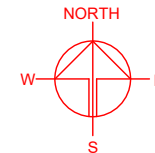
PROJECT
PROPOSED TEMPORARY FOOD
INDUSTRIAL PARK WITH
ANCILLARY FACILITIES AND
ASSOCIATED DIVERSION OF
STREAM FOR A PERIOD OF 3
YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 78 AND
D.D. 80 AND ADJOINING
GOVERNMENT LAND, HEUNG
YUEN WAI, NEW TERRITORIES

SCALE 1: 10000 @ A4	
DRAWN BY MN	DATE 27.8.2026
REVISED BY	DATE
APPROVED BY	DATE
DWG. TITLE LOCATION PLAN	
DWG NO. PLAN 1	VER. 002

ZONING OF THE APPLICATION SITE

APPLICATION SITE AREA : 15,370 m² (ABOUT)
 OUTLINE ZONING PLAN : APPROVED TA KWU LING NORTH OZP
 OZP PLAN NO. : S/NE-TKLN/2
 ZONING OF THE SITE : "RECREATION" ("REC")



*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

LEGEND
 APPLICATION SITE

PROJECT
 PROPOSED TEMPORARY FOOD INDUSTRIAL PARK WITH ANCILLARY FACILITIES AND ASSOCIATED DIVERSION OF STREAM FOR A PERIOD OF 3 YEARS

SITE LOCATION
 VARIOUS LOTS IN D.D. 78 AND D.D. 80 AND ADJOINING GOVERNMENT LAND, HEUNG YUEN WAI, NEW TERRITORIES

SCALE
 1 : 5000 @ A4

DRAWN BY
 MN 27.8.2026

REVISED BY
 DATE

APPROVED BY
 DATE

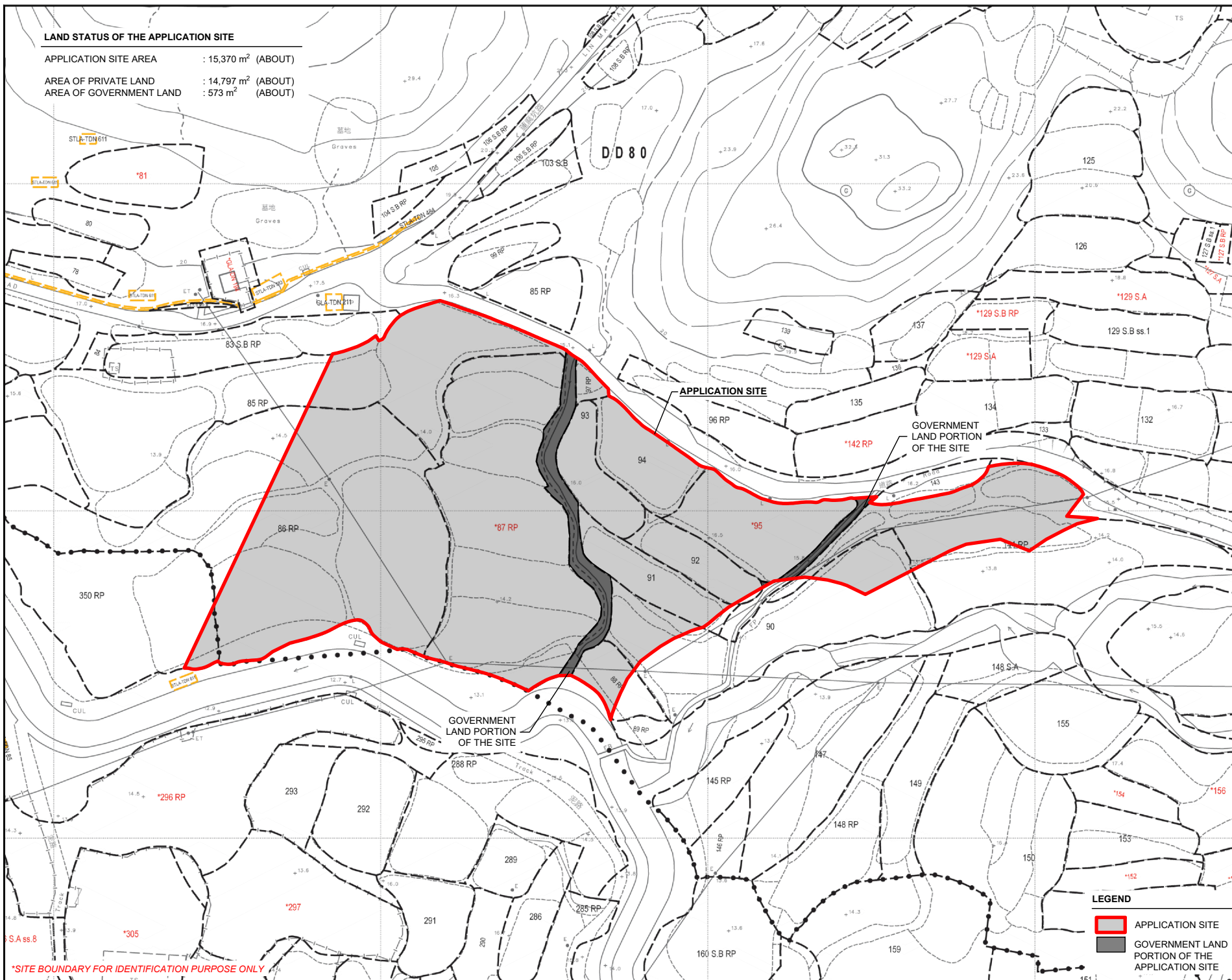
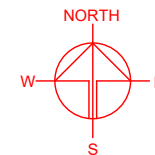
DWG. TITLE
 ZONING OF THE SITE

DWG NO.
 PLAN 2

VER.
 002

LAND STATUS OF THE APPLICATION SITE

APPLICATION SITE AREA : 15,370 m² (ABOUT)
 AREA OF PRIVATE LAND : 14,797 m² (ABOUT)
 AREA OF GOVERNMENT LAND : 573 m² (ABOUT)



*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

LEGEND

APPLICATION SITE

GOVERNMENT LAND PORTION OF THE APPLICATION SITE

PROJECT

PROPOSED TEMPORARY FOOD INDUSTRIAL PARK WITH ANCILLARY FACILITIES AND ASSOCIATED DIVERSION OF STREAM FOR A PERIOD OF 3 YEARS

SITE LOCATION

VARIOUS LOTS IN D.D. 78 AND D.D. 80 AND ADJOINING GOVERNMENT LAND, HEUNG YUEN WAI, NEW TERRITORIES

SCALE

1: 1500 @ A4

DRAWN BY

MN

DATE

27.8.2026

REVISED BY

DATE

APPROVED BY

DATE

DWG. TITLE

LAND STATUS OF THE SITE

DWG NO.

PLAN 3

VER.

002

DEVELOPMENT PARAMETERS

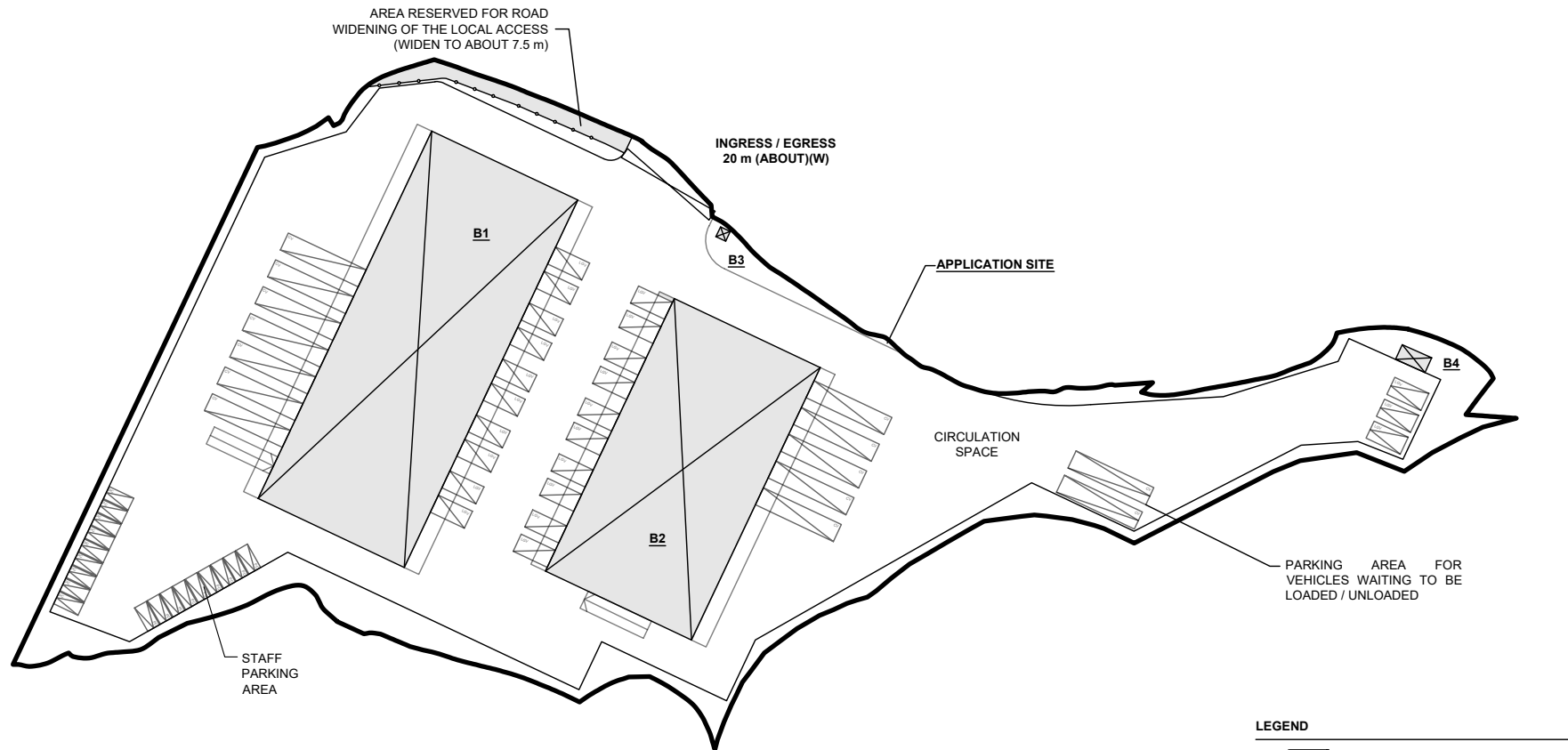
APPLICATION SITE AREA	: 15,370 m ²	(ABOUT)
COVERED AREA	: 4,757 m ²	(ABOUT)
UNCOVERED AREA	: 10,613 m ²	(ABOUT)
PLOT RATIO	: 0.57	(ABOUT)
SITE COVERAGE	: 31 %	(ABOUT)
NO. OF STRUCTURE	: 4	
DOMESTIC GFA	: NOT APPLICABLE	
NON-DOMESTIC GFA	: 8,702 m ²	(ABOUT)
TOTAL GFA	: 8,702 m ²	(ABOUT)
BUILDING HEIGHT	: 3 m - 15 m	(ABOUT)
NO. OF STOREY	: 1 - 2	

STRUCTURE	USE	COVERED AREA	GROSS FLOOR AREA	BUILDING HEIGHT
B1	FOOD INDUSTRIAL CENTRE	2,719 m ² (ABOUT) ¹	4,984 m ² (ABOUT)	15 m (ABOUT)(2-STOREY)
B2	FOOD INDUSTRIAL CENTRE	2,016 m ² (ABOUT) ²	3,696 m ² (ABOUT)	15 m (ABOUT)(2-STOREY)
B3	GUARDHOUSE	4 m ² (ABOUT)	4 m ² (ABOUT)	3 m (ABOUT)(1-STOREY)
B4	METER ROOM	18 m ² (ABOUT)	18 m ² (ABOUT)	3 m (ABOUT)(1-STOREY)
TOTAL		4,757 m ² (ABOUT)	8,702 m ² (ABOUT)	

ANCILLARY OFFICE AND WASHROOM ARE PROVIDED AT STRUCTURES B1 AND B2

¹ STRUCTURE B1 - 454 m² OF CANOPY IS PROVIDED AT G/F FOR L/UL ACTIVITIES

² STRUCTURE B2 - 336 m² OF CANOPY IS PROVIDED AT G/F FOR L/UL ACTIVITIES



PARKING PROVISIONS

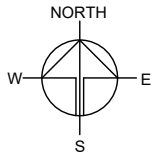
NO. OF PRIVATE CAR (PC) PARKING SPACE	: 18
DIMENSION OF PARKING SPACE	: 2.5 m (W) x 5 m (L)
NO. OF LIGHT GOODS VEHICLE (LGV) PARKING SPACE	: 3
DIMENSION OF PARKING SPACE	: 3.5 m (W) x 7 m (L)
NO. OF CONTAINER VEHICLE (CV) PARKING SPACE	: 2
DIMENSION OF PARKING SPACE	: 3.5 m (W) x 16 m (L)

LOADING / UNLOADING PROVISIONS

NO. OF L/UL SPACE FOR LGV	: 20
DIMENSION OF L/UL SPACE	: 3.5 m (W) x 7 m (L)
NO. OF L/UL SPACE FOR CV	: 12
DIMENSION OF L/UL SPACE	: 3.6 m (W) x 16 m (L)

LEGEND

	APPLICATION SITE
	STRUCTURE (ENCLOSED)
	STRUCTURE (CANOPY)
	RAMP TO STRUCTURE
	PARKING SPACE (PC)
	PARKING SPACE (LGV)
	PARKING SPACE (CV)
	LOADING / UNLOADING SPACE (LGV)
	LOADING / UNLOADING SPACE (CV)
	INGRESS / EGRESS



PROJECT

PROPOSED TEMPORARY FOOD INDUSTRIAL PARK WITH ANCILLARY FACILITIES AND ASSOCIATED DIVERSION OF STREAM FOR A PERIOD OF 3 YEARS

SITE LOCATION

VARIOUS LOTS IN D.D. 78 AND D.D. 80 AND ADJOINING GOVERNMENT LAND, HEUNG YUEN WAI, NEW TERRITORIES

SCALE

1 : 1250 @ A4

DRAWN BY	DATE
MN	27.8.2026
REVISED BY	DATE
APPROVED BY	DATE

DWG. TITLE
LAYOUT PLAN

DWG NO.	VER.
PLAN 4	002

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

LIST OF APPENDICES

Appendix I	Traffic Impact Assessment
Appendix II	Drainage Impact Assessment



Appendix I
Traffic Impact Assessment



**Proposed Temporary Food Industrial Park with Ancillary
Facilities and Associated Diversion of Stream for a Period
of 3 Years**

**Various Lots in D.D. 78 and D.D. 80 and Adjoining
Government Land, Heung Yuen Wai, New Territories**

**Traffic Impact Assessment
August 2026**

Section 16 Planning Application

Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years

Various Lots in D.D. 78 and D.D. 80 and Adjoining Government Land, Heung Yuen Wai, New Territories

**Traffic Impact Assessment
August 2026**

Contents Amendment Record

This report has been issued and amended as follows:

Revision	Description	Prepared / Date	Checked / Date	Approved / Date
R0c	TIA	16/01/2026 Various	19/01/2026 TC	19/01/2026 SC
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Content	Page
1 INTRODUCTION.....	1
1.1 General	1
1.2 Project Descriptions	1
1.3 Study Objectives	1
1.4 Report Structure	1
2 DESCRIPTIONS OF THE APPLICATION SITE	2
2.1 Site Location	2
2.2 Development Parameters for the Application Site	2
2.3 Parking and Load/Unloading Facilities	2
2.4 Vehicular Access Arrangement.....	3
3 EXISTING TRAFFIC AND TRANSPORT CONDITIONS.....	4
3.1 Existing Road Network	4
3.2 Traffic Surveys.....	4
3.3 Existing Vehicle Traffic Conditions	4
3.4 Weekend Assessment on Critical Road Link L4	6
4 TRAFFIC FORECAST	7
4.1 Design Year.....	7
4.2 Methodology	7
4.3 Future Year Traffic Flows.....	8
4.4 Future Year Junction Capacity Assessments	10
4.5 Future Year Link Capacity Assessments	10
4.6 Weekend Assessment on Critical Road Link L4	11
5 MIDNIGHT TRAFFIC CONDITION	12
5.1 Traffic Survey	12
6 SUMMARY AND CONCLUSION.....	13
6.1 Summary	13
6.2 Conclusion.....	13

List of Table

Page

Table 2-1	Development Traffic	2
Table 2-2	Ancillary Transport Facilities Based on User's Requirement	3
Table 3-1	Critical Junction and Link	4
Table 3-2	Passenger Car Unit Conversion Factors	4
Table 3-3	2025 Peak Hour Junction Capacity Assessment	5
Table 3-4	2025 Peak Hour Road Link Capacity Assessment	5
Table 1-5	2025 L4 Weekend Capacity Assessment	6
Table 4-1	Traffic Data from ATC in the vicinity of the site	8
Table 4-2	2021-Based TPEDM for North district	9
Table 4-3	Planned / Committed Developments in the Site Vicinity	9
Table 4-4	2030 Peak Hour Junction Capacity Assessment	10
Table 4-5	2030 Peak Hour Road Link Capacity Assessment	11
Table 4-6	2030 L4 Weekend Capacity Assessment	11
Table 5-1	Midnight Vehicular Count Results on L4 (Weekday)	12
Table 5-2	Midnight Vehicular Count Results on L4 (Weekend)	12

List of Figures

Figure 2-1	Major Ingress / Egress Route
Figure 2-2	Critical Junction and Road Links
Figure 3-1	2025 Existing Traffic Flows
Figure 4-1	2030 Reference Traffic Flows
Figure 4-2	2030 Design Traffic Flows

Appendices

Appendix A Conceptual Layout Plan and Swept Path Analysis

Appendix B 2025 Junction Calculation Sheets

Appendix C 2030 Junction Calculation Sheets

1 INTRODUCTION

1.1 General

- 1.1.1 Ozzo Technology (HK) Limited was commissioned to undertake a traffic study in support of the S16 planning application for the Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years ("Application Site").

1.2 Project Descriptions

- 1.2.1 The Application Site is located at Heung Yuen Wai, abutting an unnamed access road that can be accessed via Lin Ma Hang Road which serve as an access route of the Site.

1.3 Study Objectives

- 1.3.1 The main objectives of this traffic study are to:
- (i) evaluate the existing vehicular traffic and transport conditions of the Application site and to assess the traffic and transport implications of the development to the adjacent road network for the operation of the Application Site;
 - (ii) identify any existing and potential traffic and transport problems and to recommend possible mitigation measures and advise any necessary traffic arrangement;
 - (iii) recommend traffic improvement measures for the Application Site, as necessary.

1.4 Report Structure

- 1.4.1 Following this introductory chapter, this report is arranged as follow:
- Chapter 2 describes the Application Site;
 - Chapter 3 outlines the existing traffic conditions;
 - Chapter 4 illustrates the finding of traffic forecast;
 - Chapter 5 presents the midnight traffic condition;
 - Chapter 6 provides the conclusion of the Study.

2 DESCRIPTONS OF THE APPLICATION SITE

2.1 Site Location

- 2.1.1 The site is located in Heung Yuen Wai and can be accessed via Lin Ma Hang Road and an unnamed access road which serves as the access route of site. The site location is presented in **Figure 2-1**.

2.2 Development Parameters for the Application Site

- 2.2.1 The Application Site consisting of various Lots in D.D. 78 and D.D. 80 in Heung Yuen Wai, with a Site area of 15,370m².
- 2.2.2 The operation hours of the proposed development are Monday to Saturday from 23:00 to 08:00. No operations on Sunday and public holiday. It is anticipated to accommodate around 20-30 staffs. Visitor is not expected at the Site.
- 2.2.3 The site is a Food Industrial Park with ancillary distribution center and other facilities for storage and distribution of agricultural produce. It is expected to operate mainly during midnight (from 03:00 am to 06:00 am) in which Container Vehicles (CV) would deliver agricultural produce to the site from mainland China and the Light Goods Vehicles (LGV) would then distribute the produce to local markets for sales. Staff will be working at the site during the period of 23:00 – 08:00

2.3 Parking and Load/Unloading Facilities

- 2.3.1 Private cars are expected to be generated/ attracted by the Development for staffs and 1 LGV generation/ attraction are adopted in the assessment for conservative. **Table 2-1** presents the traffic induced by the staffs working at the Site.

Table 2-1 Development Traffic

Time Period	Trip Generation and Attraction (veh/hr)					
	PC		LGV		CV	
	In	Out	In	Out	In	Out
Trip at AM	0	7	0	1	0	0
Trip at PM	7	0	1	0	0	0

Table 2-2 summarizes the internal transport facilities to be provided in the Application Site. Ancillary transport facilities are provided based on users' requirements to meet operational needs.

Table 2-2 Ancillary Transport Facilities Based on User's Requirement

Type of Ancillary Transport Facilities	Size	Provision based on User's Requirement
PC Parking Space	2.5m (W) x 5m (L)	18
LGV Parking Space	3.5m (W) x 7m (L)	3
CV Parking Space	3.5m (W) x 16m (L)	2
Total Parking Facilities	-	23
L/UL Spaces for LGV	3.5m (W) x 7m (L)	20
L/UL Spaces for CV	3.5m (W) x 16m (L)	12
Total L/UL Facilities	-	32

2.3.2 The conceptual layout plan of the Application Site is included in **Appendix A** for easy reference.

2.4 Vehicular Access Arrangement

2.4.1 As mentioned in **Section 2.2.3**, operation would mainly take place during 03:00 – 06:00 in which CV and LGV would transport agricultural produce to/ from the site. It is expected that 2 CV and 12 LGV, for both in and out would be generated/ attracted per hour during the period.

2.4.2 The CV generated/ attracted by the development would be scheduled and managed by the applicant to ensure only one-way direction traffic travelling to/from the Site and to avoid overhead traffic (2 CV travelling both direction at the same time). In case there are overhead traffic between CV and LGV, LGV can make use of the passing bay ($\geq 7m$) along Lin Ma Hang Road as shown in **Figure 2-1** to give way to CV.

2.4.3 As CV operations (other than the Development) during midnight are not expected in the vicinity of the Application Site, CV overhead traffic along Lin Ma Hang Road would not be expected. Traffic survey conducted during midnight also reveals that the traffic along Lin Ma Hang Road near the Application Site is very minimal, with no CV is identified. Details will be shown in **Section 5.1**.

2.4.4 A part of the area near the gate within the site boundary is reserved for road widening/ vehicle maneuvering to facilitate vehicles entering and exiting the Site. Swept path analysis is also conducted for 16m container vehicle accessing/ leaving the Site. **Appendix A** presents the swept path analysis for vehicular access of the Application Site, as well as to/from the Loading/Unloading space within the site. The results indicating that sufficient spaces can be provided.

2.4.5 Staffs will be deployed to conduct traffic management/ control measures at the accesses of the site to ensure smooth maneuvering of vehicles entering/ exiting the site and to ensure no queueing of vehicles outside the site.

3 EXISTING TRAFFIC AND TRANSPORT CONDITIONS

3.1 Existing Road Network

- 3.1.1 The Site is bounded by an unnamed access road as shown in **Figure 2-1** and can be accessed via Lin Ma Hang Road. Both the unnamed access road and section of Lin Ma Hang Road connecting the access road is a single-track access road with passing bays along the road.

3.2 Traffic Surveys

- 3.2.1 Vehicular count survey was conducted on a typical weekday in September 2025 at the critical junction and links shown in **Figure 2-2** during the period of 07:00-08:30 (the period that PV/LGV leaving the site) and 22:30-00:00 (the period that PV/LGV entering the site). The details of the critical junction and links are listed in **Table 3-1** below.

Table 3-1 Critical Junction and Link

Index	Location	Type
J1	Lin Ma Hang Road/ Unnamed Access Road	Priority
L1	Lin Ma Hang Road (Tsung Yuen Ha/ Unnamed Access Road)	Road Link
L2	Unnamed Access Road	Road Link
L3	Lin Ma Hang Road (Unnamed Access Road/ Pak Fu Shan)	Road Link
L4	Lin Ma Hang Road (near Tsung Yuen Ha)	Road Link

3.3 Existing Vehicle Traffic Conditions

All vehicle flows recorded during the traffic surveys have been converted to passenger car unit (PCU) based on the PCU factors as indicated in Table 2.3.1.1 of Volume 2 of Transport Planning and Design Manual (TPDM) as illustrated in **Table 3-2**.

Table 3-2 Passenger Car Unit Conversion Factors

Vehicle Type	PCU Conversion Factor ⁽¹⁾
Car / Taxi	1.00
Public Light Bus / Minibus / Light Goods Vehicle	1.50
Medium Goods Vehicle	2.00
Heavy Goods Vehicle	2.50
Bus / Coach	2.50

Notes: (1) Table 2.3.1.1, Chapter 2.3, Volume 2, TPDM-2025

- 3.3.1 By applying the above PCU factors, vehicular traffic flows in PCUs are calculated and the peak hour in the specified period (07:00-08:30 and 22:30-00:00) is identified to occur at 07:30-08:30 and 22:30-23:30 for AM and PM respectively. The 2025 observed Weekday traffic flows for AM and PM in the vicinity of the Application Site are presented in **Figure 3-1**.
- 3.3.2 Based on the existing traffic flows, the performances of the key junction for AM and PM are assessed. The assessment results are indicated in **Table 3-3** and detailed junction calculation sheets are given in **Appendix B**.

Table 3-3 2025 Junction Capacity Assessment

Jn. ID.	Location ⁽¹⁾	Type	Capacity Index ⁽²⁾	2025	
				AM (07:30-08:30)	PM (22:30-23:30)
J1	Lin Ma Hang Road/ Unnamed Access Road	Priority	DFC	0.01	0.01

Notes:

(1) Refer to Figure 2-2 for junction locations

(2) DFC = Design Flow to Capacity for priority junction and roundabout

- 3.3.3 The results reveal that the assessed key junction is operated satisfactorily during the AM and PM period.
- 3.3.4 Based on the existing traffic flows, the performances of the key road links for AM and PM outside the Application Site are also assessed and the results are indicated in **Table 3-4**.

Table 3-4 2025 Road Link Capacity Assessment

No.	Location ⁽¹⁾	Direction	Design ⁽²⁾ Capacity (veh/hr)	AM (07:30-08:30)		PM (22:30-23:30)	
				Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾
L1	Lin Ma Hang Road (Tsung Yuen Ha/ Unnamed Access Road)	2-way	100	31	0.31	9	0.09
L2	Unnamed Access Road	2-way	100	7	0.07	1	0.01
L3	Lin Ma Hang Road (Unnamed Access Road/ Pak Fu Shan)	2-way	100	26	0.26	8	0.08
L4	Lin Ma Hang Road (near Tsung Yuen Ha)	2-way	100	63	0.63	19	0.19

Notes: (1) Refer to Figure 2-2 for road link locations

(2) TPDM Vol 2 Chapter 3.11.3.1

(3) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

- 3.3.5 The results reveal that the key road links outside the Application Site operate within capacity during the AM and PM period.

3.4 Weekend Assessment on Critical Road Link L4

- 3.4.1 It is observed that the cross-boundary activity occurs during weekend at Heung Yuen Wai Boundary Control Point would increase the traffic to the nearby car parks, affecting part of Lin Ma Hang Road near Tsung Yuen Ha (L4) which is a single-track access road.
- 3.4.2 Further assessments have been carried out to assess the traffic impact induced by the Development during weekend on L4.
- 3.4.3 Vehicular count survey was conducted on a typical weekend in September 2025. It is observed that the peak period occurs at 11:30-12:30 and 20:30-21:30 in which the cross-boundary activity mainly take place. However, as no traffic would be induced by the Development during that period, the same approach described in **Section 3.3.1** is used for assessment and the AM PM period are identified as 07:30-08:30 and 22:30-23:30 respectively.
- 3.4.4 Based on the existing traffic flows in the weekend, the performance of L4 is assessed and the results are indicated in **Table 3-5**.

Table 3-5 2025 L4 Weekend Capacity Assessment

No.	Location ⁽¹⁾	Direction	Design ⁽²⁾ Capacity (veh/hr)	AM (07:30-08:30)		PM (22:30-23:30)	
				Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾
L4	Lin Ma Hang Road (near Tsung Yuen Ha)	2-way	100	51	0.51	34	0.34

Notes: (1) Refer to Figure 2-2 for road link locations

(2) TPDM Vol 2 Chapter 3.11.3.1

(3) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

- 3.4.5 The result reveals that L4 operates within capacity during the AM and PM period in the weekend.

4 TRAFFIC FORCAST

4.1 Design Year

- 4.1.1 According to current programme, the proposed food industrial park will commission in the year of 2027 and last for 3 years, the design year for traffic forecast is therefore set to be 2030.

4.2 Methodology

- 4.2.1 In forecasting the future traffic flows on the road network in the Study Area, due considerations are given to the following information and factors:
- Historical traffic data from Annual Traffic Census (ATC) published by Transport Department;
 - The forecasted population and employment from the 2021-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department;
 - Committed and planned developments in the Study Area.
- 4.2.2 The following steps are undertaken to derive the 2030 Reference Flows (i.e. without the Application Site) and Design Flows (i.e. with the Application Site) for the AM and PM period.
- 2030 Background Flows = 2025 Flows x annual growth factors
- 2030 Reference Flows = 2030 Background Flows + additional traffic by
planned and committed developments
- 2030 Design Flows = 2030 Reference Flows + development traffic
- 4.2.3 The traffic impact to be induced by the Development is assessed by comparing the Reference Traffic Flows against the Design Traffic Flows for the Design Year for the AM and PM period.

4.3 Future Year Traffic Flows

Historical Traffic Growth

- 4.3.1 To gain an understanding of the historical trends of traffic growth on the nearby road network, relevant traffic data over the 5-year period of 2020 to 2024 are extracted from the Annual Traffic Census (ATC) 2024 for the ATC stations in the vicinity the Application Site. **Table 4-1** describes the locations of the nearby ATC stations and provide the corresponding traffic data.

Table 4-1 Traffic Data from ATC in the vicinity of the site

Stn	Road	Between		2020	2021	2022	2023	2024	Average Annual Growth 2020-2024
6653	Ping Che Rd	Sha Tau Kok Rd	Lin Ma Hang Rd	11,030	11,870	11,510	12,150	10,440	-1.36%
5660	Sha Tau Kok Rd	Ping Che Rd	Sha Ho Rd	23,740	22,980	22,280	22,810	22,870	-0.93%
5860	Sha Tau Kok Rd	Ping Che Rd	Ma Sik Rd	6,300	5,970	4,900	5,010	5,020	-5.52%
Total				41,070	40,820	38,690	39,970	38,330	-1.71%

- 4.3.2 As indicated in **Table 4-1**, the traffic on the road network in the vicinity of the Application Site has a negative growth of -1.71% p.a. on average over the period from 2020 – 2024.

2021-Based TPEDM

- 4.3.3 Reference is made to the 2021-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department (North District)
- 4.3.4 Although Kwu Tung New Development Area (KTN NDA) is part of North District, it is far away from the application site. To better reflect the growth trend in the application area, the population and employment of KTN NDA is excluded from the North District Data. **Table 4-2** presents the forecast population and employment data from 2021 to 2031.

Table 4-2 2021-Based TPEDM for North district

Category	2021	2026	2031 ⁽¹⁾	2021-2031 Average Growth (% p.a.)
Population	309,650	352,000	303,950	-0.19%
Employment	84,150	104,050	106,150	2.35%
Total	393,800	456,050	410,100	0.41%

Source: 2021-based TPEDM open version available from the website of Planning Department

Note (1): 131,600 population and 38,700 employments of KTN NDA is excluded.

(Source: https://www.ktnfln-ndas.gov.hk/en/2-1-3-about_project.php).

- 4.3.5 As shown in **Table 4-2**, an average annual growth of 0.41% per annum was recorded over the period of 2021 – 2031

Agreement No. CE 51/2013 (HY)

Apart from ATC and TPEDM, a steady traffic growth rate of 0.6% per annum is anticipated according to the Highways Department Agreement No. CE 51/2013 (HY) Widening of Western Section and Eastern Section of Lin Ma Hang Road – Design and Construction Note of Traffic Forecast Review (Western Section).

Source: <https://www.legco.gov.hk/yr18-19/chinese/fc/pwsc/papers/pwsc20190213pwsc-157-1-c.pdf>

- 4.3.6 Taking into account the above factors, it is proposed to adopt an average growth rate of +1% per annum from a conservative approach to estimate the 2030 Background Traffic Flows.

Planned and Committed Developments

- 4.3.7 By referring to the TPB website, it is known that there would be a planned developments commissioned in the vicinity of the application site which would affect the assessed links and junction, as listed in **Table 4-3**.

Table 4-3 Planned / Committed Developments in the Site Vicinity

Application No.	Location	Land Use	Site Area (m ²)	Application Status
A/NE-TKLN/89	Various Lots in D.D. 80 and Adjoining Government Land, Ta Kwu Ling North, New Territories	Proposed Temporary Warehouse (Timber and Other Associated Materials) for a Period of 3 Years	18,500	Approved (02/05/2025)
A/NE-TKLN/87	Lot 387 S.B ss.2 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories	Temporary Retail Shop, Canteen and Ancillary Office for a Period of 3 Years	271	Approved (20/09/2024)
A/NE-TKLN/84	Lot 37 (Part) in D.D. 80, Lin Ma Hang Road, Ta Kwu Ling North, New Territories	Proposed Temporary Eating Place for a Period of Three Years	93	Approved (05/07/2024)
A/NE-TKLN/82	Lots 75 RP and 78 in D.D. 80, Lin Ma Hang Road, Ta Kwu Ling North, New Territories	Proposed Temporary Eating Place and Petrol Filling Station (Charging Only) for a Period of 3 Years	960	Approved (16/08/2024)
A/NE-TKLN/76	Lot 384 S.B RP in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories	Proposed Temporary Shop and Services (Real Estate Agency) for a Period of 3 Years	350	Approved (05/04/2024)

A/NE-TKLN/ 53	Various Lots in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories	Temporary Car Park (Private Cars and Light Goods Vehicles) for a Period of 3 Years	2,530	Approved (23/06/2023)
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2030 Reference Flows

- 4.3.8 By incorporating the planned development traffic and annual growth mentioned in **Section 4.3.7** and **Section 4.3.6** respectively, the 2030 Reference Traffic Flow are presented in **Figure 4-1**.

2030 Design Flows

- 4.3.9 The additional development traffic mentioned in **Section 2.3** is then assigned onto the nearby road network in addition to the Reference Traffic Flow presented in **Figure 4-1**. The resulting 2030 Design Traffic Flow are shown in **Figure 4-2**.

4.4 Future Year Junction Capacity Assessments

- 4.4.1 The critical road junctions as identified in **Section 3.2** are assessed in the light of traffic forecast for the design year 2030 defined in **Section 4.1**. The results are shown in **Table 4-4** with detailed junction calculation sheets provided in **Appendix C**.

Table 4-4 2030 Junction Capacity Assessment

Jn. ID.	Location ⁽¹⁾	Type	Capacity Index ⁽²⁾	2030 Reference Scenario		2030 Design Scenario	
				AM (07:30-08:30)	PM (22:30-23:30)	AM (07:30-08:30)	PM (22:30-23:30)
J1	Lin Ma Hang Road/ Unnamed Access Road	Priority	DFC	0.01	0.01	0.01	0.01

Notes:

(1) Refer to Figure 2-2 for junction locations

(2) DFC = Design Flow to Capacity for priority junction and roundabout

- 4.4.2 It is indicated in the above **Table 4-4** that the identified critical junction would operate satisfactorily during the AM and PM period in the design years of 2030 without and with the Development in place, taking account of the known planned/committed major developments in the vicinity of the Application Site.

4.5 Future Year Link Capacity Assessments

- 4.5.1 The critical road link as identified in **Section 3.2** are also assessed based on the future year traffic flow derived in **Section 4.3** and the results are presented in **Table 4-5**.

Table 4-5 2030 Road Link Capacity Assessment

No.	Location ⁽¹⁾	Dir.	Design ⁽²⁾ Capacity (veh/hr)	2030 Reference Scenario AM (07:30-08:30)		2030 Reference Scenario PM (22:30-23:30)		2030 Design Scenario AM (07:30-08:30)		2030 Design Scenario PM (22:30-23:30)	
				Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾
L1	Lin Ma Hang Road (Tsung Yuen Ha/ Unnamed Access Road)	2-way	100	35	0.35	11	0.11	43	0.43	19	0.19
L2	Unnamed Access Road	2-way	100	8	0.08	1	0.01	16	0.16	9	0.09
L3	Lin Ma Hang Road (Unnamed Access Road/ Pak Fu Shan)	2-way	100	29	0.29	10	0.10	29	0.29	10	0.10
L4	Lin Ma Hang Road (near Tsung Yuen Ha)	2-way	100	72	0.72	26	0.26	80	0.80	34	0.34

Notes: (1) Refer to Figure 2-2 for road link locations
(2) TPDM Vol 2 Chapter 3.11.3.1 and
(3) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

4.5.2 The results in the above **Table 4-5** indicate that the key road links would be operating within their capacity in the design year of 2030.

4.6 Weekend Assessment on Critical Road Link L4

4.6.1 Similar to **Section 3.4**, assessment on L4 during weekend is carried out by incorporating the planned development traffic and annual growth mentioned in **Section 4.3.7** and **Section 4.3.6** respectively and the result is shown the **Table 4-6**.

Table 4-6 2030 L4 Weekend Capacity Assessment

No.	Location ⁽¹⁾	Dir.	Design ⁽²⁾ Capacity (veh/hr)	2030 Reference Scenario (07:30-08:30)		2030 Reference Scenario (22:30-23:30)		2030 Design Scenario (07:30-08:30)		2030 Design Scenario (22:30-23:30)	
				Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾
L4	Lin Ma Hang Road (near Tsung Yuen Ha)	2-way	100	58	0.58	40	0.40	66	0.66	48	0.48

Notes: (1) Refer to Figure 2-2 for road link locations
(2) TPDM Vol 2 Chapter 3.11.3.1
(3) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

4.6.2 The result reveals that L4 operates within capacity for the AM and PM period in the weekend for both Reference and Design cases.

5 MIDNIGHT TRAFFIC CONDITION

5.1 Traffic Survey

- 5.1.1 As mentioned in **Section 2.2.3**, the Development will be operating mainly during midnight of 03:00am to 06:00am, vehicular count survey was conducted on critical road link L4 both on a typical weekday and weekend in September 2025 during the period and the results are shown in **Table 5-1** and **Table 5-2** respectively below.

Table 5-1 Midnight Vehicular Count Results on L4 (Weekday)

Period	Direction	PV (veh/hr)	LGV (veh/hr)	MGV/HGV/CV (veh/hr)
03:00 - 04:00	2-way	0	0	0
04:00 - 05:00	2-way	0	0	0
05:00 - 06:00	2-way	9	1	0

Table 5-2 Midnight Vehicular Count Results on L4 (Weekend)

Period	Direction	PV (veh/hr)	LGV (veh/hr)	MGV/HGV/CV (veh/hr)
03:00 - 04:00	2-way	0	0	0
04:00 - 05:00	2-way	2	0	0
05:00 - 06:00	2-way	2	0	0

- 5.1.2 As shown in the above **Table 5-1** and **Table 5-2**, the traffic along Lin Ma Hang Road on L4 is minimal (≤ 10 veh during the whole period of 03:00 – 06:00). It is anticipated that the impact of the development traffic would be insignificant during the period of 03:00 – 06:00.

6 SUMMARY AND CONCLUSION

6.1 Summary

- 6.1.1 Ozzo Technology (HK) Limited is commissioned to undertake this traffic study to assess the traffic impact to be induced by the Application Site on the nearby road links and junction.
- 6.1.2 Capacity assessments are undertaken to reveal the traffic conditions during the AM and PM period for year 2025 and 2030 on the critical links and junction. The assessment results indicate that the critical links and junction perform satisfactorily during the AM and PM period on a normal weekday for both the Reference and Design scenarios in the year of 2030. The impact of the development is considered to be minimal.
- 6.1.3 Additional assessments are conducted to assess the performance of the critical road link L4 on weekend due to observed high volume of cross-boundary activities. The results show that the traffic impact of the Development is acceptable.
- 6.1.4 Vehicular count survey was also conducted during midnight (03:00-06:00) on the critical link L4. Survey results indicated that the existing traffic is minimal along the road and adverse traffic impact from the Development is not anticipated.
- 6.1.5 A part of the area near the gate will be reserved for road widening works in order to provide more space for vehicle maneuvering and facilitate vehicular movement at the unnamed access road.

6.2 Conclusion

- 6.2.1 The impact assessment results indicate that the Application Site would not induce significant traffic impacts and considered acceptable from traffic engineering viewpoint.

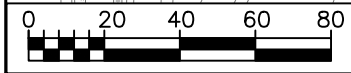
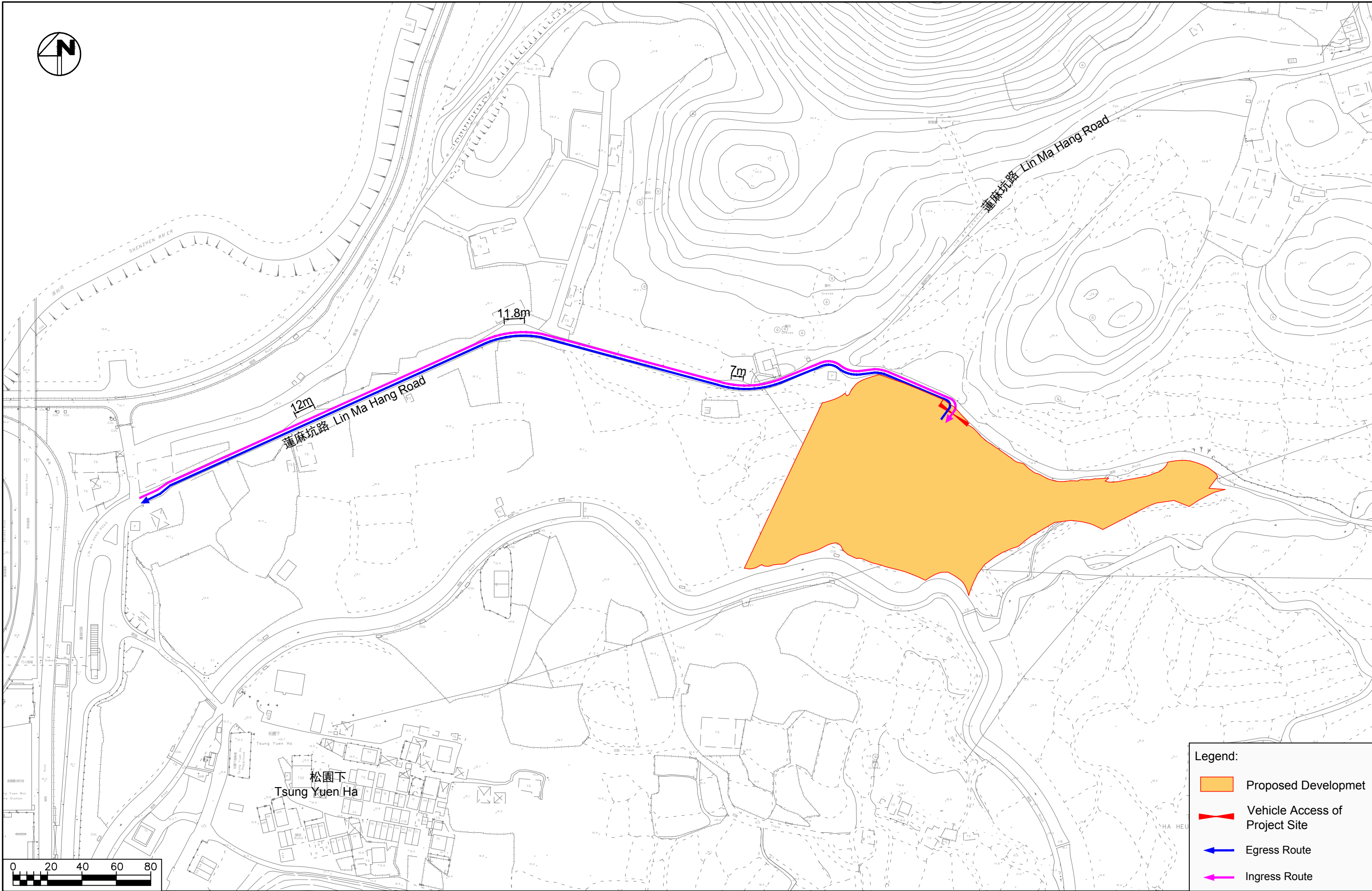
Proposed Temporary Food Industrial Park with Ancillary Facilities and
Associated Diversion of Stream for a Period of 3 Years

Traffic Impact Assessment

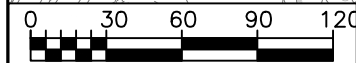
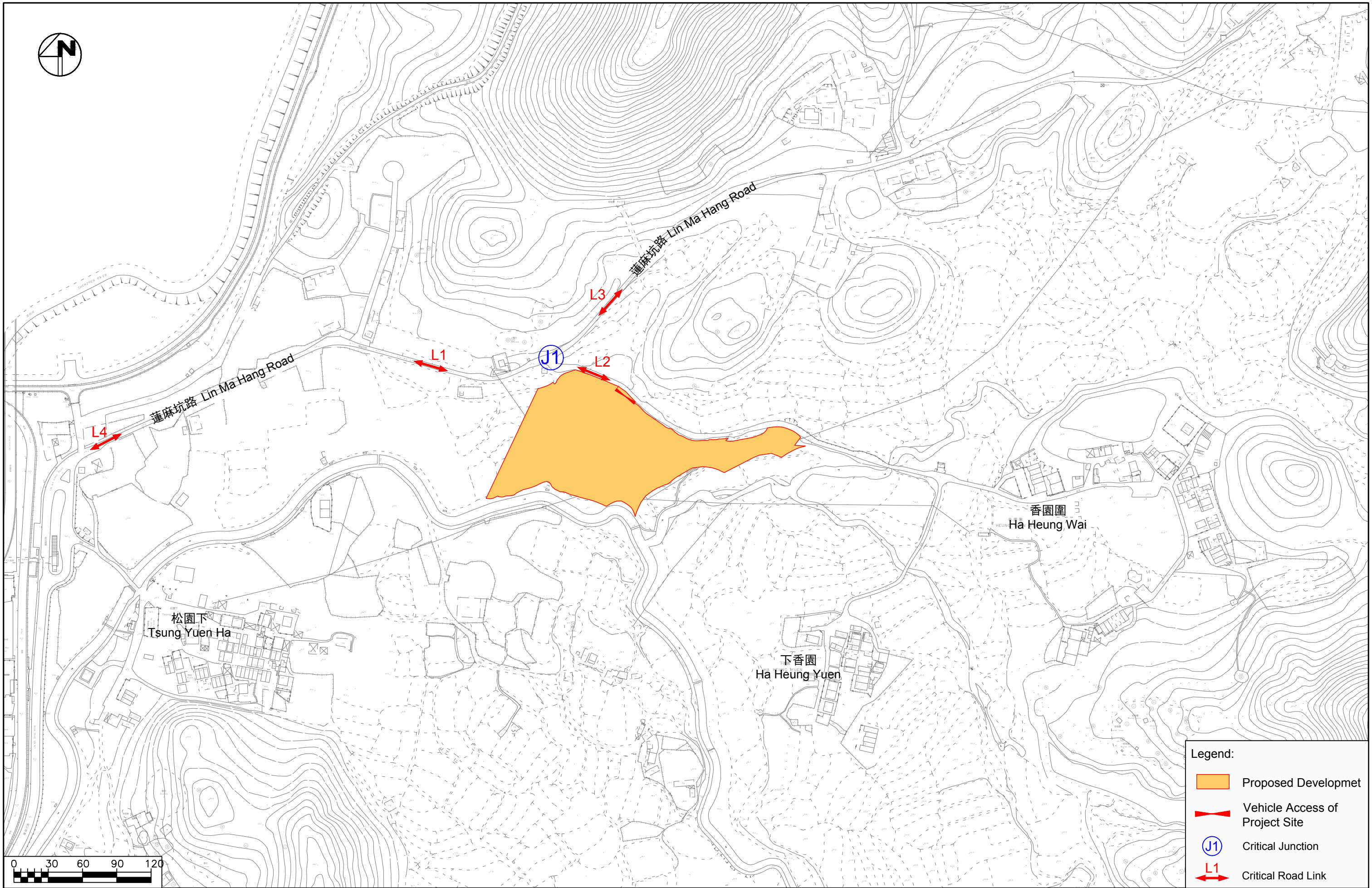


Figures

X:\Ozzo\83303_Proposed Temporary Agricultural Produce Distribution Centre with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years\Data\Dwg\83303_Figure 2-1A.dwg 2026/08/27 13:49:22



Project Title	<u>Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years</u>		
	Major Ingress / Egress Route		



- Legend:
- Proposed Developmet
 - Vehicle Access of Project Site
 - Critical Junction
 - Critical Road Link

Project Title

Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years

Date
27/08/2026

Scale
1:3000

Critical Junctions and Road Links



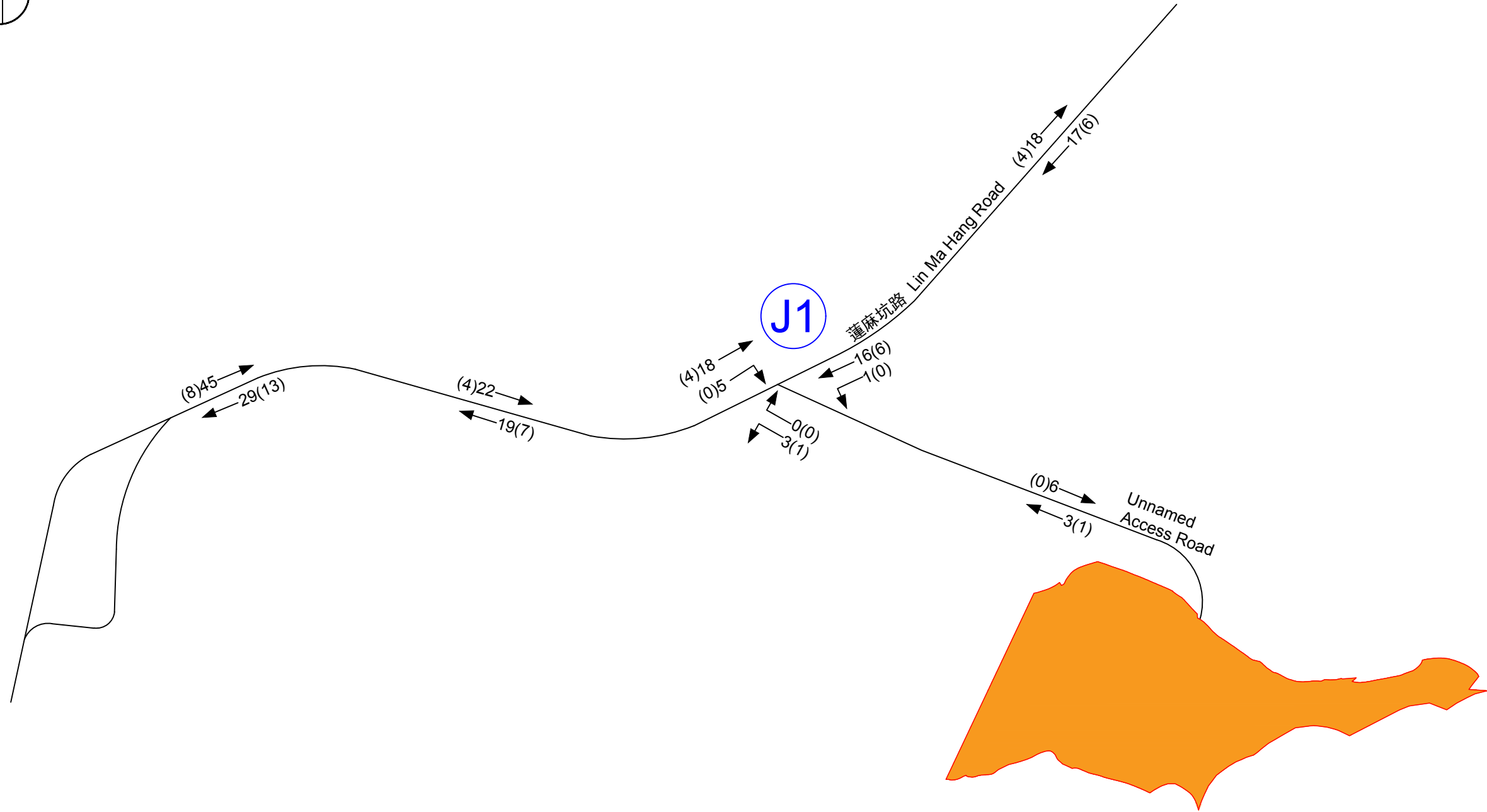
Project No. 83303

Dwg No. Figure 2-2

Rev.

A

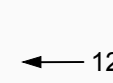
X:\Ozzo\83303_Proposed Temporary Agricultural Produce Distribution Centre with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years\Drawings\83303_Figure 3-1A.dwg 2026/08/27 13:50:41



Legend:

 Proposed Developmet

 Critical Junction

 AM Traffic Flow
123(123) — PM Traffic Flow

Note: All Traffic Flows in PCU Values
Minor Road Link not shown for clarity

Project Title

Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years

Date
27/08/2026

Scale
NTS

2025 Existing Traffic Flows



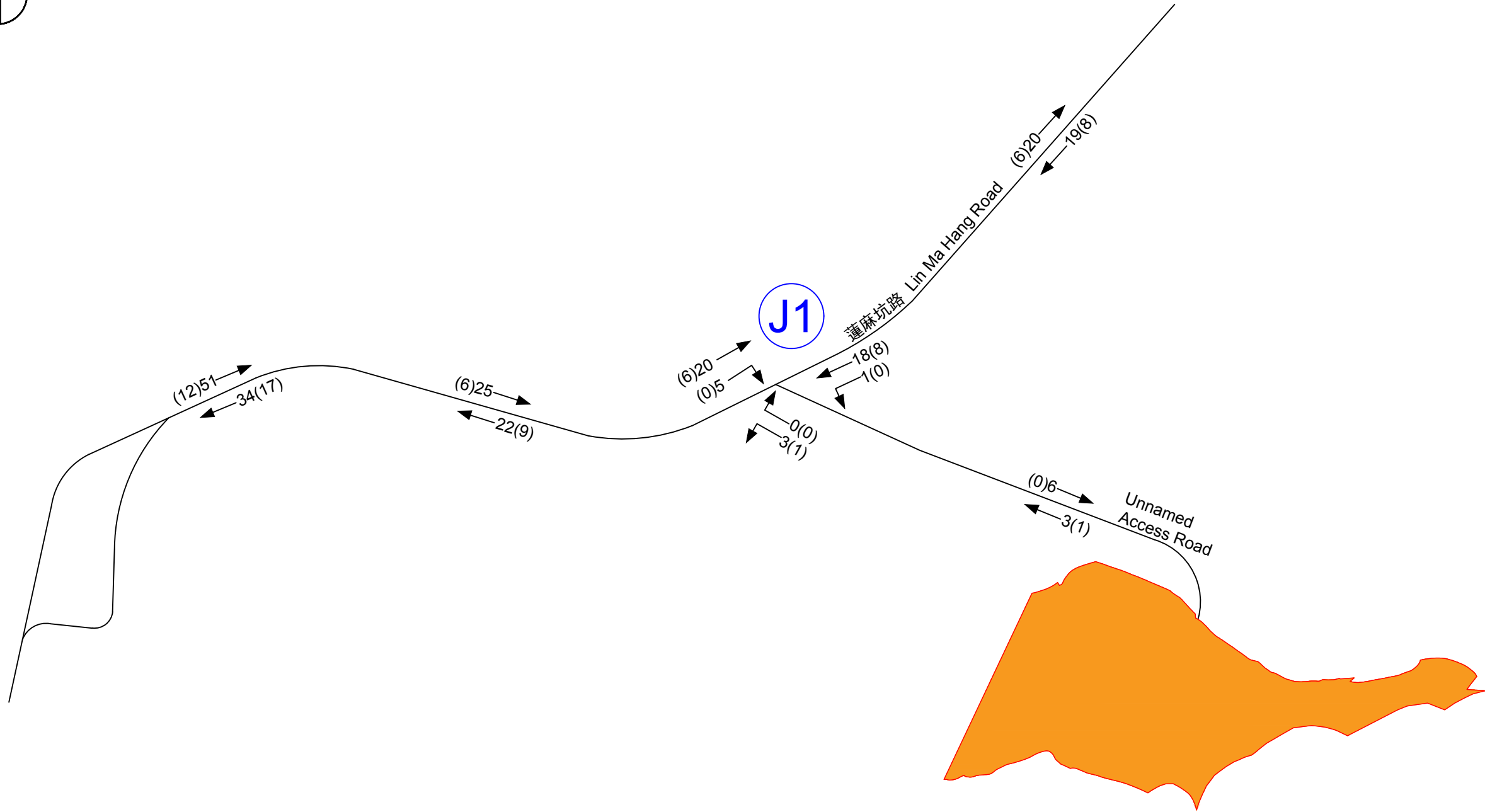
Project No. 83303

Dwg No. Figure 3-1

Rev.

A

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Legend:

 Proposed Developmet

 Critical Junction

 AM Traffic Flow
123(123)  PM Traffic Flow

Note: All Traffic Flows in PCU Values
Minor Road Link not shown for clarity

Project Title

Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years

Date
27/08/2026

Scale
NTS

2030 Reference Traffic Flows



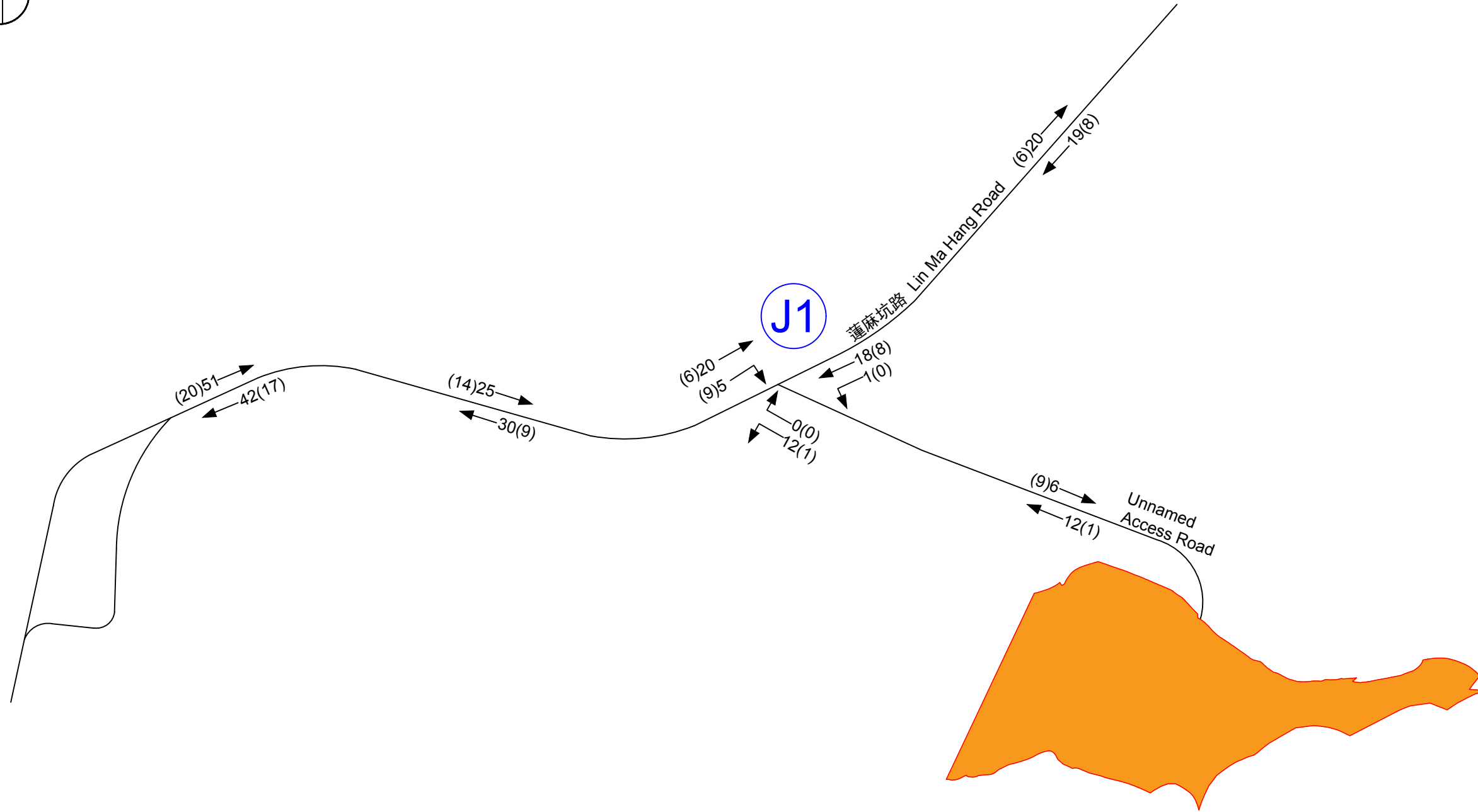
Project No. 83303

Dwg No. Figure 4-1

Rev.

A

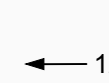
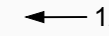
X:\Ozzo\83303_Proposed Temporary Agricultural Produce Distribution Centre with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years\Drawings\83303_Figure 4-2A.dwg 2026/08/27 13:51:33



Legend:

 Proposed Developmet

 Critical Junction

 AM Traffic Flow
 123(123) PM Traffic Flow

Note: All Traffic Flows in PCU Values
Minor Road Link not shown for clarity

Project Title

Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years

Date
27/08/2026

Scale
NTS

2030 Design Traffic Flows



Project No. 83303

Dwg No. Figure 4-2

Rev.

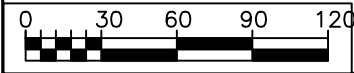
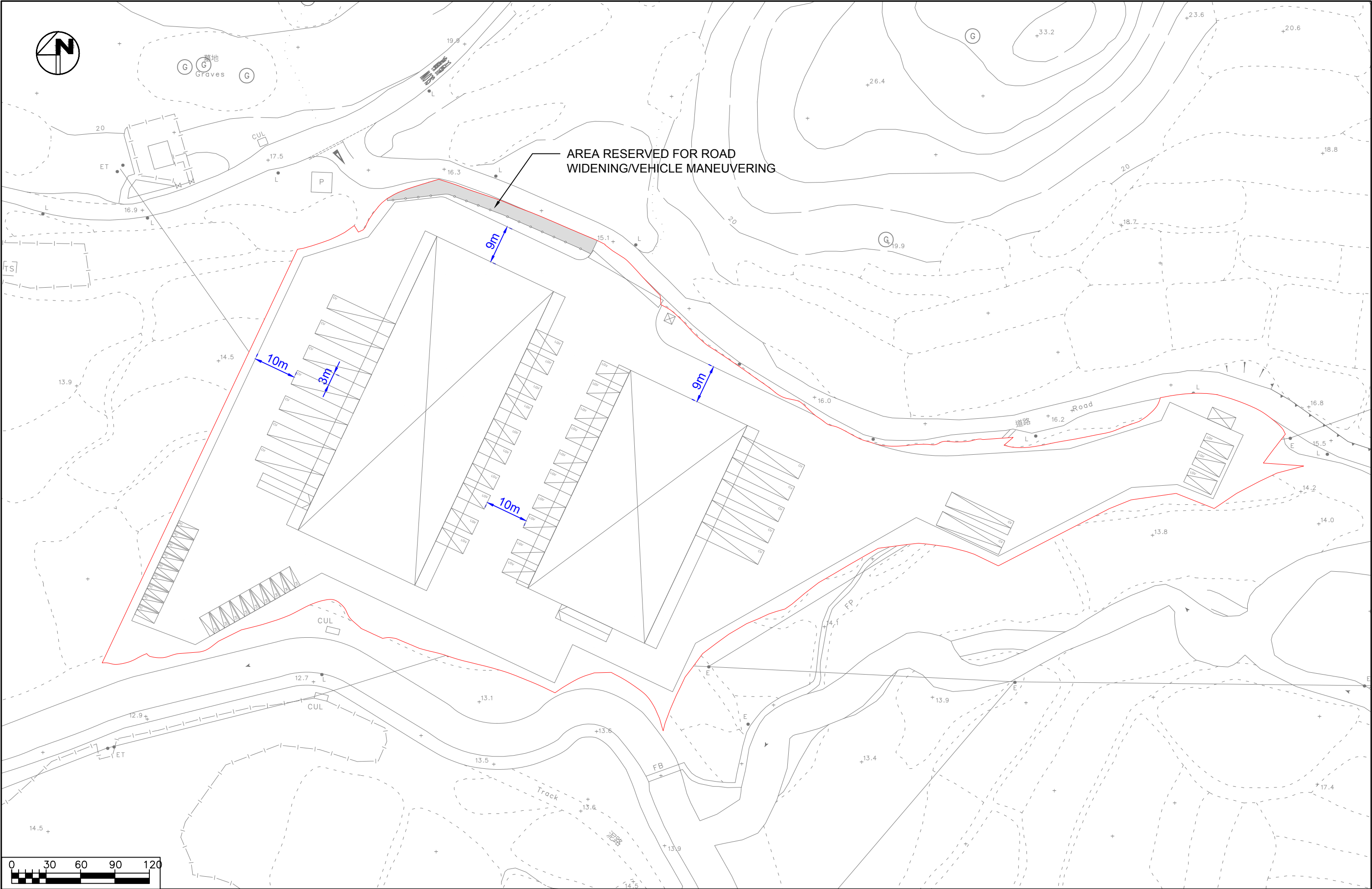
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Appendix A

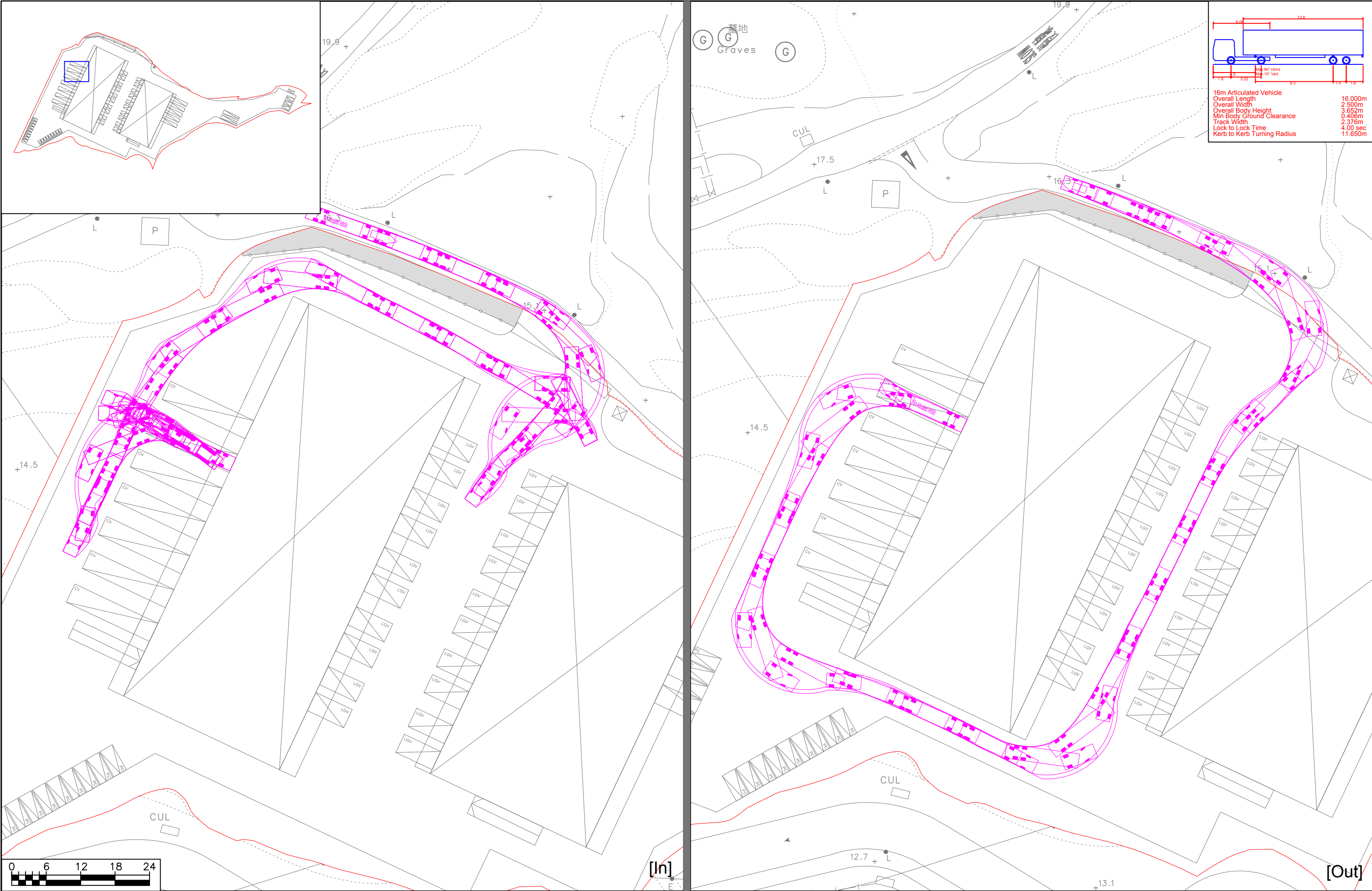
Conceptual Layout Plan and Swept Path Analysis

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Project Title		Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years			
Date	Scale				
27/08/2026	1:800	Layout Plan		Project No. 83303	Rev.
				Dwg No. SP-Layout	-

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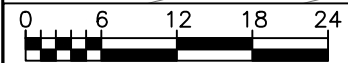
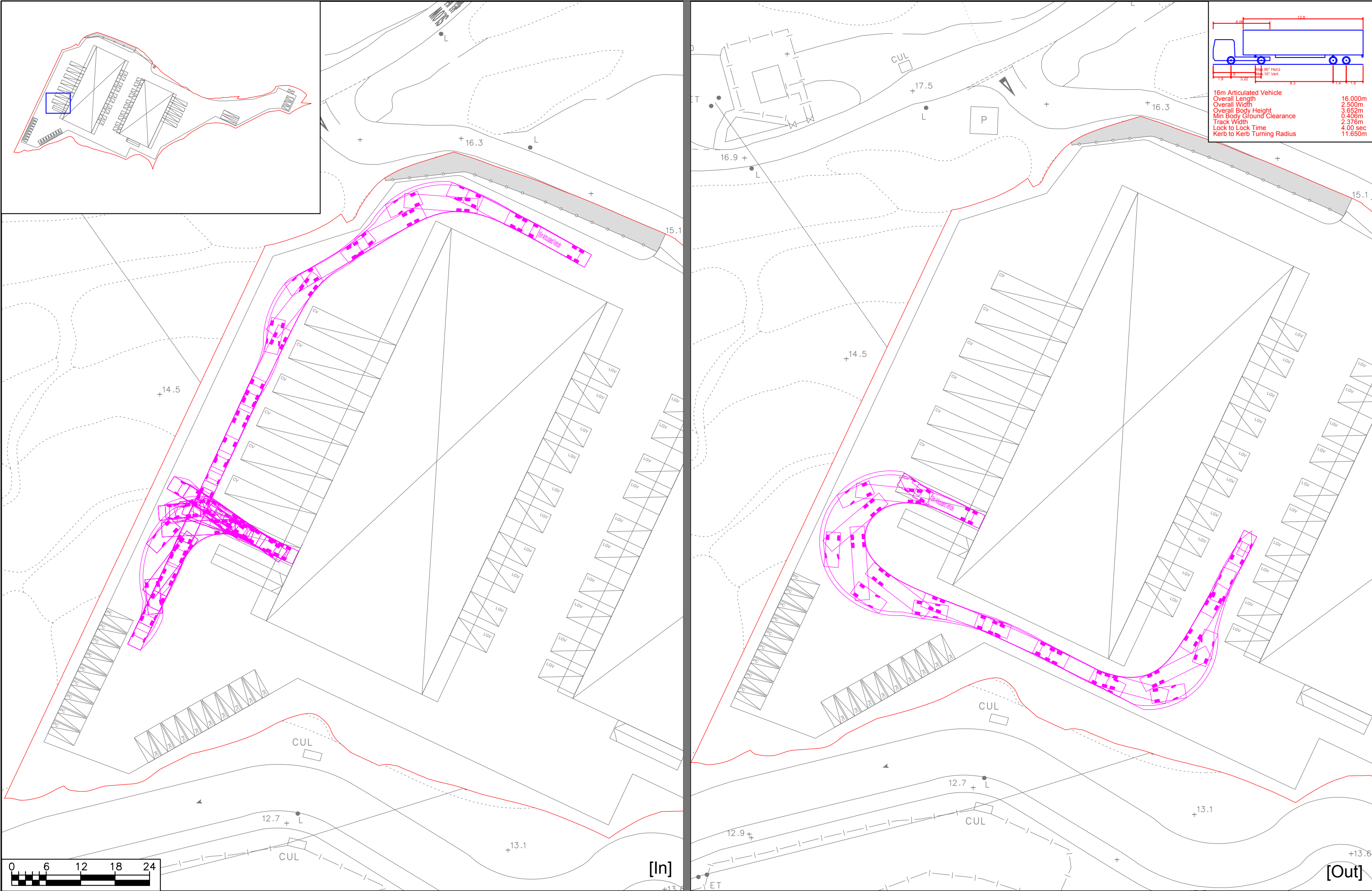


Project Title	
Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years	
Date	Scale
27/08/2026	1:600

Project Title	
Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years	
16m Articulated Vehicle Swept Path Assessment	

Project No. 83303	Rev. -
Dwg No. SP-1	

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Project Title
Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years

Date
27/08/2026

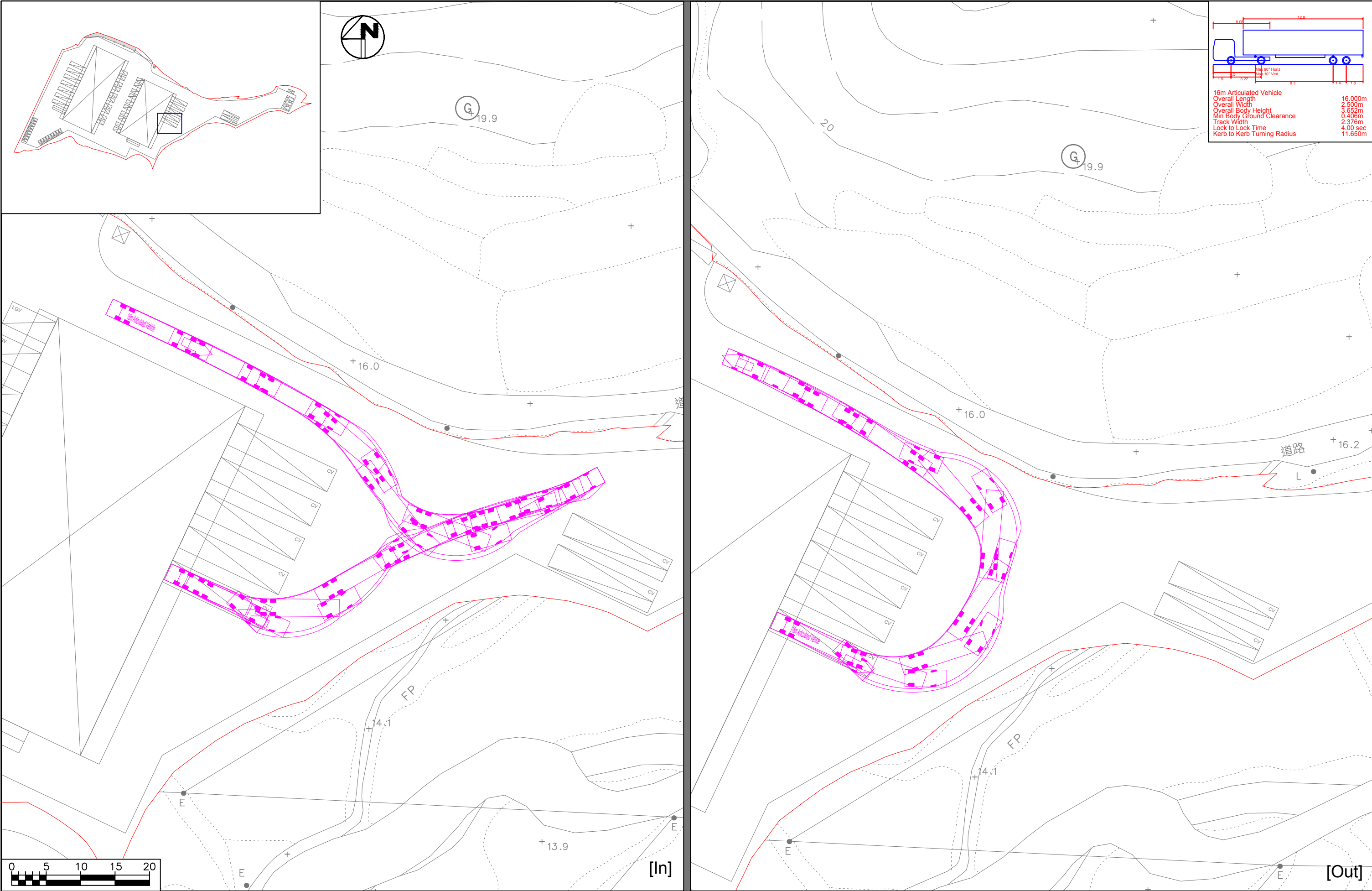
Scale
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16m Articulated Vehicle Swept Path Assessment

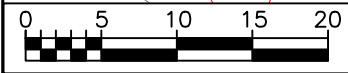


Project No. 83303	Rev. -
Dwg No. SP-2	

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16m Articulated Vehicle	16.000m
Overall Length	2.500m
Overall Width	3.652m
Overall Body Height	0.406m
Min Body Ground Clearance	2.376m
Track Width	4.00 sec
Lock to Lock Time	11.650m
Kerb to Kerb Turning Radius	



Project Title
Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years

Date
27/08/2026

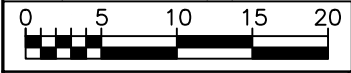
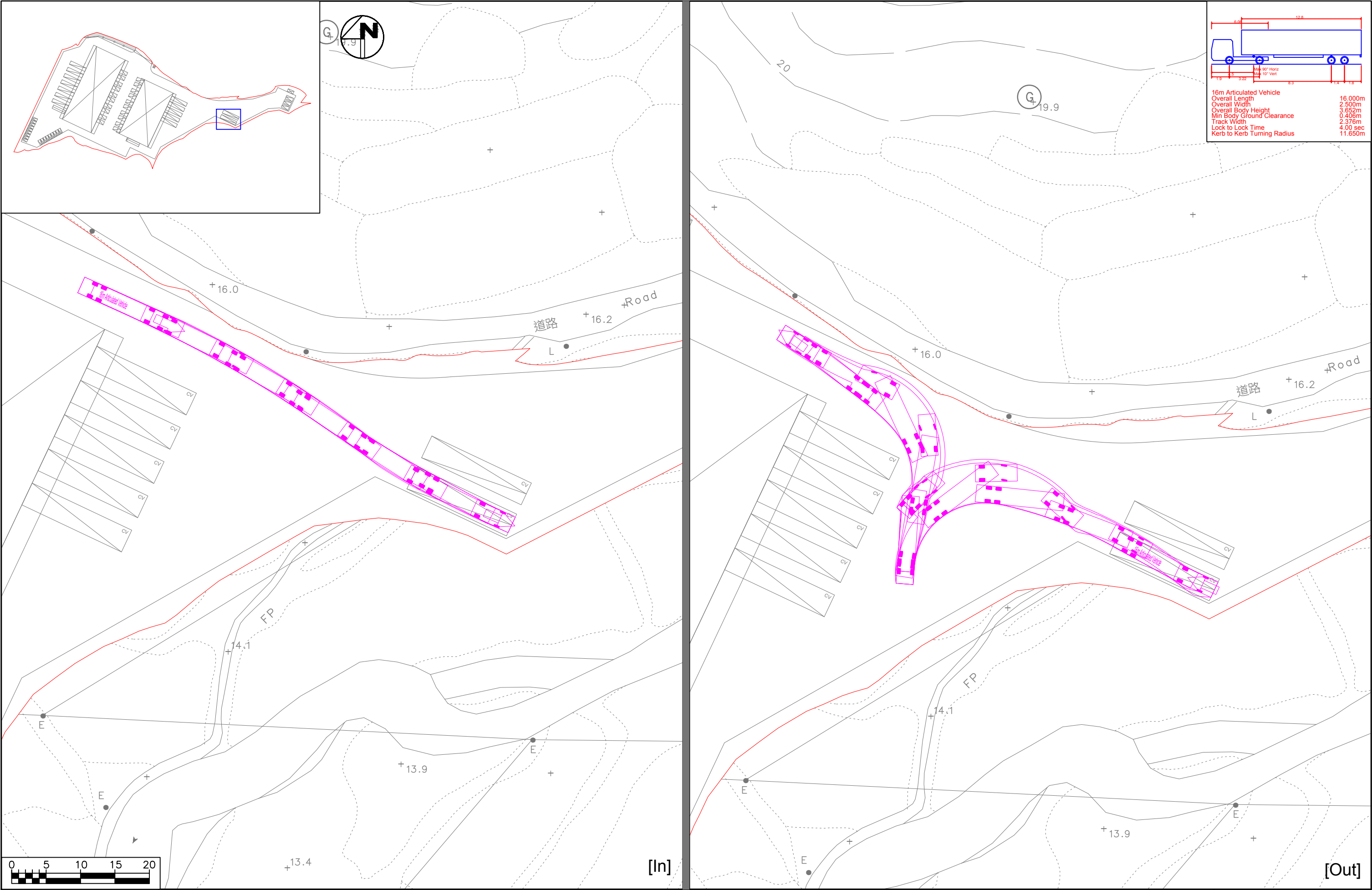
Scale
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16m Articulated Vehicle Swept Path Assessment



Project No. 83303	Rev. -
Dwg No. SP-3	

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Project Title

Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years

Date
27/08/2026

Scale
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16m Articulated Vehicle Swept Path Assessment



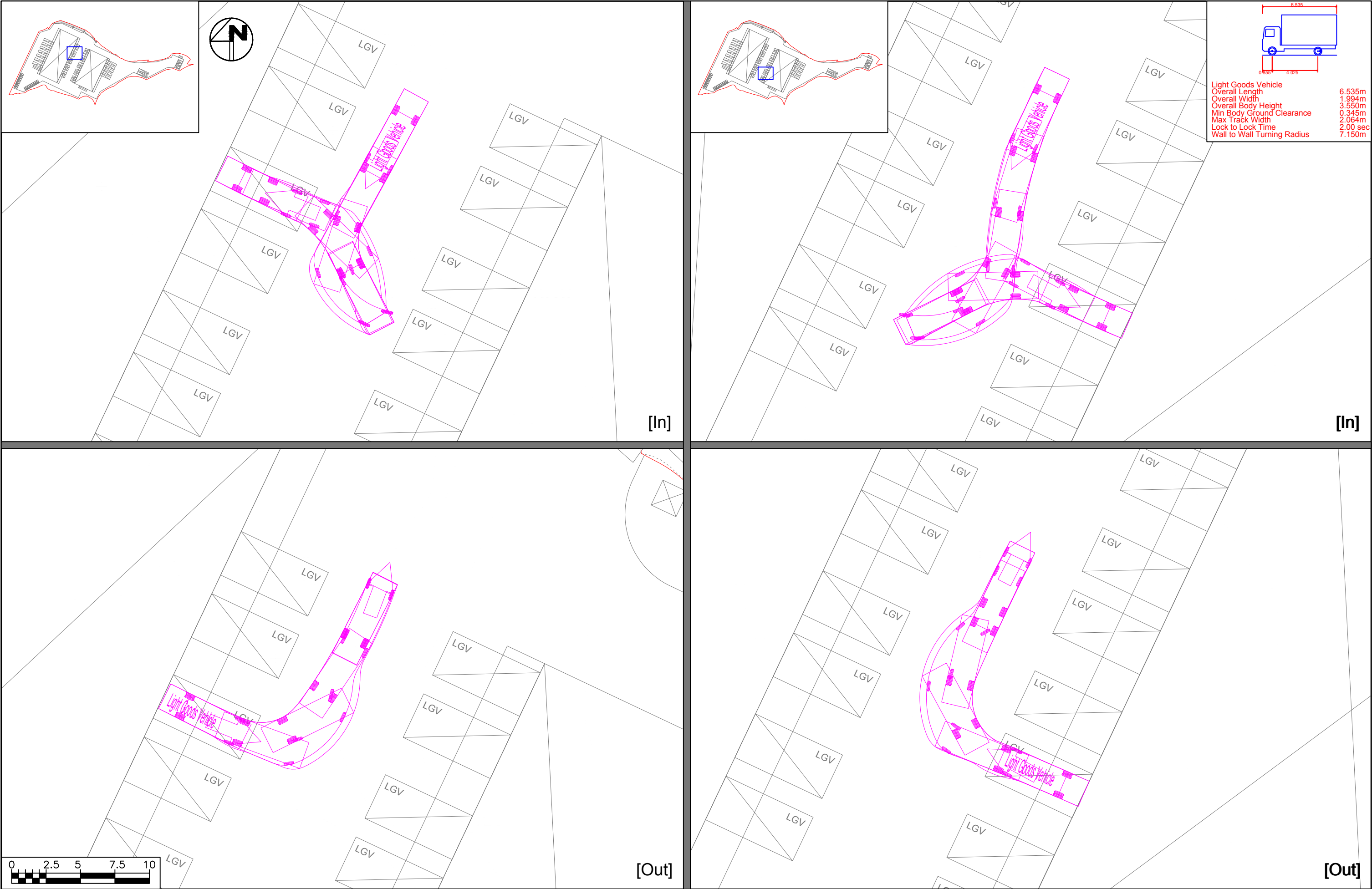
Project No. 83303

Dwg No. SP-4

Rev.

-

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Project Title

Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years

Date
27/08/2026

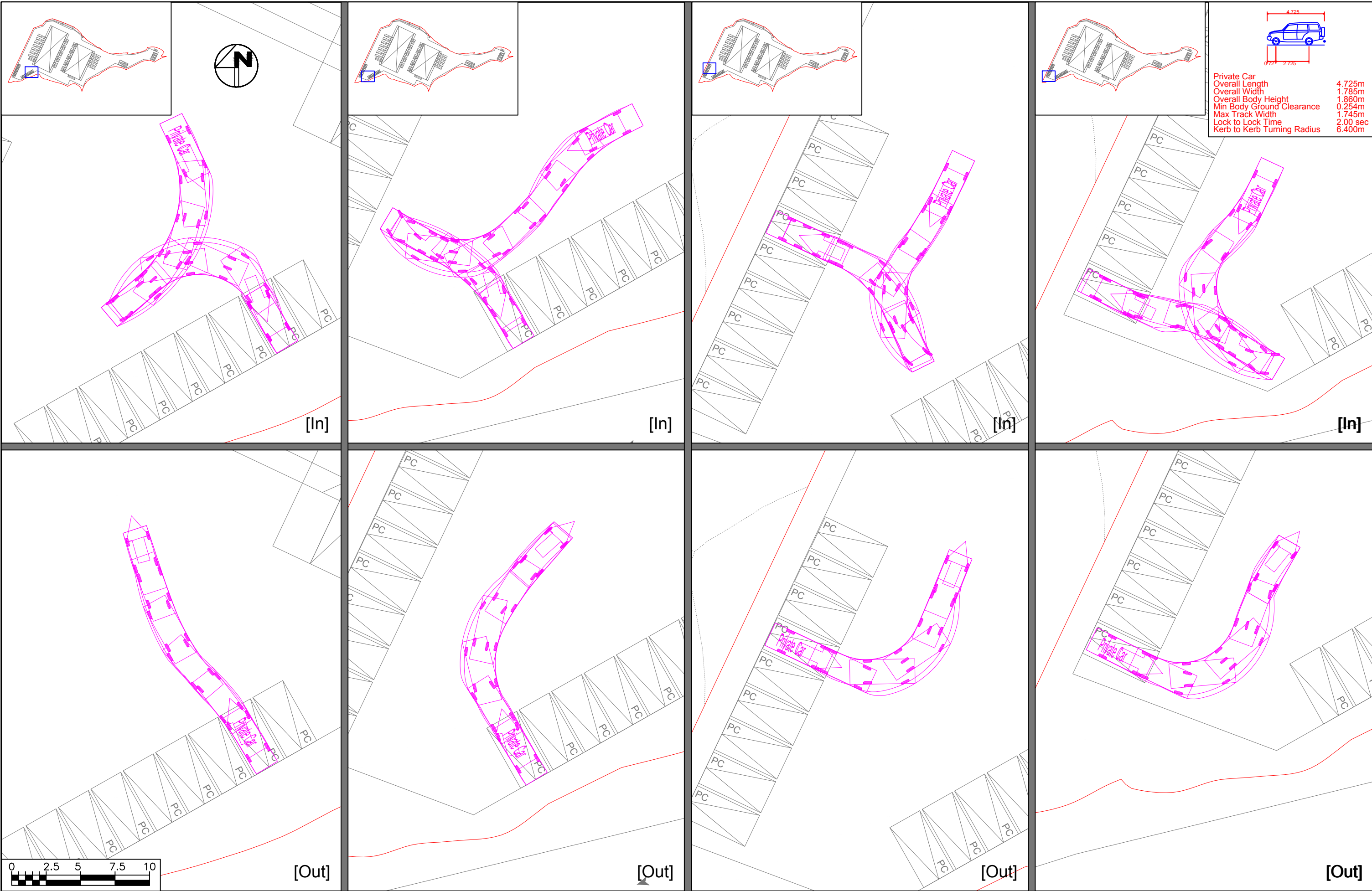
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Light Goods Vehicle Swept Path Assessment



Project No. 83303	Rev. -
Dwg No. SP-5	

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Appendix B

2025 Junction Calculations

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years		PROJECT NO.: 83303		PREPARED BY:	TC Jan-26
J1: Lin Ma Hang Road/ Unnamed Access Road	2025 AM	FILENAME :	CHECKED BY:	TC	Jan-26
2025 Observed AM Traffic Flows		J1_Lin Ma Hang Rd_Access Rd_R0c.xls	REVIEWED BY:	SC	Jan-26

Diagram illustrating the junction layout and traffic flow. The junction involves Lin Ma Hang Road (ARM A) and Unnamed Access Road (ARM B). Traffic flow data is provided for both arms.

Lin Ma Hang Road (ARM A) Traffic Flow:

- Left Turn: 16 (pcu/hr)
- Right Turn: 5 (pcu/hr)

Unnamed Access Road (ARM B) Traffic Flow:

- Left Turn: 0 (pcu/hr)
- Right Turn: 3 (pcu/hr)

NOTES : (GEOMETRIC INPUT DATA)

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:		GEOMETRIC FACTORS :		THE CAPACITY OF MOVEMENT :		COMPARISON OF DESIGN FLOW TO CAPACITY:	
MAJOR ROAD (ARM A) W = 4.5 (metres) W cr = 0 (metres) q a-b = 1 (pcu/hr) q a-c = 16 (pcu/hr)		D = 1.0576028 E = 1.1251094 F = 1.0118663 Y = 0.84475		Q b-a = 652 Q b-c = 833 Q c-b = 749 Q b-ac = 833		DFC b-a = 0.0000 DFC b-c = 0.0036 DFC c-b = 0.0067 DFC b-ac = 0.0036	
MAJOR ROAD (ARM C) W c-b = 4.5 (metres) Vr c-b = 50 (metres) q c-a = 18 (pcu/hr) q c-b = 5 (pcu/hr)		F for (Qb-ac) = 1		TOTAL FLOW = 43 (PCU/HR)			
MINOR ROAD (ARM B) W b-a = 6.1 (metres) W b-c = 6.1 (metres) Vi b-a = 50 (metres) Vr b-a = 25 (metres) Vr b-c = 25 (metres) q b-a = 0 (pcu/hr) q b-c = 3 (pcu/hr)						CRITICAL DFC = 0.01	

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years		PROJECT NO.: 83303	PREPARED BY: TC		Jan-26
J1: Lin Ma Hang Road/ Unnamed Access Road		2025 PM	FILENAME : J1_Lin Ma Hang Rd_Access Rd_R0c.xls		CHECKED BY: TC
2025 Observed PM Traffic Flows			REVIEWED BY: SC		Jan-26

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a

W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c

W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b

Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a

Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a

Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c

Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A

E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A) W = 4.5 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 6 (pcu/hr)	D = 1.0576028 E = 1.1251094 F = 1.0118663 Y = 0.84475	Q b-a = 660 Q b-c = 836 Q c-b = 752 Q b-ac = 836	DFC b-a = 0.0000 DFC b-c = 0.0012 DFC c-b = 0.0000 DFC b-ac = 0.0012
MAJOR ROAD (ARM C) W c-b = 4.5 (metres) Vr c-b = 50 (metres) q c-a = 4 (pcu/hr) q c-b = 0 (pcu/hr)	F for (Qb-ac) = 1	TOTAL FLOW = 11 (PCU/HR)	
MINOR ROAD (ARM B) W b-a = 6.1 (metres) W b-c = 6.1 (metres) Vi b-a = 50 (metres) Vr b-a = 25 (metres) Vr b-c = 25 (metres) q b-a = 0 (pcu/hr) q b-c = 1 (pcu/hr)			
CRITICAL DFC = 0.01			



Appendix C

2030 Junction Calculations

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years			PROJECT NO.: 83303	PREPARED BY: TC	Jan-26
J1: Lin Ma Hang Road/ Unnamed Access Road		2030 Ref_AM	FILENAME :	CHECKED BY: TC	Jan-26
2030 Reference AM Traffic Flows			J1_Lin Ma Hang Rd_Access Rd_R0c.xls	REVIEWED BY: SC	Jan-26

The diagram illustrates a junction between Lin Ma Hang Road (ARM A) and an Unnamed Access Road (ARM B). Lin Ma Hang Road has two lanes: a left lane with flow 18 (labeled [5]) and a right lane with flow 5 (labeled [3]). The Unnamed Access Road has two lanes: a left lane with flow 0 (labeled [1]) and a right lane with flow 3 (labeled [2]). A north arrow points towards the top right of the diagram.

NOTES : (GEOMETRIC INPUT DATA)

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 4.5 (metres) W cr = 0 (metres) q a-b = 1 (pcu/hr) q a-c = 18 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0576028 E = 1.1251094 F = 1.0118663 Y = 0.84475	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 832 Q c-b = 748 Q b-ac = 832	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.0036 DFC c-b = 0.0067 DFC b-ac = 0.0036
MAJOR ROAD (ARM C) W c-b = 4.5 (metres) Vr c-b = 50 (metres) q c-a = 20 (pcu/hr) q c-b = 5 (pcu/hr)	F for (Qb-ac) = 1	TOTAL FLOW = 47 (PCU/HR)	

MINOR ROAD (ARM B)
W b-a = 6.1 (metres)
W b-c = 6.1 (metres)
Vi b-a = 50 (metres)
Vr b-a = 25 (metres)
Vr b-c = 25 (metres)
q b-a = 0 (pcu/hr)
q b-c = 3 (pcu/hr)

CRITICAL DFC = 0.01

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE								
Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years		PROJECT NO.: 83303		PREPARED BY: TC	Jan-26								
J1: Lin Ma Hang Road/ Unnamed Access Road		2030 Ref_PM		CHECKED BY: TC	Jan-26								
2030 Reference PM Traffic Flows				REVIEWED BY: SC	Jan-26								
		NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC C-B Y = (1-0.0345W)											
<table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left; font-weight: normal; font-size: 0.8em;">GEOMETRIC DETAILS:</th> <th style="text-align: left; font-weight: normal; font-size: 0.8em;">GEOMETRIC FACTORS :</th> <th style="text-align: left; font-weight: normal; font-size: 0.8em;">THE CAPACITY OF MOVEMENT :</th> <th style="text-align: left; font-weight: normal; font-size: 0.8em;">COMPARISON OF DESIGN FLOW TO CAPACITY:</th> </tr> <tr> <td style="vertical-align: top; font-size: 0.8em;"> MAJOR ROAD (ARM A) W = 4.5 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 8 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 4.5 (metres) Vr c-b = 50 (metres) q c-a = 6 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 6.1 (metres) W b-c = 6.1 (metres) Vi b-a = 50 (metres) Vr b-a = 25 (metres) Vr b-c = 25 (metres) q b-a = 0 (pcu/hr) q b-c = 1 (pcu/hr) </td> <td style="vertical-align: top; font-size: 0.8em;"> D = 1.0576028 E = 1.1251094 F = 1.0118663 Y = 0.84475 F for (Qb-ac) = 1 </td> <td style="vertical-align: top; font-size: 0.8em;"> Q b-a = 659 Q b-c = 835 Q b-c (O) = 835 Q c-b = 751 Q b-ac = 835 TOTAL FLOW = 15 (PCU/HR) </td> <td style="vertical-align: top; font-size: 0.8em;"> DFC b-a = 0.0000 DFC b-c = 0.0012 DFC c-b = 0.0000 DFC b-ac = 0.0012 CRITICAL DFC = 0.01 </td> </tr> </table>						GEOMETRIC DETAILS:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:	MAJOR ROAD (ARM A) W = 4.5 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 8 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 4.5 (metres) Vr c-b = 50 (metres) q c-a = 6 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 6.1 (metres) W b-c = 6.1 (metres) Vi b-a = 50 (metres) Vr b-a = 25 (metres) Vr b-c = 25 (metres) q b-a = 0 (pcu/hr) q b-c = 1 (pcu/hr)	D = 1.0576028 E = 1.1251094 F = 1.0118663 Y = 0.84475 F for (Qb-ac) = 1	Q b-a = 659 Q b-c = 835 Q b-c (O) = 835 Q c-b = 751 Q b-ac = 835 TOTAL FLOW = 15 (PCU/HR)	DFC b-a = 0.0000 DFC b-c = 0.0012 DFC c-b = 0.0000 DFC b-ac = 0.0012 CRITICAL DFC = 0.01
GEOMETRIC DETAILS:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:										
MAJOR ROAD (ARM A) W = 4.5 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 8 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 4.5 (metres) Vr c-b = 50 (metres) q c-a = 6 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 6.1 (metres) W b-c = 6.1 (metres) Vi b-a = 50 (metres) Vr b-a = 25 (metres) Vr b-c = 25 (metres) q b-a = 0 (pcu/hr) q b-c = 1 (pcu/hr)	D = 1.0576028 E = 1.1251094 F = 1.0118663 Y = 0.84475 F for (Qb-ac) = 1	Q b-a = 659 Q b-c = 835 Q b-c (O) = 835 Q c-b = 751 Q b-ac = 835 TOTAL FLOW = 15 (PCU/HR)	DFC b-a = 0.0000 DFC b-c = 0.0012 DFC c-b = 0.0000 DFC b-ac = 0.0012 CRITICAL DFC = 0.01										

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE	
Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years		PROJECT NO.: 83303		PREPARED BY:	TC	
						FILENAME : J1_Lin Ma Hang Rd_Access Rd_R0c.xls
J1: Lin Ma Hang Road/ Unnamed Access Road		2030 Des_AM		CHECKED BY:	TC	
2030 Design AM Traffic Flows				REVIEWED BY:	SC	Jan-26

Diagram showing the junction layout with Lin Ma Hang Road (ARM A) and Unnamed Access Road (ARM B). Traffic flows are indicated with arrows and numbers: 18 (left), 5 (right), 0 (up), 12 (down). A north arrow is also present.

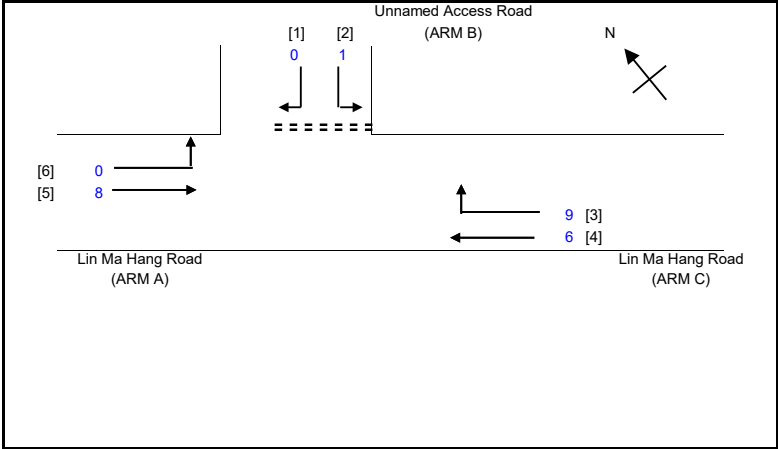
NOTES : (GEOMETRIC INPUT DATA)

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 4.5 (metres) W cr = 0 (metres) q a-b = 1 (pcu/hr) q a-c = 18 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0576028 E = 1.1251094 F = 1.0118663 Y = 0.84475 F for (Qb-ac) = 1	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 832 Q c-b = 748 Q b-ac = 832 TOTAL FLOW = 56 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.0144 DFC c-b = 0.0067 DFC b-ac = 0.0144 CRITICAL DFC = 0.01
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MAJOR ROAD (ARM C)
W c-b = 4.5 (metres)
Vr c-b = 50 (metres)
q c-a = 20 (pcu/hr)
q c-b = 5 (pcu/hr)

MINOR ROAD (ARM B)
W b-a = 6.1 (metres)
W b-c = 6.1 (metres)
Vi b-a = 50 (metres)
Vr b-a = 25 (metres)
Vr b-c = 25 (metres)
q b-a = 0 (pcu/hr)
q b-c = 12 (pcu/hr)

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years		PROJECT NO.:	83303	PREPARED BY:	TC Jan-26
J1: Lin Ma Hang Road/ Unnamed Access Road	2030 Des_PM	FILENAME :		CHECKED BY:	TC Jan-26
2030 Design PM Traffic Flows		J1_Lin Ma Hang Rd_Access Rd_R0c.xls	REVIEWED BY:	SC Jan-26	
		NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC C-B Y = (1-0.0345W)			
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 4.5 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 8 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 4.5 (metres) Vr c-b = 50 (metres) q c-a = 6 (pcu/hr) q c-b = 9 (pcu/hr) MINOR ROAD (ARM B) W b-a = 6.1 (metres) W b-c = 6.1 (metres) Vi b-a = 50 (metres) Vr b-a = 25 (metres) Vr b-c = 25 (metres) q b-a = 0 (pcu/hr) q b-c = 1 (pcu/hr) GEOMETRIC FACTORS : D = 1.0576028 E = 1.1251094 F = 1.0118663 Y = 0.84475 F for (Qb-ac) = 1 THE CAPACITY OF MOVEMENT : Q b-a = 655 Q b-c = 835 Q c-b = 751 Q b-ac = 835 Q b-c (O) = 835 TOTAL FLOW = 24 (PCU/HR) COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.0012 DFC c-b = 0.0120 DFC b-ac = 0.0012 CRITICAL DFC = 0.01					

Appendix II

Drainage Impact Assessment



PROPOSED TEMPORARY FOOD INDUSTRIAL PARK
WITH ANCILLARY FACILITIES AND ASSOCIATED
DIVERSION OF STREAM FOR A PERIOD OF 3 YEARS,
VARIOUS LOTS IN D.D. 78 AND D.D. 80 AND
ADJOINING GOVERNMENT LAND, LIN MA HANG,
NEW TERRITORIES

Drainage Impact Assessment

Aug 2026 r5



Table of Contents

1	Introduction	1
1.1	Background	1
1.2	Application Site	1
2	Development Proposal	2
2.1	The Proposed Development	2
3	Assessment Criteria	2
4	Proposed Drainage System	5
4.1.	Proposed Channels	5
5	Conclusion	5

List of Table

Table 1 - Key Development Parameters	2
Table 2 – Design Return Periods under SDM	2

List of Figure

Figure 1 – Site Location Plan
Figure 2 – Existing Drainage Plan
Figure 3-1 – Proposed Drainage System
Figure 3-2 – Drainage Schedule
Figure 4 – Catchment Plan
Figure 5 - Sections

List of Appendix

Appendix A – Design Calculation
Appendix B - Development Layout Plan
Appendix C – Reference Drawings
Appendix D – Site Photos

1 Introduction

1.1 Background

- 1.1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use Various Lots in D.D. 78 and D.D.80 and adjoining government land, Lin Ma Hang, New Territories (the Site) for 'Proposed Temporary Warehouse for Agricultural Produce with Ancillary Distribution Centre and Facilities for a Period of 3 Years'.
- 1.1.2 This report aims to support the development in drainage aspect.

1.2 Application Site

- 1.2.1 The application site is located to the south of Lin Ma Hang Road. It has an area of approx. 15,370 m². The site location is shown in **Figure 1**.
- 1.2.2 The existing site is mostly unpaved. Existing levels are various from approximately +14 to +16 mPD. The final site formation levels are approx.. +16 mPD. It would be paved for formation of structure and maneuvering of vehicle.
- 1.2.3 There is an approx. 8m width trapezoidal channel by the south of the site. It would eventually discharge to Shenzhen River **Figure 2** indicates the existing drainage system of the area.

2 Development Proposal

2.1 The Proposed Development

2.1.1 The total site area is approximately 15,370 m². The catchment plan is shown in **Figure 4**.

Proposed Development Area (Approx.)	
Total Site Area (m ²)	15,370
Paved Area after Development (m ²)	15,370

Table 1 – Site Development Area

3 Assessment Criteria

3.1.1 The Recommended Design Return Period based on Flood Level from SDM (Table 10) is adopted for this report. The recommendation is summarized in **Table 2** below.

Description	Design Return Periods
Intensively Used Agricultural Land	2 – 5 Years
Village Drainage Including Internal Drainage System under a polder Scheme	10 Years
Main Rural Catchment Drainage Channels	50 Years
Urban Drainage Trunk System	200 Years
Urban Drainage Branch System	50 Years

Table 2– Design Return Periods under SDM

3.1.2 The proposed drainage system intended to collect runoff from internal site and external catchment. 1 in 10 years return period is adopted.

3.1.3 Stormwater drainage design will be carried out in accordance with the criteria set out in the Stormwater Drainage Manual published by DSD. The proposed design criteria to be adopted for design of this stormwater drainage system and factors which have been considered are summarised below.

1. Intensity-Duration-Frequency Relationship – The Recommended Intensity-Duration-Frequency relationship is used to estimate the intensity of rainfall. It can be expressed by the following algebraic equation.

$$i = \frac{a}{(t_d + b)^c}$$

The site is located within the North District Zone. Therefore, for 10 years return period, the following values are adopted.

a	=	454.9
b	=	3.44
c	=	0.412

(Corrigendum No.1/2024)

The development is proposed for temporary use for a period of 3 years. 11.1% rainfall increase due to climate change is considered.

2. The peak runoff is calculated by the Rational Method
i.e. $Q_p = 0.278CiA$

where	Q_p	=	peak runoff in m^3/s
	C	=	runoff coefficient (dimensionless)
	i	=	rainfall intensity in mm/hr
	A	=	catchment area in km^2

3. The run-off coefficient (C) of surface runoff are taken as follows:

1. Paved Area: $C = 0.95$
2. Unpaved Area: $C = 0.35$

4. Manning's Equation is used for calculation of velocity of flow inside the channels:

$$\text{Manning's Equation: } v = \frac{R^{\frac{1}{6}}}{n} R^{\frac{1}{2}} S_f^{\frac{1}{2}}$$

Where,

V = velocity of the pipe flow (m/s)

S_f = hydraulic gradient

n = manning's coefficient

R = hydraulic radius (m)

5. Colebrook-White Equation is used for calculation of velocity of flow inside the pipes:

$$\text{Colebrook-White Equation: } \frac{1}{v} = -\sqrt{32gRS} \log \log \left(\frac{k_s}{14.8R} + \frac{1.255v}{R\sqrt{32gRS_f}} \right)$$

where,

V	=	velocity of the pipe flow (m/s)
S _f	=	hydraulic gradient
k _f	=	roughness value (m)
v	=	kinematics viscosity of fluid
D	=	pipe diameter (m)
R	=	hydraulic radius (m)

4 Proposed Drainage System

4.1. Proposed Channels

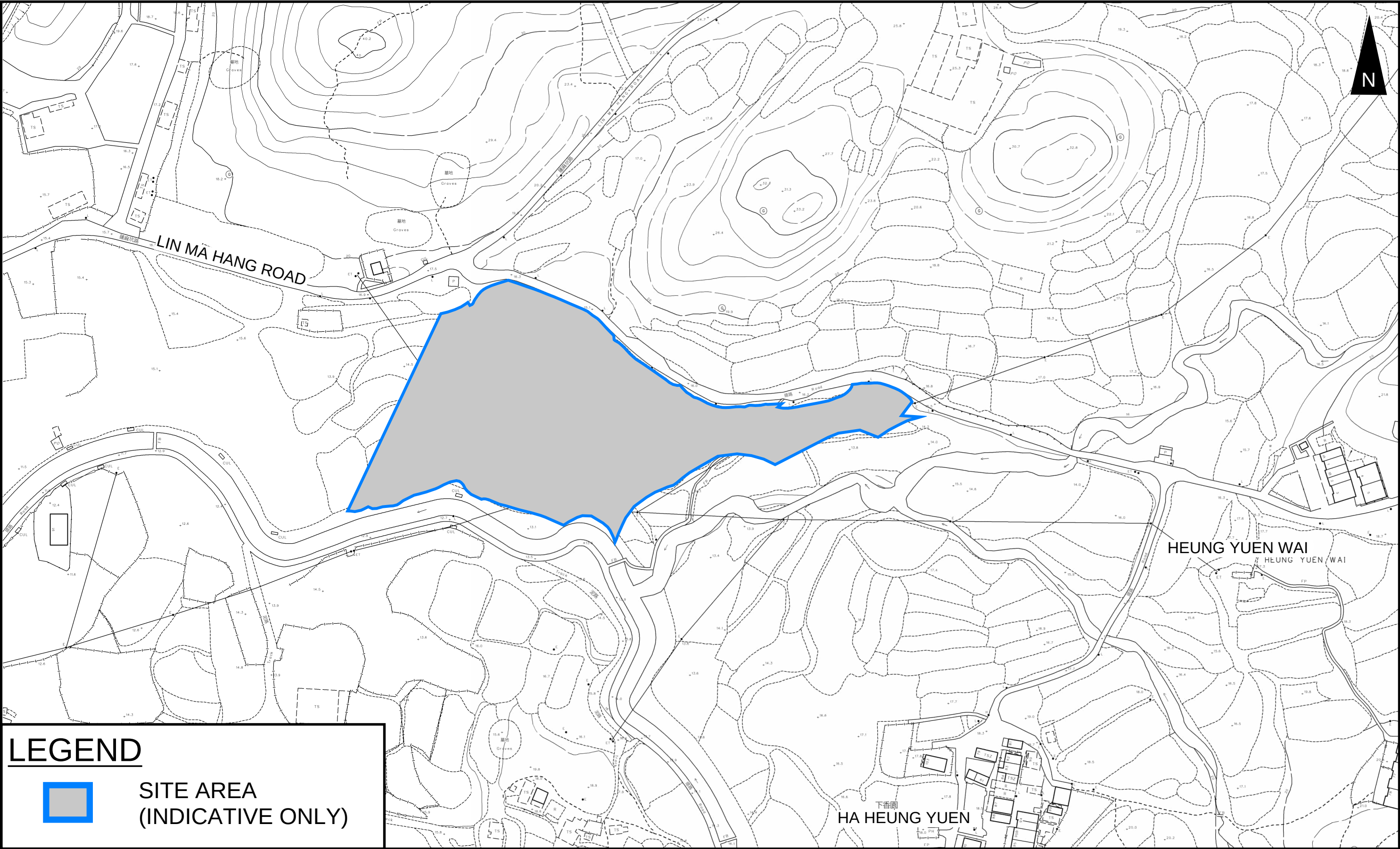
- 4.1.1 Proposed channels are designed for collection of runoff for application site. It is proposed to discharge to existing approx. 8m width trapezoidal channel. According to the checking of existing drains in **Appendix A**, they have enough capacity to carry the flow from existing catchment and proposed development.
- 4.1.2 The design calculations of proposed drains are shown in **Appendix A**. Checking of utilization of existing approx. 8m width trapezoidal channel is also indicated in **Appendix A**. It is shown that the utilization is only about 1.97%.
- 4.1.3 The alignment, size, gradient and details of the proposed drains are shown in **Figure 3**. The catchment plan is shown in **Figure 4**.
- 4.1.5 Reference Drawings are shown in **Appendix C** for reference. Existing site photos are shown in **Appendix D**.

5 Conclusion

- 5.1.1 Drainage review has been conducted for the Proposed Development. The surface runoff will be collected by the proposed drains and discharged to existing 8m width trapezoidal channel.
- 5.1.2 With implementation of the above drainage system, no unacceptable drainage impact is anticipated.

- End of Text -

FIGURES



LEGEND



**SITE AREA
(INDICATIVE ONLY)**

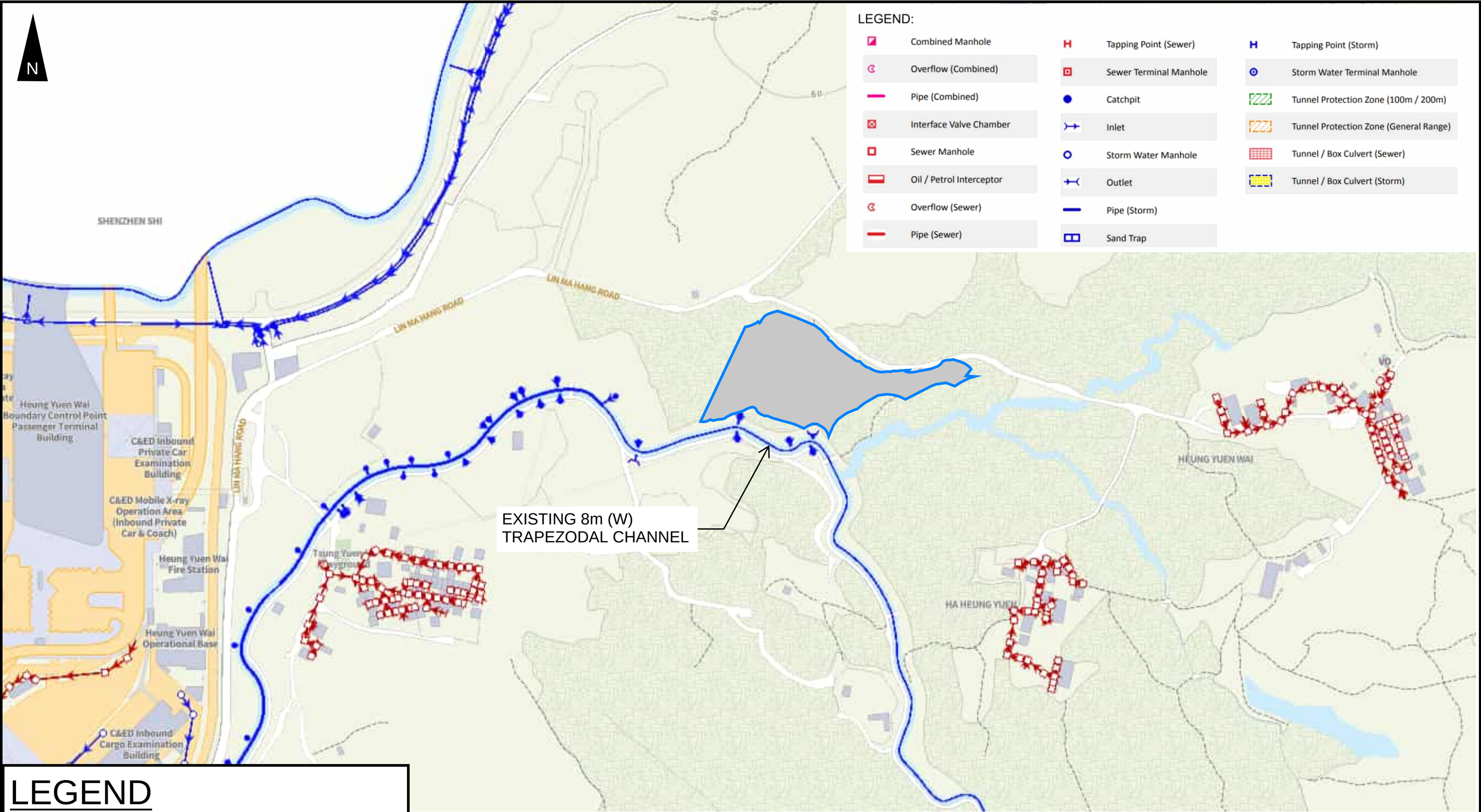
PROJECT:
PROPOSED TEMPOPRARY FOOD INDUSTRIAL PARK WITH ANCILLARY FACILITIES AND ASSOCIATED DIVERSION OF STREAM FOR A PERIOD OF 3 YEARS

TITLE
SITE LOCATION PLAN

FIGURE NUMBER
FIGURE 1

LOCATION:
VARIOUS LOTS IN D.D. 78 AND D.D. 80 AND ADJOINING GOVERNMENT LAND, LIN MA HANG, NEW TERRITORIES

VER	DESCRIPTION	DATE
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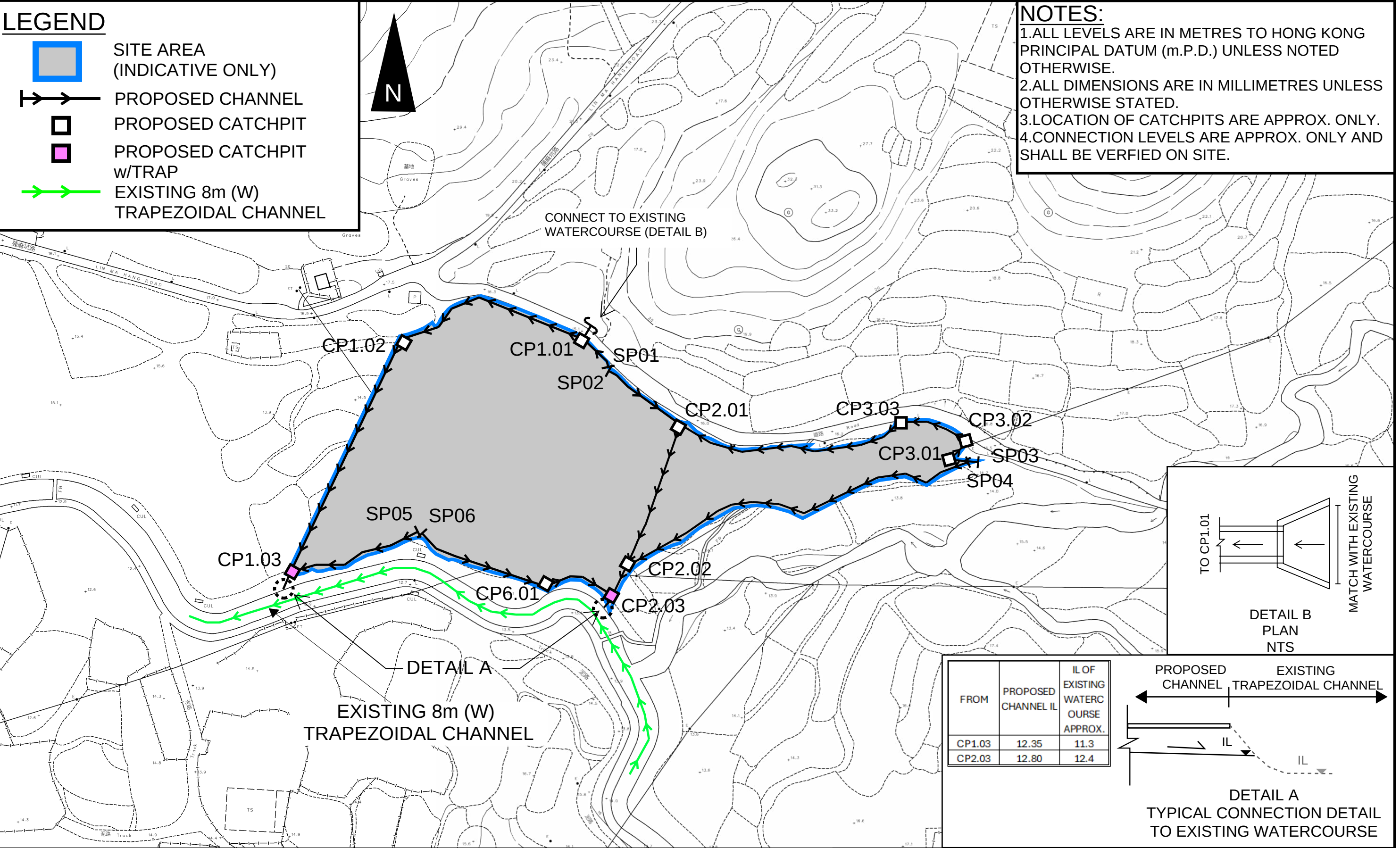
PROJECT:
PROPOSED TEMPOPRARY FOOD INDUSTRIAL PARK WITH ANCILLARY FACILITIES AND ASSOCIATED DIVERSION OF STREAM FOR A PERIOD OF 3 YEARS

LOCATION:
VARIOUS LOTS IN D.D. 78 AND D.D. 80 AND ADJOINING GOVERNMENT LAND, LIN MA HANG, NEW TERRITORIES

TITLE
EXISTING DRAINAGE PLAN

FIGURE NUMBER
FIGURE 2

VER	DESCRIPTION	DATE
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DRAINAGE SCHEDULE

US MH/PIT	DS MH/PIT	US GL	DS GL	Size mm	Gradient 1 in	Type	US IL	DS IL	U/S MH/PIT TYPE #	Remark
SP01	CP1.01	16.2	15.2	525	200	UC	15.68	14.68	SP	#SP: Start Point
CP1.01	CP1.02	15.2	15.5	600	350	UC	14.60	14.32	CP	
CP1.02	CP1.03	15.5	13.4	750	200	UC	14.32	12.65	CP	
CP1.03	EXISTING WATERCOURSE	13.4	13.1	750	200	UC	12.65	12.35	CP	
SP02	CP2.01	16.2	16.0	675	200	UC	15.53	15.33	SP	
CP2.01	CP2.02	16.0	16.0	900	200	UC	14.53	14.27	CP	
CP2.02	CP2.03	16.0	13.9	900	200	UC	14.27	13.00	CP	
CP2.03	EXISTING WATERCOURSE	13.9	13.9	900	200	UC	12.81	12.80	CP	
SP03	CP3.01	15.7	15.8	750	350	UC	14.95	14.92	SP	
CP3.01	CP3.02	15.8	16.1	750	350	UC	14.92	14.89	CP	
CP3.02	CP3.03	16.1	16.0	750	350	UC	14.89	14.81	CP	
CP3.03	CP2.01	16.0	16.0	750	350	UC	14.81	14.53	CP	
SP04	CP2.03	15.7	13.9	450	200	UC	15.25	13.45	SP	
SP05	CP1.03	13.6	13.4	675	200	UC	12.93	12.65	SP	
SP06	CP6.01	13.6	13.7	675	200	UC	12.93	12.87	SP	
CP6.01	CP2.03	13.7	13.9	675	200	UC	12.87	12.81	CP	

PROJECT:
PROPOSED TEMPORARY FOOD INDUSTRIAL PARK WITH ANCILLARY FACILITIES AND
ASSOCIATED DIVERSION OF STREAM FOR A PERIOD OF 3 YEARS

TITLE
DRAINAGE SCHEDULE

FIGURE NUMBER
FIGURE 3-2

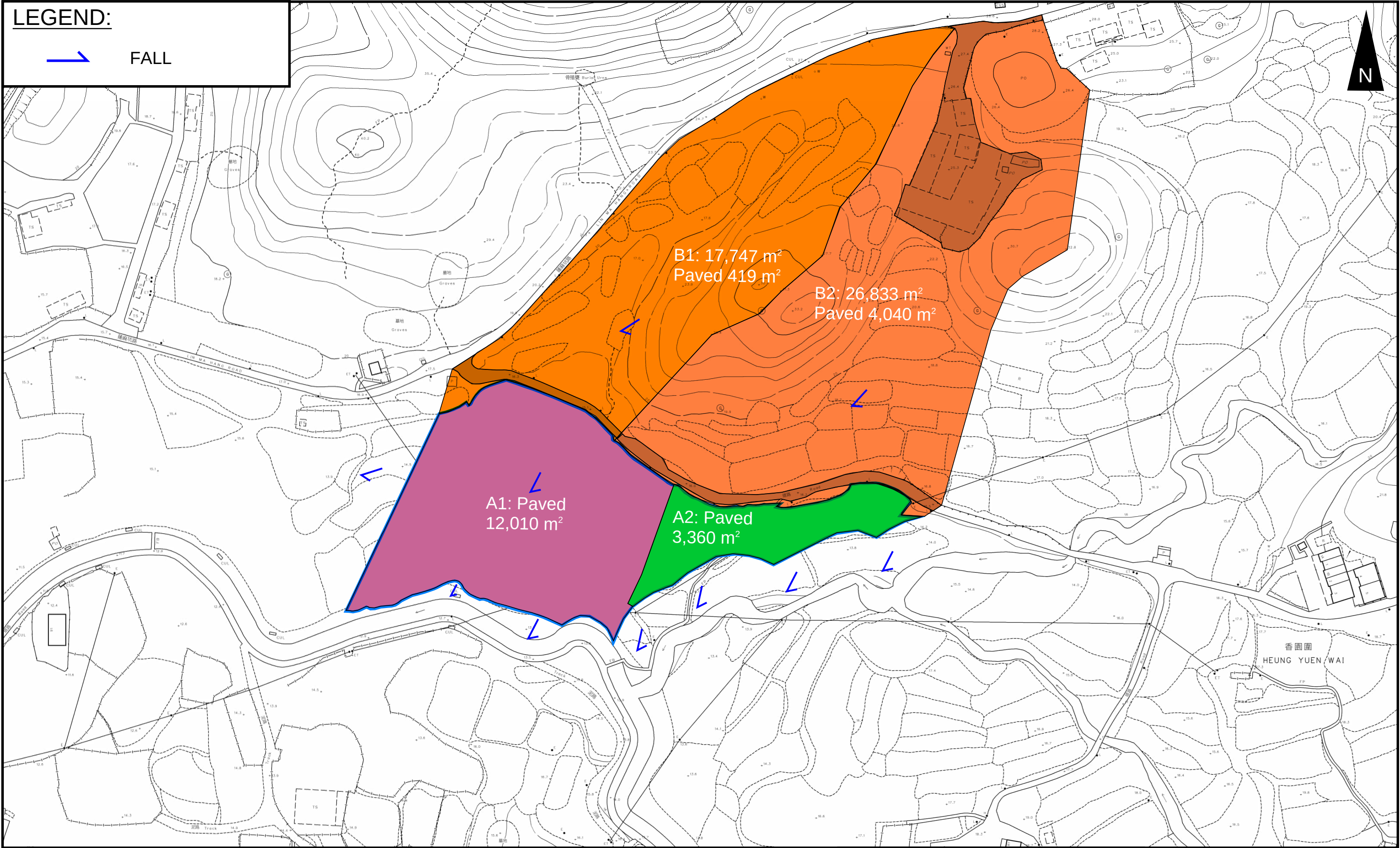
LOCATION:
VARIOUS LOTS IN D.D. 78 AND D.D. 80 AND ADJOINING GOVERNMENT LAND, LIN MA
HANG, NEW TERRITORIES

VER	DESCRIPTION	DATE

LEGEND:



FALL



PROJECT:
PROPOSED TEMPOPRARY FOOD INDUSTRIAL PARK WITH ANCILLARY FACILITIES AND ASSOCIATED DIVERSION OF STREAM FOR A PERIOD OF 3 YEARS

TITLE
CATCHMENT PLAN

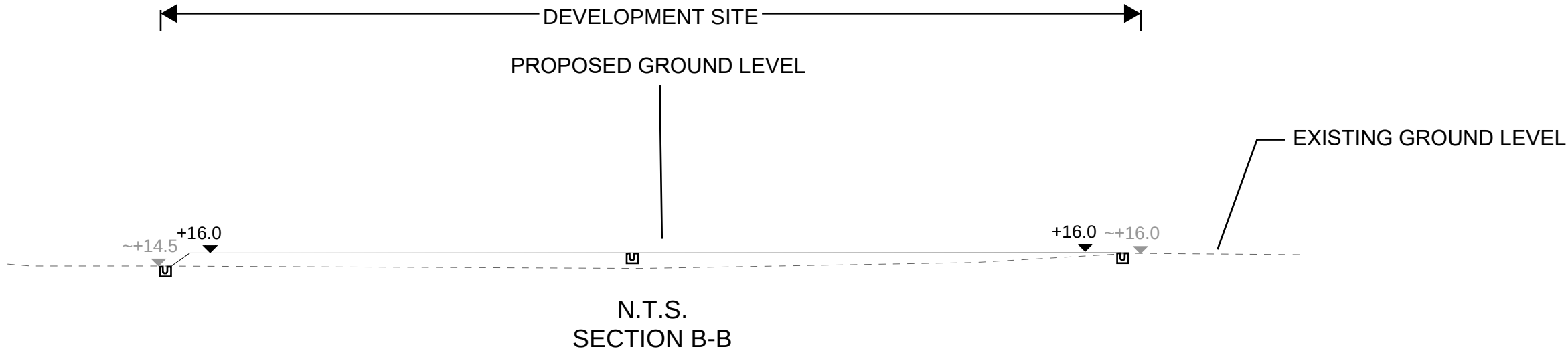
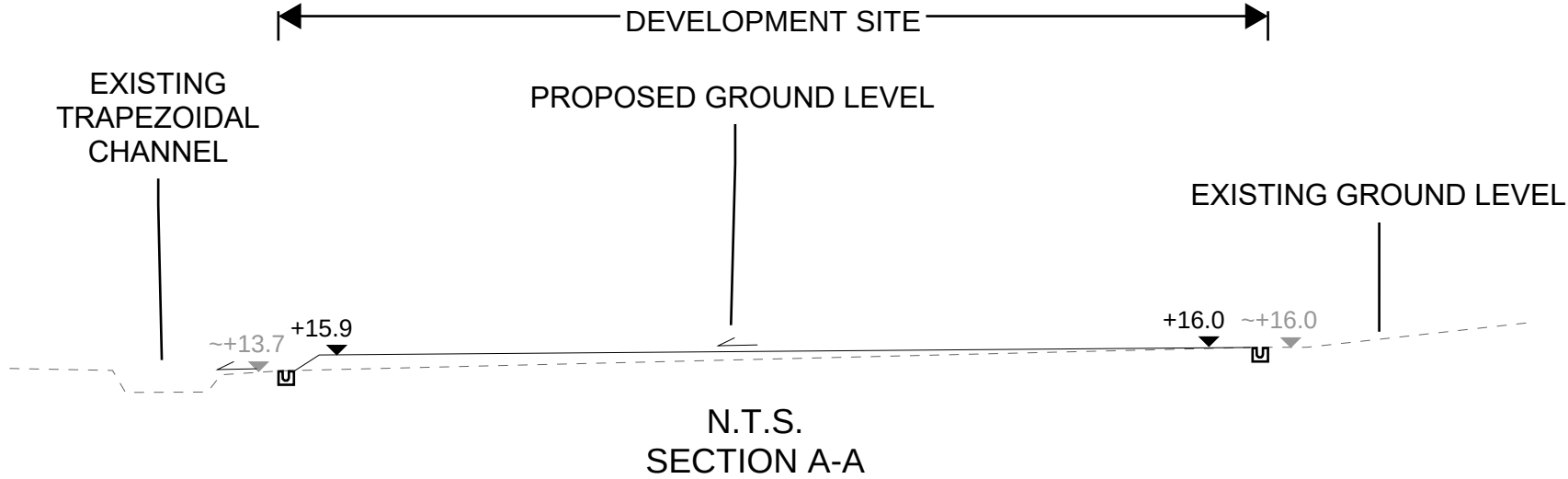
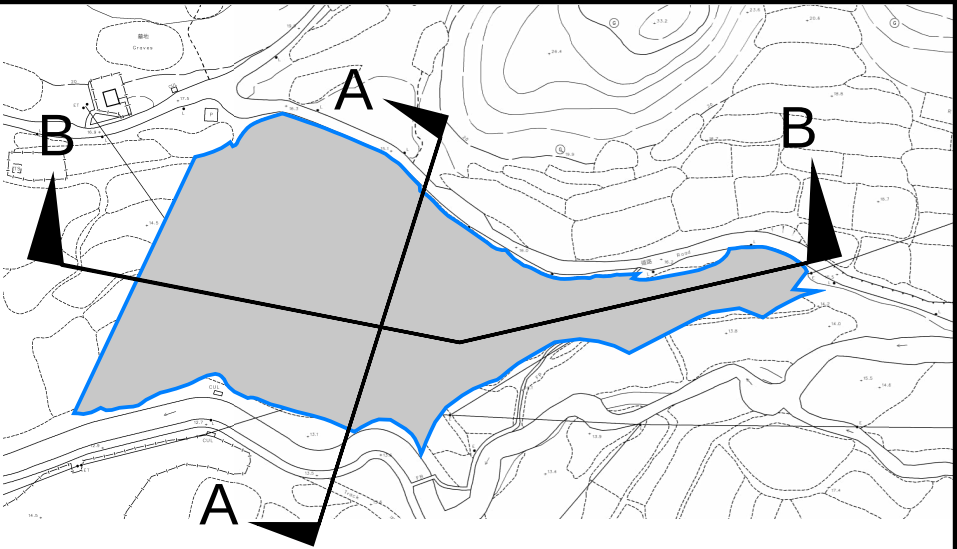
FIGURE NUMBER
FIGURE 4

LOCATION:
VARIOUS LOTS IN D.D. 78 AND D.D. 80 AND ADJOINING GOVERNMENT LAND, LIN MA HANG, NEW TERRITORIES

VER	DESCRIPTION	DATE
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LEGEND

SITE AREA
(INDICATIVE ONLY)



PROJECT: PROPOSED TEMPOPRARY FOOD INDUSTRIAL PARK WITH ANCILLARY FACILITIES AND ASSOCIATED DIVERSION OF STREAM FOR A PERIOD OF 3 YEARS	TITLE SECTIONS	FIGURE NUMBER FIGURE 5		
LOCATION: VARIOUS LOTS IN D.D. 78 AND D.D. 80 AND ADJOINING GOVERNMENT LAND, LIN MA HANG, NEW TERRITORIES				
		VER	DESCRIPTION	DATE

APPENDIX

Appendix A: Design Calculation

Zone	North District	Return Period	1 in	10	years	n	0.014	Storm Constant	North District a	454.9
						Ks	0.15		North District b	3.44
						Viscosity	0.000001		North District c	0.412

Catchment Area Table (Area in m²)

Catchment	A1	A2	B1	B2														
Total Area	12010	3360	17747	23688														
Hard Paved Area	12010	3360	419	4040														
Unpaved Area	0	0	17328	19648														
Equival. Area	11409.5	3192	6462.85	10714.8														

Pavement Type	Hard Paved	Unpaved
Runoff Coefficient	0.95	0.35

Calculation Table of Drainage System

US MH/PIT	DS MH/PIT	US GL	DS GL	Size mm	Gradient 1 in	Type	US IL	DS IL	U/S MH/PIT TYPE #	Length m	V m/s**	Capacity m ³ /s	Catchments	Total Equivalent Area m ²	ToC min	Intensity mm/hr **	Total Discharge m ³ /s	Utilization	Remark
SP01	CP1.01	16.20	15.20	525	200	UC	15.68	14.68	SP	15.3	1.62	0.40	B1	6462.85	10.90	169	0.30	75.9%	
CP1.01	CP1.02	15.20	15.50	600	350	UC	14.60	14.32	CP	97.8	1.34	0.43	B1	6462.85	11.06	168	0.30	70.0%	
CP1.02	CP1.03	15.50	13.40	750	200	UC	14.32	12.65	CP	103.8	2.06	1.03	A1,B1	17872.35	12.27	162	0.81	78.0%	
CP1.03	EXISTING WATERCOURSE	13.40	13.10	750	200	UC	12.65	12.35	CP	7.8	2.06	1.03	A1,B1	17872.35	13.11	159	0.79	76.4%	
SP02	CP2.01	16.20	16.00	675	200	UC	15.53	15.33	SP	35.8	1.92	0.78	B2	10714.80	10.90	169	0.50	64.3%	
CP2.01	CP2.02	16.00	16.00	900	200	UC	14.53	14.27	CP	53.1	2.33	1.68	A1,A2,B2	25316.30	12.46	162	1.14	67.7%	
CP2.02	CP2.03	16.00	13.90	900	200	UC	14.27	13.00	CP	24	2.33	1.68	A1,A2,B2	25316.30	12.84	160	1.13	67.0%	
CP2.03	EXISTING WATERCOURSE	13.90	13.90	900	200	UC	12.81	12.80	CP	3.4	2.33	1.68	A1,A2,B2	25316.30	13.01	159	1.12	66.7%	
SP03	CP3.01	15.70	15.80	750	350	UC	14.95	14.92	SP	11.5	1.56	0.78	B2	10714.80	10.90	169	0.50	64.3%	
CP3.01	CP3.02	15.80	16.10	750	350	UC	14.92	14.89	CP	10.7	1.56	0.78	B2	10714.80	11.02	168	0.50	64.0%	
CP3.02	CP3.03	16.10	16.00	750	350	UC	14.89	14.81	CP	26.5	1.56	0.78	B2	10714.80	11.14	168	0.50	63.8%	
CP3.03	CP2.01	16.00	16.00	750	350	UC	14.81	14.53	CP	96.9	1.56	0.78	B2	10714.80	11.42	166	0.50	63.3%	
SP04	CP2.03	15.70	13.90	450	200	UC	15.25	13.45	SP	18	1.47	0.26	A2	3192.00	10.90	169	0.15	56.5%	
SP05	CP1.03	13.60	13.40	675	200	UC	12.93	12.65	SP	54.7	1.92	0.78	A1	11409.50	10.90	169	0.54	68.5%	
SP06	CP6.01	13.60	13.70	675	200	UC	12.93	12.87	SP	11.5	1.92	0.78	A1	11409.50	10.90	169	0.54	68.5%	
CP6.01	CP2.03	13.70	13.90	675	200	UC	12.87	12.81	CP	10.7	1.92	0.78	A1	11409.50	11.00	168	0.53	68.3%	
Flow From Proposed Development														A1,A2	14601.50	13.11	159	0.65	

#SP: Start Point
: With 11.1% rainfall increase as per Table 28 of SDM Corrigendum No. 1/2022.

Capacity Checking of existing 8m (W) Trapezoidal Channel for flow from Proposed Development Area

Total Depth

1.30 m

Freeboard

Water Depth

a1

b1

a2

b2

Width of Water Surface

Base Width

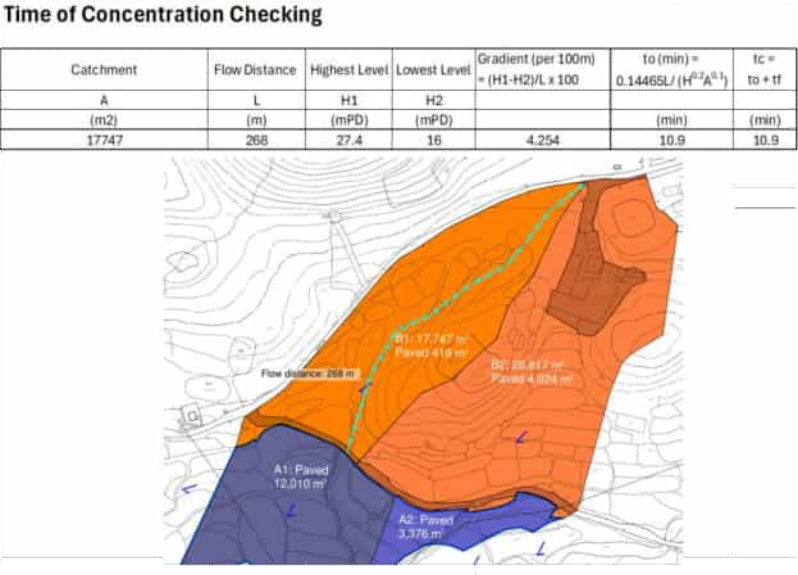
a1	1	
b1	0.5	
a2	1	
b2	0.5	
Total Depth	1.30	m
Base Width	7.00	m
Assumed Water Depth	1.00	m
Freeboard	0.30	m

Assumed Water Depth	Freeboard	Base Width	Width of Water Surface	Flow Area	Wetted Perimeter	Hydraulic Radius	Manning's Roughness	Gradient	Velocity	Capacity
m	m	m	m	m ²	m	m		1 in	m/s	m ³ /s
1.00	0.30	7.00	8.00	7.50	9.24	0.81	0.014	200	4.40	32.97

Total flow due to the application = 0.65 m³/s

Utilization Rate = 1.97%

Total flow due to the Application Site only occupy 1.97% of the existing Channel/ Watercourse.



APPENDIX B - PROPOSED SITE LAYOUT PLAN

DEVELOPMENT PARAMETERS

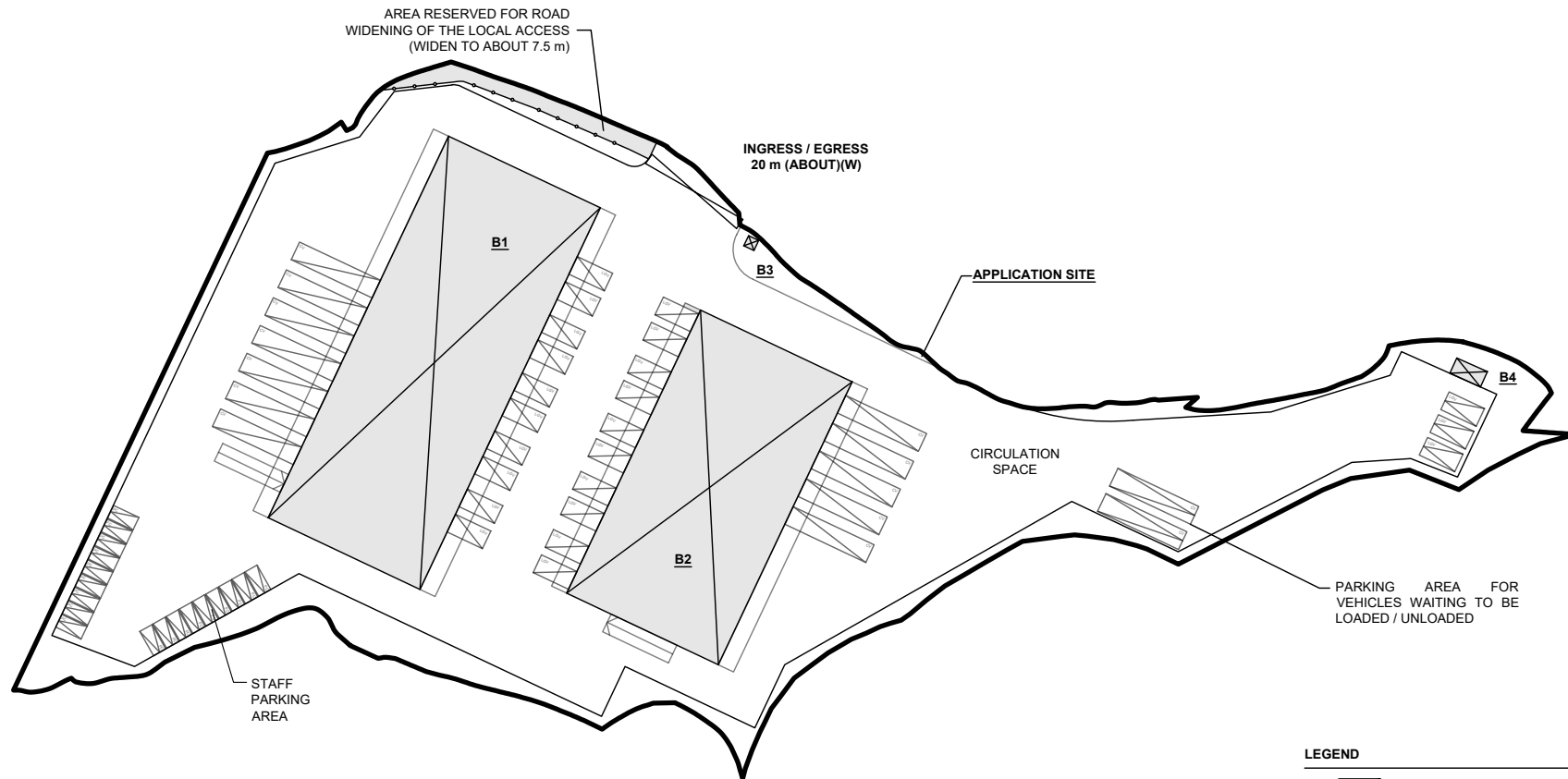
APPLICATION SITE AREA	: 15,370 m ²	(ABOUT)
COVERED AREA	: 4,757 m ²	(ABOUT)
UNCOVERED AREA	: 10,613 m ²	(ABOUT)
PLOT RATIO	: 0.57	(ABOUT)
SITE COVERAGE	: 31 %	(ABOUT)
NO. OF STRUCTURE	: 4	
DOMESTIC GFA	: NOT APPLICABLE	
NON-DOMESTIC GFA	: 8,702 m ²	(ABOUT)
TOTAL GFA	: 8,702 m ²	(ABOUT)
BUILDING HEIGHT	: 3 m - 15 m	(ABOUT)
NO. OF STOREY	: 1 - 2	

STRUCTURE	USE	COVERED AREA	GROSS FLOOR AREA	BUILDING HEIGHT
B1	FOOD INDUSTRIAL CENTRE	2,719 m ² (ABOUT) ¹	4,984 m ² (ABOUT)	15 m (ABOUT)(2-STOREY)
B2	FOOD INDUSTRIAL CENTRE	2,016 m ² (ABOUT) ²	3,696 m ² (ABOUT)	15 m (ABOUT)(2-STOREY)
B3	GUARDHOUSE	4 m ² (ABOUT)	4 m ² (ABOUT)	3 m (ABOUT)(1-STOREY)
B4	METER ROOM	18 m ² (ABOUT)	18 m ² (ABOUT)	3 m (ABOUT)(1-STOREY)
TOTAL		4,757 m ² (ABOUT)	8,702 m ² (ABOUT)	

ANCILLARY OFFICE AND WASHROOM ARE PROVIDED AT STRUCTURES B1 AND B2

¹ STRUCTURE B1 - 454 m² OF CANOPY IS PROVIDED AT G/F FOR L/UL ACTIVITIES

² STRUCTURE B2 - 336 m² OF CANOPY IS PROVIDED AT G/F FOR L/UL ACTIVITIES



PARKING PROVISIONS

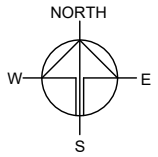
NO. OF PRIVATE CAR (PC) PARKING SPACE	: 18
DIMENSION OF PARKING SPACE	: 2.5 m (W) x 5 m (L)
NO. OF LIGHT GOODS VEHICLE (LGV) PARKING SPACE	: 3
DIMENSION OF PARKING SPACE	: 3.5 m (W) x 7 m (L)
NO. OF CONTAINER VEHICLE (CV) PARKING SPACE	: 2
DIMENSION OF PARKING SPACE	: 3.5 m (W) x 16 m (L)

LOADING / UNLOADING PROVISIONS

NO. OF L/UL SPACE FOR LGV	: 20
DIMENSION OF L/UL SPACE	: 3.5 m (W) x 7 m (L)
NO. OF L/UL SPACE FOR CV	: 12
DIMENSION OF L/UL SPACE	: 3.6 m (W) x 16 m (L)

LEGEND

	APPLICATION SITE
	STRUCTURE (ENCLOSED)
	STRUCTURE (CANOPY)
	RAMP TO STRUCTURE
	PARKING SPACE (PC)
	PARKING SPACE (LGV)
	PARKING SPACE (CV)
	LOADING / UNLOADING SPACE (LGV)
	LOADING / UNLOADING SPACE (CV)
	INGRESS / EGRESS



PROJECT
PROPOSED TEMPORARY FOOD INDUSTRIAL PARK WITH ANCILLARY FACILITIES AND ASSOCIATED DIVERSION OF STREAM FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 78 AND D.D. 80 AND ADJOINING GOVERNMENT LAND, HEUNG YUEN WAI, NEW TERRITORIES

SCALE
1 : 1250 @ A4

DRAWN BY
MN

DATE
27.8.2026

REVISED BY

DATE

APPROVED BY

DATE

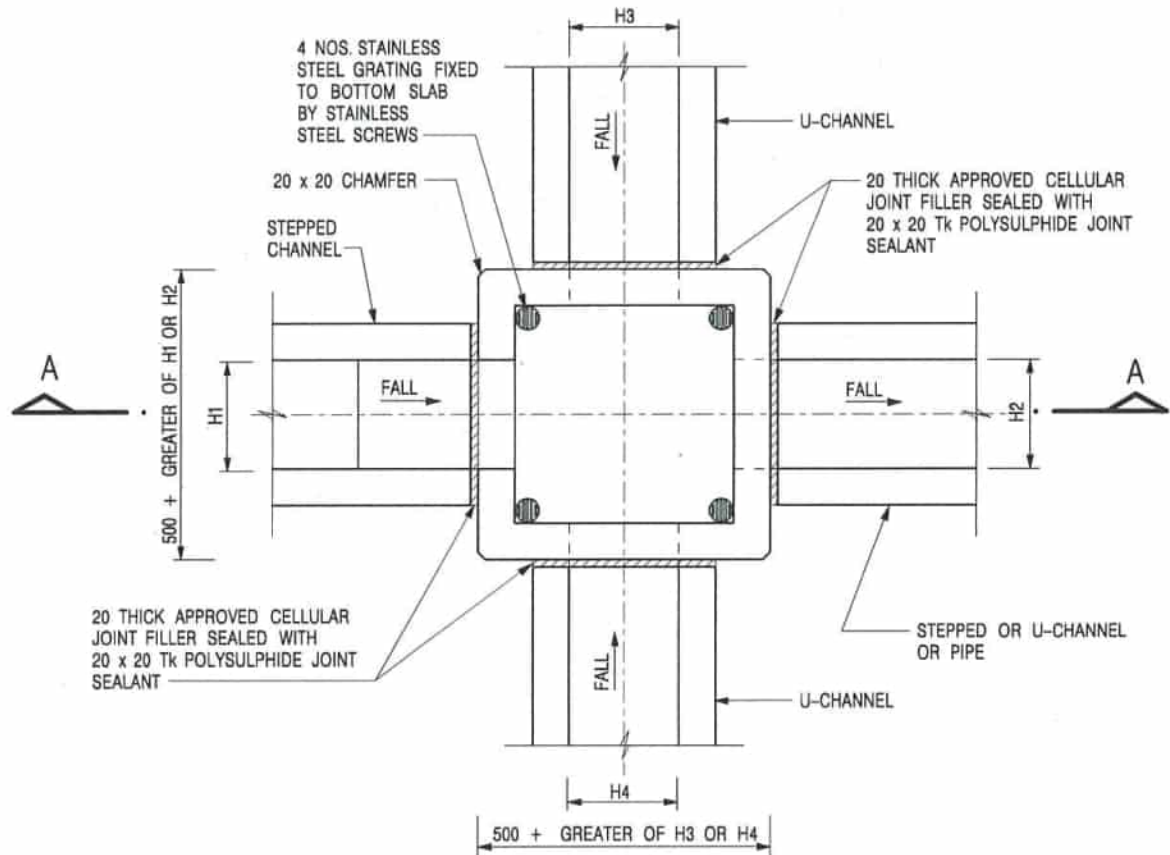
DWG. TITLE
LAYOUT PLAN

DWG NO.
PLAN 4

VER.
002

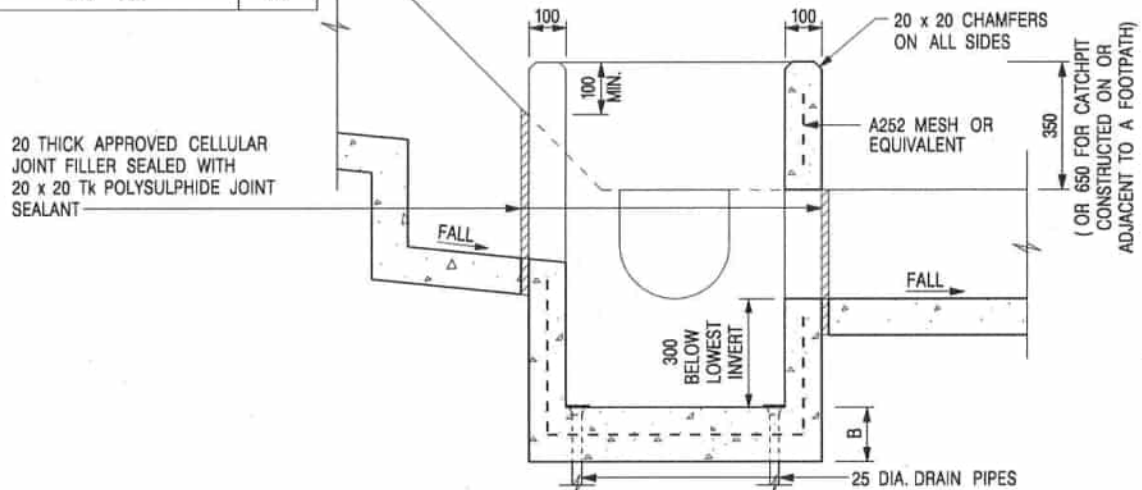
*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

Appendix C - Reference Drawings



PLAN

NOMINAL SIZE (LARGEST OF H1, H2, H3 & H4)	B
300 - 600	150
675 - 900	175



SECTION A - A

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. REFER TO SHEET 2 FOR OTHER NOTES.

CATCHPIT WITH TRAP
(SHEET 1 OF 2)

-	FORMER DRG. NO. C2406J.	Original Signed	03.2015
REF.	REVISION	SIGNATURE	DATE



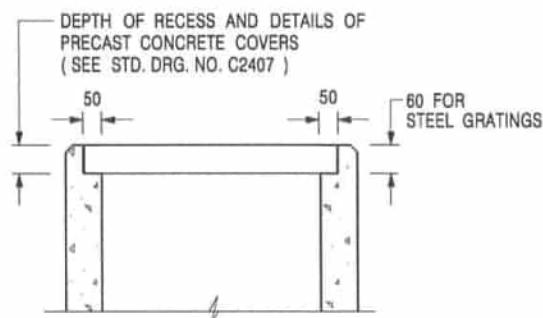
CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT

SCALE 1 : 20

DATE JAN 1991

DRAWING NO.

C2406 /1



**ALTERNATIVE TOP SECTION
FOR PRECAST CONCRETE COVERS / GRATINGS**

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. ALL CONCRETE SHALL BE GRADE 20 / 20.
3. CONCRETE SURFACE FINISH SHALL BE CLASS U2 OR F2 AS APPROPRIATE.
4. FOR DETAILS OF JOINT, REFER TO STD. DRG. NO. C2413.
5. CONCRETE TO BE COLOURED AS SPECIFIED.
6. UNLESS REQUESTED BY THE MAINTENANCE PARTY AND AS DIRECTED BY THE ENGINEER, CATCHPIT WITH TRAP IS NORMALLY NOT PREFERRED DUE TO PONDING PROBLEM.
7. UPON THE REQUEST FROM MAINTENANCE PARTY, DRAIN PIPES AT CATCHPIT BASE CAN BE USED BUT THIS IS FOR CATCHPITS LOCATED AT SLOPE TOE ONLY AND AS DIRECTED BY THE ENGINEER.
8. FOR CATCHPITS CONSTRUCTED ON OR ADJACENT TO A FOOTPATH, STEEL GRATINGS (SEE DETAIL 'A' ON STD. DRG. NO. C2405 / 2) OR CONCRETE COVERS (SEE STD. DRG. NO. C2407) SHALL BE PROVIDED AS DIRECTED BY THE ENGINEER.
9. IF INSTRUCTED BY THE ENGINEER, HANDRAILING (SEE DETAIL 'J' ON STD. DRG. NO. C2405 / 5; EXCEPT ON THE UPSLOPE SIDE) IN LIEU OF STEEL GRATINGS OR CONCRETE COVERS CAN BE ACCEPTED AS AN ALTERNATIVE SAFETY MEASURE FOR CATCHPITS NOT ON A FOOTPATH NOR ADJACENT TO IT. TOP OF THE HANDRAILING SHALL BE 1 000 mm MIN. MEASURED FROM THE ADJACENT GROUND LEVEL.
10. MINIMUM INTERNAL CATCHPIT WIDTH SHALL BE 1 000 mm FOR CATCHPITS WITH A HEIGHT EXCEEDING 1 000 mm MEASURED FROM THE INVERT LEVEL TO THE ADJACENT GROUND LEVEL. AND, STEP IRONS (SEE DSD STD. DRG. NO. DS1043) AT 300 c/c STAGGERED SHALL BE PROVIDED. THICKNESS OF CATCHPIT WALL FOR INSTALLATION OF STEP IRONS SHALL BE INCREASED TO 150 mm.
11. FOR RETROFITTING AN EXISTING CATCHPIT WITH STEEL GRATING, SEE DETAIL 'G' ON STD. DRG. NO. C2405 / 4.
12. SUBJECT TO THE APPROVAL OF THE ENGINEER, OTHER MATERIALS CAN ALSO BE USED AS COVERS / GRATINGS.

A	MINOR AMENDMENT.	Original Signed	04.2016
-	FORMER DRG. NO. C2406J.	Original Signed	03.2015
REF.	REVISION	SIGNATURE	DATE

**CATCHPIT WITH TRAP
(SHEET 2 OF 2)**



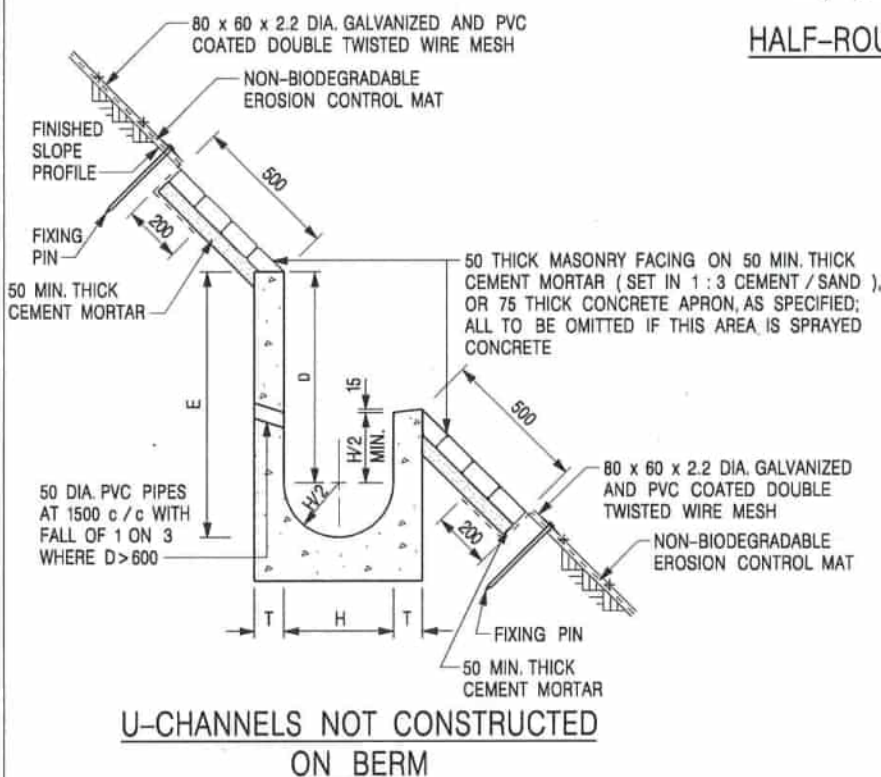
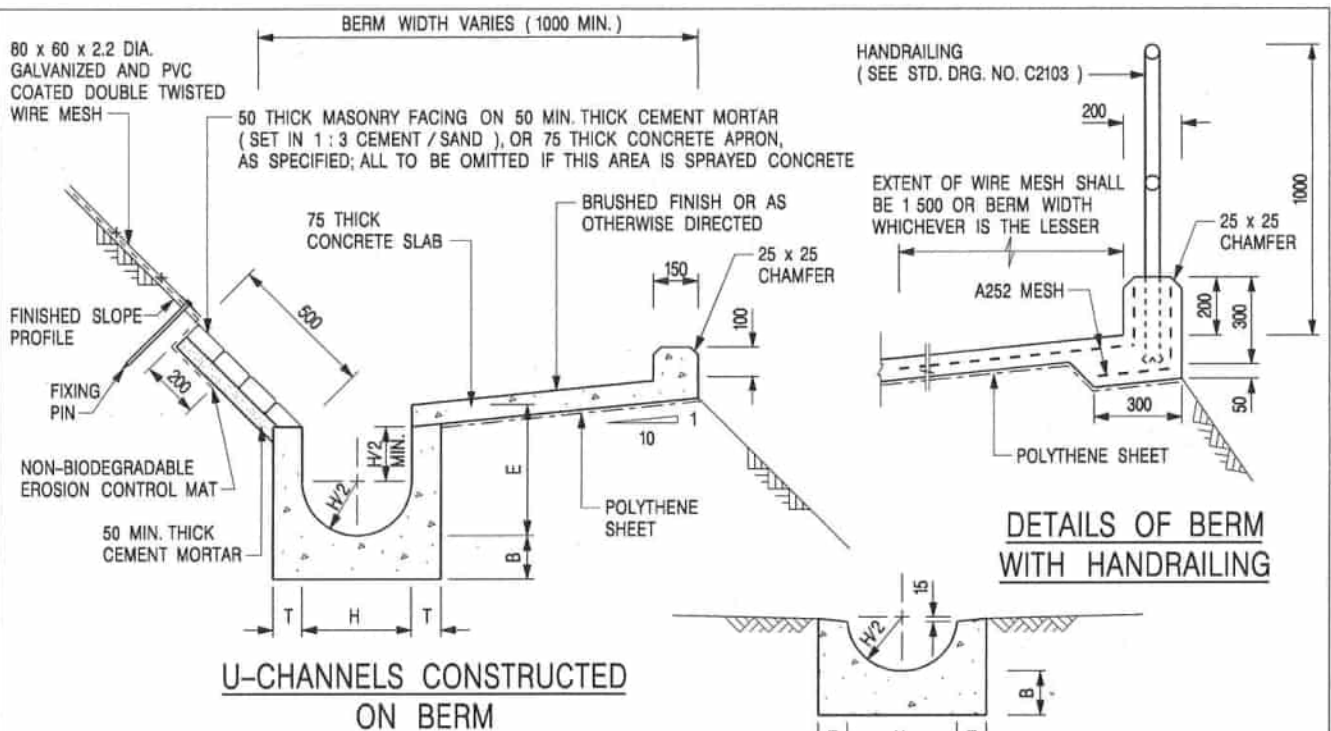
**CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT**

SCALE 1 : 20

DRAWING NO.

DATE JAN 1991

C2406 / 2A



NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. ALL CONCRETE TO BE GRADE 20 / 20.
3. CONCRETE SURFACE FINISH SHALL BE CLASS U2, F2 OR BRUSHED FINISH AS DIRECTED.
4. SPACING OF EXPANSION JOINT IN CHANNELS, BERM SLABS AND APRONS TO BE 10 METRES MAXIMUM, SEE STD. DRG. NO. C2413 FOR DETAILS.
5. JOINTS FOR CHANNELS, BERM SLABS, APRONS AND WALLS, ETC. TO BE ON THE SAME ALIGNMENT.
6. FOR DIMENSIONS T, H, & B, SEE TABLE BELOW.
7. BIODEGRADABLE EROSION CONTROL MAT IF REQUIRED, SEE STD. DRG. NO. C2511/E.
8. CONCRETE TO BE COLOURED AS SPECIFIED.
9. CONCRETE U-CHANNEL CAN BE CAST IN-SITU OR PRECAST CONCRETE SUBJECT TO THE ENGINEER'S AGREEMENT ON THE DETAILS.
10. DETAILS OF EROSION CONTROL MAT AND WESH MESH ON BERM. (SEE STD DRG. NO. C2511/E)

NOMINAL SIZE H	T	B	REINFORCEMENT
300	80	100	A252 MESH PLACED CENTRALLY AND T=100 WHEN E > 650
375 - 600	100	150	
675 - 900	125	175	A252 MESH PLACED CENTRALLY

I	MINOR AMENDMENT.	Original Signed	07.2018
H	THICKNESS OF MASONRY FACING AMENDED.	Original Signed	01.2005
G	MINOR AMENDMENT.	Original Signed	01.2004
F	GENERAL REVISION.	Original Signed	12.2002
E	DRAWING TITLE AMENDED.	Original Signed	11.2001
D	MINOR AMENDMENT.	Original Signed	08.2001
C	150 x 100 UPSTAND ADDED AT BERM.	Original Signed	6.99
B	MINOR AMENDMENTS.	Original Signed	3.94
REF.	REVISION	SIGNATURE	DATE

DETAILS OF HALF-ROUND AND U-CHANNELS (TYPE A - WITH MASONRY APRON)



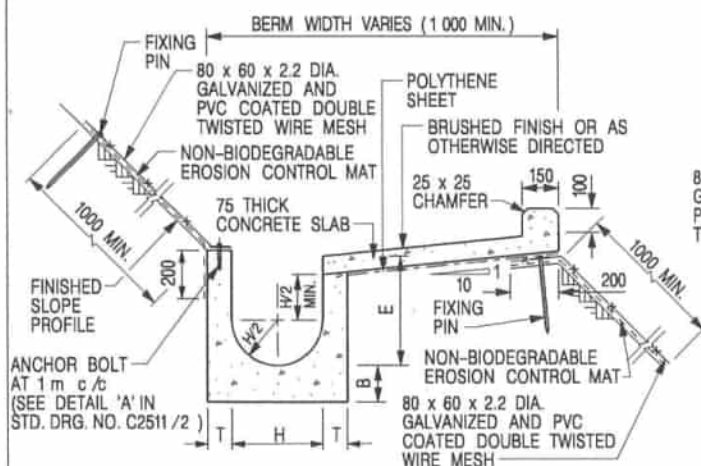
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

SCALE 1 : 25

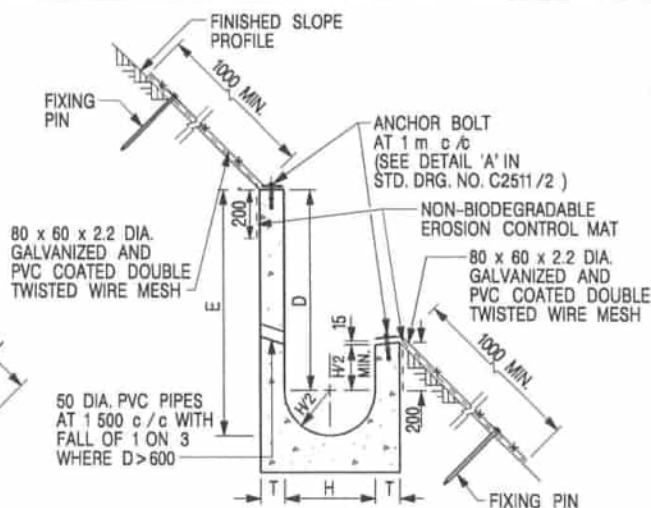
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DATE JAN 1991

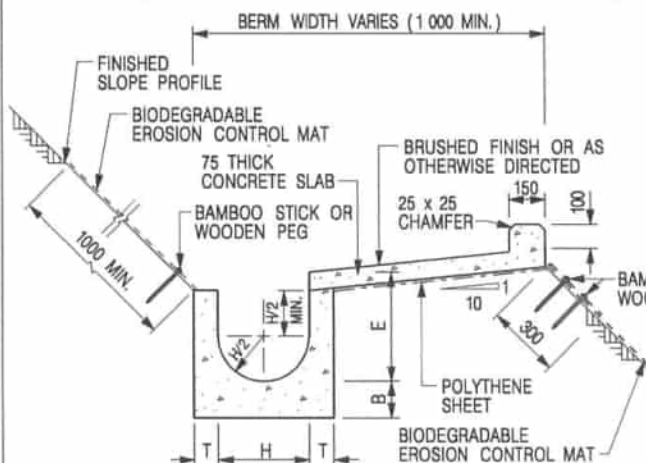
C2409I



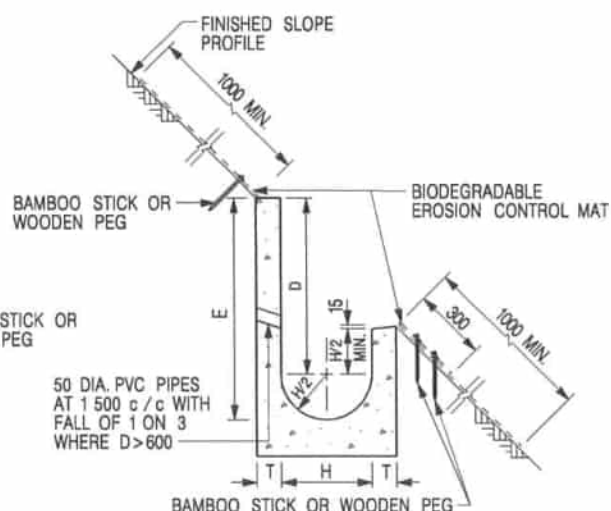
**U-CHANNELS CONSTRUCTED ON BERM
WITH NON-BIODEGRADABLE
EROSION CONTROL MAT**



**U-CHANNELS NOT CONSTRUCTED ON BERM
WITH NON-BIODEGRADABLE
EROSION CONTROL MAT**



**U-CHANNELS CONSTRUCTED ON BERM
WITH BIODEGRADABLE
EROSION CONTROL MAT**



**U-CHANNELS NOT CONSTRUCTED ON BERM
WITH BIODEGRADABLE
EROSION CONTROL MAT**

NOTES:

- ALL DIMENSIONS ARE IN MILLIMETRES.
- ALL CONCRETE TO BE GRADE 20 / 20.
- CONCRETE SURFACE FINISH SHALL BE CLASS U2, F2 OR BRUSHED FINISH AS DIRECTED.
- SPACING OF EXPANSION JOINT IN CHANNELS, BERM SLABS AND APRONS TO BE 10 METRES MAXIMUM, SEE STD. DRG. NO. C2413 FOR DETAILS.
- JOINTS FOR CHANNELS, BERM SLABS, APRONS AND WALLS, ETC. TO BE ON THE SAME ALIGNMENT.
- FOR DIMENSIONS T, H, & B, SEE TABLE BELOW.
- FOR TYPICAL FIXING PIN DETAILS, SEE STD. DRG. NO. C2511/2.
- MINIMUM SIZE OF 25 x 50 x 300mm SHALL BE PROVIDED FOR WOODEN PEG.
- MINIMUM SIZE OF 10mm DIAMETER WITH 200mm LONG SHALL BE PROVIDED FOR BAMBOO STICK.
- THE FIXING DETAILS OF NON-BIODEGRADABLE AND BIODEGRADABLE EROSION CONTROL MATS ON EXISTING BERM SHALL REFER TO STD. DRG. NO. C2511/1.

NOMINAL SIZE H	T	B	REINFORCEMENT
300	80	100	A252 MESH PLACED CENTRALLY AND T=100 WHEN E > 650
375 - 600	100	150	
675 - 900	125	175	A252 MESH PLACED CENTRALLY

REF.	REVISION	SIGNATURE	DATE
I	MINOR AMENDMENT.	Original Signed	07.2018
H	FIXING DETAILS OF BIODEGRADABLE EROSION CONTROL MAT ADDED.	Original Signed	12.2017
G	DIMENSION TABLE AMENDED.	Original Signed	01.2005
F	MINOR AMENDMENT.	Original Signed	01.2004
E	GENERAL REVISION.	Original Signed	12.2002
D	MINOR AMENDMENT.	Original Signed	08.2001
C	150 x 100 UPSTAND ADDED AT BERM.	Original Signed	6.99
B	MINOR AMENDMENT.	Original Signed	3.94
A	MINOR AMENDMENT.	Original Signed	10.92

**DETAILS OF HALF-ROUND AND
U-CHANNELS (TYPE B - WITH
EROSION CONTROL MAT APRON)**



**CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT**

SCALE DIAGRAMMATIC

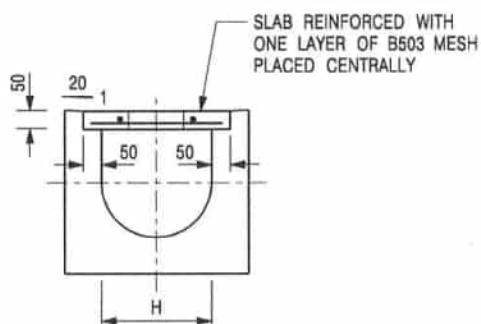
DRAWING NO.

DATE JAN 1991

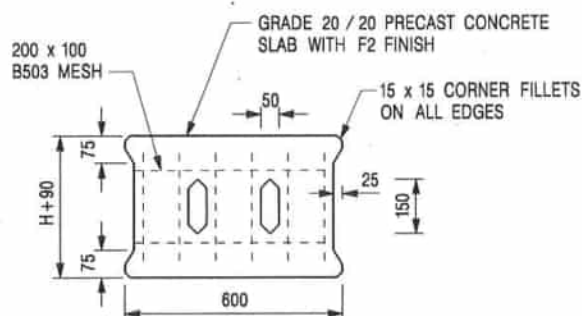
C24101

卓越工程 建設香港

We Engineer Hong Kong's Development



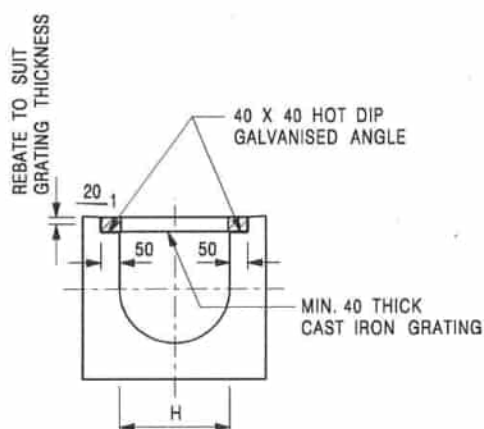
TYPICAL SECTION



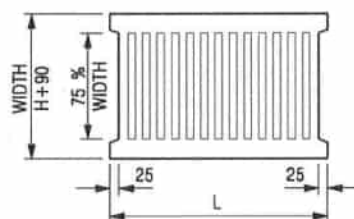
PLAN OF SLAB

U-CHANNELS WITH PRECAST CONCRETE SLABS

(UP TO H OF 525)



TYPICAL SECTION



L = 600mm FOR H ≤ 375mm
L = 400mm FOR H > 375mm

CAST IRON GRATING

(DIMENSIONS ARE FOR GUIDANCE ONLY, CONTRACTOR MAY SUBMIT EQUIVALENT TYPE)

U-CHANNEL WITH CAST IRON GRATING

(UP TO H OF 525)

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. H=NOMINAL CHANNEL SIZE.
3. ALL CAST IRON FOR GRATINGS SHALL BE GRADE EN-GJL-150 COMPLYING WITH BS EN 1561.
4. FOR COVERED CHANNELS TO BE HANDED OVER TO HIGHWAYS DEPARTMENT FOR MAINTENANCE, THE GRATING DETAILS SHALL FOLLOW THOSE AS SHOWN ON HyD STD. DRG. NO. H3156.

E	NOTES 3 & 4 AMENDED.	Original Signed	12.2014
D	NOTE 4 ADDED.	Original Signed	06.2008
C	MINOR AMENDMENT. NOTE 3 ADDED.	Original Signed	12.2005
B	NAME OF DEPARTMENT AMENDED.	Original Signed	01.2005
A	CAST IRON GRATING AMENDED.	Original Signed	12.2002
REF.	REVISION	SIGNATURE	DATE

COVER SLAB AND CAST IRON
GRATING FOR CHANNELS



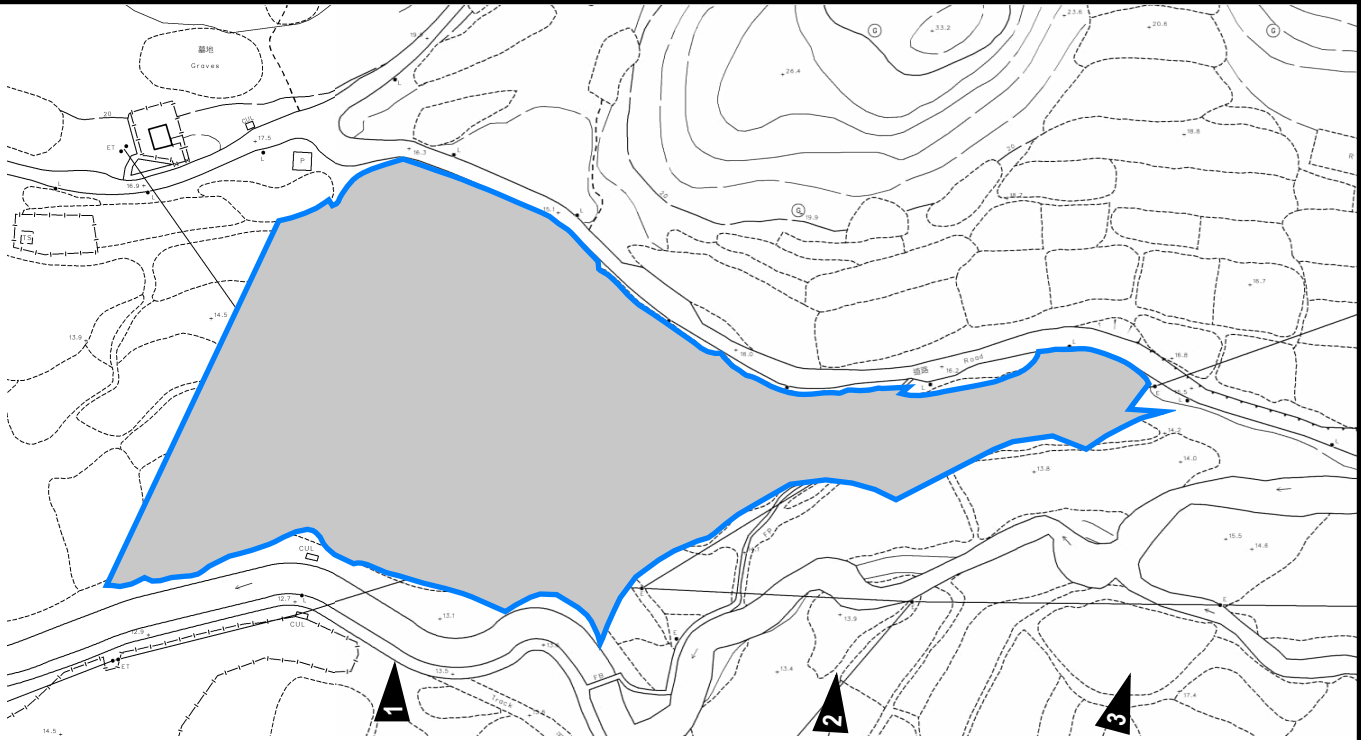
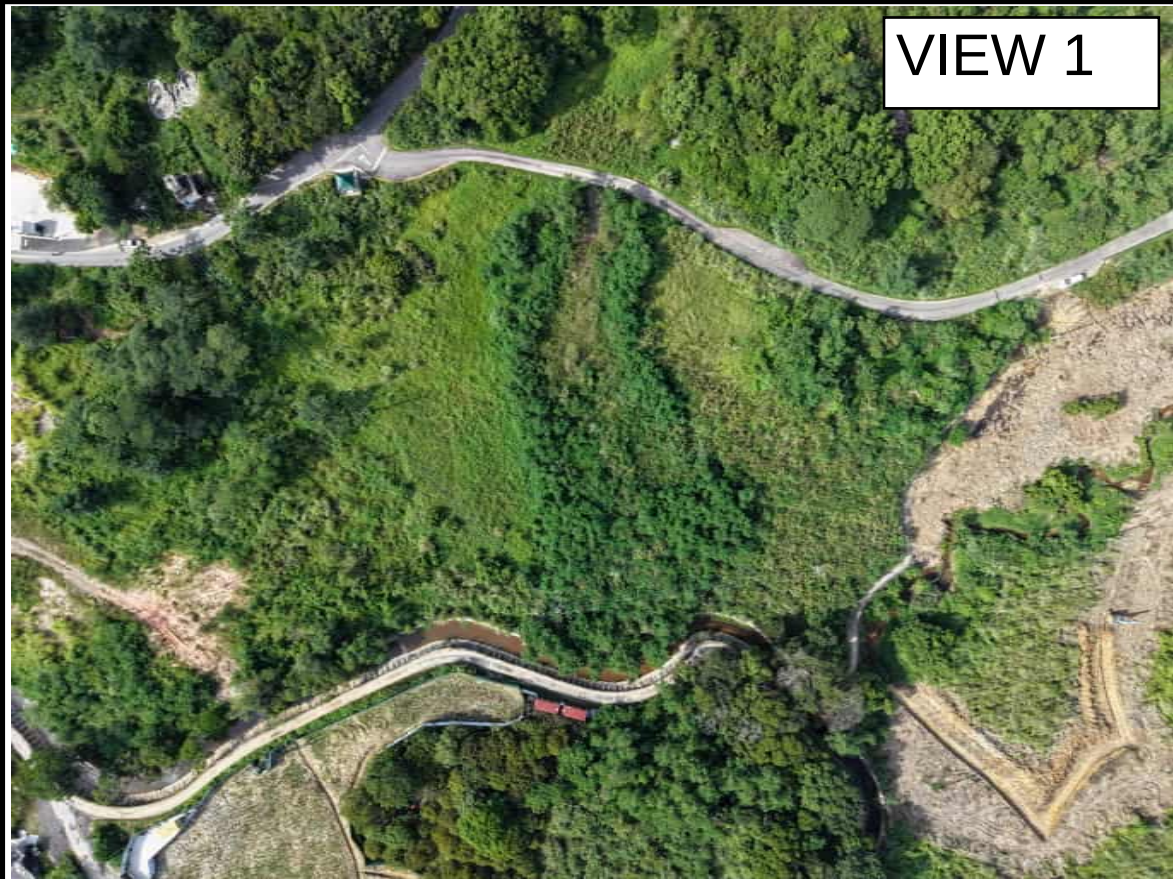
**CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT**

SCALE 1 : 20

DATE JAN 1991

DRAWING NO.

C2412E



PROJECT: PROPOSED TEMPOPRARY FOOD INDUSTRIAL PARK WITH ANCILLARY FACILITIES AND ASSOCIATED DIVERSION OF STREAM FOR A PERIOD OF 3 YEARS	SITE PHOTOS	APPENDIX D		
LOCATION: VARIOUS LOTS IN D.D. 78 AND D.D. 80 AND ADJOINING GOVERNMENT LAND, LIN MA HANG, NEW TERRITORIES		VER	DESCRIPTION	DATE