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

07 October 2026

Dear Sir,

Further 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)

We write to submit Further Information in response to department comments with a revised Traffic Impact Assessment report and a response-to-comment table (**enclosed**).

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)
(Attn.: Mr. Adrian TAM email: athtam@pland.gov.hk)

[redacted]

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
October 2026

[redacted]

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
October 2026

Contents Amendment Record

This report has been issued and amended as follows:

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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 15,370m^2.

2.2.2 The proposed development will operate 24 hours daily, including public holidays. 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 Facilities and Associated Diversion of Stream. It is expected to operate mainly during midnight (from 03:00 am to 06:00 am) in which the distribution process take place to distribute the agricultural produce by Light Goods Vehicles (LGV) to local markets for sales. Staffs will mainly work between 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 The agricultural produce will be transported by CV from mainland China via Man Kam To BCP during the period of 20:00 – 22:00 with a rate of 2 CV per hour to the Site (one way). Some of the produces will be bulk-broke immediately and distribute to markets at 03:00 – 06:00, while some of the produces such as egg and meats will be stored and processed in the facilities to meet future demand. During the distribution period at 03:00 – 06:00, LGV will be entering the Site picking up the produce and distribute to the markets with a rate of 12 LGV per hour (in and out). The CV will also be leaving the Site during this period with a rate of 1-2 CV per hour (one way).

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 (>=7m) along Lin Ma Hang Road as shown in Figure 2-1 to give way to CV.

2.4.3 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. Agricultural produce would be transported via Man Kam To BCP to 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 between the Man Kam To BCP and the Application Site, as well as to/from the Loading/Unloading space within the site. The results indicating that sufficient spaces can be provided.

2.4.4 Staff 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. The vehicles accessing the site to have priority than the vehicles leaving the site in order to ensure no vehicles queueing for access outside the Application Site.

2.4.5 To ensure pedestrian safety, the deployed staff near the access of the Application Site will direct vehicle entering / exiting the site. “Stop and Give way” and “beware of pedestrians’ signs would be erected to ensure pedestrian safety to/from the Site. In addition, flashing light and alarm systems will be set at the entrance of the Application Site, whenever vehicles are to be accessed to / exit from the Application Site, the flashing light and alarm will work immediately to alarm the pedestrians. Adequate lights would be provided by adding lights for safety concerns.

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. 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)

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 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.

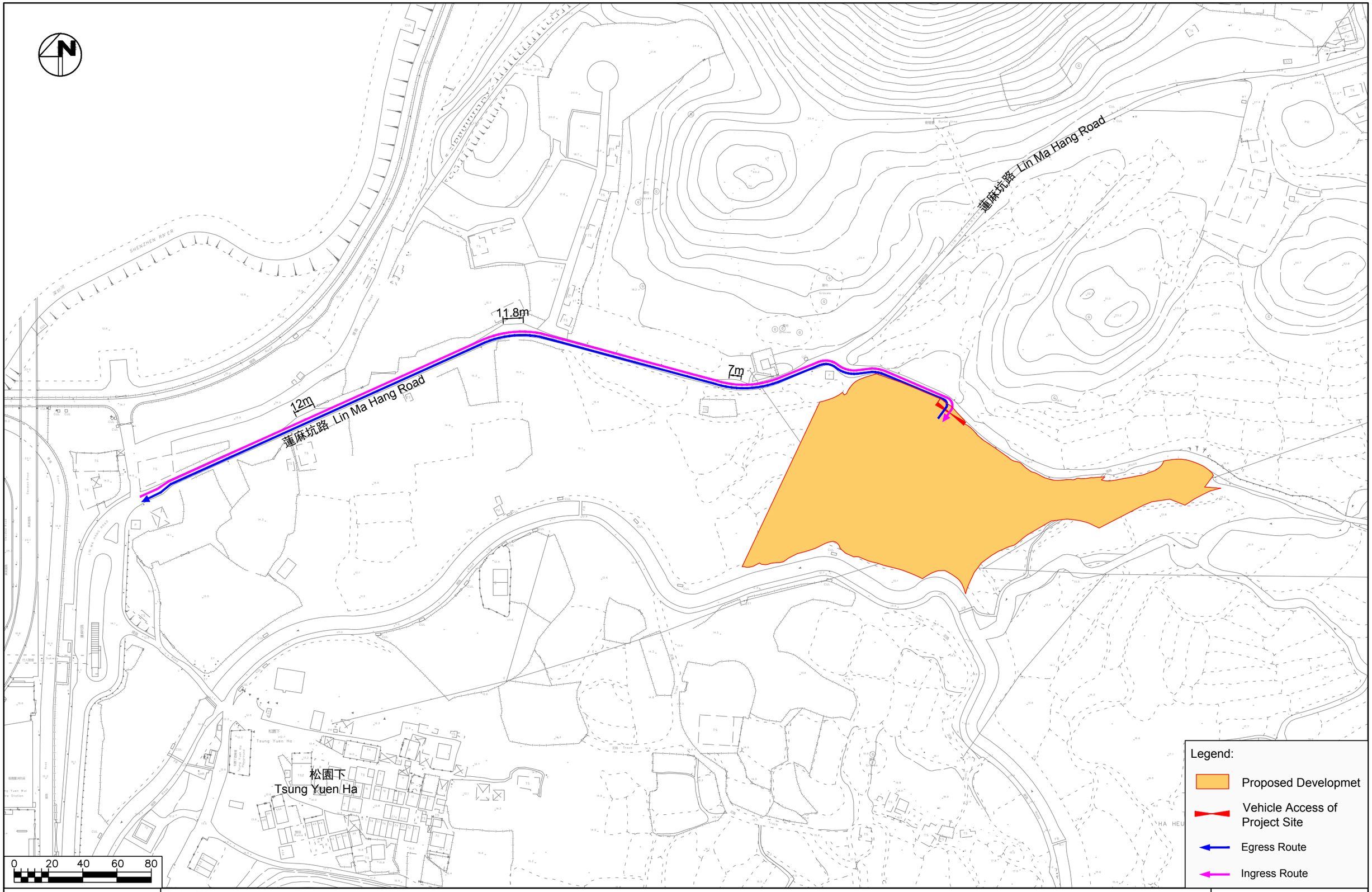
6.1.4 Vehicular count survey was also conducted during midnight (03:00-06:00) on the critical link L4. Survey results indicated that the existing traffic is minimal along the road and adverse traffic impact from the Development is not anticipated.

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.

Figures



Project Title

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

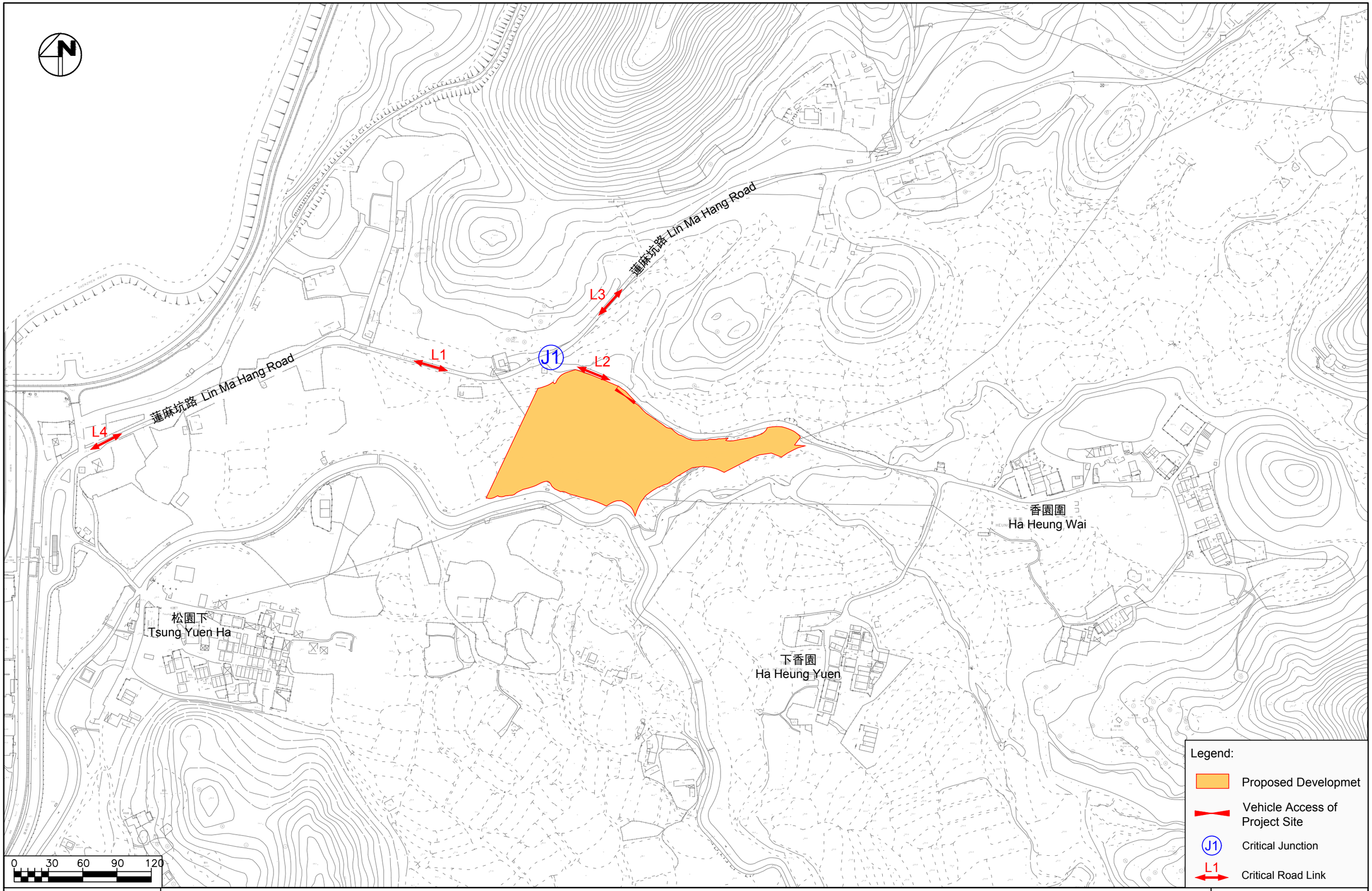
Major Ingress / Egress Route

Date	Scale
27/08/2026	1:2000

OZZO TECHNOLOGY

Project No. 83303	Rev.
Dwg No. Figure 2-1	A

X:\Ozzo\83303_Proposed Temporary Agricultural Produce Distribution Centre with Ancillary Facities 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

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

Critical Junctions and Road Links

Date	Scale
27/08/2026	1:3000

OZZO TECHNOLOGY

Project No. 83303	Rev.
Dwg No. Figure 2-2	A

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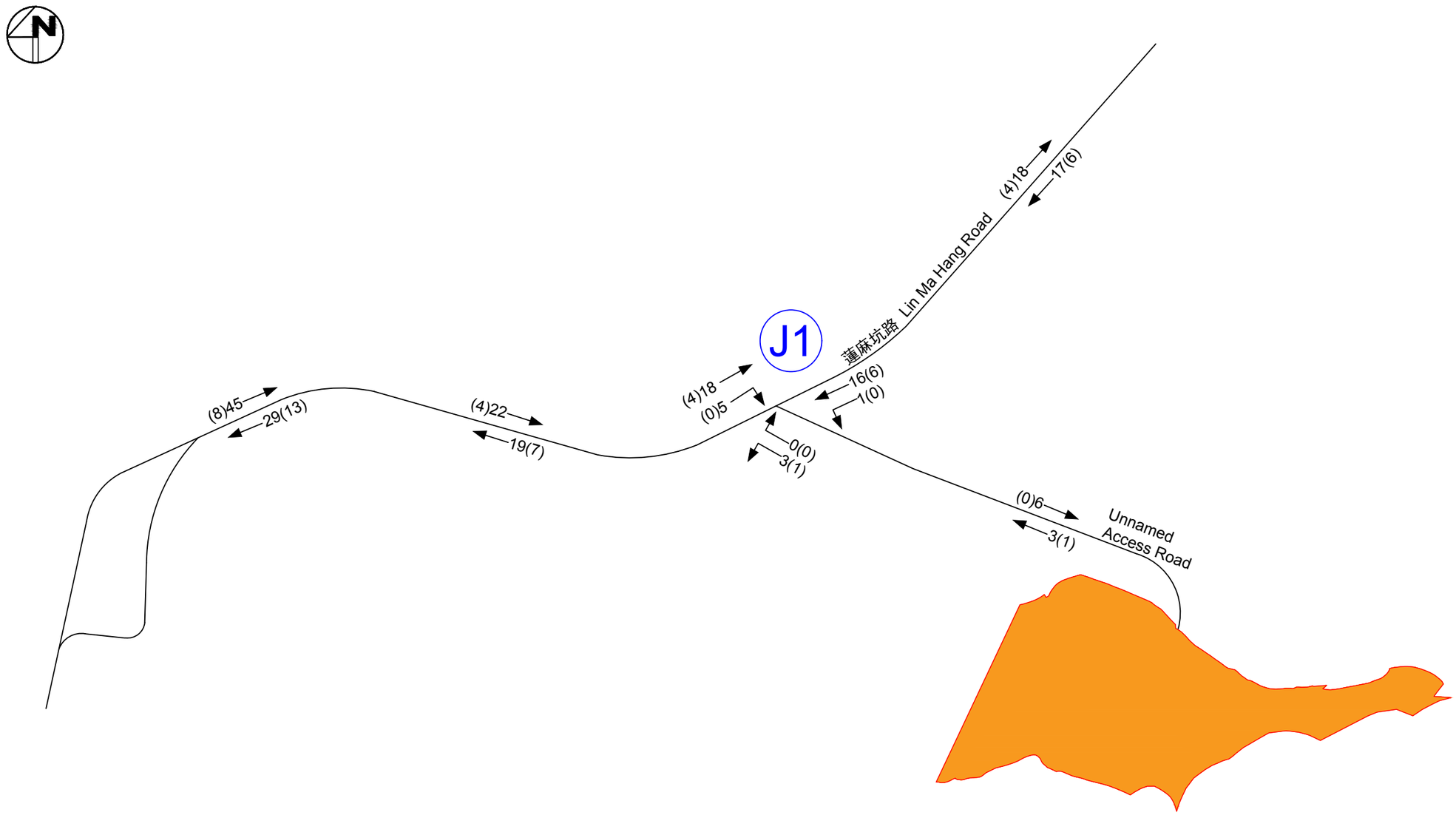

Legend:

Proposed Developmet

J1 Critical Junction

123(123) — AM Traffic Flow / 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

2025 Existing Traffic Flows

Date	Scale
27/08/2026	NTS

OZZO TECHNOLOGY

Project No. 83303	Rev.
Dwg No. Figure 3-1	A

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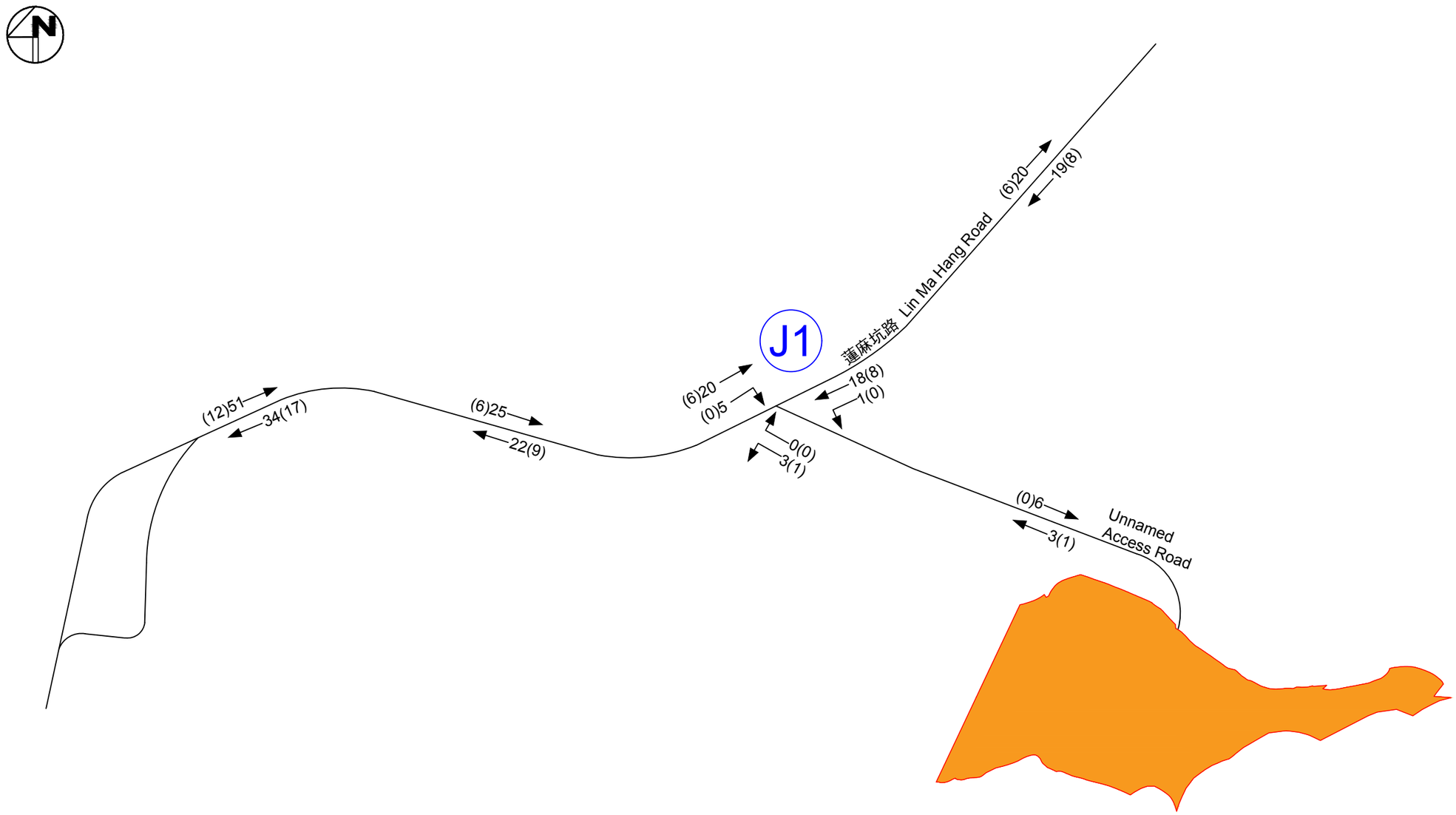

Legend:

Proposed Developmet

J1 Critical Junction

123(123) — AM Traffic Flow / 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

2030 Reference Traffic Flows

Date	Scale
27/08/2026	NTS

OZZO TECHNOLOGY

Project No. 83303	Rev. A
Dwg No. Figure 4-1	

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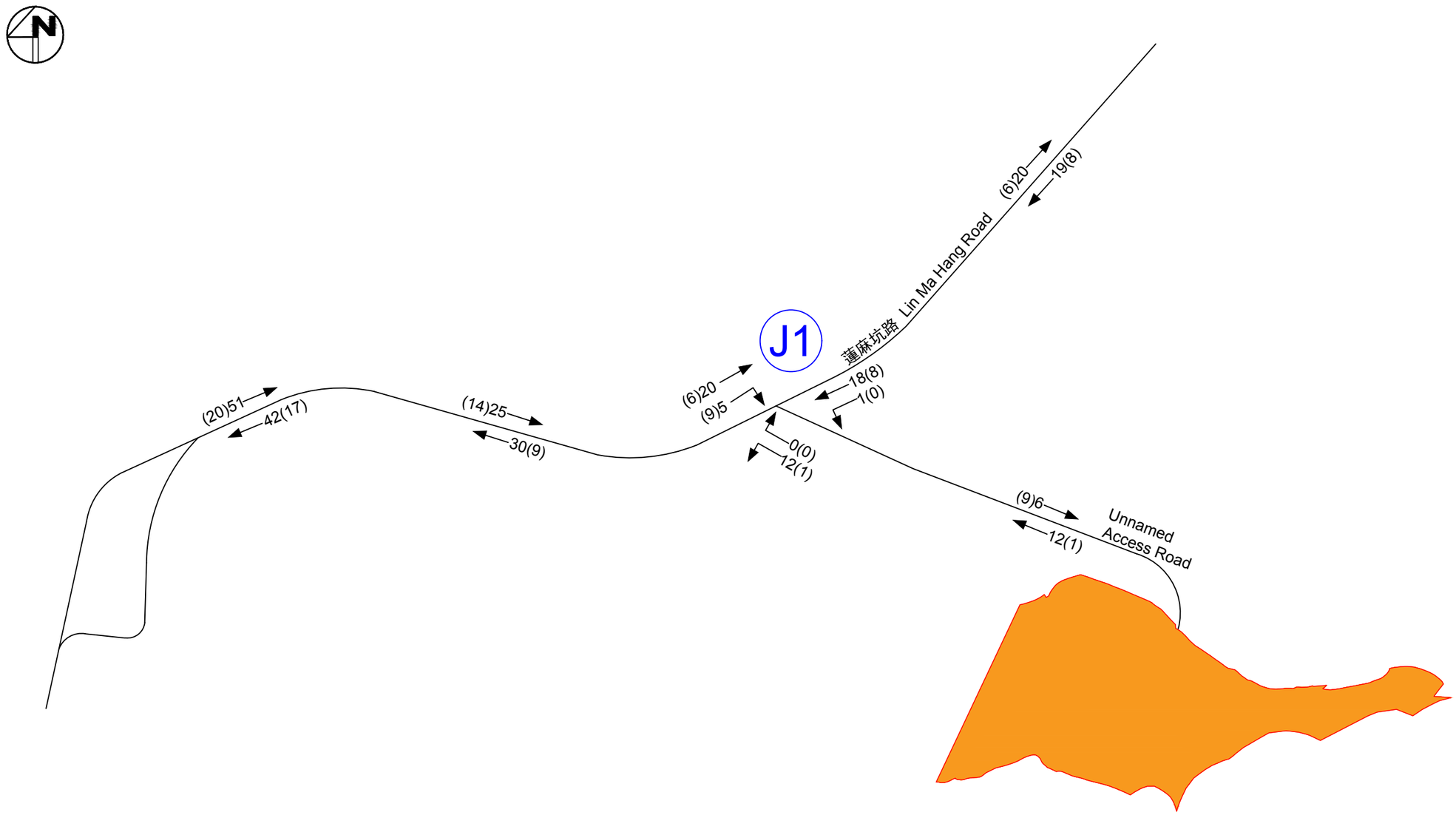

Legend:

Proposed Developmet

J1 Critical Junction

123(123) — AM Traffic Flow / 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

2030 Design Traffic Flows

Date	Scale
27/08/2026	NTS

OZZO TECHNOLOGY

Project No. 83303	Rev. A
Dwg No. Figure 4-2	

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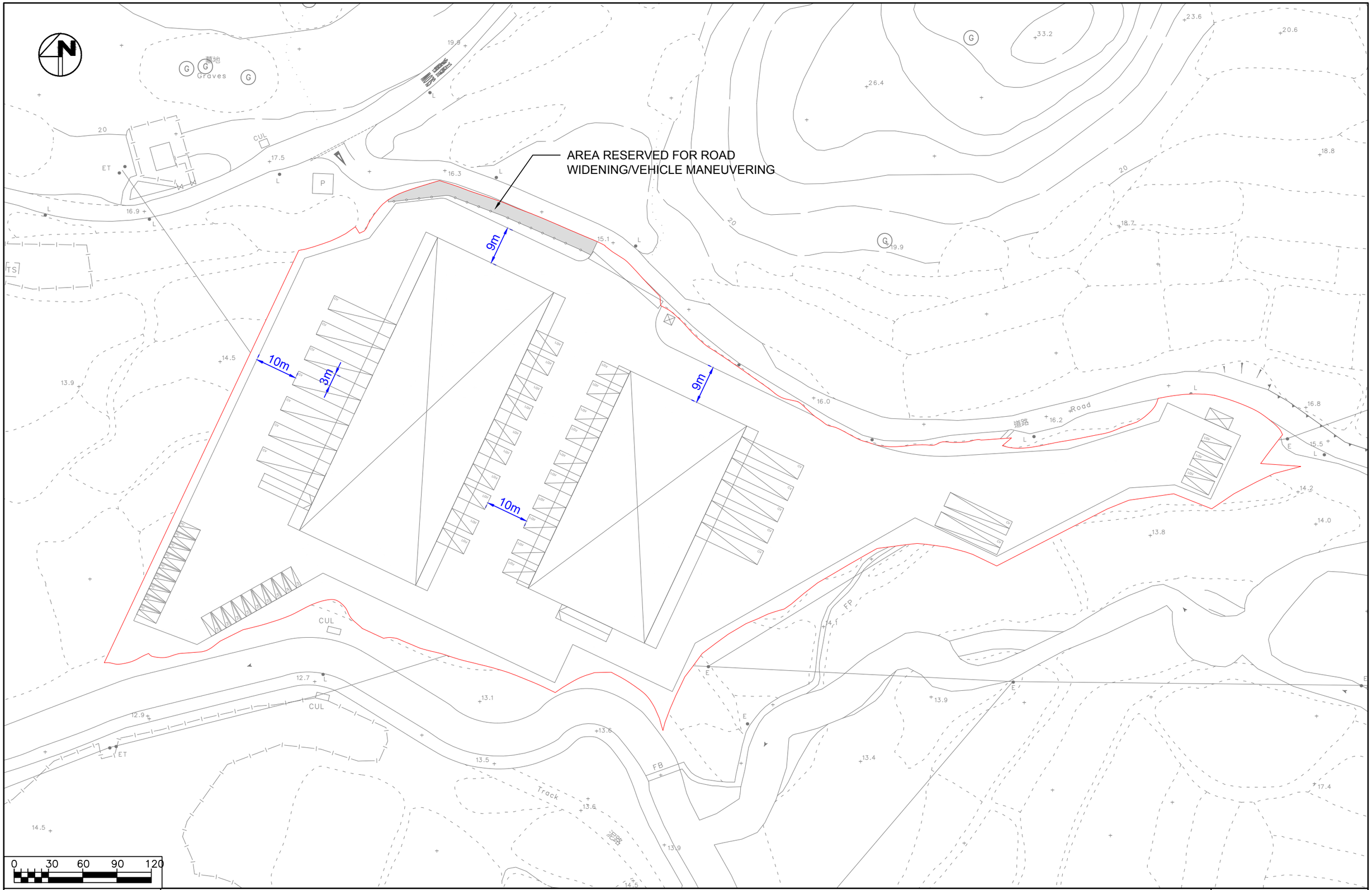
Appendix A

Conceptual Layout Plan and Swept Path Analysis



Project Title

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

Layout Plan

Date	Scale
27/08/2026	1:800

OZZO TECHNOLOGY

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

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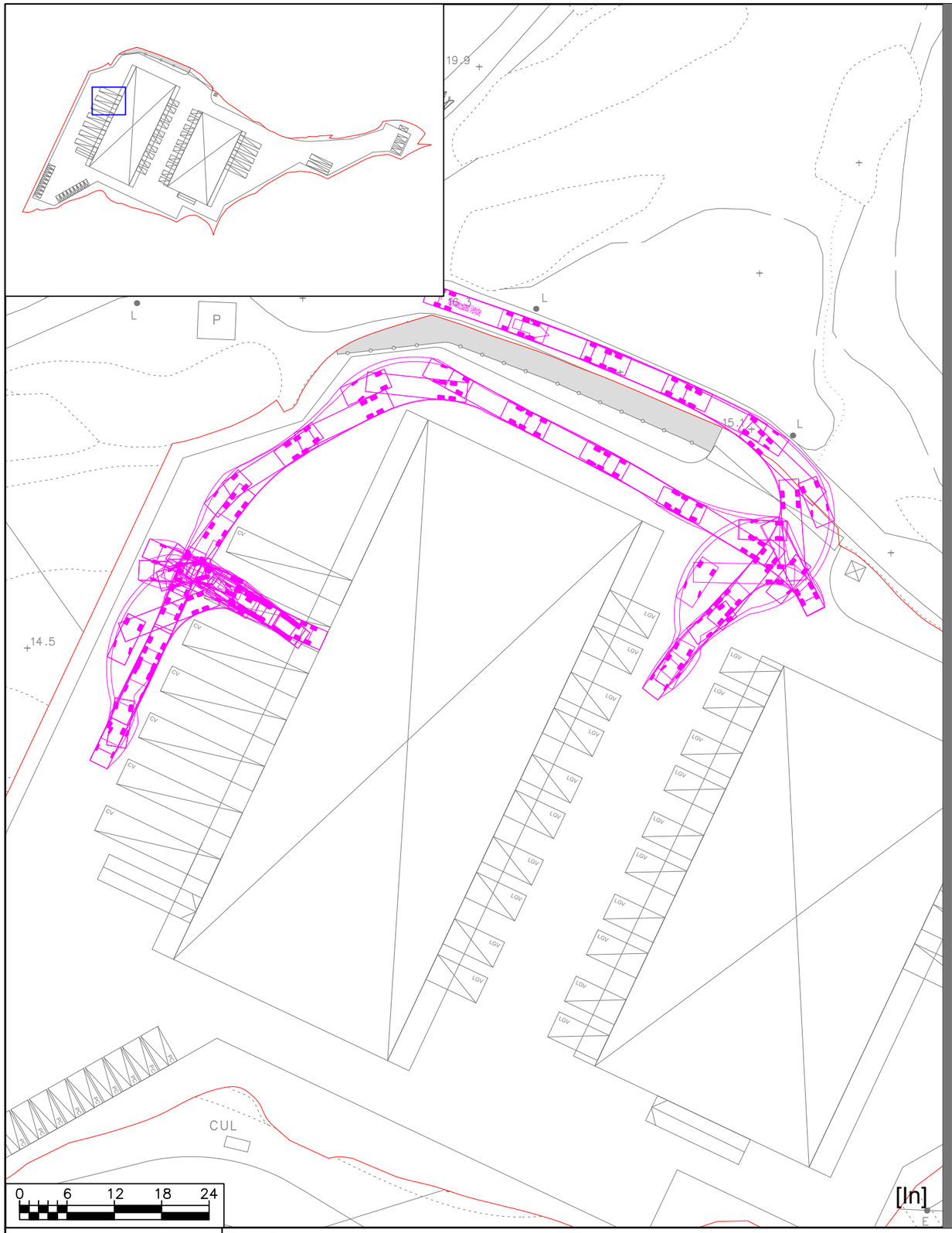
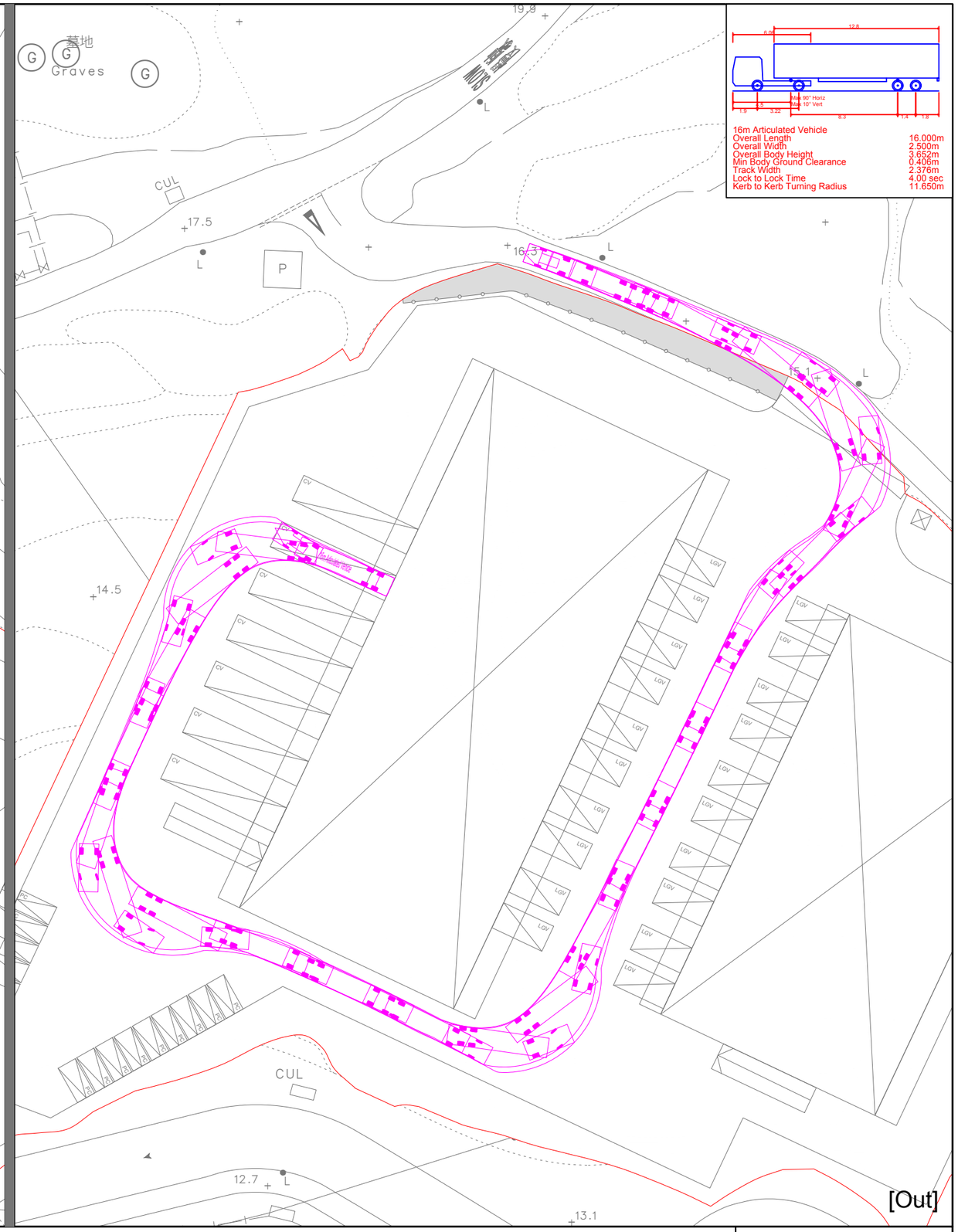




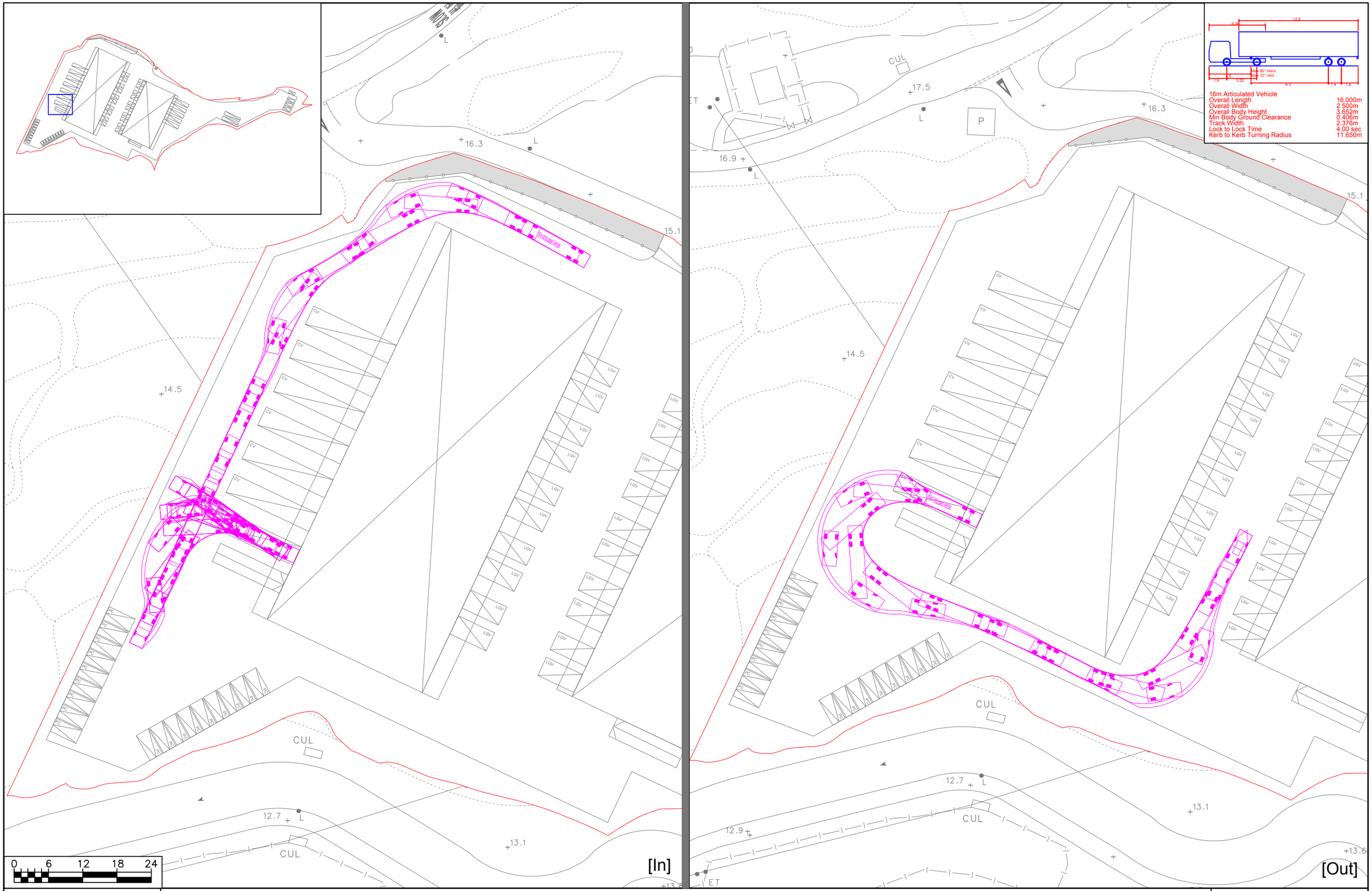
Project Title

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

16m Articulated Vehicle Swept Path Assessment

Date 27/08/2026	Scale 1:600
Project No. 83303	Rev. -
Dwg No. SP-1	

OZZO TECHNOLOGY



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

Date 27/08/2026	Scale 1:600
Project No. 83303	Rev. -
Dwg No. SP-2	

OZZO TECHNOLOGY

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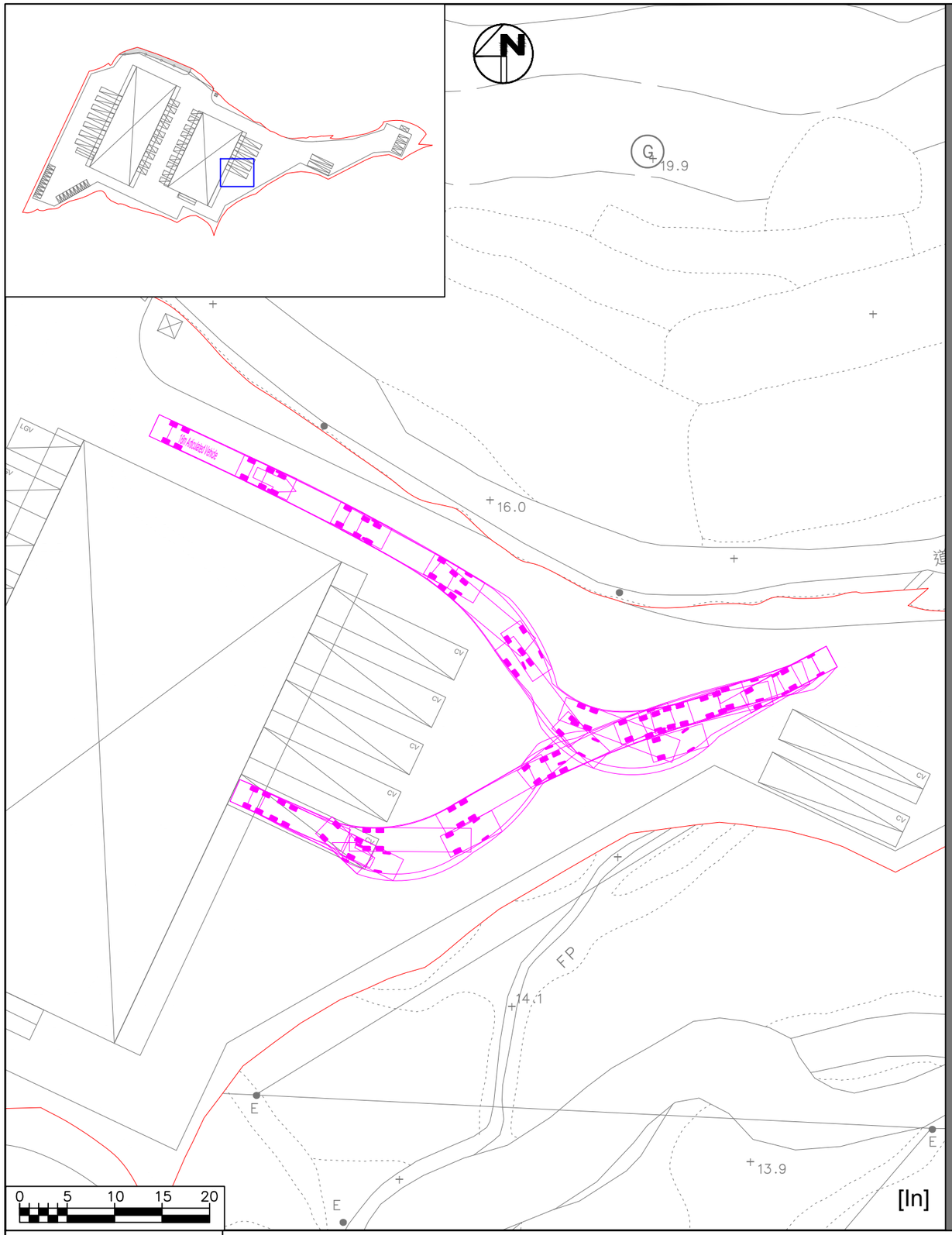

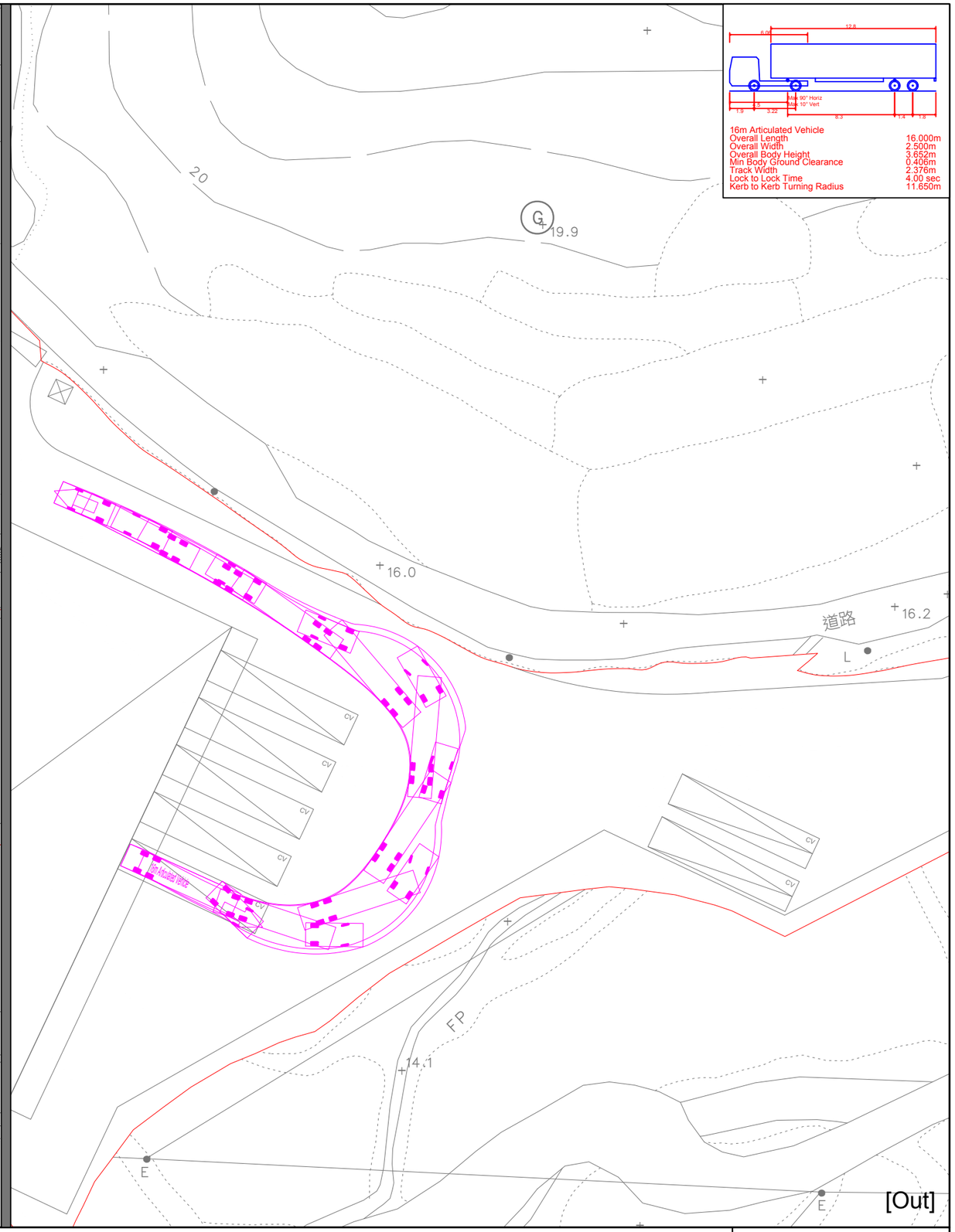

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Date	27/08/2026
Scale	1:500

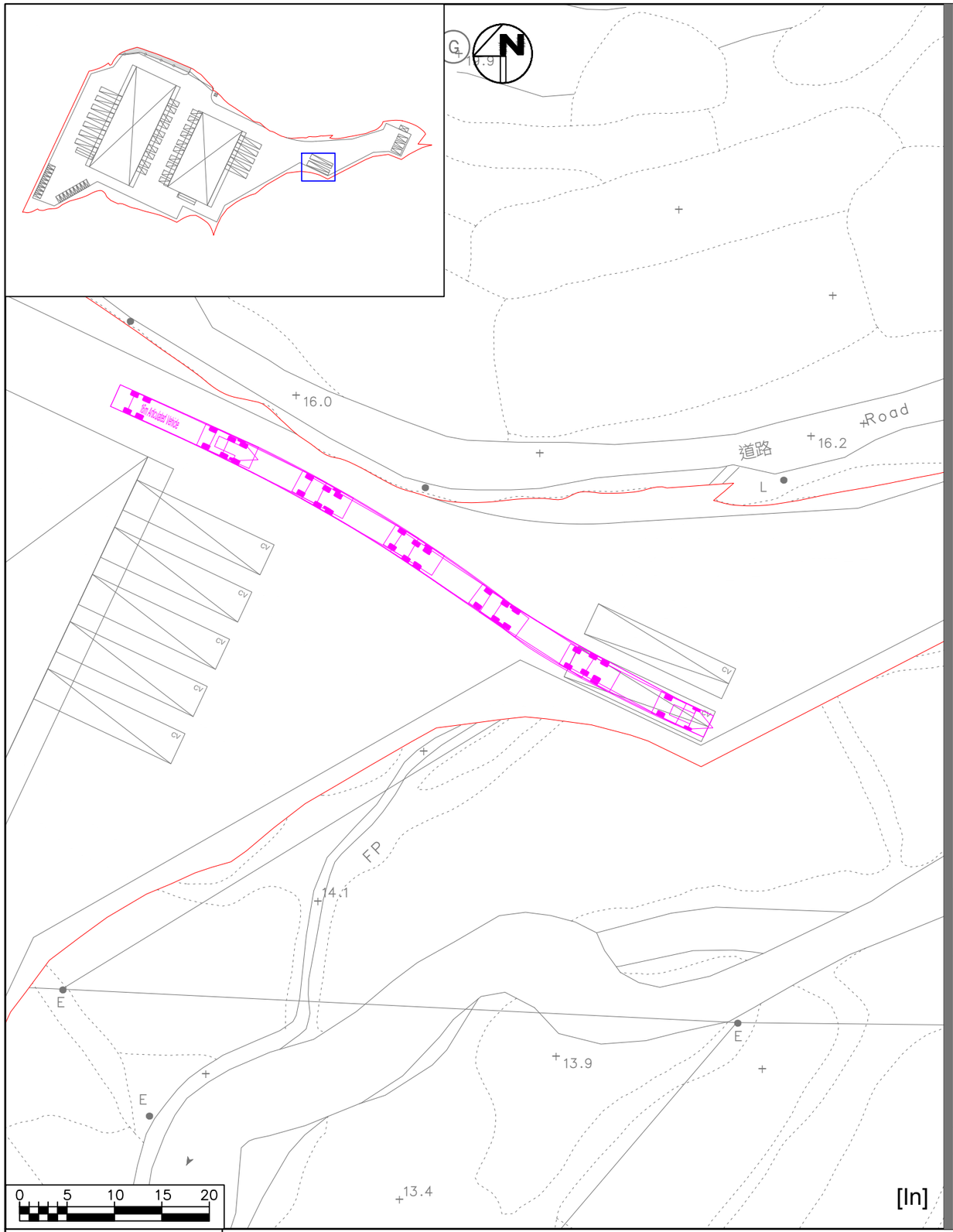
Project Title

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

OZZO TECHNOLOGY

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



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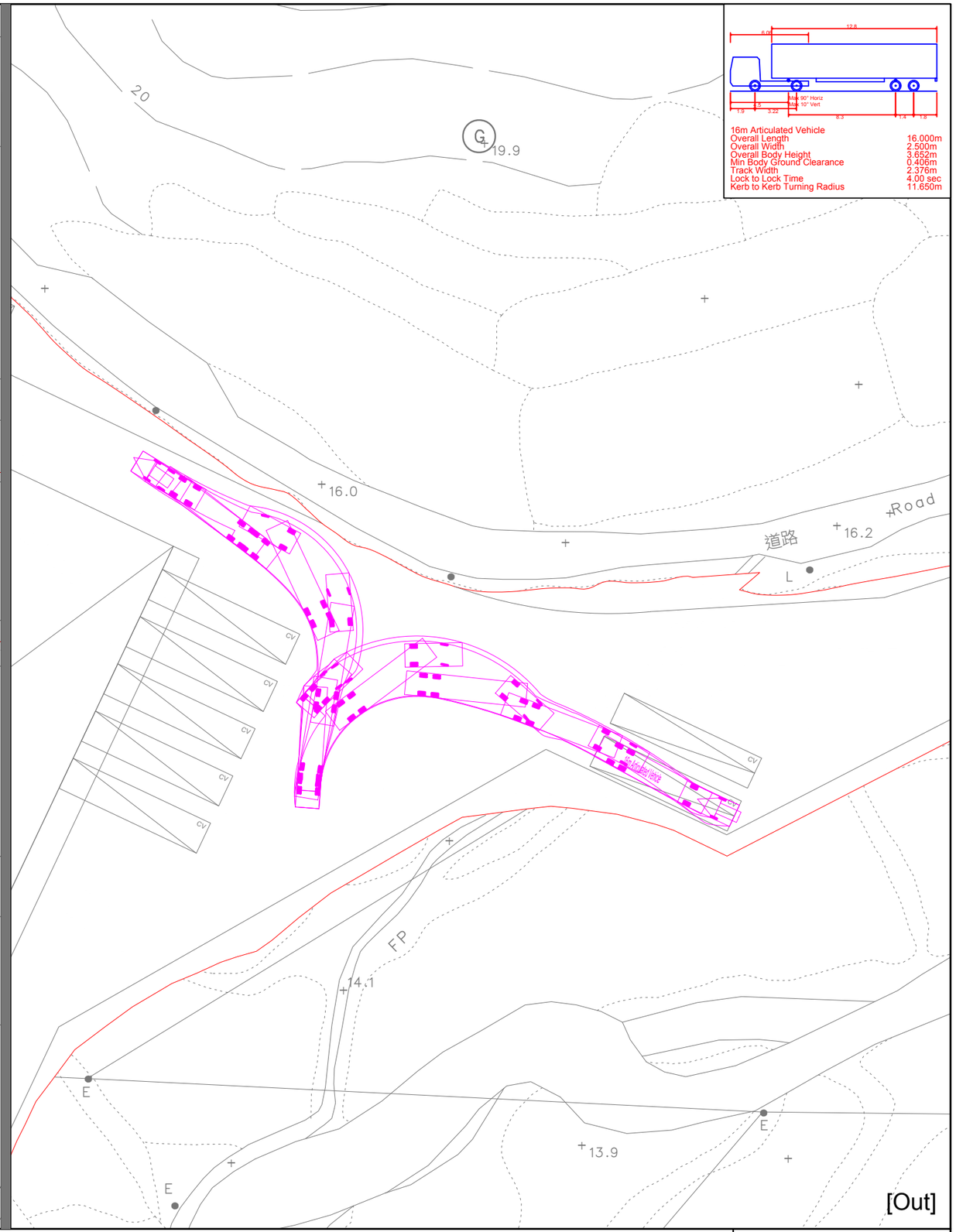

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Project Title

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

16m Articulated Vehicle Swept Path Assessment

Date	Scale
27/08/2026	1:500

OZZO TECHNOLOGY

Project No. 83303	Rev.
Dwg No. SP-4	-

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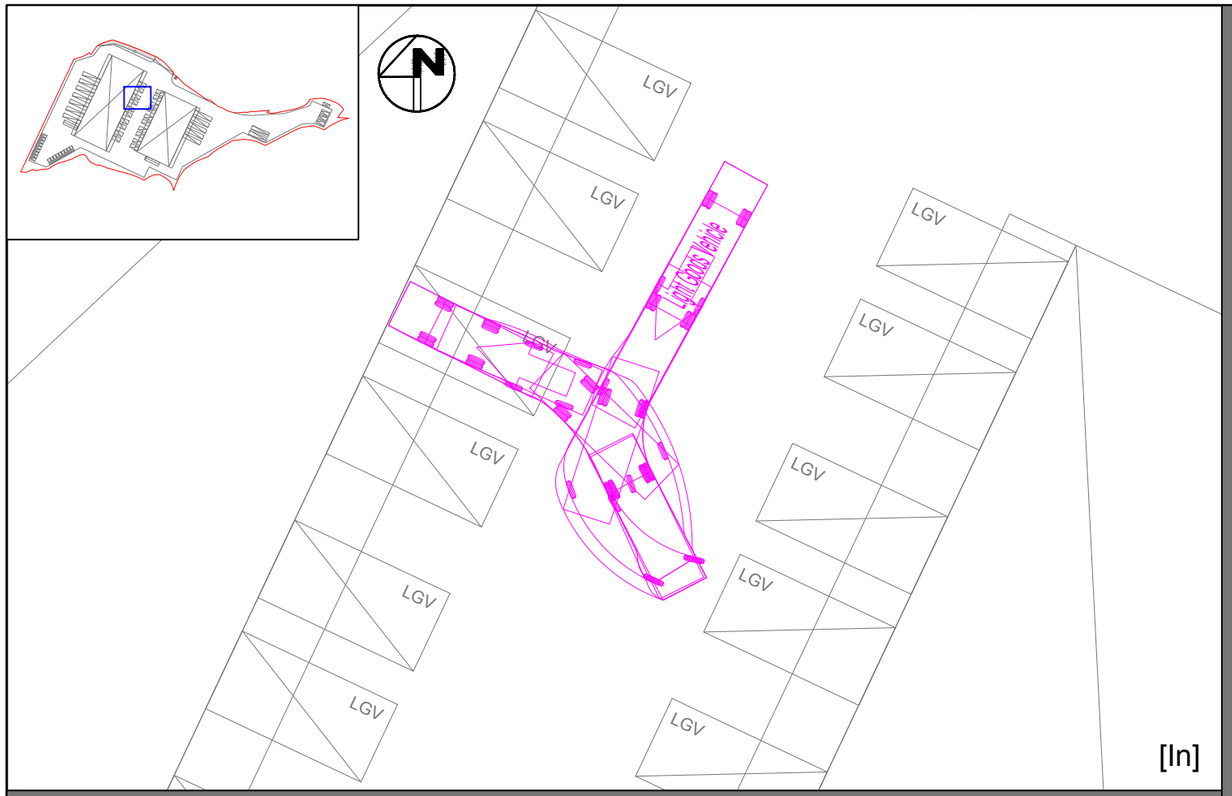

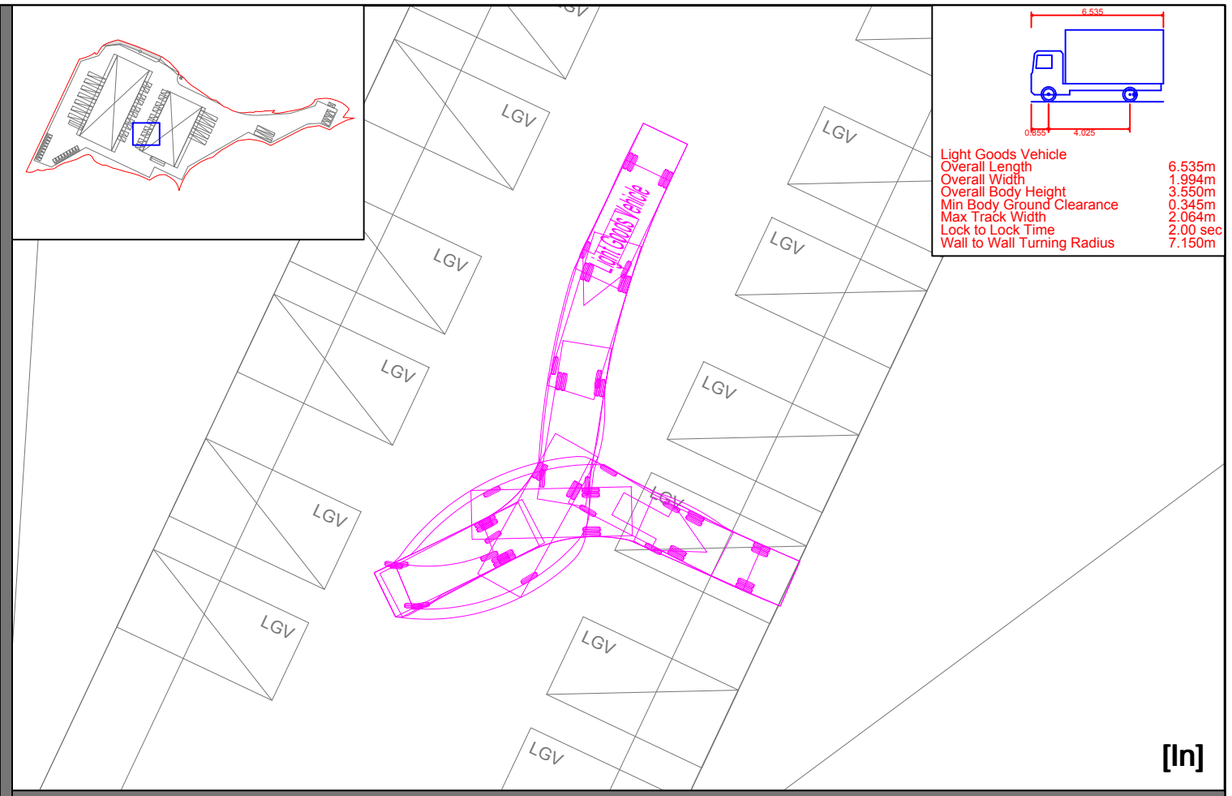

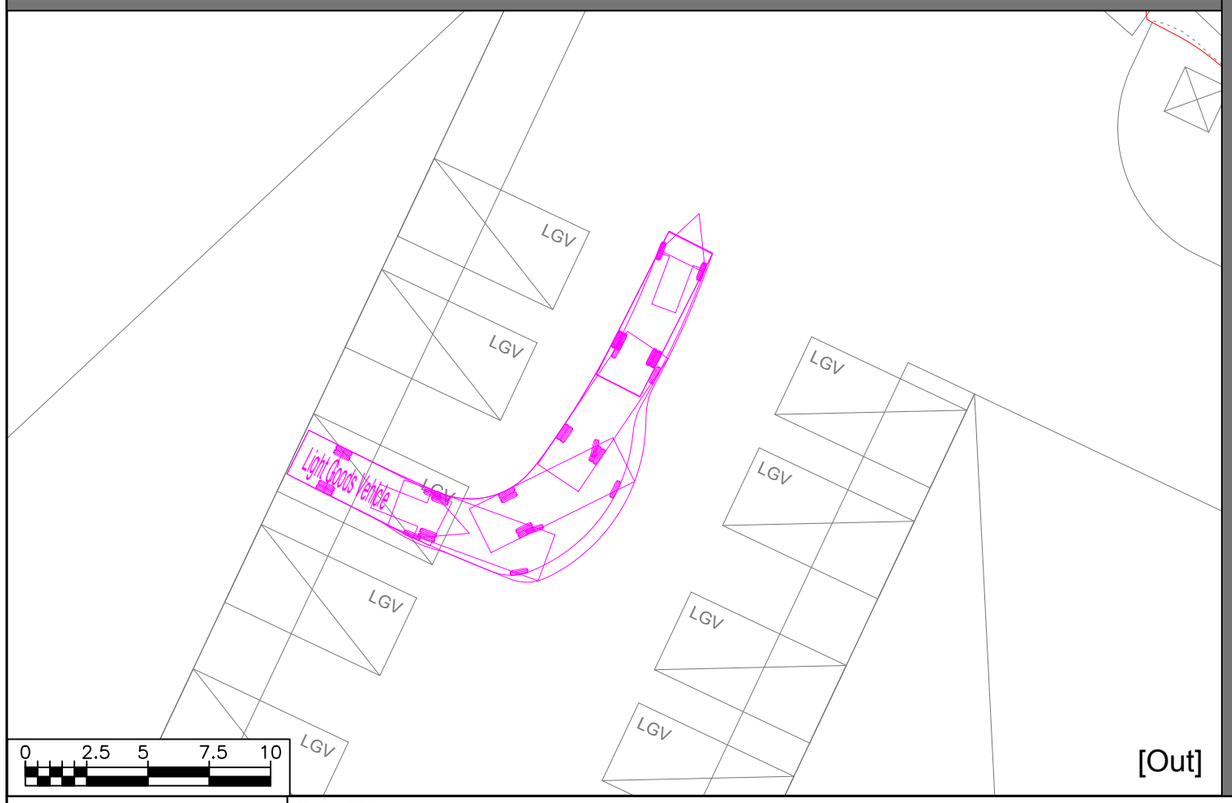

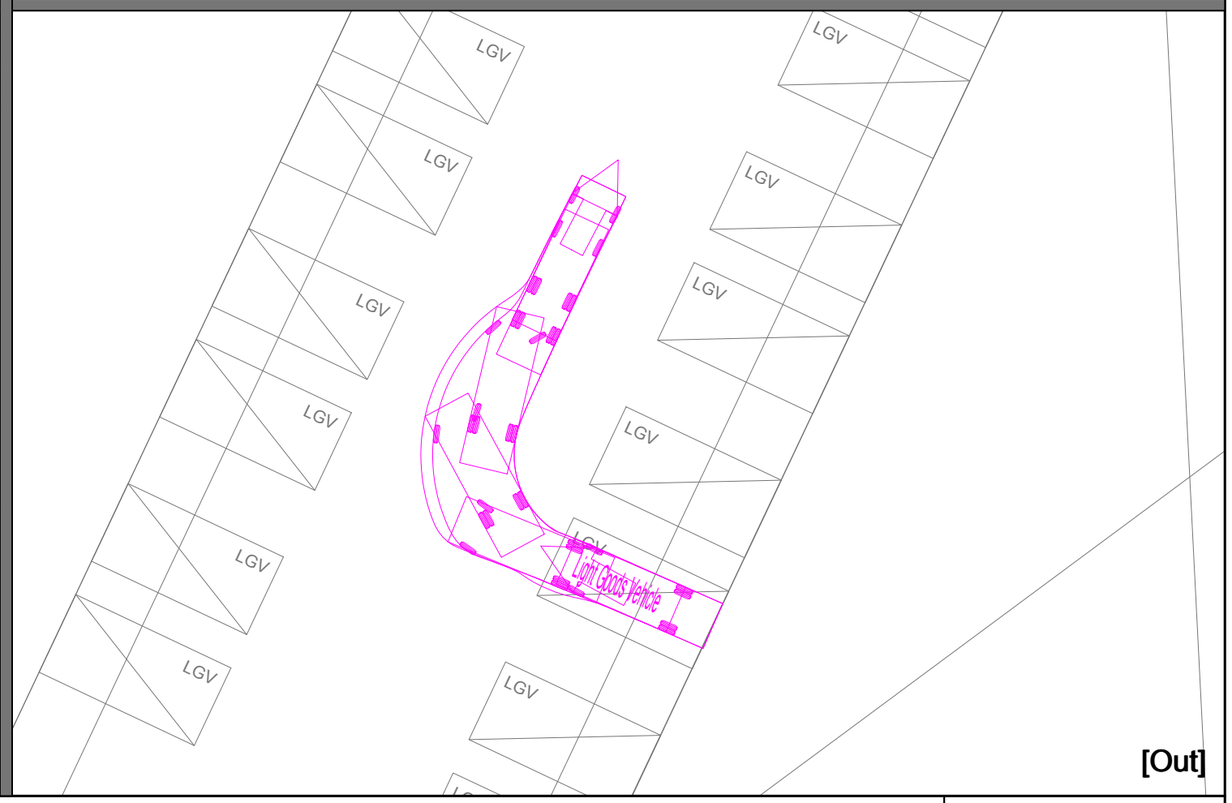

Project Title

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

Light Goods Vehicle Swept Path Assessment

Date 27/08/2026	Scale 1:250
Project No. 83303	Rev. -
Dwg No. SP-5	

OZZO TECHNOLOGY

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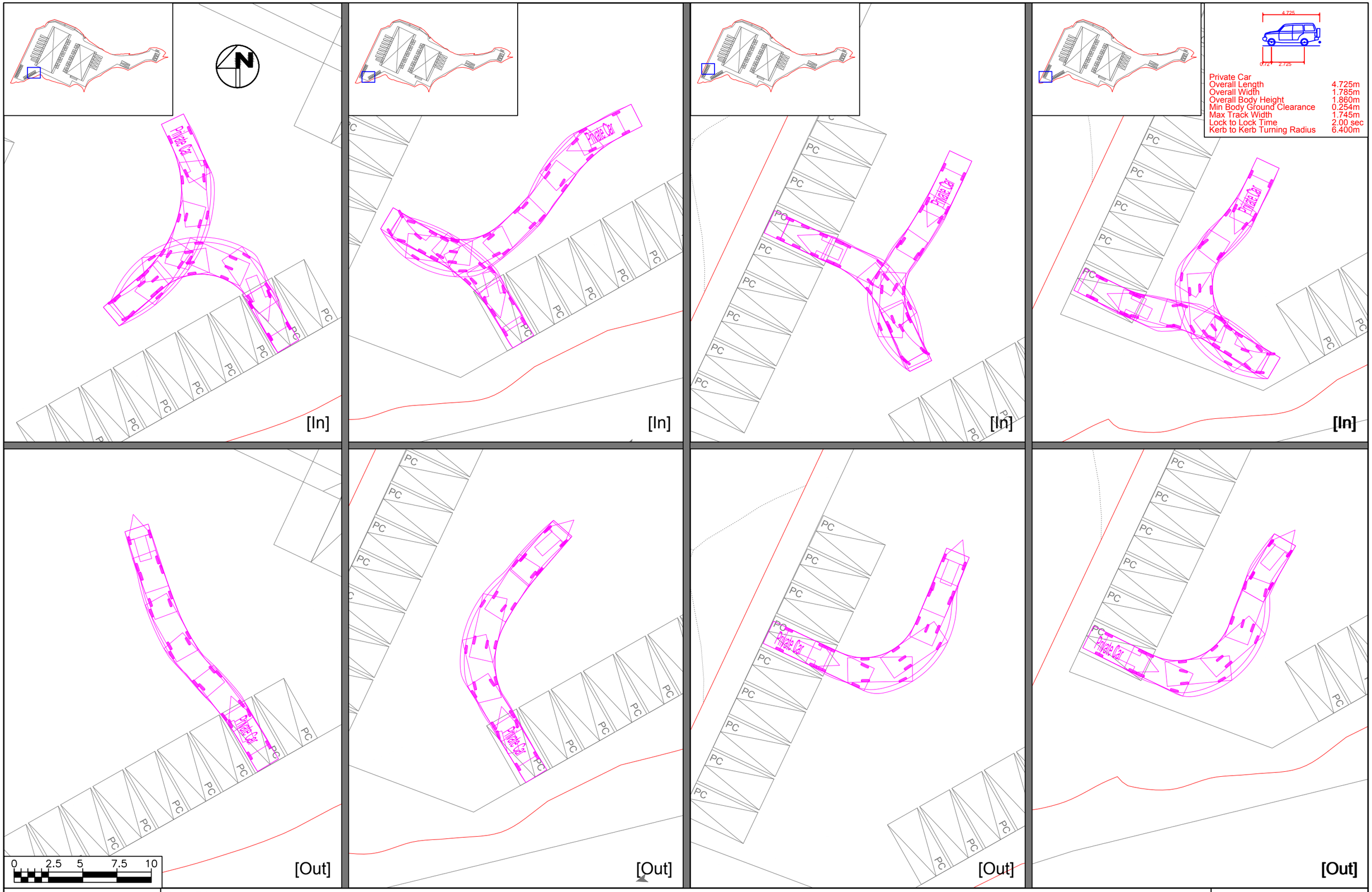


Project Title

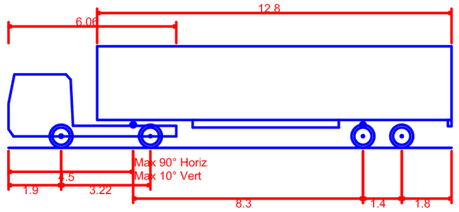
Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years

Private Car Swept Path Assessment

Date 27/08/2026	Scale 1:250
Project No. 83303	Rev. -
Dwg No. SP-6	

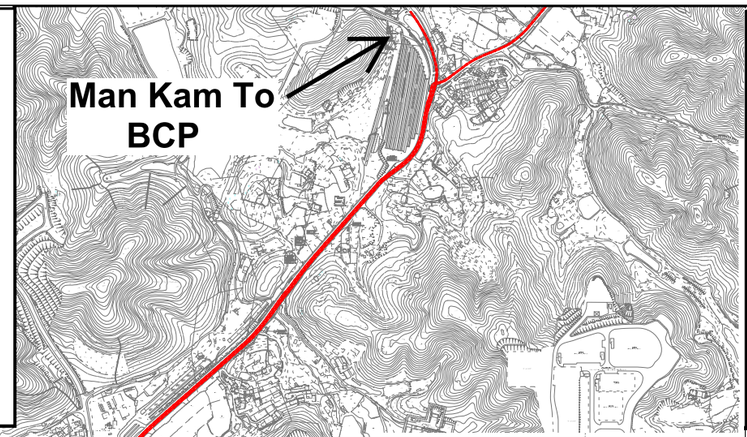
OZZO TECHNOLOGY

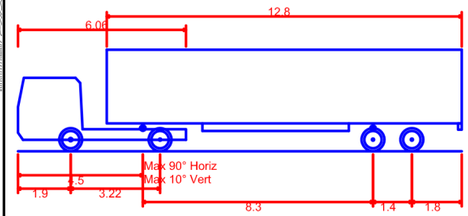
X:\Ozzo\83303_Proposed Temporary Agricultural Produce Distribution Centre with Ancillary Facilties and Associated Filling of Land for a Period of 3 Years\Data\Dwg\83303_0817-SP.dwg 2026/08/27 13:56:49



16m Articulated Vehicle

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





16m Articulated Vehicle

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

Ingress Routing:

From Man Kam To BCP, to

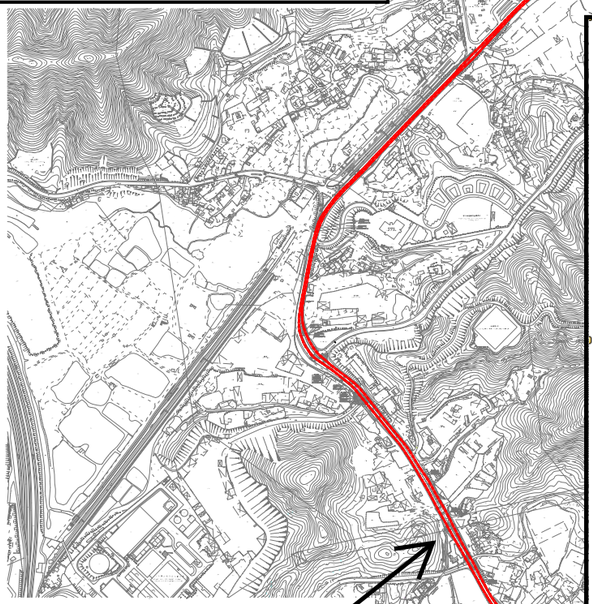
Man Kam To Road SB, to

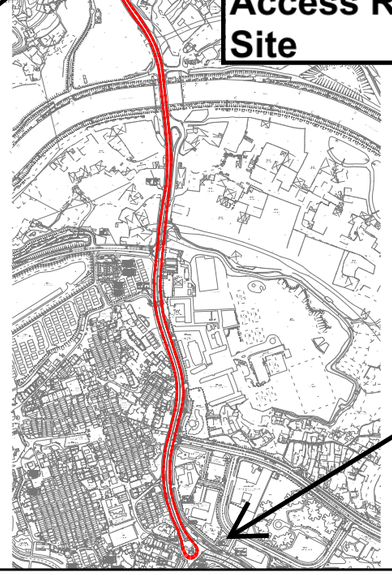
Roundabout at Jockey Club Road/Po Shek Wu Road, to

Man Kam To Road NB, to

Lin Ma Hang Road NB, to

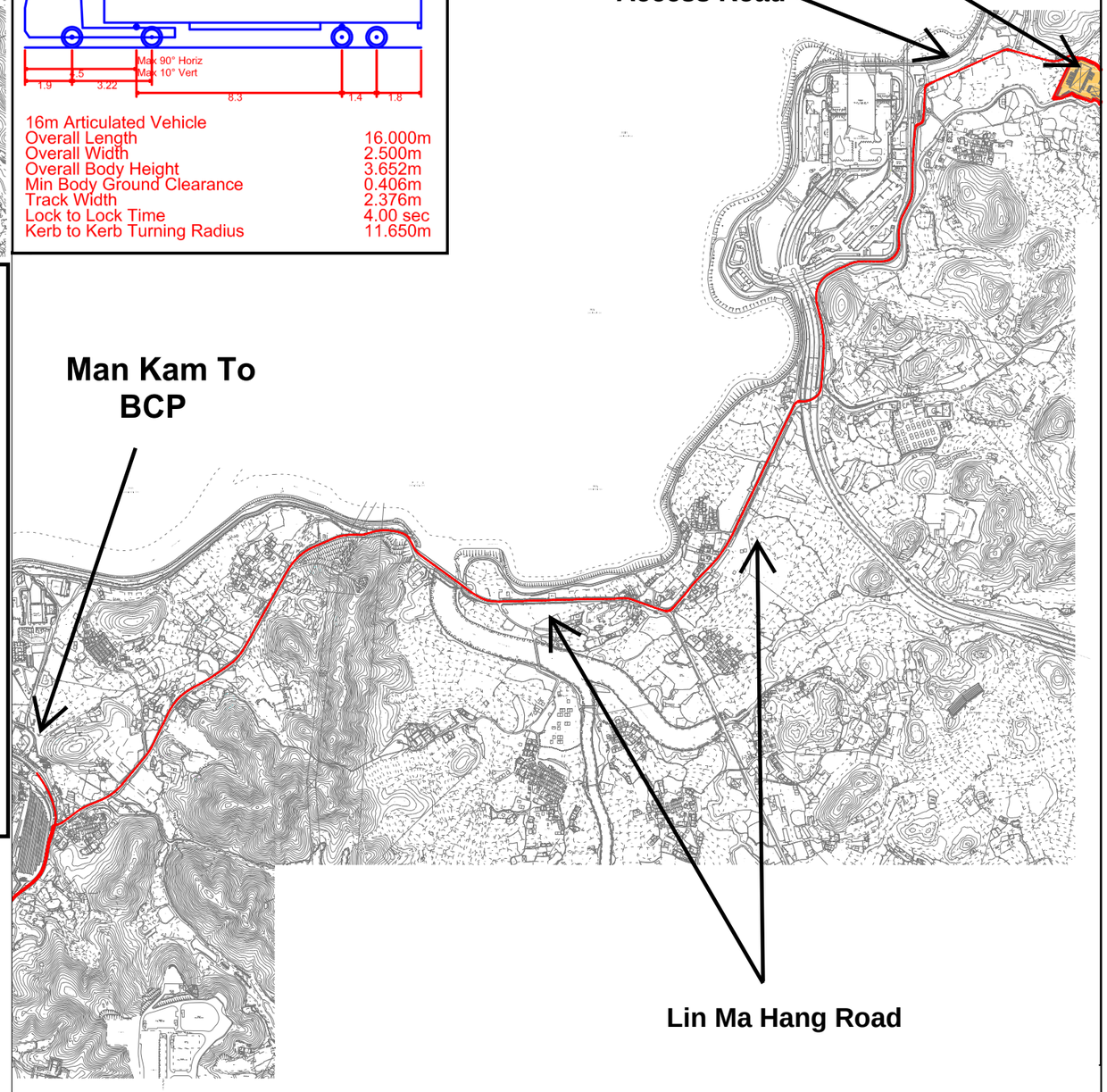
Access Road leading to the Site





Man Kam To Road

Roundabout Jockey Club Road/ Po Shek Wu Road



0 150 300 450 600

Project Title

Proposed Temporary Warehouse for Agricultural Produce with Ancillary Distribution Centre and Facilities for a Period of 3 Years

16m Articulated Vehicle Swept Path Assessment (Ingress)

Date	Scale
30/09/2026	1:15000

OZZO TECHNOLOGY

Project No. 83303	Rev. -
Dwg No. SP-7	

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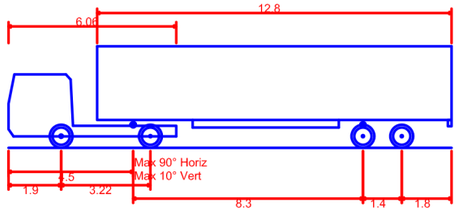
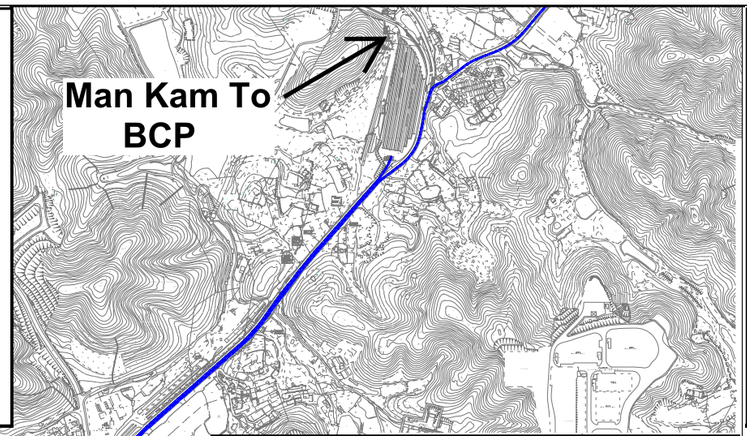
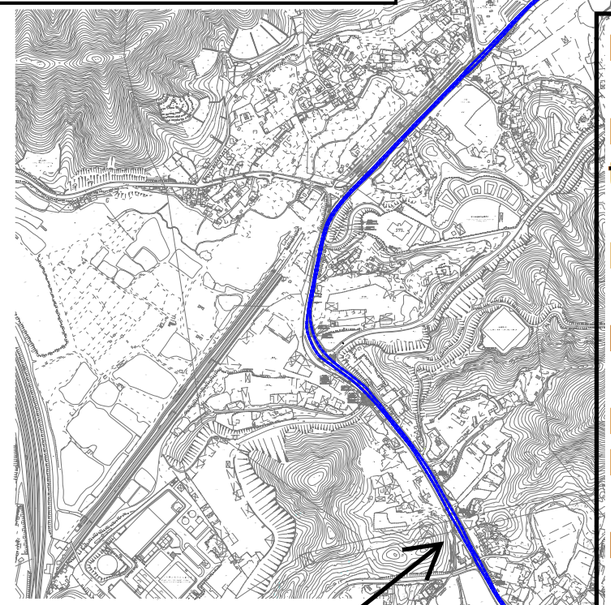
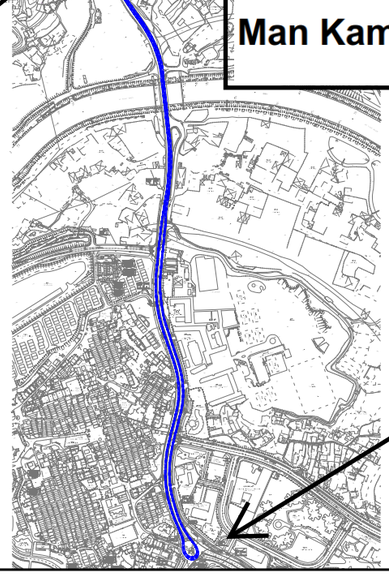


16m Articulated Vehicle

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







Egress Routing:

From Access Road leading to the Site, to

Lin Ma Hang Road SB, to

Man Kam To Road SB, to

Roundabout at Jockey Club Road/Po Shek Wu Road, to

Man Kam To Road NB, to

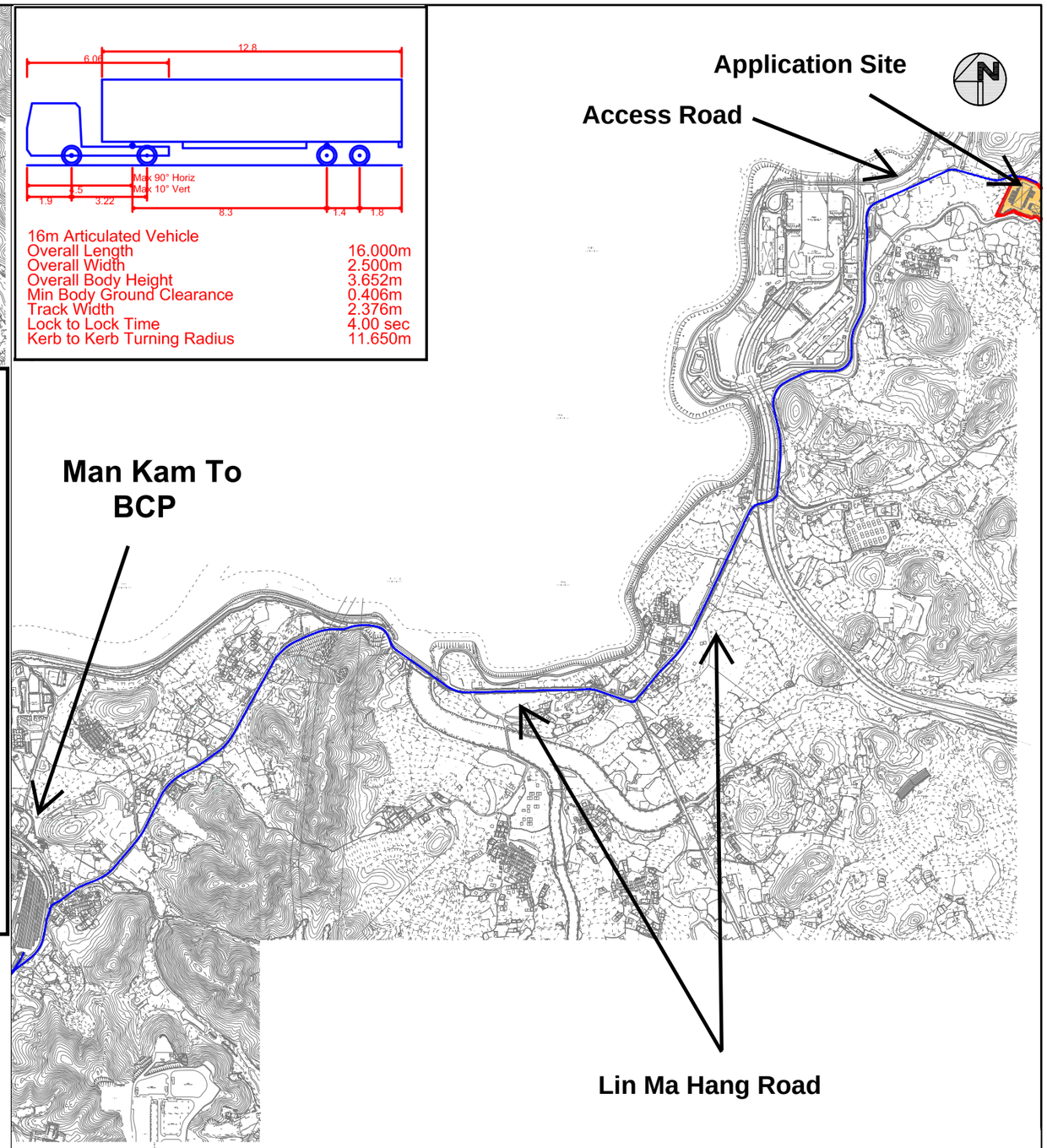
Man Kam To BCP

Man Kam To Road

Roundabout Jockey Club Road/ Po Shek Wu Road

16m Articulated Vehicle

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



0 150 300 450 600

Project Title

Proposed Temporary Warehouse for Agricultural Produce with Ancillary Distribution Centre and Facilities for a Period of 3 Years

16m Articulated Vehicle Swept Path Assessment (Egress)

Date	Scale
30/09/2026	1:15000

OZZO TECHNOLOGY

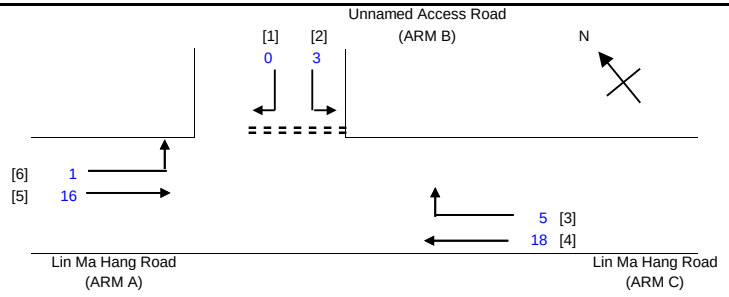
Project No. 83303	Rev. -
Dwg No. SP-8	

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-SPA.dwg 2026/09/30 18:34:17

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



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
Vl 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	=	16	(pcu/hr)

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)

MINOR ROAD (ARM B)

W b-a	=	6.1	(metres)
W b-c	=	6.1	(metres)
Vl 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)

GEOMETRIC FACTORS :

D	=	1.0576028
E	=	1.1251094
F	=	1.0118663
Y	=	0.84475
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

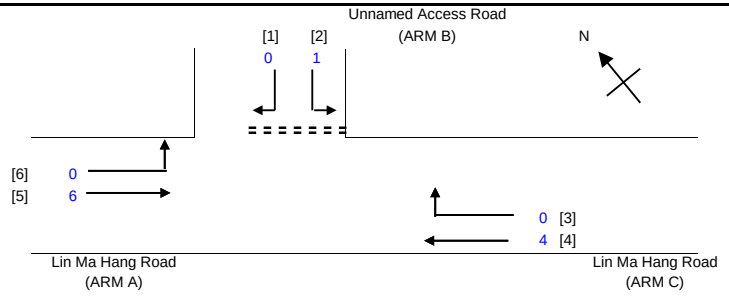
Q b-a	=	652		
Q b-c	=	833	Q b-c (O) =	833
Q c-b	=	749		
Q b-ac	=	833		
TOTAL FLOW	=	43	(PCU/HR)	

COMPARISION 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

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 :	CHECKED BY: TC	Jan-26
2025 Observed 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
Vl 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	=	6	(pcu/hr)

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)

MINOR ROAD (ARM B)

W b-a	=	6.1	(metres)
W b-c	=	6.1	(metres)
Vl 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	=	660		
Q b-c	=	836	Q b-c (O) =	836
Q c-b	=	752		
Q b-ac	=	836		
TOTAL FLOW	=	11	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

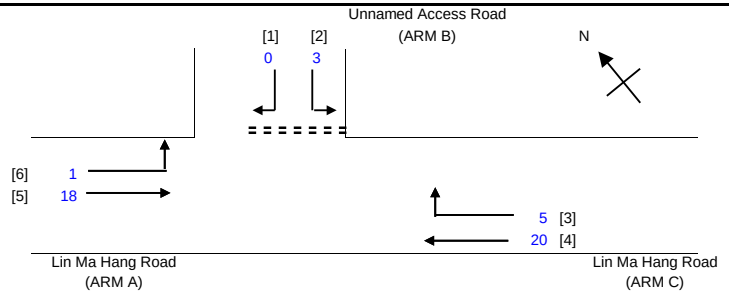
DFC b-a	=	0.0000
DFC b-c	=	0.0012
DFC c-b	=	0.0000
DFC b-ac	=	0.0012

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



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
Vl 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)

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)
Vl 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)

GEOMETRIC FACTORS :

D	=	1.0576028
E	=	1.1251094
F	=	1.0118663
Y	=	0.84475
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

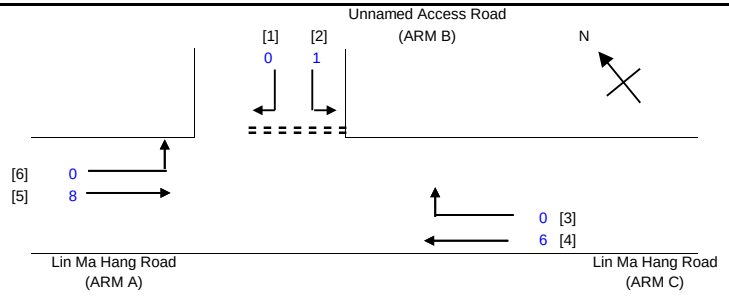
Q b-a	=	651		
Q b-c	=	832	Q b-c (O) =	832
Q c-b	=	748		
Q b-ac	=	832		
TOTAL FLOW	=	47	(PCU/HR)	

COMPARISION 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

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**	FILENAME :	CHECKED BY: TC	Jan-26
2030 Reference 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
Vl 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	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	6.1	(metres)
W b-c	=	6.1	(metres)
Vl 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 :

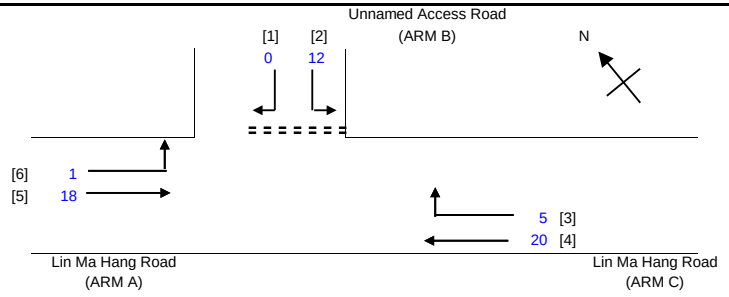
Q b-a	=	659		
Q b-c	=	835	Q b-c (O) =	835
Q c-b	=	751		
Q b-ac	=	835		
TOTAL FLOW	=	15	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

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	Jan-26
J1: Lin Ma Hang Road/ Unnamed Access Road	**2030 Des_AM**	FILENAME :	CHECKED BY: TC	Jan-26
2030 Design AM 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
Vl 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)

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)
Vl 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)

GEOMETRIC FACTORS :

D	=	1.0576028
E	=	1.1251094
F	=	1.0118663
Y	=	0.84475
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

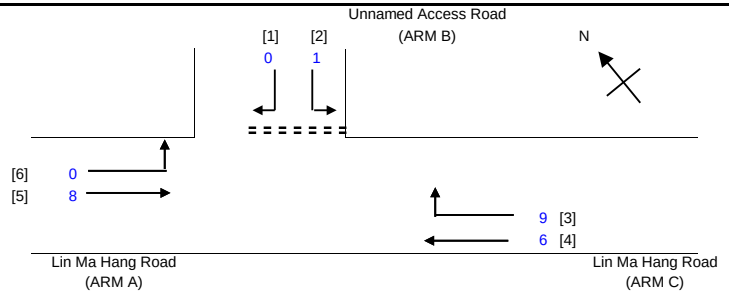
Q b-a	=	651		
Q b-c	=	832	Q b-c (O) =	832
Q c-b	=	748		
Q b-ac	=	832		
TOTAL FLOW	=	56	(PCU/HR)	

COMPARISION 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

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
Vl 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)
Vl 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 b-c (O) =	835
Q c-b	=	751		
Q b-ac	=	835		

TOTAL FLOW = 24 (PCU/HR)

COMPARISION 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

Comments/ Suggestions		Applicant's Responses
A.	**Comments from Transport Department received on 18 September 2026:**	
i.	Table 2-1: It is noted the operation hours of the proposed development is different from normal development. The applicant should provide details regarding the time period in specific for trip generation and attraction;	The agricultural produce will be transported by CV from mainland China via Man Kam To BCP during the period of 20:00 – 22:00. Some of the produces will be bulk-broke immediately and distribute to markets at 03:00 – 06:00, while some of the produces such as egg and meats will be stored and processed in the facilities to meet future demand. During the distribution period at 03:00 – 06:00, LGV will be picking up the produce and distribute to the markets. Private cars are expected to be generated/attracted during the period of 22:30 – 23:30 and 07:30 – 08:30 for staffs to work/off work and 1 LGV generation/ attraction are adopted during the period for conservative assessment. Table below presents the details trip generation/ attraction (vehicle/hour) in different time periods throughout the day. Section 2.4.1 has also been revised accordingly

Time Period	Trip Generation and Attraction (veh/hr)					
	PC		LGV		CV	
	In	Out	In	Out	In	Out
20:00 - 22:00	0	0	0	0	2	0
22:00 – 23:00	7	0	1	0	0	0
23:00 – 03:00	0	0	0	0	0	0
03:00 – 06:00	0	0	12	12	0	1 - 2
06:00 – 08:00	0	0	0	0	0	0
08:00 – 09:00	0	7	0	1	0	0
09:00 – 20:00	0	0	0	0	0	0

Comments/ Suggestions		Applicant's Responses
ii.	It is noted the proposed development will operate 24 hours daily. The applicant should assess the traffic impact of conducting distribution operation hours outside 23:00 and 08:00 and provide the contingency plan (if any necessary);	Although the proposed development will operate 24 hours daily, the operation will mainly take place during the period of 23:00 – 08:00. The distribution of cross-boundary agricultural produce will mainly be conducted between 03:00 and 06:00, the traffic induced by the development mainly take place during this period. During the period outside 23:00 – 08:00, the operation of the proposed development would mainly be storage and processing of foods to meet future market demands and thus traffic induced by the proposed development during the period is expected to be minimal, as presented in trip generation/ attraction table above (RtoC item i). The traffic impact arising from the proposed development during the period outside 23:00 – 08:00 is expected to be minimal. The major traffic induced by the proposed development in the period outside 23:00 and 08:00 (08:00-23:00) are the PV/LGV induced by the staffs commuting to work/off work during the period of 07:30-08:30 and 22:30-23:30, assessments have been conducted to assess the traffic impact, as presented in Section 3.3, Section 4.4 and Section 4.5.
iii.	Table 4-2: The applicant should further elaborate the rationale that the population and employments data of KTN NDA are excluded in Y2031 but included in Y2021 & Y2026;	According to 2021-based TPEDM published by Planning Department, the population and employment growth between 2021 to 2026, and 2026 to 2031 in the north district are about 16% and 27% respectively. As the growth of 2026 to 2031 is much higher than 2021 to 2026, it is estimated that the majority of the KTN NDA development will take place in 2026 to 2031. The growth rate of 0.41% estimated in Table 4-2 is based on the figures of year 2021 and year 2031 to estimate average annual growth in the period of 2021 to 2031, the figures in the interim year 2026 would not affect average annual growth estimation in Table 4-2. The same approach has been also been adopted in other approved planning application A/NE-TKL/795 and A/NE-TKL/728.The approved TIA (extract pages) from TPB web site which has adopted the same approach is attached in Annex A for your kind reference.
iv.	The traffic flow data in Figure 3-1, 4-1 and 4-2 do not match with road capacity assessment in Table 3-4, 4-5 & 4-6. The applicant should clarify;	The traffic flow data shown in Figure 3-1, 4-1 and 4-2 are presented in pcu values while the traffic flow data shown in Table 3-4, 3-5, 4-5 and 4-6 are presented in number of vehicles. The conversion factors adopted are presented in Table 3-2.

Comments/ Suggestions		Applicant's Responses
v.	It is noted that the articulated vehicles will access the application site via Man Kam To Road and Lin Ma Hang Road. The applicant shall demonstrate the public roads leading to the application site have adequate width and turning radius. The applicant should also seek comments/approvals from the responsible parties to validate the feasibility for vehicular access at these locations;	Section 2.4.3 has been revised and swept path analysis between Man Kam To BCP and the Application Site for 16m container vehicles has been conducted. Noted. The applicant will seek comments/approvals from the responsible parties to validate the feasibility for vehicular access at these locations
vi.	The applicant shall advise the provision of pedestrian facilities and management measures to ensure pedestrian safety;	Section 2.4.5 revised. Staff will be deployed by the applicant near the access of the site to direct vehicles entering / exiting the site. "Stop and Give way" and "beware of pedestrians' signs would be erected to ensure pedestrian safety to/from the Site. In addition, flashing light and alarm systems will be set at the entrance of the Application Site, whenever vehicles are to be accessed to / exit from the Application Site, the flashing light and alarm will work immediately to alert the pedestrians. Adequate lights would be provided by adding lights for safety concerns.
vii.	The applicant shall advise the management/control measures to be implemented to ensure no queuing of vehicles outside the application site;	Section 2.4.4 revised. The staff deployed near the access of the Application Site would conduct traffic control to ensure no queuing of vehicles outside the subject site. The deployed staff will ensure the vehicles accessing the site to have priority than the vehicles leaving the site in order to ensure no queueing of vehicle outside the Application Site.
viii.	The applicant shall advise the measures for preventing illegal parking of visitors' vehicles outside the application site; and	The staff deployed near the access of the Application Site will prevent illegal parking outside the Application Site and seek assistant from relevant enforcement authority when considered necessary.
ix.	The proposed vehicular access road between Lin Ma Hang Road and the application site is not managed by TD. The applicant should seek comments/approvals from the responsible parties for the proposed vehicular access road.	Noted.
B.	**Comments from Planning Department received on 18 September 2026:**	
1.	While the operation hours mentioned in para. 2.2.2 of the submitted TIA are 'Monday to Saturday from 23:00 to 8:00 and no operations on Sunday and public holiday', it is noted that the operation hours mentioned in the Application Form are '24 hours daily, including public holidays'. Please clarify.	Section 2.2.2 has been revised.

Comments/ Suggestions		Applicant's Responses
2.	According to para. 2.2.3 of the submitted TIA and para 1.1.1 of the submitted DIA, it is noted that the name of proposed use are different from the Application Form (i.e. 2 'Food Industrial Park with ancillary distribution centre and other facilities for storage and distribution of agricultural produce' and 'proposed temporary warehouse for agricultural produce with ancillary distribution centre and facilities'). Please clarify	Section 2.2.3 revised.

4 TRAFFIC IMPACT ASSESSMENT

4.1 Design Year

4.1.1 According to current programme, the proposed concrete batching plant will commission in the year of 2025, the design year for traffic forecast is therefore set to be 3 year later (i.e. year 2028).

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 2028 Peak Hour Reference Flows (i.e. without the Project Site) and Design Flows (i.e. with the Application Site).

2028 Background Flows = 2025 Adjusted Flows x annual growth factors

2028 Reference Flows = 2028 Background Flows + additional traffic by planned and committed developments

2028 Design Flows = 2028 Reference Flows + development traffic

4.3 Future Year Traffic Flows

Historical Traffic Growth

4.3.1 Reference is made to the 2021-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department (North District).

4.3.2 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 4-1** presents the forecast population and employment data from 2021 to 2031.

Table 4-1 2021-Based TPEDM for North District

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

Source: 2021-based TPEDM published by 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).

4.3.3 As shown in **Table 4-1**, an average annual growth of 0.41% per annum was recorded over the period of 2021 – 2031

4.3.4 Apart from TPEDM, historical trend of traffic growth in the vicinity of the Application Site over the 5-year period of 2019 to 2023 are also extracted from the Annual Traffic Census (ATC) Reports as indicated in **Table 4-2**.

Table 4-2 Traffic Data from ATC in the vicinity of the site

Station	Road	Between		2019	2020	2021	2022	2023	Average Annual Growth 2019-2023
6653	Ping Che Rd	Sha Tau Kok Rd	Lin Ma Hang Rd	11,820	11,030	11,870	11,510	12,150	0.69%
5660	Sha Tau Kok Rd	Ping Che Rd	Sha Ho Rd	33,630	23,740	22,980	22,280	22,810	-9.25%
5860	Sha Tau Kok Rd	Ping Che Rd	Ma Sik Rd	6,570	6,300	5,970	4,900	5,010	-6.55%
Total				**45,450**	**34,770**	**34,850**	**33,790**	**34,960**	**-6.35%**

4.3.5 As indicated in **Table 4-2**, the traffic on the road network in the vicinity of the Application Site recorded an average annual growth of -6.35% over the period of 2019 – 2023.

4.3.6 It is also noted that special event such as covid and social movement are involved in the past 5 years traffic data. Therefore other than ATC traffic data, observed traffic count has also taken as reference. 24- hour traffic count conducted for AQIA in this application is used to compare with ATC traffic data to derive traffic pattern in the vicinity of the site by adopting recent data (after year 2023). Observed 2025 daily traffic data, after applying the seasonal factor of 6.3% mentioned in **Section 3.3.3**, are presented in below **Table 4-3**.

Table 4-3 Daily Traffic (in vehicle)

Road	Between		2023(1)	2024(2)	2025(3)	Average Growth Rate p.a.
Ping Che Rd	Sha Tau Kok Rd	Lin Ma Hang Rd	12,150	11,429	10,708	-6.12%
Sha Tau Kok Rd	Ping Che Rd	Sha Ho Rd	22,810	21,612	20,414	-5.40%
Sha Tau Kok Rd	Ping Che Rd	Ma Sik Rd	5,010	4,748	4,487	-5.37%
		Total	**39,970**	**37,789**	**35,609**	**-5.61%**

Note:
(1) 2023 daily traffic data are obtained from ATC 2023
(2) 2024 daily traffic data are derived by interpolating traffic data between 2023 and 2025
(3) 2025 daily traffic data are from 24-hour traffic count

4.3.7 It can be observed in **Table 4-3** that an average annual growth of -5.61% per annum were recorded by comparing the daily traffic of 2023 and 2025 in the vicinity of the site.

4.3.8 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 2028 Background Traffic Flows.

Planned and Committed Developments

4.3.9 By referring to the TPB website, it is known that there would be other planned developments commissioned in the vicinity of the application site and would be taken into account to forecast future traffic flow, as listed in **Table 4-4**.

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

Application No.	Location	Land Use	Area (m^2)	Planning Application Status
A/NE-TKL/608-1	Lots 825, 834 and 836 in D.D. 77 and Adjoining Government Land, Ping Che, New Territories	Industrial Use (Laundry Workshop)	GFA 1,871	Approved/Agreed 11/10/2023
A/NE-TKL/663-13	Lot 838 S.A (Part) in D.D. 77, Ng Chow South Road, Ta Kwu Ling, New Territories	Proposed Temporary Wholesale Trade with Ancillary Warehouse	GFA 1,334	Approved/Agreed 25/10/2024
A/NE-TKL/728	Lots 173 RP, 174, 175, 177, 178 S.A, 178 S.B and 178 S.C in D.D. 77 and Adjoining Government Land, Ping Che, New Territories	Industrial Use	GFA 2,410	Approved with condition(s) on a temporary basis 16/08/2024
A/NE-TKL/776	Lots 887, 890 S.A RP, 890 RP and 890 S.B in D.D. 77 and Adjoining Government Land, Ping Che, Sheung Shui, New Territories	Temporary Warehouse and Cold Store with Ancillary Rural Workshop	GFA 2,260	Approved with condition(s) on a temporary basis 25/10/2024
A/NE-TKL/688-8	Lots 1255 RP (Part), 1256 (Part) and 1257 RP (Part) in D.D. 79, Ta Kwu Ling, New Territories	Temporary Wholesale Trade with Ancillary Warehouse	GFA 2,258	Approved/Agreed 21/10/2024
A/NE-TKL/692-7	Government Land in D.D. 82, Ping Che, Ta Kwu Ling, New Territories	Proposed Temporary Transitional Housing and Ancillary Facilities	GFA 14,924	Approved/Agreed 28/10/2024
A/NE-TKL/779	Lots 4 S.A (Part), 4 S.B (Part), 4 S.C (Part) and 6 S.B in D.D. 84 and Adjoining Government Land, Ping Che, New	Proposed Temporary Warehouse for Storage of Construction Materials	GFA 2,668	Approved with condition(s) on a temporary basis

Planning Data from 2019-Based TPEDM

4.2.3 Reference has also been made to the 2019-Based Territorial Population and Employment Data Matrix (TPEDM) planning data published by Planning Department for years 2019 and 2031 in the relevant Planning Data District (i.e. NENT(Other Area)).

4.2.4 It is understood that Kwu Tung North New Development Area (KTN NDA) is a part of NENT(Other Area) Planning Data District. In order to better understand the growth trend of the general NENT(Other Area), the population and employment of KTN NDA is excluded from the NENT(Other Area) Data. The population and employment data in 2019 & 2031 as well as the annual growth rate between 2019/2031 are summarized in **Table 4.3**.

Table 4.3 2019 & 2031 Population and Employment in NENT (Other Area) from 2019-Based TPEDM

Planning Data District	Year	Population	Employment
NENT (Other Area)	2019	105,400	36,050
	2031	109,000(1)	26,850(1)
2019 – 2031 Annual Growth Rate (% p.a.)		**0.28%**	-2.43%

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

4.2.5 As shown in **Table 4.3**, the population and employment growth rate in NENT(Other Area) has an increasing trend of 0.28% and -2.43% per annum from 2019 to 2031 respectively.

4.2.6 Taking into account the ATC and TPEDM planning data and by comparing the annual growth rates, the higher annual growth rate is adopted for conservative. The adopted growth rates are summarized in **Table 4.4**.

Table 4.4 Adopted Growth Rate for Traffic Forecast

	Traffic Growth Rate
ATC	**1.12 % p.a.**
2019-Based TPEDM	0.28 % p.a.
Adopted Traffic Growth Rate	**1.12 % p.a.**

4.2.7 Other planned future new developments in the vicinity of the proposed CBP which will be completed before the design year (i.e. Year 2029) have also been considered. The identified planned development confirmed by the Planning Department is listed in **Table 4.5**.

Table 4.5 Planned Key Future Developments in the Vicinity

Development	Application No.	Proposed Use	GFA
Lot 153 (Part) in D.D. 77, Ping Che, N.T.	A/NE-TKL/681	Industrial	2,414 m^2
Government Land in D.D. 82, Ping Che, Ta Kwu Ling, N.T.	A/NE-TKL/692	Residential	14,924 m^2