

Annex E

Construction Traffic Impact Assessment

05/12/2025

Reference number CHK50888510

**TRAFFIC CONSULTANCY SERVICES FOR S16 PLANNING
APPLICATION (NO. A/STT/26), D.D. 99, SAN TIN**

CONSTRUCTION TRAFFIC IMPACT ASSESSMENT REPORT



SYSTRA
MVA 

Proposed Filling of Ponds for Permitted Innovation and Technology Hub (including Permitted Cargo Handling and Forwarding Facilities, Creative Industries, Eating Place, Flat (Staff Quarters only), Industrial Use, Information Technology and Telecommunications Industries, Office, Public Utility Installation, Research, Design and Development Centre, Shop and Services and Warehouse (excluding Dangerous Goods Godown)) Lot 764 RP (Part) in D.D. 99, San Tin, Yuen Long, New Territories (Planning Application No. A/STT/26)

Responses to Comments

Comments	Responses
<p>Comments from Mr Victor MA, Commissioner for Transport, TD</p> <p>Ref : By Email</p> <p>Dated : 14th January 2026</p> <p>RtC 4(a): Annex D – CTIA</p> <p>a) Section 3.1.2: Please liaise with CEDD to check whether there will be any changes to the road network.</p> <p>b) Section 3.2.4: Please liaise with PlanD and CEDD to ensure that population intake of nearby developments will be included in your assessment.</p>	<p>Noted. Please be advised that CEDD was liaised on 15th January 2026 regarding the road network in the vicinity of the Subject Site by year 2029 since the proposed pond filling as the associated mud dredging/earth filling works stage, which are scheduled to be completed by year 2029. Please refer to the relevant email to CEDD in Appendix A.</p> <p>Noted. Please be advised that both PlanD and CEDD were liaised on 15th January 2026 regarding the population intake of nearby developments. Please refer to the relevant emails to CEDD and PlanD in Appendices A & B, respectively.</p> <p>According to the replied email from PlanD dated 19th January 2026 and the latest development schedule of the San Tin Technpole which is available in the public domain (https://nm-santintech.hk/en/implementation-arrangement/development-schedule/) as shown in Appendix B, it is noted that there are no major planned developments with population intake scheduled for the area in the vicinity of the Subject Site by year 2029 since the year 2029 is adopted as the design year for assessment of Construction Traffic Impact Assessment (CTIA) report.</p> <p>In light of the above, Section 3.2.4 – Adopted Growth Factor (i.e. +0.50% per annum) is considered to be reasonable for estimation of future traffic flows for the CTIA report.</p>

Proposed Filling of Ponds for Permitted Innovation and Technology Hub (including Permitted Cargo Handling and Forwarding Facilities, Creative Industries, Eating Place, Flat (Staff Quarters only), Industrial Use, Information Technology and Telecommunications Industries, Office, Public Utility Installation, Research, Design and Development Centre, Shop and Services and Warehouse (excluding Dangerous Goods Godown)) Lot 764 RP (Part) in D.D. 99, San Tin, Yuen Long, New Territories (Planning Application No. A/STT/26)

Responses to Comments

Comments	Responses
<p>c) Section 3.4: Construction traffic arising from nearby infrastructures and developments (e.g. San Tin Technopole and NOL Spur Line) and the impact of their associated temporary traffic arrangements should be taken into account in the traffic forecast. Please also liaise with CEDD regarding the use of San Tin Tsuen Road as the construction vehicular accesses to the proposed development.</p>	<p>Noted. Please be advised that CEDD was liaised on 15th January 2026 regarding the construction traffic from nearby infrastructures and developments by year 2029, and the use of San Tin Tsuen Road as the construction vehicular accesses to the Subject Site. Please refer to the relevant email to CEDD in Appendix A.</p> <p>Based on the CITA, it is estimated that the flow of construction vehicles generated and attracted by the proposed pond filling site will be around 8 vehicles per hour and the assessed junctions will be operating within capacity during the AM and PM peak periods in year 2029 during construction. Therefore, it is anticipated that the impact of construction traffic to the surrounding road network will be insignificant.</p>
<p>d) Tables 2.2 and 4.1: Please include San Tin Interchange and the junction of slip roads of San Tin Highway and Shek Wu Wai Road in your assessment. In addition, please advise the storage/deposit sites for the mud dredging/earth filling materials and assess the critical junctions/links to/from the storage/deposit sites.</p>	<p>As illustrated in Drawing No. 3.1 in the CITA report, please note that the proposed access routing for construction vehicles will not pass through San Tin Interchange and the junction of slip roads of San Tin Highway and Shek Wu Wai Road. Therefore, the junctions operation performance of the two aforesaid junctions will not be affected during the proposed filling of ponds stage.</p> <p>In addition, please be advised that the mud dredging/earth filling materials will be stored within the subject site.</p>

TABLE OF CONTENTS

1.	INTRODUCTION	1
1.1.	BACKGROUND	1
1.2.	STUDY OBJECTIVE	2
1.3.	STRUCTURE OF THE REPORT	2
2.	EXISTING TRAFFIC CONDITION	3
2.1.	EXISTING ROAD NETWORK	3
2.2.	EXISTING TRAFFIC SITUATION	3
2.3.	EXISTING PUBLIC TRANSPORT SERVICES	4
3.	FUTURE TRAFFIC FORECAST	5
3.1.	DESIGN YEAR	5
3.2.	YEAR 2029 REFERENCE TRAFFIC FLOWS	5
3.3.	TRAFFIC GENERATION DURING CONSTRUCTION	6
3.4.	TRAFFIC FORECASTS	6
4.	CONSTRUCTON TRAFFIC IMPACT ASSESSMENT	7
4.1.	JUNCTION OPERATIONAL ASSESSMENT	7
5.	SUMMARY AND CONCLUSION	8
5.1.	SUMMARY	8
5.2.	CONCLUSION	8

LIST OF TABLES

Table 2.1	Critical Junctions for Assessment	3
Table 2.2	Year 2025 Existing Junctions Operational Performance	4
Table 2.3	Existing Public Transport Services in the Vicinity of Subject Site	4
Table 3.1	Average Annual Daily Traffic (A.A.D.T.) Data	5
Table 4.1	Year 2029 Junctions Operation Performance during Construction	7

LIST OF DRAWINGS

Drawing No. 1.1	Location of the Subject Site
Drawing No. 2.1	Existing Local Road Network
Drawing No. 2.2	Year 2025 Observed Traffic Flows
Drawing No. 3.1	Proposed Access Routing for Construction Vehicles
Drawing No. 3.2	Year 2029 Construction Traffic Flows

1. INTRODUCTION

1.1. Background

- 1.1.1. The proposed development is situated at Lot 764RP (Part) in D.D. 99 San Tin, Yuen Long (the Subject Site). Currently, it is mainly occupied by ponds. The location of the Subject Site is illustrated in **Drawing No. 1.1**.
- 1.1.2. The Subject Site is currently zoned as “Other Specified Uses” annotated “Innovation and Technology” on the Approved San Tin Technopole Outline Zoning Plan No.: S/STT/2 (the “OZP”). In addition, the subject site previously fell within the “Other Specified Uses” annotated “Comprehensive Development and Weland Enhancement Area” zone on the Approved San Tin OZP No. S/YL-ST/8, such that any filling of ponds requires planning permission from the Board.
- 1.1.3. A Section 16 Planning Application A/STT/26 has been submitted and comments from Transport Department was received in late July 2025. It is noted that Transport Department’s (TD) comment *“(a) The applicant should provide a construction Traffic Impact Assessment (TIA) for its proposed pond filling as the associated mud dredging / earth filling works are anticipated to induce significant amount of vehicle trips.”* was received as per Planning Department’s (PlanD’s) email received on 24th July 2025
- 1.1.4. MVA Hong Kong Ltd. has been commissioned as the traffic consultant, to conduct the construction Traffic Impact Assessment in support of the Section 16 Planning Application for the Proposed Development.
- 1.1.5. The purpose of this study is to review on the traffic impact induced by its proposed pond filling as the associated mud dredging/earth filling works.

1.2. Study Objective

1.2.1. The scopes of this Traffic Report are as follows:

- a) To undertake manual classified count traffic surveys to determine the existing traffic conditions in the vicinity of the Application Site;
- b) To study and access the existing travel patterns, road and junction capacities in the local area adjacent to the Application Site;
- c) To identify the potential traffic generation for the proposed pond filling as the associated mud dredging/earth filling works and carry out distribution and assignment of the generated traffic;
- d) To estimate the future traffic flows for the design year on the surrounding local roads; and
- e) To assessment the traffic impact due to the proposed pond filling works on the surrounding local road and junctions for the design year.

1.3. Structure of the Report

- 1.3.1. Following this introductory chapter, there are four further chapters.
- 1.3.2. **Chapter 2 – Existing Traffic Condition**, which describes the existing road network and public transport facilities in the vicinity of the Application Site, presents the summary of traffic count survey and assesses the existing traffic conditions.
- 1.3.3. **Chapter 3 – Traffic Forecast**, which summaries the methodology for future traffic forecasts.
- 1.3.4. **Chapter 4 – Construction Traffic Impact Assessment**, which presents the findings of the traffic impact assessment during the proposed pond filling works.
- 1.3.5. **Chapter 5 – Summary and Conclusion**, which summaries the findings of the study and presents the conclusions regarding the traffic issues associated with the proposed pond filling as the associated mud dredging/earth filling works.

2. EXISTING TRAFFIC CONDITION

2.1. Existing Road Network

- 2.1.1. The existing local road network is shown in **Drawing No. 2.1**.
- 2.1.2. The Application site is mainly served by the expressway San Tin Highway, and local distributors Castle Peak Road – San Tin and San Tin Tsuen Road.
- 2.1.3. San Tin Highway is an expressway. It is a dual carriageway with 3 lanes running along east-west direction, connecting to Yuen Long Highway and Fanling Highway at both ends.
- 2.1.4. Castle Peak Road – San Tin is a rural road. It is a single carriageway with two lanes connecting to Castle Peak Road – Mei Po to the west and Castle Peak Road – Chau Tau to the east. Currently, there are vehicular accesses for warehouses, open-air carpark and car repair shops, etc.
- 2.1.5. San Tin Tsuen Road is a feeder road. It is a single track access road with passing bay at some locations and connecting villages and ponds to Castle Peak Road – San Tin.

2.2. Existing Traffic Situation

- 2.2.1. To review the existing traffic situation in the study area, five critical junctions were identified for assessment of traffic impact purpose. They are listed in **Table 2.1** below.

Table 2.1 Critical Junctions for Assessment

Ref.	Junction	Method of Control
J1	Castle Peak Road – San Tin/Shek Wu Wai Road	Priority
J2	Castle Peak Road – San Tin/San Tin Tsuen Road	Priority
J3	Tun Yu Road/San Tin Tsuen Road	Priority
J4	Castle Peak Road – San Tin/San Tin Tsuen Road	Priority
J5	Castle Peak Road – San Tin/San Tin Highway Slip Road	Signal

- 2.2.2. The locations of the above five junctions are illustrated in **Drawing No. 2.1**.
- 2.2.3. In order to appraise the existing traffic conditions, a traffic survey in the form of manual classified count was conducted at a typical weekday in late September 2025 during 07:30-09:30 hours and 16:30-19:30 hours.
- 2.2.4. Analysis of the observed traffic data indicates that the AM and PM peak hour flows occurred during 7:30-8:30 hours and 17:45-18:45 hours respectively and the surveyed peak hour traffic flows are shown in **Drawing No. 2.2**.
- 2.2.5. Based on the observed traffic flows presented in **Drawing No. 2.2**, the existing operational performance of the surveyed junctions were assessed by calculating the reserve capacity (RC) for signalized junction and the ratio of flow to capacity (RFC) for priority junction.
- 2.2.6. Existing operational performance of the critical junctions and the results are listed in **Table 2.2** below.

Table 2.2 Year 2025 Existing Junctions Operational Performance

Ref.	Junction	Method of Control	Year 2025 RC/RFC ⁽¹⁾	
			AM Peak	PM Peak
J1	Castle Peak Road – San Tin/Shek Wu Wai Road	Priority	0.457	0.464
J2	Castle Peak Road – San Tin/San Tin Tsuen Road	Priority	0.074	0.132
J3	Tun Yu Road/San Tin Tsuen Road	Priority	0.008	0.042
J4	Castle Peak Road – San Tin/San Tin Tsuen Road	Priority	0.078	0.092
J5	Castle Peak Road – San Tin/San Tin Highway Slip Road	Signal	> 100%	> 100%

Note: (1) RC = Reserve Capacity for Signal Junction

RFC = Ratio of Flow to Capacity for Priority Junction

2.2.7. The assessment results in **Table 2.2** indicate that all critical junctions are at present operating within capacities.

2.3. Existing Public Transport Services

2.3.1. Under the existing condition, only one franchised bus service providing services in the vicinity of the subject site, and the route is listed in **Table 2.3**.

Table 2.3 Existing Public Transport Services in the Vicinity of Subject Site

Route No.	Origin – Destination	Frequency (minutes)
Franchised Bus Route		
76K	Long Ping Estate – Sheung Shui (Ching Ho)	20 - 30

3. FUTURE TRAFFIC FORECAST

3.1. Design Year

3.1.1. The tentative programme for the proposed pond filling as the associated mud dredging/earth filling works are scheduled to be completed by 2029. In order to assess the traffic impact of the proposed construction works, year 2029 is adopted as the design year for assessment.

3.1.2. It is anticipated that the future local road network will remain unchanged and there is no plan for any major road infrastructure in the vicinity by 2029. Therefore, reference (background) traffic flows for design year 2029 would be derived from the expected growth of traffic in the area with reference to the historical growth trend and area planning data and the planned future developments in the vicinity would also be taken into consideration.

3.2. Year 2029 Reference Traffic Flows

3.2.1. To forecast the 2029 traffic flows, an appropriate growth factor has to be identified reference. The derived growth factors were made to the historical growth trend and the population and employment projections with reference to the following information:

- Historical traffic data of the Annual Traffic Census (ATC) reports published annually by Transport Department in **Table 3.1**

Historical Trend

3.2.2. Transport Department has traffic count stations in the vicinity of the Subject Site where covers the key access junctions of the subject site. The A.A.D.T data from year 2019 to 2024 as reported in the latest Annual Traffic Census (ATC) are summarized in **Table 3.1**.

Table 3.1 Average Annual Daily Traffic (A.A.D.T.) Data

ATC Stn. No.	Road Section	A.A.D.T. (Vehicle/Day)						Annual Growth Rate (% p.a.)
		2019	2020	2021	2022	2023	2024	
5257	Castle Peak Rd – Tam Mi, Mai Po & San Tin (Fairview Park Boulevard – Lok Ma Chau Rd)	11,910	11,420	11,880	11,520	10,740	11,170	-1.27%
5508	San Tin Highway (Fairview Park Boulevard – Lok Ma Chau Rd)	80,460	82,010	86,000	82,190	87,340	79,140	-0.33%
Total		92,370	93,430	97,880	93,710	98,080	90,310	-0.45%

Source: The Annual Traffic Census 2019 - 2024 as available on Transport Department's website

3.2.3. The A.A.D.T. flows in **Table 3.1** show that the overall average traffic growth on the road sections in the vicinity of the Subject Site decreased at the rate of -0.45% per annum from year 2019 to 2024.

Adopted Growth Factor

3.2.4. To produce a conservative assessment, it is therefore assumed to have a local traffic growth of +0.50% per annum, to cover the growth from observed year of 2025 to design year of 2029

for assessment. It is deemed sufficient to allow for any unexpected future growth as a result of some unexpected changes in land use or redevelopment in the area. This adopted growth rates would be able to ensure a conservative estimation of future traffic flows.

3.3. Traffic Generation during Construction

- 3.3.1. The construction works for the proposed pond filling as the associated mud dredging/earth filling works are scheduled to be completed by 2029. During the construction stage, the movement of construction vehicle be distributed evenly during 9-hour operation period (e.g. 08:00 – 18:00). It is planned that the concrete trucks will generate and attract from the existing pond at San Tin Tsuen Road and the mud dredging/earth filling materials storage site in mainland via Lok Ma Chau Control Point.
- 3.3.2. It is estimated that the flow of construction vehicles generated and attracted by the proposed pond filling site around 8 vehicles per hour (i.e. 8 vehicle x 2.5 pcu factor = about 20 pcu per hour), which has been assigned to San Tin Tsuen Road and Castle Peak Road – San Tin according to their routings during construction.
- 3.3.3. The proposed access routing for construction vehicles is shown in **Drawing No. 3.1**.

3.4. Traffic Forecasts

Year 2029 Reference Traffic Flows

- 3.4.1. As discussed in **Section 3.2**, the 2029 reference traffic flows (without Construction Flow of the proposed pond filling) were derived by applying the adopted growth rate of +0.50% p.a. on the 2025 observed traffic flows.

Year 2029 Construction Traffic Flows

- 3.4.2. The traffic flow due to the proposed pond filling works were then superimposed onto 2029 reference traffic flows to produce 2029 construction traffic flows. The construction traffic flows for the assessment year 2029 are calculated as follows and are presented in **Drawing No. 3.2**.

$$\text{Year 2029 Construction Traffic Flows} = \text{Year 2029 Reference Traffic Flows} + \\ (\text{Drawing No. 3.2}) \quad \text{traffic due to the proposed pond filling works}$$

4. CONSTRUCTION TRAFFIC IMPACT ASSESSMENT

4.1. Junction Operational Assessment

4.1.1. The operational traffic impact assessments have been conducted for the derived year 2029 traffic forecasts during construction as shown in **Drawing No. 3.2**. The assessment results are summarised in **Table 4.1**.

Table 4.1 Year 2029 Junctions Operation Performance during Construction

Junction No.	Junction	Method of Control	Year 2029 Construction DFC/RC ⁽¹⁾ [With Construction Traffic for the Proposed Pond Filling Works]	
			AM Peak	PM Peak
J1	Castle Peak Road – San Tin/Shek Wu Wai Road	Priority	0.480	0.495
J2	Castle Peak Road – San Tin/San Tin Tsuen Road	Priority	0.096	0.158
J3	Tun Yu Road/San Tin Tsuen Road	Priority	0.017	0.050
J4	Castle Peak Road – San Tin/San Tin Tsuen Road	Priority	0.086	0.094
J5	Castle Peak Road – San Tin/San Tin Highway Slip Road	Signal	> 100%	> 100%

Note: (1) RC = Reserve Capacity for Signal Junction

RFC = Ratio of Flow to Capacity for Priority Junction

4.1.2. **Table 4.1** have indicated that all the key access junctions will be operating within capacity during the AM and PM peak periods for year 2029 during construction.

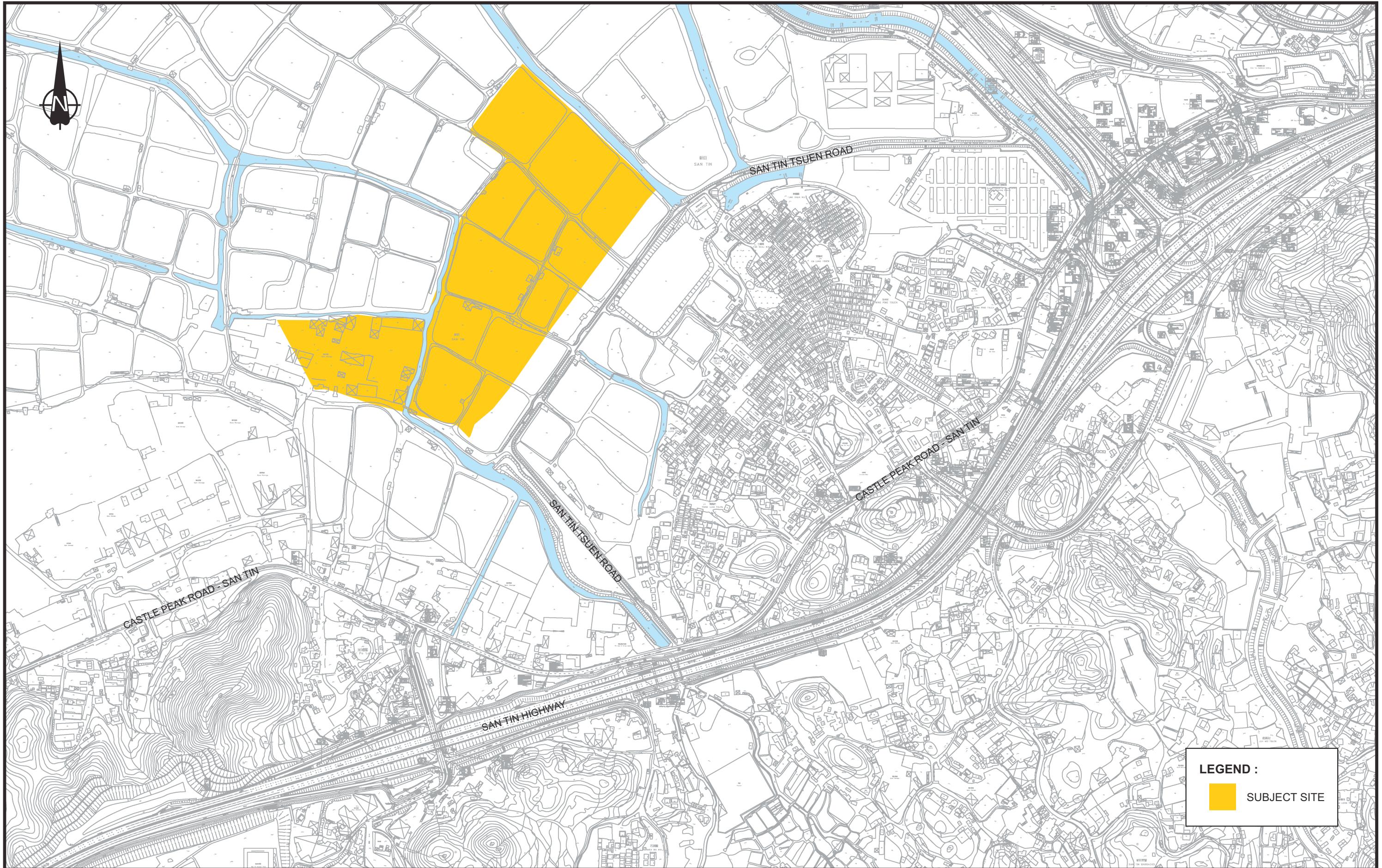
5. SUMMARY AND CONCLUSION

5.1. Summary

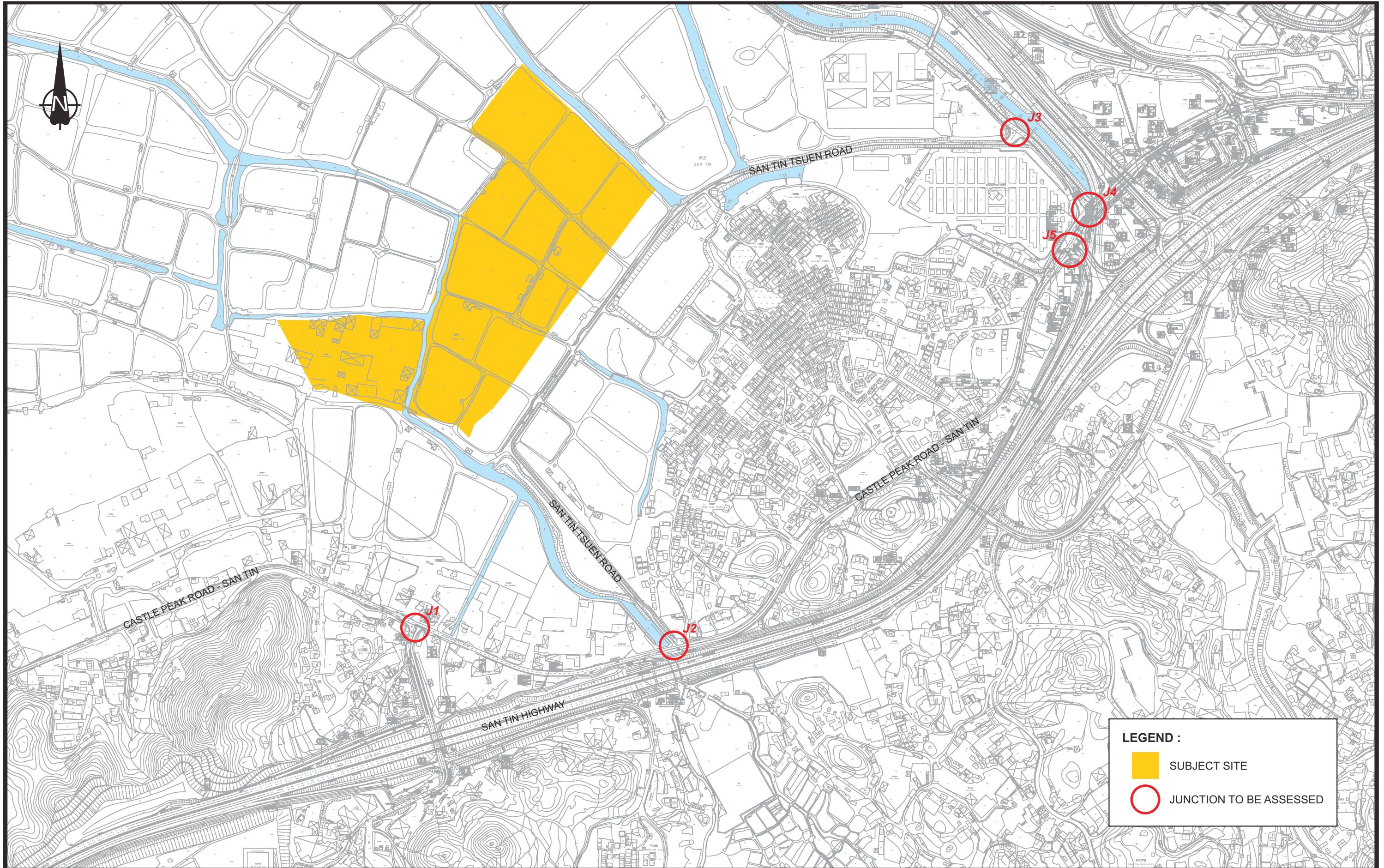
- 5.1.1. The proposed development is situated at Lot 764RP (Part) in D.D. 99 San Tin, Yuen Long (the Subject Site). Currently, it is mainly occupied by ponds.
- 5.1.2. The Subject Site is currently zoned as “Other Specified Uses” annotated “Innovation and Technology” on the Approved San Tin Technopole Outline Zoning Plan No.: S/STT/2 (the “OZP”). In addition, the subject site previously fell within the “Other Specified Uses” annotated “Comprehensive Development and Weland Enhancement Area” zone on the Approved San Tin OZP No. S/YL-ST/8, such that any filling of ponds requires planning permission from the Board.
- 5.1.3. MVA Hong Kong Ltd. has been commissioned as the traffic consultant, to conduct the construction Traffic Impact Assessment in support of the Section 16 Planning Application for the Proposed Development.
- 5.1.4. The purpose of this study is to review on the traffic impact induced by its proposed pond filling as the associated mud dredging/earth filling works.
- 5.1.5. A traffic survey in the form of manual classified count was conducted at a typical weekday in late September 2025 during 07:30-09:30 hours and 16:30-19:30 hours. Analysis of the observed traffic data indicates that the AM and PM peak hour flows occurred during 7:30-8:30 hours and 17:45-18:45 hours respectively.
- 5.1.6. The tentative programme for the proposed pond filling as the associated mud dredging/earth filling works are scheduled to be completed by 2029. In order to assess the traffic impact of the proposed construction works, year 2029 is adopted as the design year for assessment.
- 5.1.7. To produce a conservative assessment, it is therefore assumed to have a local traffic growth of +0.50% per annum, to cover the growth from observed year of 2025 to design year of 2029 for assessment. It is deemed sufficient to allow for any unexpected future growth as a result of some unexpected changes in land use or redevelopment in the area. This adopted growth rates would be able to ensure a conservative estimation of future traffic flows.
- 5.1.8. The operational traffic impact assessments have been conducted for the derived year 2029 traffic forecasts during construction. The assessment results indicated that all the key access junctions will be operating within capacity during the AM and PM peak periods for year 2029 during construction.

5.2. Conclusion

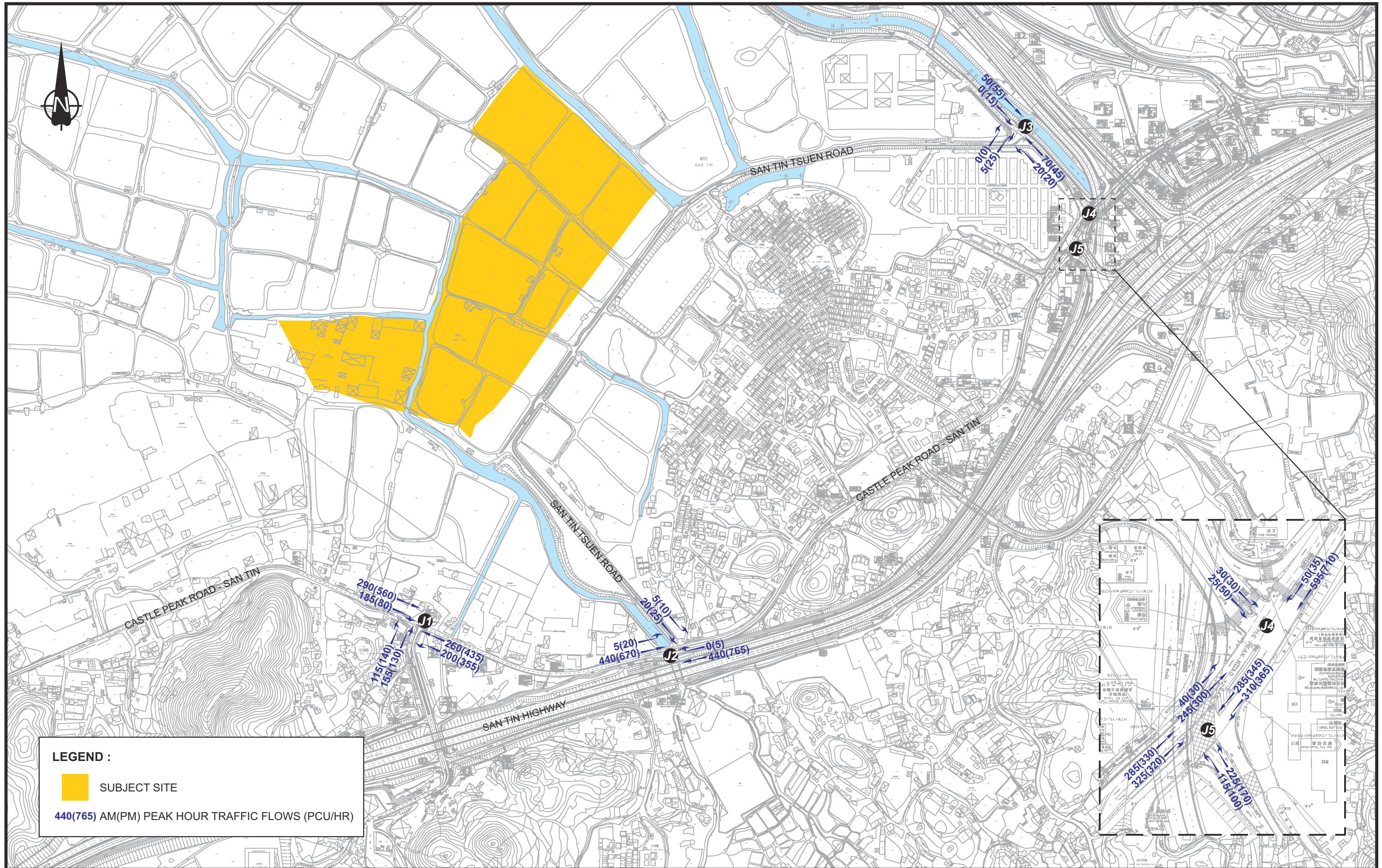
- 5.2.1. In conclusion, the construction traffic impact assessment demonstrates that the traffic impact induced by its proposed pond filling as the associated mud dredging/earth filling works is minimal to the surrounding road network and it will be acceptable in traffic engineering point of view.



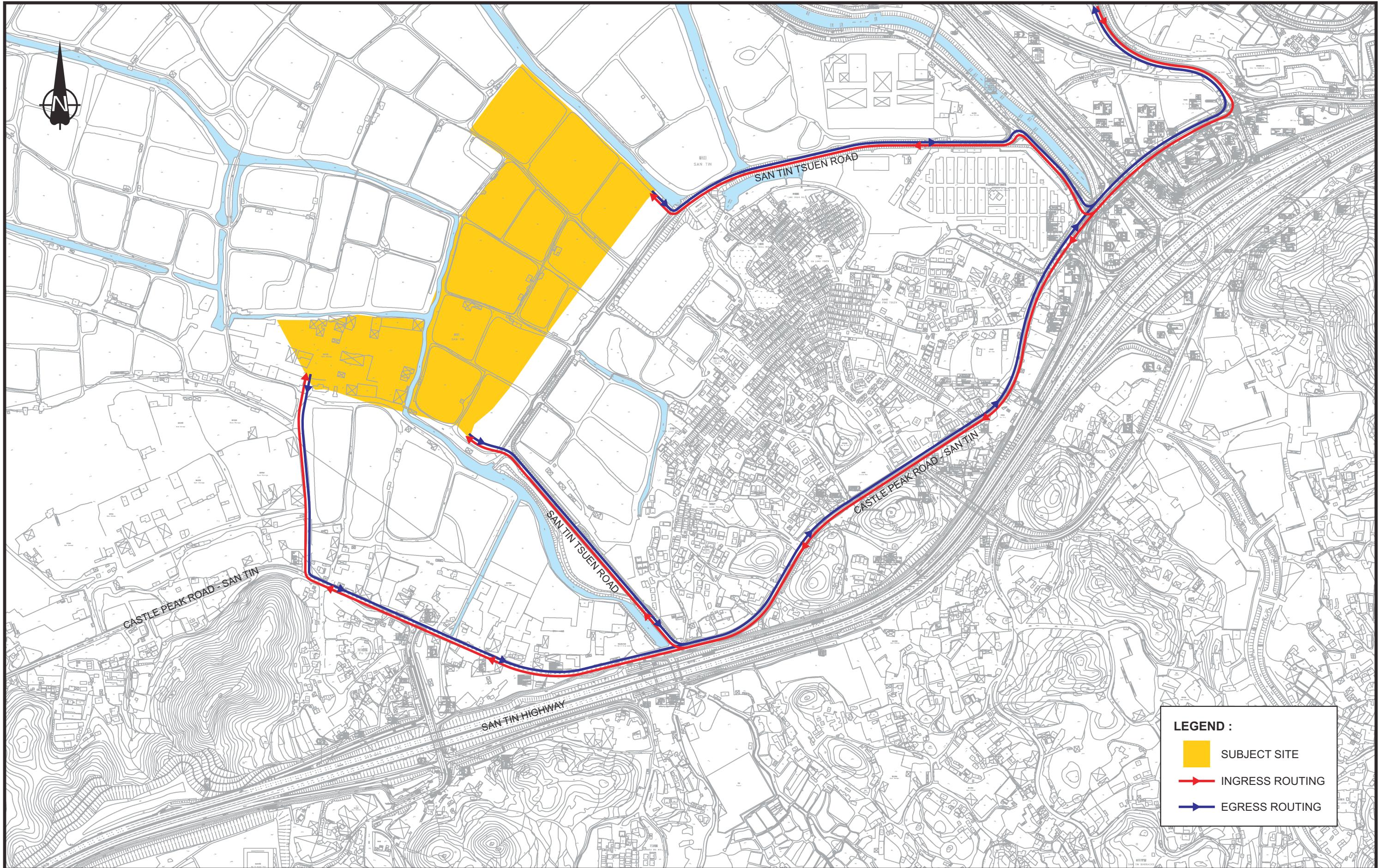
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-	-	-	-			Checked											
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Rev.	Description																



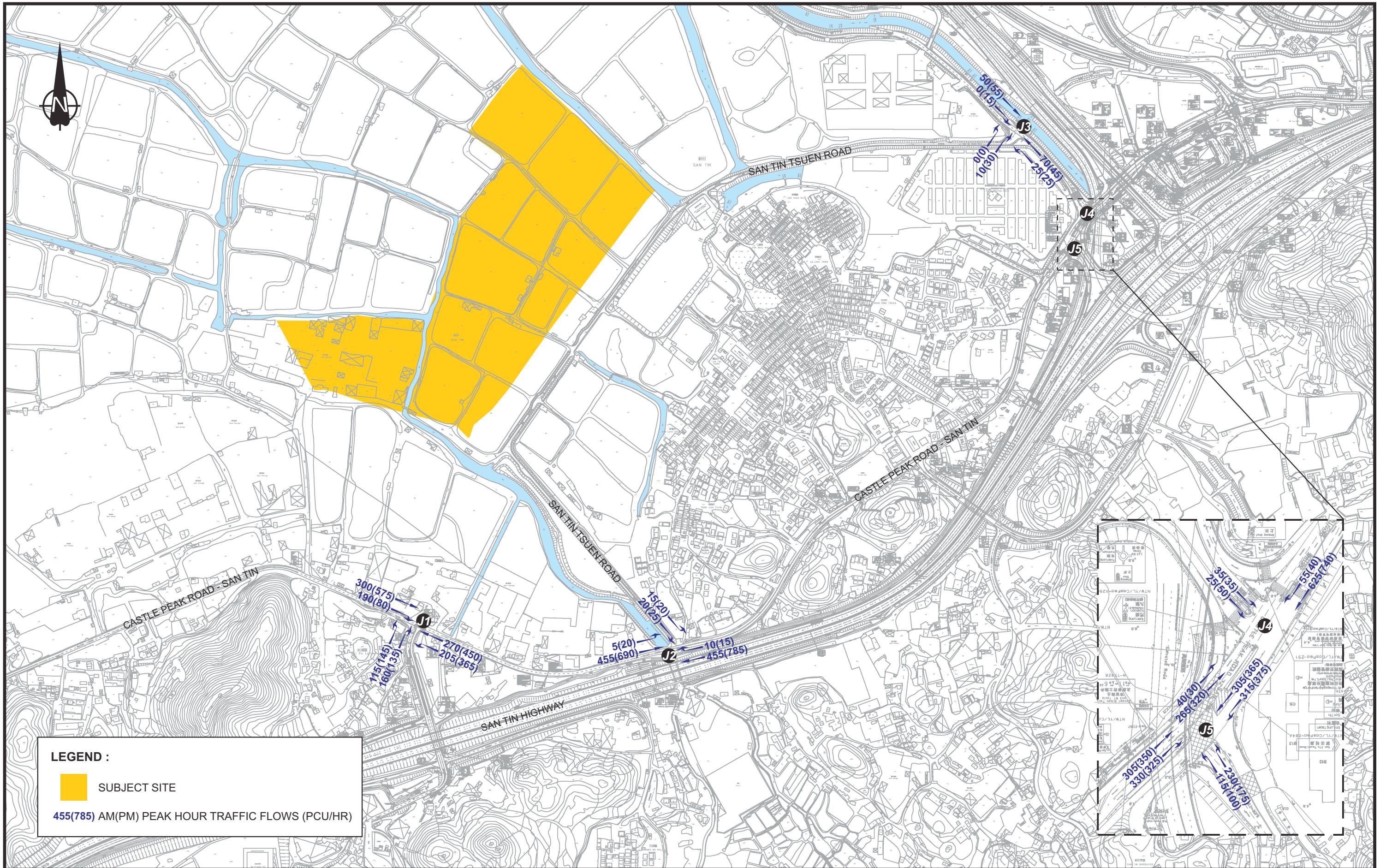
-	-	-	-	Project Title TRAFFIC CONSULTANCY SERVICES FOR S16 PLANNING APPLICATION (NO. A/STT/26), D.D.99, SAN TIN	Drawing Title EXISTING LOCAL ROAD NETWORK	Designed LYK Checked MYL Scale NTS Date NOV 2025 Drawing No. 2.1 Rev. -	
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Project Title				Drawing Title								SYSTRA MVA		
TRAFFIC CONSULTANCY SERVICES FOR S16 PLANNING APPLICATION (NO. A/STT/26), D.D.99, SAN TIN														
Rev.	Description	Checked	Date	Designed	LYK	Checked	MYL	Scale	NTS	Date	NOV 2025	Drawing No.	2.2	Rev.
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-	-	-	-	Project Title	Drawing Title	PROPOSED ACCESS ROUTING FOR CONSTRUCTION VEHICLE						SYSTRA MVA	
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-	-	-	-	TRAFFIC CONSULTANCY SERVICES FOR S16 PLANNING APPLICATION (NO. A/STT/26), D.D.99, SAN TIN	Designed LYK Checked MYL Scale NTS Date NOV 2025 Drawing No. 3.1 Rev. -	Original Size : A3							
Rev.	Description	Checked	Date										



-	-	-	-	Project Title		Drawing Title						SYSTRA MVA			
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-	-	-	-	TRAFFIC CONSULTANCY SERVICES FOR S16 PLANNING APPLICATION (NO. A/STT/26), D.D.99, SAN TIN						YEAR 2029 DESIGN TRAFFIC FLOWS					
-	-	-	-	Designed	LYK	Checked	MYL	Scale	NTS	Date	DEC 2025	Drawing No.	3.2	Rev.	-
Rev.	Description	Checked	Date												

Appendix A -

Liaison with CEDD dated 15th January 2026

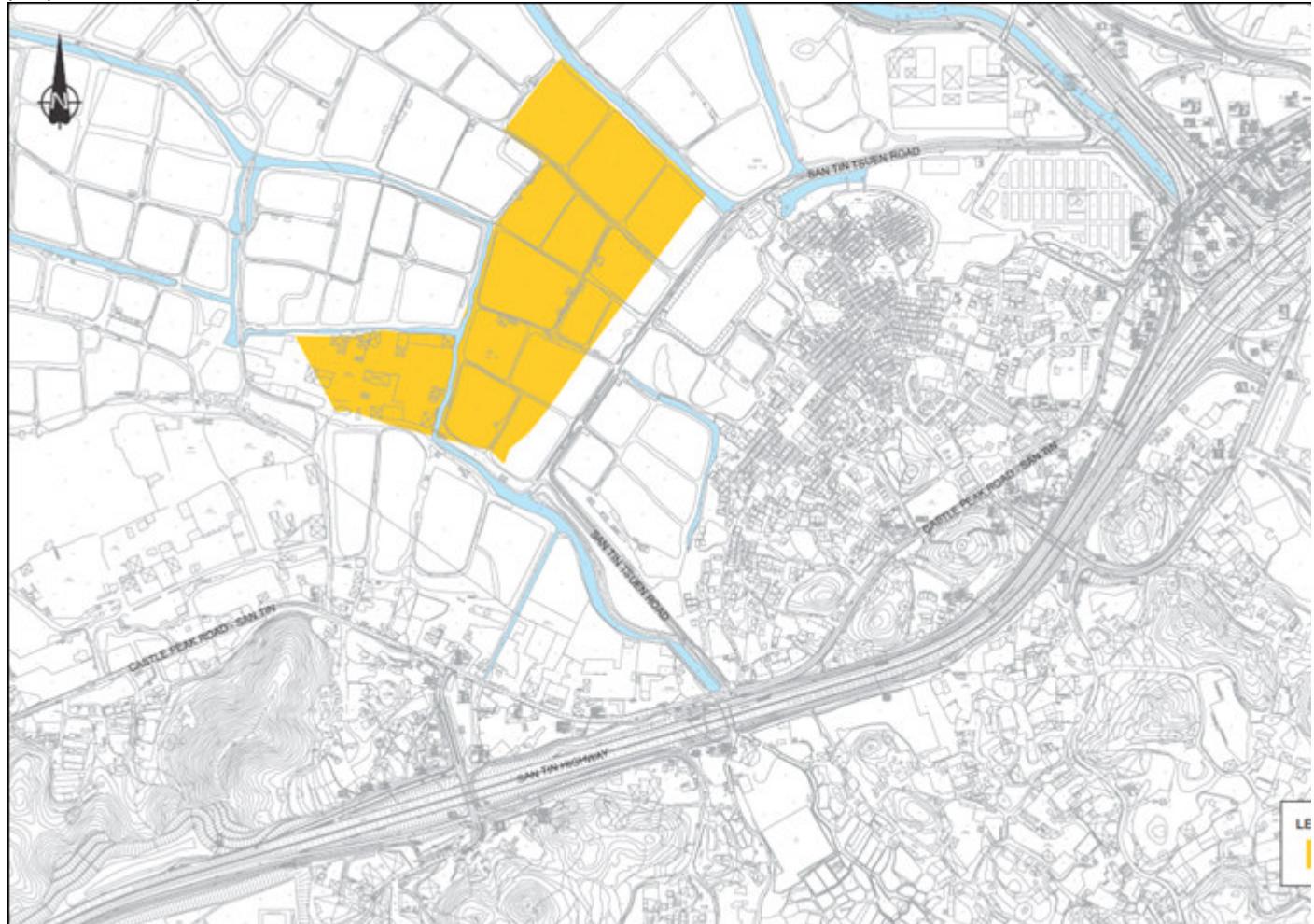
From: LAM Questa
Sent: Thursday, January 15, 2026 5:30 PM
To: 'wpsuen@cedd.gov.hk'
Cc: Cannis Lee; CHAN Rebecca; MOK Moraine
Subject: Proposed Filling of Ponds for Permitted Innovation and Technology Hub at Lot 764 RP (Part) in D.D. 99, San Tin, Yuen Long, New Territories (Planning Application No. A/STT/26)

Attachments: STT 26_Departmental Comments(draft FI)_20260114 (TD).pdf

Proposed Filling of Ponds for Permitted Innovation and Technology Hub (including Permitted Cargo Handling and Forwarding Facilities, Creative Industries, Eating Place, Flat (Staff Quarters only), Industrial Use, Information Technology and Telecommunications Industries, Office, Public Utility Installation, Research, Design and Development Centre, Shop and Services and Warehouse (excluding Dangerous Goods Godown) Lot 764 RP (Part) in D.D. 99, San Tin, Yuen Long, New Territories (Planning Application No. A/STT/26)

Dear Ms. Suen,

We refer to our telephone conversation on 15th January 2025 regarding the planning application (Planning Application No. A/STT/26) for the proposed development in the future San Tin Technopole. The location of the proposed development is illustrated in below:



As per our telephone conversation, please be advised that a construction traffic impact assessment (CTIA) report was submitted to PlanD and circulated to TD in early Jan 2026 to review on the traffic impact induced by its

proposed pond filling as the associated mud dredging/earth filling works stage, which are scheduled to be completed by 2029.

Based on TD's comment on the aforesaid CTIA report issued on 14th January 2026, we would like to seek for your advice/confirmation on the following items:

- 1) no change to the road network in the vicinity of the proposed development (the subject site highlighted in yellow colour in figure above) by year 2029
- 2) since the nearby developments will not be completed by year 2029, there is nil population intake of nearby developments by year 2029
- 3) no construction traffic arising from nearby infrastructures and developments (e.g. San Tin Technopole and NOL Spur Line) for road network in the vicinity of the proposed development by year 2029, otherwise, please advise the construction traffic routing and the estimated construction flows arising from nearby infrastructures and developments by year 2029
- 4) San Tin Tsuen Road can be used as the construction vehicular accesses to the proposed development

We would be grateful if you could provide your comment at your earliest convenience. Your support in this matter is greatly appreciated.

Should you have any queries or require further information, please do not hesitate to contact the undersigned at [REDACTED] or our Ms. Moraine Mok at [REDACTED]

Thank you very much for your kind attention.

Best Regards,

Questa Lam

Associate



22nd Floor • Genesis • 33-35 Wong Chuk Hang Road • Hong Kong

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**Proposed Filling of Ponds for Permitted Innovation and Technology Hub (including
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Industries, Office, Public Utility Installation, Research, Design and Development Centre,
Shop and Services and Warehouse (excluding Dangerous Goods Godown))
Lot 764 RP (Part) in D.D. 99, San Tin, Yuen Long, New Territories**

(Planning Application No. A/STT/26)

**Comments from Commissioner for Transport
(Contact Person: Mr Victor MA; Tel: 2399 2727)**

RtC 4(a): Annex D – CTIA

- (a) Section 3.1.2: Please liaise with CEDD to check whether there will be any changes to the road network.
- (b) Section 3.2.4: Please liaise with PlanD and CEDD to ensure that population intake of nearby developments will be included in your assessment.
- (c) Section 3.4: Construction traffic arising from nearby infrastructures and developments (e.g. San Tin Technopole and NOL Spur Line) and the impact of their associated temporary traffic arrangements should be taken into account in the traffic forecast. Please also liaise with CEDD regarding the use of San Tin Tsuen Road as the construction vehicular accesses to the proposed development.
- (d) Tables 2.2 and 4.1: Please include San Tin Interchange and the junction of slip roads of San Tin Highway and Shek Wu Wai Road in your assessment. In addition, please advise the storage/deposit sites for the mud dredging/earth filling materials and assess the critical junctions/links to/from the storage/deposit sites.

Appendix B -

Liaison with PlanD dated 15th & 19th January 2026

From: Karen Kei Yee CHAN/PLAND <kkychan2@pland.gov.hk>
Sent: Monday, January 19, 2026 6:37 PM
To: LAM Questa
Cc: Cannis Lee; CHAN Rebecca; MOK Moraine; Pak Him CHIU/PLAND
Subject: Re: Proposed Filling of Ponds for Permitted Innovation and Technology Hub at Lot 764 RP (Part) in D.D. 99, San Tin, Yuen Long, New Territories (Planning Application No. A/STT/26)

Dear Questa,

Based on latest development schedule of the San Tin Technpole which is available in the public domain (<https://nm-santintech.hk/en/implementation-arrangement/development-schedule/>) , we are not aware of any major planned development with population intake by year 2029 in the area shaded in green in your preceding email.

Regards,
Karen CHAN
TP/YLE2
FS&YLE DPO, PlanD
Tel. 3168 4041



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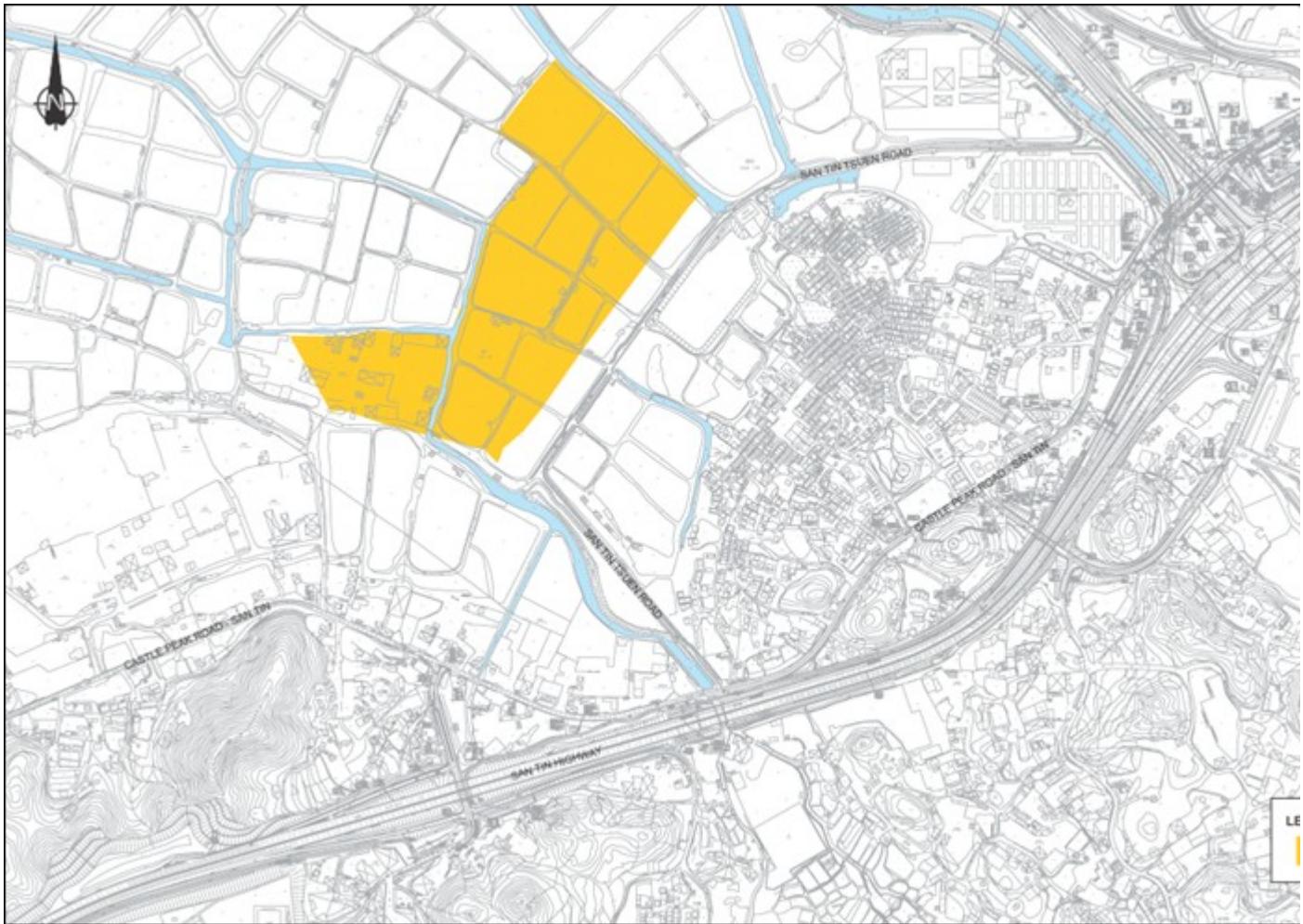
From: LAM Questa [REDACTED]
Sent: Thursday, January 15, 2026 6:10 PM
To: Karen Kei Yee CHAN/PLAND <kkychan2@pland.gov.hk>
Cc: Cannis Lee [REDACTED]; CHAN Rebecca [REDACTED]; MOK Moraine [REDACTED]

Subject: Proposed Filling of Ponds for Permitted Innovation and Technology Hub at Lot 764 RP (Part) in D.D. 99, San Tin, Yuen Long, New Territories (Planning Application No. A/STT/26)

Proposed Filling of Ponds for Permitted Innovation and Technology Hub (including Permitted Cargo Handling and Forwarding Facilities, Creative Industries, Eating Place, Flat (Staff Quarters only), Industrial Use, Information Technology and Telecommunications Industries, Office, Public Utility Installation, Research, Design and Development Centre, Shop and Services and Warehouse (excluding Dangerous Goods Godown) Lot 764 RP (Part) in D.D. 99, San Tin, Yuen Long, New Territories (Planning Application No. A/STT/26)

Dear Ms. Chan,

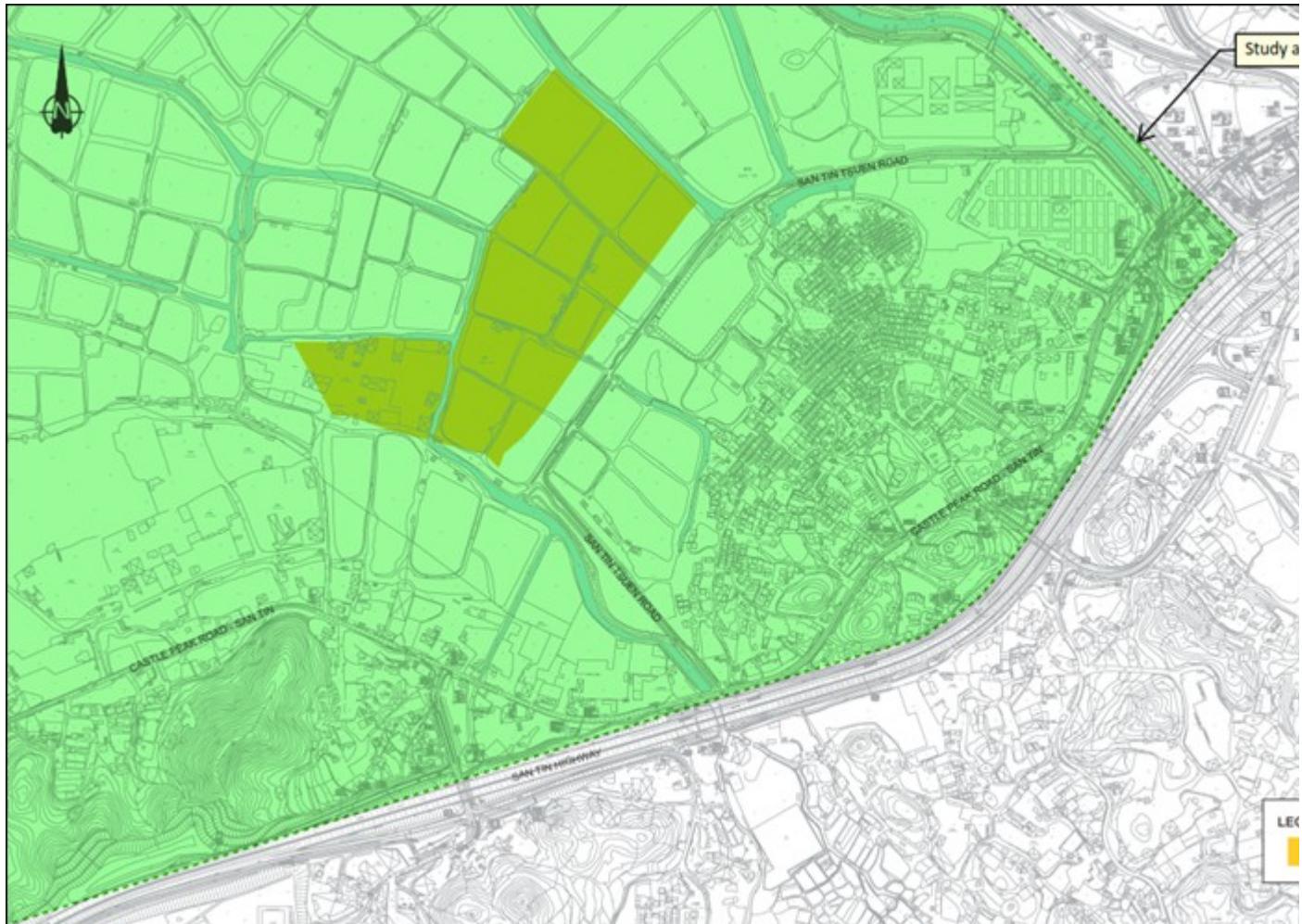
We refer to our telephone conversation on 15th January 2025 regarding the planning application (Planning Application No. A/STT/26) for the proposed development in the future San Tin Technopole. The location of the proposed development is illustrated in below:



As per our telephone conversation, please be advised that a construction traffic impact assessment (CTIA) report was submitted to PlanD and circulated to TD in early Jan 2026 to review on the traffic impact induced by its proposed pond filling as the associated mud dredging/earth filling works stage, which are scheduled to be completed by 2029.

Based on TD's comment on the aforesaid CTIA report issued on 14th January 2026, we would like to seek for your advice/confirmation on the following items:

- 2) since the nearby developments within the study area (as highlighted in green in figure below) will not be completed by year 2029, there is nil population intake of nearby developments by year 2029, otherwise, please advise the planning information of the nearby developments with population intake by year 2029



We would be grateful if you could provide your comment at your earliest convenience. Your support in this matter is greatly appreciated.

Should you have any queries or require further information, please do not hesitate to contact the undersigned at [REDACTED] or our Ms. Moraine Mok at [REDACTED]

Thank you very much for your kind attention.

Best Regards,

Questa Lam

Associate

[REDACTED]



22nd Floor • Genesis • 33-35 Wong Chuk Hang Road • Hong Kong

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**Proposed Filling of Ponds for Permitted Innovation and Technology Hub (including
Permitted Cargo Handling and Forwarding Facilities, Creative Industries, Eating Place, Flat
(Staff Quarters only), Industrial Use, Information Technology and Telecommunications
Industries, Office, Public Utility Installation, Research, Design and Development Centre,
Shop and Services and Warehouse (excluding Dangerous Goods Godown))
Lot 764 RP (Part) in D.D. 99, San Tin, Yuen Long, New Territories**

(Planning Application No. A/STT/26)

Comments from Commissioner for Transport

(Contact Person: Mr Victor MA; Tel: 2399 2727)

RtC 4(a): Annex D – CTIA

- (a) Section 3.1.2: Please liaise with CEDD to check whether there will be any changes to the road network.
- (b) Section 3.2.4: Please liaise with PlanD and CEDD to ensure that population intake of nearby developments will be included in your assessment.
- (c) Section 3.4: Construction traffic arising from nearby infrastructures and developments (e.g. San Tin Technopole and NOL Spur Line) and the impact of their associated temporary traffic arrangements should be taken into account in the traffic forecast. Please also liaise with CEDD regarding the use of San Tin Tsuen Road as the construction vehicular accesses to the proposed development.
- (d) Tables 2.2 and 4.1: Please include San Tin Interchange and the junction of slip roads of San Tin Highway and Shek Wu Wai Road in your assessment. In addition, please advise the storage/deposit sites for the mud dredging/earth filling materials and assess the critical junctions/links to/from the storage/deposit sites.



Development Schedule

Works for the development area covered by the RODP are planned to be implemented in two phases. Phase 1 mainly covers the I&T land parcels to the north of San Tin Highway/Fanling Highway, some residential land to the south and the key infrastructure areas with road connections. Phase 2 covers the remaining area. Site formation for I&T land commenced in December 2024 with formed sites coming on stream in 2026 the earliest. I&T enterprises may start operation earlier than 2031 subject to time required for building construction. The first population intake will start from 2031, while bulk population intake will start from 2034, around the time when the NOL Main Line commences operation.

The site formation and infrastructure works under San Tin Technopole Phase 1 Stage 1 commenced in December 2024.

Works mainly covers

- a. site clearance and formation (including geotechnical works and land decontamination works) for about 158 hectares ("ha") of land, to supply land for development of innovation and technology ("I&T") uses, logistics, housing, Government, Institute or Community ("GIC") facilities, open spaces, etc., and for construction of the road and infrastructure works in sub-paragraphs (b) and (c) below;
- b. upgrading of a section of San Tin Highway of about 2 kilometres ("km"), construction of associated district distributors and local roads of about 8 km long in total, cycle tracks of about 8.5 km long and footpaths, and associated junction/road improvements;
- c. construction of other engineering infrastructure works including drainage system, sewerage system (including two sewage pumping stations); water supply systems (including a fresh water service reservoir and a reclaimed water service reservoir with capacity of about 132 000 cubic metres ("m³") and 72 000 m³ respectively); revitalisation of drainage channels of around 2 400 metres ("m") long, greening and landscape works for open space and amenity area, as well as other associated works;
- d. implementation of the environmental mitigation measures, environmental monitoring and audit ("EM&A") programme and construction supervision for the works mentioned in sub-paragraphs (a) to (c) above; and
- e. detailed design for the expansion in development area (belonging to the works after Phase 1 Stage 1) after the Northern Metropolis Development Strategy was announced.

DEVELOPMENT SCHEDULE

Works for the development area covered by the RODP are planned to be implemented in two phases.

Phase 1 Stage 1

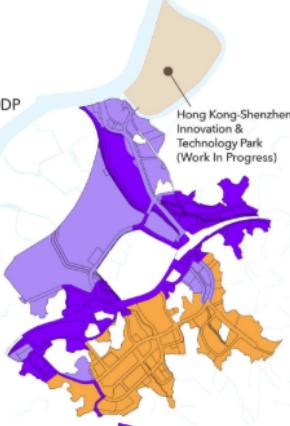
Phase 1 Stage 2

Covers the I&T land parcels to the north of San Tin Highway/Fanling Highway, some residential land to the south and the key infrastructure areas with road connections.

Phase 2

Covers the remaining area.

Notes:
Proposed scope of works to be reviewed in the detailed design
For indicative purpose only



Q4 2024

Site formation for I&T land commenced

2026

Formed sites coming on stream in 2026 at the earliest

2031

The first population intake

2034

Bulk population intake around the time when NOL Main Line commences operation