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Cheryl Tsz Man TSANG/PLAND

寄件者: Anna Lok <[REDACTED]>
寄件日期: 2026年7月9日星期四 15:32
收件者: TPB Submission/PLAND
副本: Theresa Yeung; Wai-Lam Lee; Vienne Lung; Ryan Chi Kin HO/PLAND; Cheryl Tsz Man TSANG/PLAND; Peter Pak Lun NGAN/PLAND
主旨: Application No. Y/NE-MKT/2 - Submission of Further Information (1)
類別: Internet Email

Dear TPB Secretariat,

We refer to the captioned s.12A Planning Application.

We are writing to notify that the soft copy of the Further Information (1) of the captioned Planning Application has been uploaded to the hyperlink provided by Town Planning Board:
https://fespld.pland.gov.hk/FsShare?key=Y_NE-MKT_2

The Further Information (1) submission includes the following:

1. Cover letter
2. Appendix A – Response-to-Comment table

Please note that 4 sets of the hard copies will be delivered to the Town Planning Board shortly.

Should you have any queries, please contact the undersigned or Miss Vienne LUNG at [REDACTED].

Best regards,

Anna Lok
Urban Planning Manager | Planning

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By Hand
9 July 2026

The Secretary
Town Planning Board
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Our ref 287082/00/WSHY/WLL/TYAL/YVL/05817

Dear Sir/ Madam,

Application for Amendment of Plan under Section 12A of Town Planning Ordinance (Cap. 131) for Proposed Innovation and Technology Hub at Various Lots in D.D. 82 and D.D. 86, and Adjoining Government Land, Man Kam To, New Territories (Planning Application No. Y/NE-MKT/2)

Submission of Further Information

We refer to the comments received from Environmental Protection Department, Drainage Services Department, and Development Bureau between 18 June 2026 and 7 July 2026 regarding the captioned s.12A Planning Application.

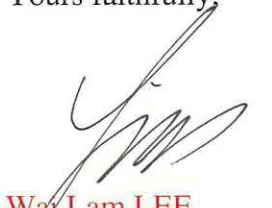
We are pleased to submit a Response-to-Comment table (**Appendix A**) to address departmental comments for your consideration.

The softcopy of the Further Information will be uploaded to the hyperlink provided by the Town Planning Board.

We sincerely seek favourable consideration from the Town Planning Board to agree to this s.12A Application.

Should you have any queries, please contact the undersigned or our Miss Anna LOK at [REDACTED] or Miss Vienne LUNG at [REDACTED].

Yours faithfully,


Wai Lam LEE
Director of Planning

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e [REDACTED]

- Enc - Appendix A Response-to-Comment table
cc - Client
- Sha Tin, Tai Po and North District Planning Office – Mr. Ryan HO (STP/N2) (Email: rckho@pland.gov.hk)
- Sha Tin, Tai Po and North District Planning Office – Ms Cheryl TSANG (TP/N2) (Email: ctmtsang@pland.gov.hk)
- Sha Tin, Tai Po and North District Planning Office – Mr. Peter NGAN (ATP/N5) (Email: pplngan@pland.gov.hk)

Appendix A

Response-to-Comment Table

Comments from Related Departments

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1. Development Bureau, Planning and Lands Branch, Northern Metropolis Co-ordination Office, dated 07 July 2026	2
2. Drainage Services Department, Operations & Maintenance Branch, Mainland North Division, North Section, dated 26 June 2026	3
3. Environmental Protection Department, Environmental Assessment Division, Territory North Group, Sheung Shui, Fanling, Tai Po, dated 18 June 2026	3

COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
1.	Development Bureau, Planning and Lands Branch, Northern Metropolis Co-ordination Office, dated 07 July 2026 The Site is within New Territories North (NTN) New Town, but outside the Priority Development Area (PDA) of the NTN New Town. While noting that the land ownership by the applicants have claimed to have increased from the previous 46% to the current 67%, it is understood that 12% out of 67% claimed to be owned by the applicants still pending supplementary documents to prove. It is noted that the land concerned, which is irregular in shape, lies mainly at the southern part of the Site. At present, the southern part has no road connection to Lin Ma Hang Road being the Site's main access point. Hence the applicants will need to satisfy the Transport Department with the transport arrangement, which should also take into account the more holistic design of an efficient road network to serve the NTN New Town as a whole and hence the Civil Engineering and Development Department should be consulted on this also.	The Applicants have been proactive in land assembly and have made substantial progress in acquiring additional private land parcels within the Development Site since the previous planning application (No. Y/NE-MKT/1). According to Land Registry records as of May 2026 by the time of the formal submission of this s12A Application (No. Y/NE-MKT/2), the Applicants own fully/partly and obtained provisional sale and purchase agreements for approximately 55% of the private land within the Development Site. As of 7 July 2026, the Applicants currently own fully/partly and obtained provisional sale and purchase agreements for approximately 57% of the private land within the Development Site. Furthermore, serious negotiations are underway for the acquisition of an additional approximately 19% of the private land within the Development Site, involving 11 targets lots. Taking these ongoing negotiations into account, the Applicants have secured, or are in the process of securing, up to approximately 76% of the private land within the Development Site. The above demonstrates the Applicants' continued commitment to land assembly and ensuring the implementation of the proposed development, with significant progress having been achieved. In the notional scheme under this s12A Application, the Proposed Development has been planned with a self-sufficient and efficient internal system serving the whole site. As this s12A Application is not scheme-binding, the layout and development parameters presented under the notional scheme are intended to demonstrate the technical feasibility of the proposed rezoning. Should the rezoning application be approved, the Proposed Development will be subject to further revision/ refinement at the detailed design stage, including the internal road

No.	Comments	Responses
		network, access arrangement(s), and overall connectivity within and beyond the Site. In developing the future Master Layout Plan, the Applicants are willing to further review the road layout and reserve sufficient flexibility to accommodate and, where appropriate, enhance future connectivity with the planned road network of the NTN New Town. Due regard will be given to the latest planning and engineering information available at the time to facilitate integration with the wider transport and road network serving the Proposed Development and NTN New Town as a whole. The Applicants will maintain close liaison and coordination with relevant Government departments, including the Transport Department and Civil Engineering and Development Department, during the detailed design stage to ensure that the transport arrangement and connectivity of the Proposed Development are adequately addressed.
2.	Drainage Services Department, Operations & Maintenance Branch, Mainland North Division, North Section, dated 26 June 2026 1. he has no in-principle objection to the application from public drainage viewpoint; 2. the future lease condition shall require the applicants to submit an updated Drainage Impact Assessment and Sewerage Impact Assessment for review; and 3. it should be noted that drainage improvement works at Lower Ping Yuen River currently under Consultancy Agreement No. CE67/2022(DS) “Drainage Improvement Works at North District (Phase 2) – Design and Construction” may interface with the proposed development. Interface coordination will be necessary at a later stage.	Noted. Noted. Noted.
3.	Environmental Protection Department, Environmental Assessment Division, Territory North Group, Sheung Shui, Fanling, Tai Po, dated 18 June 2026	

(Last updated 09 July 2026)

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Dear TPB Secretariat,

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We are writing to notify that the soft copy of the Further Information (2) of the captioned Planning Application has been uploaded to the hyperlink provided by Town Planning Board:
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Best regards,

Anna Lok

Urban Planning Manager | Planning

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By Hand
10 July 2026

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Our ref 287082/00/WSY/WLL/TYAL/YVL/05821

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Appendix A

Response-to-Comment Table

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2. Planning Department, Territorial Planning Branch, Territorial Planning Division, Studies and Research Section, dated 26 June 2026	3

COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
1.	Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Urban Design Unit, dated 07 July 2026 Please find the following comments on the revised air ventilation assessment (AVA) report: 1. The consultant provides qualitative analysis on the air ventilation performance of the Revised Indicative Scheme (Proposed Development under the subject application) based on the simulation results of an AVA – Initial Study using computational fluid dynamics to compare the pedestrian-level air ventilation performance of the Baseline Scheme (existing condition) and the Indicative Scheme. 2. According to the simulation results, adverse impact is anticipated at Ta Kwu Ling Village and the roads to the east and south of the application site (the Site) when compared the performances of the Indicative Scheme on pedestrian wind environment with the Baseline Scheme under both annual and summer conditions. Adverse impact is also anticipated at Ta Ku Ling Ling Ying Public School under annual condition and Lin Ma Hang Road under summer conditions. 3. While several breezeways, air paths and permeable elements have been incorporated in the Indicative Scheme in order to alleviate the potential impact on the surrounding pedestrian wind environment, the Revised Indicated Scheme has lower building height for some residential towers and has made some minor changes to the wind enhancement features i.e. the empty bay on the ground floor. It is expected that the overall ventilation performance of the Indicative Scheme and the Revised Indicative Scheme will be similar.	Noted. Noted. Noted.

No.	Comments	Responses
2.	Planning Department, Territorial Planning Branch, Territorial Planning Division, Studies and Research Section, dated 26 June 2026 1. The application site (the Site) falls within the proposed New Territories North (NTN) New Town under the Planning and Engineering Study for NTN New Town and Man Kam To (P&E Study) commenced in October 2021. The P&E Study provides guidance for the detailed planning and implementation of the future developments within the NTN New Town. 2. The preliminary development proposal of the NTN New Town, with a Broad Land Use Concept, was announced in December 2024 and a 2-month public engagement exercise was conducted in January to March 2025. Due to the vast spatial scale of the NTN New Town, it is proposed to first proceed with a Priority Development Area (PDA) covering Heung Yuen Wai area and the proposed	Under the P&E Study, the NTN New Town is positioned as a Boundary Control Points (BCPs) business district and a base for emerging industries, capitalising on the commercial opportunities arising from its proximity to three major BCPs. The Proposed I&T Hub, located strategically in proximity to Man Kam To and Heung Yuen Wai BCPs, will further boost the gateway economy by leveraging its competitive edges in the commercialisation of I&T applications (e.g. AI and software development) to support emerging activities in the NTN New Town. The Proposed I&T Hub serving as a high-value platform with a compressive innovation ecosystem (e.g. providing headquarters function, industry services, investment opportunities, computing power resources, and think tank support etc) will also attract technology-driven enterprises in Hong Kong, Shenzhen and the Greater Bay Area, reinforcing wider cross-boundary economic collaboration that complement the NTN New Town's long-term planning vision. In terms of the implementation, considering that a phased development approach will be adopted in the NTN New Town, and that the Application Site falls within the remaining phases identified in the P&E Study, for which no implementation programme has yet been established, the Proposed I&T Hub will help expedite the development process, promoting industry anchoring at a strategic location in the future NTN New Town at an earlier stage. The Proposed Development is in line with the Broad Land Use Concept, which the Application Site is partly reserved for emerging industries (e.g. modern logistics, food-related uses, green industry, advanced construction industry and advanced manufacturing industry) and partly reserved for Boundary Mixed Use Areas for gateway economy and provision of residential flats to

No.	Comments	Responses
	university town. The remaining development land in NTN New Town could be considered for phased development in the medium to long term. The Site falls outside the initial PDA boundary indicated on the Broad Land Use Concept. 3. According to the Broad Land Use Concept of the P&E Study, the Site is located at the area reserved for development of diverse industries, including green industries, to leverage the proximity to the connection to the future Northern Metropolis Highway, as well as to minimise the possible environmental impacts of the industries-related vehicles on the living communities within the core area of the NTN New Town. The subject application proposing high density development is also not entirely in line with the overall Broad Land Use Concept of NTN New Town where living communities with higher density developments and community facilities are generally proposed to concentrate around the future railway stations to enhance the utilisation of land. The Site is situated far away from the proposed living communities and railway stations.	serve the accommodation needs of frequent cross-boundary travellers. Falling outside of the initial PDA boundary indicated on the Broad Land Use Concept, the Proposed I&T Hub would not prejudice the development programme for the designated PDA, with site formation and infrastructure works targeted to commence as early as 2028/29 for completion by 2035. Instead, with anticipated completion from around 2029 onwards, the Proposed I&T Hub would help expedite the development of the remaining development land in NTN New Town that is yet to have any implementation timeline. The proposed I&T Hub can be regarded as a proactive advancement of the rezoning exercise to facilitate more efficient utilisation of land resources. The proposed I&T Hub will also bring in positive collaboration opportunities to the nearby PDA, e.g. the University Town, through leveraging on the resources and engagement of enterprises and our strategic partners to facilitate “research, academic and industry” collaboration. The planning intention of the Proposed I&T Hub, which aims to form an agglomeration of upstream (R&D) and downstream (production/ application of R&D outcomes) industries to stimulate production activities, is in line with the “industries” land use recommended in the P&E Study covering categories such as advanced manufacturing, which stands a key role in the I&T ecosystem in Hong Kong. The Indicative Scheme of the Proposed I&T Hub has been carefully designed to accommodate various uses essential to the functioning of an I&T Hub, not only quality working space to support cross-boundary technological cooperation and job opportunities, but also talent homes in a convenient location to facilitate the clustering of I&T talents, promoting collaboration and enabling round-the-clock research and development activities. The dedicated on-site accommodation support is essential for enhancing the competitiveness of the Proposed

No.	Comments	Responses
	4. According to the Northern Metropolis (NM) Action Agenda 2023, the Northern Link Eastern Extension (NOLE) and the Northeastern New Territories Line (NENTL) are proposed to promote the development of the eastern part of NM with the possible railway alignments/stations passing through Lo Shue Ling area where the Site is located. The proposed NOLE and NENTL connecting to NTN New Town with existing and planned railway network have also been included in the “Hong Kong Major Transport Infrastructure – Development Blueprint” released in	I&T Hub against other emerging counterparts in East Asia and abroad. In terms of development intensity, the Applicants have reviewed and revised the Indicative Scheme in this Application, by lowering the GFA allocated to “Other Residential Uses” by 30% and an overall reduction in total PR to about 4.92. The Proposed Development is considered to represent an optimal balance between development intensity and land use planning objectives. The proposed mix and scale of development are designed to maximise the site's potential for I&T development while ensuring the provision of essential supporting facilities, thereby creating a conducive environment for the clustering of high-end corporations, research institutions and I&T talents and supporting the long-term growth of the I&T ecosystem. The preliminary development proposals under the NTN New Town P&E Study envisage a PR of 6.5 to 7.0 for residential and mixed uses in PDA, as well as for sites near railway stations. Against the backdrop of these planned higher-density developments in NTN New Town, the Proposed I&T Hub (with a total PR 4.92) is considered appropriate and relatively moderate in development intensity. The proposed development is therefore compatible with the overall planning framework of the NTN New Town while allowing flexibility to accommodate future development opportunities in the area. The proposed NOLE and the NENTL have been well-noted. As indicated in the Blueprint, the Application Site does not encroach onto the proposed alignments and stations passing through Lo Shue Ling area. Tapping into the enhanced connectivity across the NDAs in NM and the proximity to nearby BCPs, the Proposed I&T Hub is strategically positioned to support the NM in furthering its role as an international I&T centre. Together with Lau Fau Shan Digital Hub in the west and the San Tin Technopole in the central part of the NM, the Proposed I&T Hub will contribute to the formation of a continuous west-to-east

No.	Comments	Responses
	December 2023. From planning study perspective, the development potential of Lo Shue Ling area should be holistically reviewed with regard to all relevant planning factors. As the Site is irregular in shape, the proposed development, if approved, would undermine the efficient use of the surrounding land and pose constraints in formulating land use proposals under the P&E Study.	innovation and technology development corridor. The delineation of the Development Site, albeit being less regular than those development land parcels proposed under an NDA study, originates from a private-sector initiative and reflects the prevailing land ownership pattern on the ground. Notwithstanding its site configuration, the Development Site is capable of accommodating a comprehensive I&T development with supporting facilities and achieving the intended planning objectives. While the Application Site may not adopt the same regular site configuration as those identified under government-led planning studies, it originates from a private-sector initiative and reflects the prevailing land ownership pattern and implementation circumstances on the ground. Notwithstanding its site configuration, the Application Site is capable of accommodating a comprehensive I&T development with supporting facilities and achieving the intended planning objectives. As a private-sector-led initiative, the Proposed I&T Hub offers greater flexibility and responsiveness to evolving market demands and technological development trends. The proposal would facilitate the timely implementation of strategic I&T uses and enable early industry anchoring within the future Northern Metropolis, ahead of the longer-term implementation programme for the remaining development phases. By leveraging private-sector resources and investment, the proposal can also help optimise the use of public resources and reduce the need for upfront government intervention in bringing forward development within the area. In this regard, the proposal is considered to complement the Government's objective of expediting the development of the Northern Metropolis and promoting the early establishment of economic activities, employment opportunities and operational readiness in the area. As a private initiative with high responsiveness and flexibility in decision making, the

No.	Comments	Responses
	5. Notwithstanding on the above, if the applicant considers the proposal having its own merits in terms of all relevant Government policies, the applicant should demonstrate the technical feasibility of the proposal, particularly on sufficient infrastructure capacity to support the subject proposal in view of the remoteness of the site and before those infrastructure works under the P&E Study are in place. Relevant departments, including EPD, TD, WSD, DSD, EMSD, UD&L Section of PlanD, etc. should be consulted on the technical assessments submitted by the applicant for the subject proposal. The proposed development should also not impose any unacceptable constraint to the comprehensive planning of NTN New Town in particular PDA in Heung Yuen Wai area and the proposed university town nearby which is expected to have an earlier implementation programme. Other observations on the technical aspects of the application are as follows: (a) In terms of the future road network, the applicant claims in Section 7.13.3 of the Supporting Planning Statement that “sufficient land has been reserved within the proposed I&T Hub to accommodate potential future transport infrastructure including access roads to maintain flexibility for integration with the wider transport network”. It will be advantageous if a north-south connection road could be provided through the Site. The applicant previously replied that the internal	Proposed I&T Hub can better cater to the market trend in a timely manner, optimising the development potential of the Lo Shue Lung area without exerting pressure on government resources. This also in line with the Government’s direction view to accelerate the delivery of the NM, including the consideration of dedicated legislative and implementation mechanisms, reflecting the transition of the NM into the stage of active construction and development, as well as the promotion of industry anchoring and operational readiness. Under the previous application, a comprehensive set of technical assessments covering landscape and tree preservation, traffic, sewerage, drainage, water supply, geotechnical, visual, environmental, air ventilation and ecological aspects was undertaken. The relevant Government bureaux and departments raised no objection or had no adverse comments on their findings. Given that the revised Indicative Scheme only involves a reduction in the domestic GFA and building height of the proposed “Other Residential Uses”, with no change to the overall building layout, the technical assessments prepared under the previous application are considered to have assessed a worst-case development scenario and remain applicable to the current proposal. It is therefore confirmed that the proposed I&T hub is technically feasible prior to any infrastructure works under the P&E Study and will not impose any constraints on the proposed development in the NTN New Town. Please be advised that under the “NTN New Town – Broad Land Use Concept” Plan, the Application Site is located to the west edge of Heung Yuen Wai Enterprise Park. Based on the existing road network, it is anticipated that the major functionality of the internal driveway would serve the development-related traffic only, while other nodes of Lo Shue Ling area, such as Fung Wong Wu and Tong Fong, would rely on Lin Ma Hang Road and Ping Che Road directly without the need of detouring via the internal driveway.

No.	Comments	Responses
	driveway would not attract significant “development-related by-passing” traffic and concluded that 7.9m wide single two-lane carriageway for the whole section of the proposed ‘Driveway/EVA’ would have sufficient capacity. If there will be a connection to the future road system of NTN New Town at the south, the proposed ‘Driveway/EVA’ (or part of it) inside the Site will need to be open for public use and more traffic will be attracted southward to other areas of the NTN New Town and the potential interchange with the future NM Highway at the further south. In this connection, widening of the southern section of the ‘Driveway/EVA’ to the same width as the northern section (10.5m) and the associated roundabouts may need to be considered to accommodate the traffic demand during the future development of the NTN New Town. This would accommodate the possibility of the proposed ‘Driveway/EVA’ connecting to the future road system of NTN New Town and opening for public use.	Furthermore, under the “NTN New Town – Broad Land Use Concept” Plan, there would be two major development zones at the north of the Application Site, including “Man Kam To Boundary Mixed Use Area” and “Heung Yuen Wai Boundary Mixed Use Area”. Based on the existing road network, it is anticipated that the majority of associated traffic would be travelled directly via Man Kam To Road / Lin Ma Hang Road and Heung Yuen Wai Highway / Lin Ma Hang Road respectively, without the need of detouring via the internal driveway. As such, it is anticipated that non-development-related traffic passing by the internal driveway is not significant and the internal driveway would not act as an important north-south connection of NTN New Town. It is hence considered that 7.9m-wide single two-lane carriageway for the whole section of the concerned Driveway / EVA has sufficient capacity already to cater for the traffic flow induced by the Indicative Scheme and some minor by-passing traffic. As this s12A Application is not scheme-binding, the layout and development parameters presented under the notional scheme are intended to demonstrate the technical feasibility of the proposed rezoning. Should the rezoning application be approved, the Proposed Development will be subject to further revision/ refinement at the detailed design stage, including the internal road network, access arrangement(s), and overall connectivity within and beyond the Site. In developing the future Master Layout Plan, the Applicants are willing to further review the road layout and reserve sufficient flexibility to accommodate and, where appropriate, enhance future connectivity with the planned road network of the NTN New Town. Due regard will be given to the latest planning and engineering information available at the time to facilitate integration with the wider transport and road network serving the Proposed Development and NTN New Town as a whole. The Applicants will maintain close liaison and coordination with relevant Government departments during the detailed design stage to

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	(b) The flood wall proposed under the subject application interfaces with DSD's drainage improvement works at Lower Ping Yuen River under consultancy agreement no. CE67/2022(DS). The applicant is advised to seek DSD's comment and agreement on any proposed drainage works. (c) NTN New Town would be developed in phases, with the PDA coming first. Noting that the applicant proposed the site's water source to be supplied by the new water supply infrastructure in NTN New Town, please be clarified that the Site is not included in the PDA of NTN New Town. The programme for the remaining phase of NTN New Town is also uncertain. The applicant is advised to liaise with WSD to confirm the adequacy and source of water supply, particularly that considerable floor space is proposed for data centre use within the I&T Hub which might entail high electricity consumption and water consumption for water-cooling purpose. (d) In relation to (c), comments from EMSD regarding power supply should be sought as well. 6. This is a coordinated reply from PM(N), CEDD and SR Section, PlanD.	ensure that the transport arrangement and connectivity of the Proposed Development are adequately addressed. Noted. DSD's comment and agreement will be sought at the later stage. Noted. The technical feasibility of the Proposed I&T Hub has already been demonstrated in the Water Supply Impact Assessment prepared for the previous planning application, to which no adverse comment was raised by the Water Supplies Department (WSD). In the current Planning Application with a reduced development intensity than the previous, WSD has also indicated no objection to the Proposed I&T Hub at the pre-submission stage. Please be advised that a full set of technical assessment reports, have been circulated to relevant bureaux/ departments for comment to demonstrate the technical feasibility of the proposed I&T Hub. Noted.

(Last updated 10 July 2026)

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2. Appendix A – Response-to-Comment table
3. Appendix B – Replacement Pages of Revised Traffic Impact Assessment

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Best regards,

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14 July 2026

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- Sha Tin, Tai Po and North District Planning Office – Mr. Ryan HO (STP/N2) (Email: rckho@pland.gov.hk)
- Sha Tin, Tai Po and North District Planning Office – Ms Cheryl TSANG (TP/N2) (Email: ctmtsang@pland.gov.hk)
- Sha Tin, Tai Po and North District Planning Office – Mr. Peter NGAN (ATP/N5) (Email: pplngan@pland.gov.hk)

Appendix A

Response-to-Comment Table

Comments from Related Departments

Page No.

COMMENTS FROM RELATED DEPARTMENTS	2
1. Lands Department, Lands Administration Office, District Lands Office, North, dated 10 July 2026.....	2
2. Transport Department, NT Regional Office, Traffic Engineering (NTE) Division, North Section, dated 26 June 2026.....	2

COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
1.	Lands Department, Lands Administration Office, District Lands Office, North, dated 10 July 2026 1. According to the para. 4.6.6 — Tree Preservation Proposal (Appendix C), a total of 279 trees would be felled and 275 trees would be planted all within the “Development Site”. The applicants are reminded that compensatory plantings should be provided within private lot(s) and no Government Land should be involved. Unless otherwise specified, LandsD will not process tree preservation and removal proposal submitted for planning application. 2. It is noted that ancillary dormitories and other residential uses are proposed. The applicant should clarify the target occupants of these two types of residential uses.	Noted. Please be advised that the target occupants of the Ancillary Dormitories (人才公寓), in the form of talent homes, are workers, researchers, students, and personnel directly associated with the operation of the proposed I&T facilities. The Other Residential Uses are intended to provide a wider range of accommodation options for I&T professionals and their family members, including expatriates, visiting scholars and senior personnel working within the proposed I&T hub.
2.	Transport Department, NT Regional Office, Traffic Engineering (NTE) Division, North Section, dated 26 June 2026 Please find below the comments from the Transport Operations (New Territories) Division: 1. Section 4.9.4: While it is noted that green minibuses (GMBs) have been excluded from the main trip generation calculations, GMBs can still provide essential connections between the application site (the Site) and the Heung Yuen Wai Boundary Control Point. The applicants should be requested to critically assess this potential and consider incorporating appropriate physical facilities for GMBs within the proposed public transport interchange to	Noted, a GMB stand in accordance with TPDM has been incorporated into the proposed transport interchange as referred to Figure 4.20 of the revised TIA report. The corresponding swept path analysis has been illustrated in Figure 4.28 of the revised TIA report.

No.	Comments	Responses
	ensure a comprehensive multi-modal network. 2. Section 4.9.8: The assumption that ridership between KMB routes 73K and 79K will be directly proportional to journey time is overly simplistic. Given that the projected journey time for route 73K is approximately half that of route 79K, it is highly likely that a majority of commuters will preferentially select 73K. The applicants must provide a robust justification for the proposed service enhancements, specifically demonstrating whether the currently proposed service scaling for 73K is sufficient to absorb this disproportionate demand. Additionally, the applicants should explore whether sub-route of 79K could be operated as an express service connecting to Fanling to create a more competitive alternative. 3. Sections 4.9.14 and 4.9.18: It omits a critical assessment of the external infrastructure required to support the upgraded fleet sizes and increased frequencies for two franchised bus routes. The road network surrounding Sheung Shui Station currently experiences severe traffic congestion and localized gridlock under serious traffic accidents or extreme weather. The applicants must clarify whether the Sheung Shui terminus can physically accommodate the deployment of additional 12.8-meter double-decked buses and enhanced service of the two routes. To alleviate strain on the Sheung Shui Station, the applicant is advised to explore models that feed a larger proportion of the commuting population to other major transport hubs, such as Fanling Station, the upcoming Kwu Tung	Noted, the ridership of bus has been further split into intra-district and cross-district demand based on the same Table B203 and C204 under District Council District “North” from 2021 Population Census, and introduction of a cross-district franchised bus route (MKT1 hereinafter) has been proposed accordingly to alleviate the demand of KMB 73K and 79K, which both are intra-district routes. On the other hand, it is further proposed that KMB 79K would only extend its route to the Application Site without relocating its terminus to the Application Site, which could shorten the journey time between the Application Site and Fanling Station, and hence increase its competitiveness compared to KMB 73K. With the revised assumption and PT proposal, the ridership split of KMB 73K and 79K would be more balanced, while the proposed frequency of both KMB 73K and 79K would be decreased from 4 – 6 mins to 6 – 9 mins and from 6 – 9 mins to 8 – 10 mins respectively. Please kindly refer to Section 4.9 of the revised TIA report regarding the revised PT assessment. Please be advised that as referred to the revised PT proposal, the proposed bus trips for KMB 73K and 79K would be reduced from 12 trips/hr to 8 trips/hr and from 8 trips/hr to 7 trips/hr respectively. As such, the revised PT proposal would induce 5 bus trips/direction less (10 bus trips less in total given that both are two-way services) to the road network surrounding Sheung Shui Terminus compared to previous proposal, which aims to minimise the impact on the road network surrounding Sheung Shui Terminus and Sheung Shui Terminus itself. On the other hand, please be clarified that a cross-district franchised bus route MKT1 has been proposed (with exact destination to be

No.	Comments	Responses
	Station or other major hubs. The applicants should clarify if long-haul services will be provided for the proposed development. 4. Section 4.9.16: The applicants propose a PTI featuring one drop-off bay, four pick-up bays, and twelve stacking bays, but lacks a detailed assessment to confirm the adequacy of this layout. The applicants must comprehensively justify how the current physical setting and provision of bus bays and stacking areas can support the operation of the two enhanced franchised bus routes, particularly given the high service frequencies and short headways proposed during peak hours.	discussed in later stage), as referred to Section 4.9 of the revised TIA report. Please be advised that based on the revised PT proposal, there would be 3 bus routes operating in the proposed transport interchange. With reference to the site observation in sawtooth-type PTI, the average duration of a bus (terminating here) staying at pick-up bay for boarding is 3 minutes, hence one pick-up bay for each route is considered adequate to support the operation under the proposed frequency of the 3 bus routes during peak hour which is at least 6 minutes. Besides, under the proposed frequency of the 3 bus routes during peak hour, there would be total 19 bus trips/hr approaching to the proposed transport interchange for drop-off. With reference to the site observation in sawtooth-type PTI, the average duration of a bus staying at drop-off bay for alighting is 1.5 minutes, hence the required drop-off bay would be $19 \times 1.5 / 60 = 0.475$, such that one shared drop-off bay is considered adequate to support the operation. Nevertheless, for contingency arrangement, the excessive pick-up bay could act as a back-up drop-off bay in case there is a bus approaching to the proposed transport interchange for alighting while the alighting activities for the bus within the designated drop-off bay is not yet completed. On the other hand, please be advised that only KMB 73K and MKT1 have the stacking demand within the proposed transport interchange under the revised PT proposal, as KMB 79K is proposed maintaining its terminus at Ta Kwu Ling (Tsung Yuen Ha). With the assumption of 10 minutes stacking at each terminus for bus cleaning and bus driver resting, there would be at most $10/6 = 2$ buses stacking at the proposed transport interchange under the proposed frequency of 6 – 9 mins for KMB 73K and at most $10/15 = 1$ bus stacking at the proposed transport interchange under the proposed frequency of 15 mins for MKT1, while other buses from their respective fleet are

No.	Comments	Responses
	5. Section 4.9.17 to 20: Please clarify if the proposed PTI and associated facilities are intended to be handed over to the Government after construction.	running on the road. It is hence considered that the twelve stacking bays are adequate to support the operation. The Applicants remain open and flexible regarding the future management, maintenance and ownership arrangements of the proposed PTI. Subject to the Transport Department's requirements and further discussions with the relevant Government departments, the proposed PTI may be handed over to the Government upon completion of construction. In the event that the proposed PTI is to be handed over to the Government after construction, it is considered that the PTI and its associated facilities (site area of ~7,200m²) could be eligible for GFA exemption, subject to the relevant requirements and the consideration of the relevant Authorities. In this regard, consideration could be given to specifying such exemption in future OZP amendment, having regard to the arrangements set out in PNAP APP-2 for public transport terminus.

(Last updated 14 July 2026)

Appendix B

Replacement Pages of Revised Traffic Impact Assessment

4.9 Public Transport Assessment

4.9.1 The anticipated population of the Private Housing and family units of the ancillary dormitories of the Indicative Scheme is about 4,368 and 1,070 respectively, while the anticipated working population is 6,207. According to “Travel Characteristics Survey (TCS) 2022” published by Transport Department, the daily mechanised trip rate is 1.69 trips per person, while morning and evening peak hour accounted for about 12% and 14% of the daily trips respectively. For conservative approach, it is hence estimated that the Indicative Scheme would induce 1,287 resident passengers / hour (i.e. $5,438 \times 1.69 \times 0.14$) and 1,469 worker passengers / hour (i.e. $6,207 \times 1.69 \times 0.14$) during the peak period. For conservative approach, a factor of 1.2 is further applied on the peak hour passenger trips (i.e. $1,287 \times 1.2 = 1,545$ & $1,469 \times 1.2 = 1,763$) which deems sufficient to consider the unforeseen growth as well as the non-resident / non-worker users of the R&D Centre, Data Centre, Commercial Centre and kindergarten. The anticipated passenger trips in the peak hour are summarized in **Table 4.9.1**.

Table 4.9.1 Passenger Trips Generation/Attraction of the Indicative Scheme during Peak Period

Development Parameters	Residents	Workers
No. of private residential units & family units in dormitories ⁽¹⁾	2,014 flats	N.A.
Population	5,438 ⁽²⁾	6,207
Peak Hour Passenger Trips	1,545 pax/hr	1,763 pax/hr

Notes:

- (1) Assuming single flats in dormitories will not generate / attract trips to external road network during daily commuting peaks as discussed in Section 3.2
- (2) Average domestic household size of 2.7 is assumed based on the 2021 Population Census in North District

4.9.2 The modal split for residents in North District extracted from Table B203 and C204 under District Council District “North” from 2021 Population Census published by Census and Statistics Department is summarised in **Table 4.9.2**.

Table 4.9.2 Main Mode of Transport to Place of Study and Work in North District

Mode of Transport	Place of Study (from B203)	Place of Work (from C204)	Total	
	Persons	Persons	Persons	%
MTR (Local line)	12,118	46,153	58,271	39.0%
Bus (same district)	4,365	3,535	7,900	5.5%
Bus (another district)	3,873	19,246	23,119	15.5%
On foot only	12,822	11,285	24,107	16.0%
School bus	4,145	-	4,145	3.0%
Public light bus	3,541	7,802	11,343	8.0%
Private car/ Passenger van	3,400	7,887	11,287	7.5%
Company bus/ van	-	3,002	3,002	2.0%
MTR (Light Rail)	-	-	-	-
Taxi	214	711	925	0.5%
Residential coach service	489	580	1,069	0.5%
Ferry/ Vessel	-	18	18	0.0%
Others	888	3,212	4,100	2.5%
Total	45,855	103,431	149,286	100%

4.9.3 With the consideration of the locality of the Application Site, it is assumed that company bus/van, residential coach service, and ferry/vessel are not the available for the residents of the Indicative Scheme, and the associated passenger trips will be evenly distributed into MTR (50%) and bus (25% for same district / 25% for another district).

4.9.4 On the other hand, in order to minimise the disturbance of the residents from private residential developments in the vicinity as well as the border crossing passengers using the existing GMB 59K and 59S services, it is assumed that public light bus is also not available for the residents of the Indicative Scheme, with the consideration that service enhancement of GMB is not efficient due to its low carrying capacity. The associated passenger trips will be evenly distributed into bus (same district) and bus (another district). The adjusted modal split for the Indicative Scheme is summarized in Table 4.9.3.

Table 4.9.3 Adjusted Modal Split for Resident Passengers of the Indicative Scheme

Original Passenger Trip at North District	Adjusted Modal Split for resident passengers of the Indicative Scheme								
	MTR (Local line)	Bus (same district)	Bus (another district)	School bus	Taxi	Private car/ Passenger van	On foot only	Others	Total
MTR (Local line)	58,271								58,271
Bus (same district)		7,900							7,900
Bus (another district)			23,119						23,119
On foot only							24,107		24,107
School bus				4,145					4,145
Public light bus		5,672	5,672						11,343
Private car/ Passenger van						11,287			11,287
Company bus/ van	1,501	751	751						3,002
MTR (Light Rail)	-	0	0						-
Taxi					925				925
Residential coach service	535	267	267						1,069
Ferry/ Vessel	9	5	5						18
Others								4,100	4,100
Total	60,316	14,594	29,813	4,145	925	11,287	24,107	4,100	149,286
Proportion	40.25%	10.00%	20.25%	3.0%	0.5%	7.5%	16.0%	2.5%	100.0%

4.9.5 With the consideration that school bus would not be available for worker passengers, the 3% school bus modal split would be evenly distributed into MTR (50%) and bus (25% for same district / 25% for another district) similar to the adjustment on modal split for residents. The associated passenger demand for resident passengers and worker passengers of the Indicative Scheme in peak hour is estimated in Table 4.9.4.

Table 4.9.4 Estimated Passenger Demand from Indicative Scheme in Peak Hour

Mode of Transport	Residents		Workers	
	Proportion	Passenger Demand (pax/hr)	Proportion	Passenger Demand (pax/hr)
MTR (Local line)	40.25%	622	41.75%	736
Bus (same district)	10.00%	154	10.75%	190
Bus (another district)	20.25%	313	21.00%	370
School bus	3.0%	46	-	-
Taxi	0.5%	8	0.5%	9
Private car/ Passenger van	7.5%	116	7.5%	132
On foot only	16.0%	247	16.0%	282
Others	2.5%	39	2.5%	44
Total	100%	1,545	100%	1,763

- 4.9.6 Although there is no existing franchised bus route operating along the section of Lin Ma Hang Road outside the Application Site, currently there are KMB 73K and KMB 79K operating along Man Kam To Road and Ping Che Road respectively, which are anticipated the major ingress and egress vehicular routes of the Application Site connecting MTR stations in Sheung Shui and Fanling. In order to avoid duplication of public transport services in terms of routings and to better utilise the existing bus resources, the Applicant proposes to 1.) relocate the terminus and extend the bus route of KMB 73K from Man Kam To (San Uk Ling) to the Application Site, and 2.) extend the bus route of KMB 79K to the Application Site, with the terminus maintained at Ta Kwu Ling (Tsung Yuen Ha).
- 4.9.7 Nevertheless, both KMB 73K and 79K are only intra-district bus routes within North. In the consideration of sizable demand of cross-district bus services as shown in **Table 4.9.4**, the Applicant further proposes to 3.) introduce a new franchised bus route (MKT1 hereinafter) running between the Application Site and another district (exact destination to be further discussed in later stage) via Lin Ma Hang Road, Ping Che Road, Sha Tau Kok Road and Lung Shan Tunnel.
- 4.9.8 The proposed routings of extended route of KMB 73K and 79K, as well as new route MKT1 are illustrated in **Figure 4.17**, **Figure 4.18** and **Figure 4.19** respectively. It is anticipated that KMB 73K and 79K would act as feeder services for both MTR passenger demand and intra-district bus passenger demand (i.e. 776 pax/hr for residents, 926 pax/hr for workers), while tentative 73E would cater for cross-district bus passenger demand (i.e. 313 pax/hr for residents, 370 pax/hr for workers) from the Indicative Scheme.
- 4.9.9 Under the proposed routings of extended route of KMB 73K and 79K, the projected travel distance between the Application Site and the nearest Railway Station (i.e. Sheung Shui Station for KMB 73K, Fanling Station for KMB 79K) of KMB 73K and KMB 79K is approx. 8 km and 11 km respectively. Under the observed average speed of respective bus route during peak period in Year 2026 as mentioned in **Table 4.9.12**, the projected journey time of KMB 73K between Sheung Shui Station and the Application Site is 40 mins, while that of KMB 79K is 50 mins between Fanling Station and the Application Site respectively. For assessment purpose, it is assumed the nos. of passengers of KMB 73K and KMB 79K would have a same ratio with their projected journey time, hence 55% of them taking KMB 73K (i.e. $776 \times 55\% = 427$ for residents, $926 \times 55\% = 509$ for workers) and remaining 45% (i.e. $776 - 427 = 349$ for residents, $926 - 509 = 417$ for workers) taking KMB 79K is derived.

- 4.9.10 To identify if there are spare capacity to cope with the passenger demand induced by the Indicative Scheme, current occupancy of KMB 73K and 79K at identified critical bus stops during morning and evening peak periods are surveyed and summarised from **Table 4.9.5** to **Table 4.9.8**, including Sheung Shui Wai / Po Shek Wu Road Sheung Shui and Fung Kai No.1 Secondary School for KMB 73K, Kwan Tei and Fanling Station for KMB 79K.

Table 4.9.5 Observed Bus Occupancy of KMB 73K at Sheung Shui Wai / Po Shek Wu Road Sheung Shui

Hour	Sheung Shui Bound				Man Kam To Bound			
	No. of Bus Trips	Total Capacity*	Total Passengers	Occupancy	No. of Bus Trips	Total Capacity*	Total Passengers	Occupancy
0700 – 0800	4	300	<u>131</u>	44%	4	300	210	70%
0800 – 0900	3	225	103	46%	3	225	161	72%
0900 – 1000	2	150	58	39%	2	150	62	41%
1700 – 1800	3	225	88	39%	3	225	75	33%
1800 – 1900	3	225	109	48%	3	225	104	46%
1900 – 2000	2	150	46	31%	3	225	<u>120</u>	53%

Note:

* Assumed Bus Capacity is 75 passengers per vehicle as single-decked buses are usually employed for KMB 73K

Table 4.9.6 Observed Bus Occupancy of KMB 73K at Fung Kai No.1 Secondary School

Hour	Sheung Shui Bound				Man Kam To Bound			
	No. of Bus Trips	Total Capacity*	Total Passengers	Occupancy	No. of Bus Trips	Total Capacity*	Total Passengers	Occupancy
0700 – 0800	4	300	126	42%	4	300	<u>217</u>	72%
0800 – 0900	3	225	114	51%	3	225	155	69%
0900 – 1000	2	150	49	33%	2	150	70	47%
1700 – 1800	3	225	113	50%	3	225	81	36%
1800 – 1900	3	225	<u>131</u>	58%	3	225	94	42%
1900 – 2000	2	150	40	27%	3	225	110	49%

Note:

* Assumed Bus Capacity is 75 passengers per vehicle as single-decked buses are usually employed for KMB 73K

Table 4.9.7 Observed Bus Occupancy of KMB 79K at Kwan Tei

Hour	Sheung Shui Bound				Man Kam To Bound			
	No. of Bus Trips	Total Capacity*	Total Passengers	Occupancy	No. of Bus Trips	Total Capacity*	Total Passengers	Occupancy
0700 – 0800	5	600	<u>275</u>	46%	2	240	66	28%
0800 – 0900	4	480	165	34%	2	240	<u>118</u>	49%
0900 – 1000	3	360	218	61%	2	240	113	47%
1700 – 1800	2	240	<u>125</u>	52%	3	360	112	31%
1800 – 1900	2	240	74	31%	3	360	193	54%
1900 – 2000	2	240	56	23%	2	240	185	77%

Note:

* Assumed Bus Capacity is 120 passengers per vehicle as double-decked buses are usually employed for KMB 79K

Table 4.9.8 Observed Bus Occupancy of KMB 79K at Fanling Station

Hour	Sheung Shui Bound				Man Kam To Bound			
	No. of Bus Trips	Total Capacity*	Total Passengers	Occupancy	No. of Bus Trips	Total Capacity*	Total Passengers	Occupancy
0700 – 0800	5	600	196	33%	2	240	49	20%
0800 – 0900	4	480	155	32%	2	240	71	30%
0900 – 1000	3	360	151	42%	2	240	56	23%
1700 – 1800	2	240	84	35%	3	360	98	27%
1800 – 1900	2	240	63	26%	3	360	205	57%
1900 – 2000	2	240	36	15%	2	240	190	79%

Note:

* Assumed Bus Capacity is 120 passengers per vehicle as double-decked buses are usually employed for KMB 79K

- 4.9.11 It is considered that the usage of franchised buses is hugely related to planned population and employment within its catchment area. Reference was hence made to 2021-based Territorial Population and Employment Data Matrix (TPEDM) published by Planning Department and “Hong Kong Population Projections 2022 – 2046” which has been derived in **Table 4.2.1**. Nevertheless, **Table 4.9.9** summarizes the estimated and projected population and employment data in 2021, 2026 and 2031 of District Council District (DCD) “North”.

Table 4.9.9 Annual Average Growth Rate of “North” District by TPEDM

	2021 Projection	2026 Projection	2031 Projection	Annual Growth Rate from 2021 to 2031
Population	309,650	352,000	435,550	/
Employment	84,150	104,050	144,850	
TOTAL	393,800	456,050	580,400	3.95%

- 4.9.12 **Table 4.9.9** indicates the annual growth of population and employment in North District is +3.95% p.a.

- 4.9.13 Based on the latest development schedule, KTN / FLN NDA would be under full population intake by Year 2032. For conservative assessment purpose, annual growth factor of +3.95% p.a. for years from 2026 to 2032 and +0.52% p.a. for years from 2032 to 2035 would be applied to the observed highest nos. of franchised bus passengers to forecast the franchised bus passenger demand in Design Year 2035, which deems sufficient to take into account the population and employment increase from KTN / FLN NDA, as well as the natural population growth at North District after full population intake of KTN / FLN NDA.

- 4.9.14 The passenger movement of residents and workers from the Indicative Scheme is anticipated having a mutually exclusive characteristic (i.e. during AM peak, major passenger groups taking public transport to approach the Application Site would be working population of the proposed R&D Centre, Data Centre, Commercial Centre and Kindergarten living outside, while major passenger groups taking public transport to leave the Application Site would be residential population of the private housing development and the family members from the ancillary dormitories, and vice versa during PM peak period). It is hence considered that major passenger trips between residential population and working population would not overlap with each other in the perspective of travel direction (i.e. would

not take the bus towards same direction). As such, resident passenger trips would be distributed into KMB 73K (Sheung Shui bound) (i.e. 427 pax/hr) and KMB 79K (Sheung Shui bound) (i.e. 349 pax/hr) respectively while worker passenger trips would be distributed into KMB 73K (Man Kam To bound) (i.e. 509 pax/hr) and KMB 79K (Ta Kwu Ling bound) (i.e. 417 pax/hr) respectively during AM peak, and vice versa during PM peak.

4.9.15 Similarly, for proposed cross-district bus route MKT1, 313 pax/hr resident passenger trips would be distributed another district bound while 370 pax/hr worker passenger trips would be distributed into the Application Site bound, and vice versa during PM peak.

4.9.16 The highest usage of Sheung Shui bound and Man Kam To/Ta Kwu Ling bound during AM peak and PM peak for KMB 73K and 79K is highlighted in Table 4.9.5 to Table 4.9.8. By adopting the growth rates of +3.95% p.a. for 2026 to 2032 and +0.52% p.a. for 2032 to 2035 into the observed highest nos. of passengers, the estimated passengers demand of KMB 73K and 79K, as well as proposed cross-district bus route MKT1 in Year 2035 were summarised in Table 4.9.10.

Table 4.9.10 Estimated Passenger Demand of KMB 73K and KMB 79K in Year 2035

Bus Route	Peak Period	Direction	2026 Observed Peak Franchised Bus Passenger Demand (pax/hr)	2035 Reference Peak Franchised Bus Passenger Demand (pax/hr)	Additional Public Transport demand by Indicative Scheme (pax/hr) *	2035 Design Peak Franchised Bus Passenger Demand (pax/hr)
KMB 73K	AM	Sheung Shui	131	168	427	595
		Man Kam To	217	278	509	787
	PM	Sheung Shui	131	168	509	677
		Man Kam To	120	154	427	581
KMB 79K	AM	Sheung Shui	275	353	349	702
		Ta Kwu Ling	118	151	417	568
	PM	Sheung Shui	125	160	417	577
		Ta Kwu Ling	205	263	349	612
MKT1	AM	Another District	-		313	313
		Application Site			370	370
	PM	Another District			370	370
		Application Site			313	313

Note:

* Distributed into specific bound as referred to Para. 4.9.12

4.9.17 Based on the above table, it is anticipated that there would be insufficient spare capacity for both KMB 73K and 79K under their respective existing headway. Hence, it is proposed to enhance the service by employing double-decked bus instead of single-decked bus for KMB 73K and increasing the frequency for both KMB 73K and 79K during morning and evening peak period with the corresponding occupancy as summarised in Table 4.9.11. The proposed fleet size associated with the bus enhancement proposal are summarised in Table 4.9.12.

Table 4.9.11 Proposed Bus Enhancement and Associated Occupancy in Year 2035

Bus Route	Peak Period	Direction	Existing Frequency during peak hour (mins)	Proposed Frequency during peak hour (mins)	Proposed No. of Bus Trips during peak hour (bus trips/hr)	Total Capacity* (pax/hr)	2035 Design Peak Franchised Bus Passenger Demand (pax/hr)	Occupancy
KMB 73K	AM	Sheung Shui	15 - 25	6 - 9	8	960	595	62%
		Application Site	10 - 25				787	82%
	PM	Sheung Shui	20 - 25				677	71%
		Application Site	20 - 25				581	61%
KMB 79K	AM	Sheung Shui	15 - 30	8 - 10	7	840	702	84%
		Ta Kwu Ling	30				568	68%
	PM	Sheung Shui	25 - 30				577	69%
		Ta Kwu Ling	25 - 30				612	73%
MKT1	AM	Another District	-	15	4	480	313	65%
		Application Site					370	77%
	PM	Another District					370	77%
		Application Site					313	65%

Note:

* Assumed Bus Capacity is 120 passengers per vehicle

Table 4.9.12 Proposed Fleet Size associated with the Bus Enhancement Proposal in Year 2035

Bus Route	(A) Proposed Frequency during peak hour (mins)	(B) Estimated One-way Traveling Distance under the Proposed Service Extension (km)	(C) Observed Average speed during peak period (km/h)	(D) (=B)/(C)) Estimated One-way Journey Time (mins)	(E) Estimated Round trip Journey Time* (mins)	(F) (=E)/(A)) Proposed Fleet Size
KMB 73K	6 - 9	8	12	40	100	12 - 17
KMB 79K	8 - 10	18	13.5	80	180	18 - 23
MKT1	15	To be confirmed in later stage				

Note:

* Including 10 minutes stacking at each terminus for bus cleaning and bus driver resting

4.9.18 With the proposed bus enhancement of KMB 73K and 79K, as well as proposed cross-district bus route MKT1, it is anticipated that there would be sufficient spare capacities to accommodate the additional passenger demand induced by the Indicative Scheme during morning and evening peak period in year 2035. The associated bus trips have also been distributed into the road network and incorporated into the traffic forecast.

- 4.9.19 Besides, it is proposed to provide transport interchange with 1 no. bus drop-off bay, 4 nos. bus pick-up bays and 12 nos. stacking bays for the proposed existing bus service enhancement underneath the R&D Centre 2, together with a GMB stand to accommodate 3 nos. minibus and 2 nos. taxi stands to accommodate 5 nos. NT taxi and 5 nos. urban taxi in accordance with TPDM requirement, as illustrated in **Figure 4.20**.
- 4.9.20 Charging-enabling facilities for each bus bay (2.5m(L) × 1.5m(W) × 2.6m(H)) and 4 nos. taxi (2 nos. NT taxi & 2 no. urban taxi, 2.5m(L) × 1.5m(W)) in accordance with EPD requirement, as well as a 237.5m² (47.5m(L) × 5m(W)) integrated structure of staff ancillary facilities for bus operators and passenger facilities such as kiosks and toilets in accordance with TPDM requirement has also been incorporated in the proposed transport interchange.
- 4.9.21 Furthermore, two sets of en-route bus stops would be provided outside the Residential Area and Data Centre in order to enhance the efficiency of the proposed feeder services and long-haul services. It is hence anticipated that the accessibility of the Indicative Scheme is considered acceptable, and the Indicative Scheme would not impose adverse impact to existing PT services.
- 4.9.22 On the other hand, in the consideration of introducing taxi fleet and riding-hailing services by the Government recently, the open space between exit lane of the proposed transport interchange and R&D 3 has been reserved for a pick-up / drop-off layby with approx. 32m long for the fleet taxi and riding-hailing vehicles as illustrated in **Figure 4.20**, subject to the actual demand after population intake of the Indicative Scheme.
- 4.9.23 The swept path analysis of 12.8m long bus manoeuvring along the proposed signalized junction of Lin Ma Hang Road / Proposed Access Road is presented from **Figure 3.7** to **Figure 3.9**, while the swept path analysis of 12.8m long bus manoeuvring between the proposed transport interchange and the en-route bus stops is presented in **Figure 4.21**.
- 4.9.24 On the other hand, the swept path analysis of 12.8m long bus manoeuvring along each bus bay and stacking bay is presented from **Figure 4.22** to **Figure 4.27**, the swept path analysis of 7.73m long minibus manoeuvring along the GMB stand is presented in **Figure 4.28**, and the swept path analysis of 5m long taxi manoeuvring along the taxi stands is presented in **Figure 4.29**.

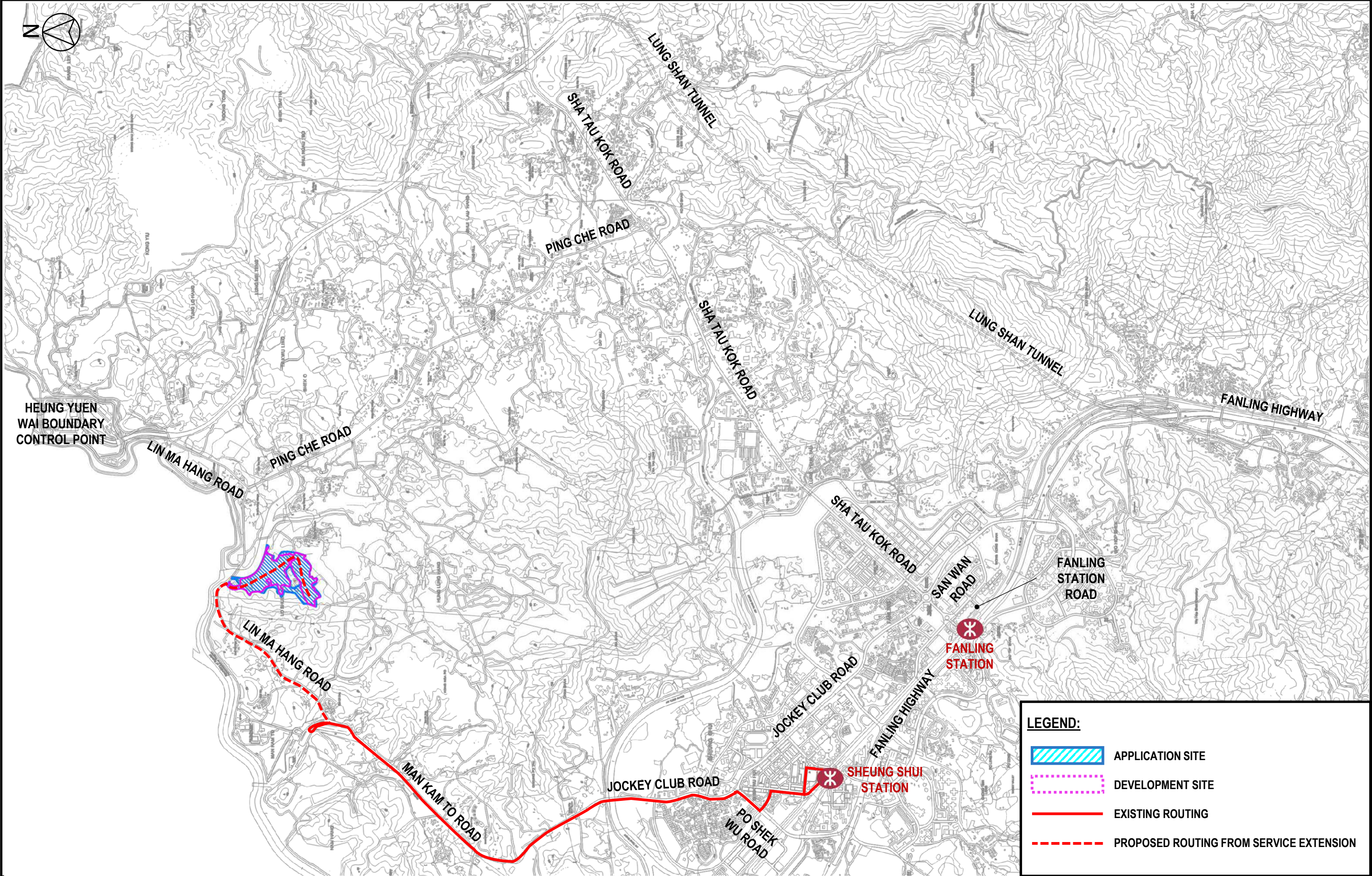
4.10 Railway Assessment

- 4.10.1 According to “Replies to initial questions raised by Legislative Council Members in examining the Estimates of Expenditure 2026-27” Reply Serial No. TLB187¹, the highest passenger loading of a railway line usually occurs during the morning peak hours, while the peak loading in the evening peak period is usually lower as the travelling pattern of passengers is relatively more dispersed. As such, when evaluating the most crowded scenario and the service demand for individual railway lines, the MTR Corporation Limited (MTRCL) will mainly base on the passenger loading during the morning peak hours.

¹ Source: Replies to initial questions raised by Legislative Council Members in examining the Estimates 2026-27, Transport and Logistics Bureau (https://www.legco.gov.hk/yr2026/english/fc/fc/w_q/tlb-e.pdf)

- 4.10.2 According to the aforementioned Reply Serial No. TLB187, the record patronage of East Rail Line (EAL) on the critical link (Tai Wai to Kowloon Tong) during the busiest one hour in the morning, per direction, was 44,400 passengers in Year 2025.
- 4.10.3 Similar to franchised buses, it is considered that the usage of EAL is hugely related to planned population and employment within its catchment area, hence the same growth factors (i.e. +3.95% p.a. for years from 2025 to 2032 and +0.52% p.a. for years from 2032 to 2035), as discussed in **Section 4.9.10** and **Section 4.9.11**, would be applied to the Year 2025 recorded patronage to forecast railway demand in Design Year 2035 for conservative assessment purpose.
- 4.10.4 The forecasted morning peak hourly patronage for the EAL critical link in 2035 would be $44,400 \times (1+3.95\%)^{(2032-2025)} \times (1+0.52\%)^{(2035-2032)} = 59,100$ passengers.
- 4.10.5 According to the aforementioned Reply Serial No. TLB187, the existing carrying capacity of EAL during peak period is 62,500 passengers per hour per direction, which is based on 6 persons (standing) per square metre (ppsm). The capacity of trains is 2,845 at 6 ppsm and 2,061 at 4 ppsm, which indicates that the carrying capacity at 4 ppsm is 72.4% of that at 6 ppsm, i.e., $62,500 \times 72.4\% = 45,275$. For conservative approach, carrying capacity under 4 ppsm would be adopted. Provided that the forecast 2035 peak-hour demand (59,100 passengers) would exceed the existing carrying capacity at 4 ppsm (45,275 passengers), it is anticipated that the EAL would be overloaded already, regardless of the additional population intake from the Indicative Scheme. Hence, enhancement of train frequency would be required.
- 4.10.6 According to the same Reply Serial No. TLB187, when train frequency is maximised, the maximum hourly carrying capacity of EAL would increase to 82,500 at 6 ppsm, which is equivalent to $82,500 \times 72.4\% = 59,765$ for 4 ppsm. The corresponding usage during morning peak hour in 2035 would be $59,100 / 59,765 = 98.89\%$, which indicates that there would still be ample capacity of $1 - 98.89\% = 1.11\%$ under maximum train frequency operation for 4 ppsm.
- 4.10.7 As derived in **Table 4.9.4**, the anticipated additional EAL passenger generated by the Indicative Scheme would be 622 residents towards Admiralty bound per hour, which is equivalent to about 1.04% ($622 / 59,765$) of the maximum carrying capacity. With the identified ample capacity for EAL of 1.11% during morning peak hour, it can be concluded that the MTR passenger demand induced by the Indicative Scheme could be properly catered by EAL under maximum carrying capacity and thus no adverse railway impact would be induced by the Indicative Scheme. The actual frequency enhancement may not be necessary to reach the maximum carrying capacity, subjected to the future operational need.

Figures



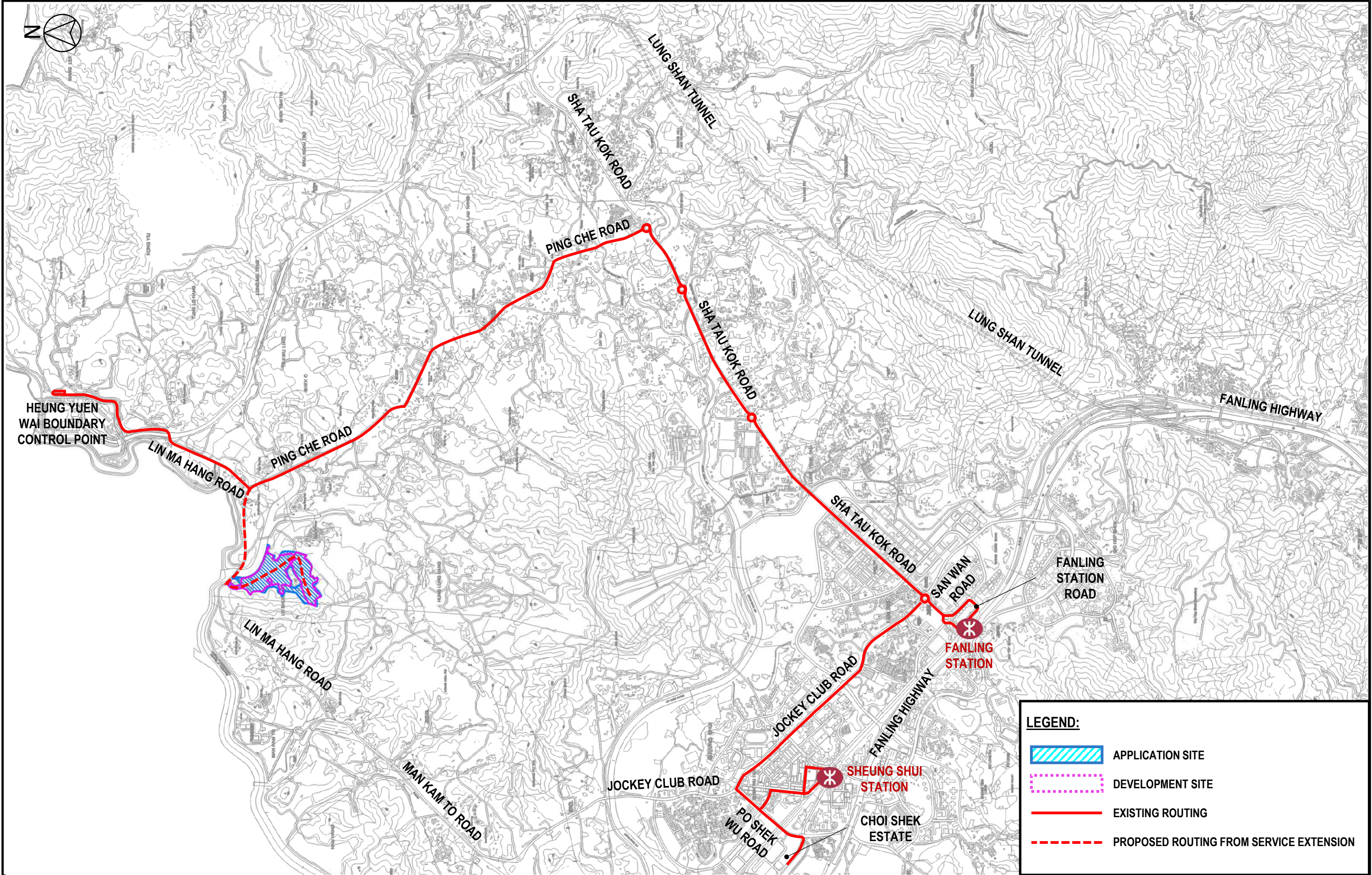
Job Title APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED INNOVATION AND TECHNOLOGY HUB AT VARIOUS LOTS IN D.D. 82 AND D.D. 86 AND ADJOINING GOVERNMENT LAND, MAN KAM TO, NEW TERRITORIES

FIGURE 4.17

Date	Scale
JULY 26	NTS
Drawn	Job No.
CKTY	287082-72

Drawing Title PROPOSED ROUTING OF KMB 73K FOR SERVICE EXTENSION TO THE APPLICATION SITE





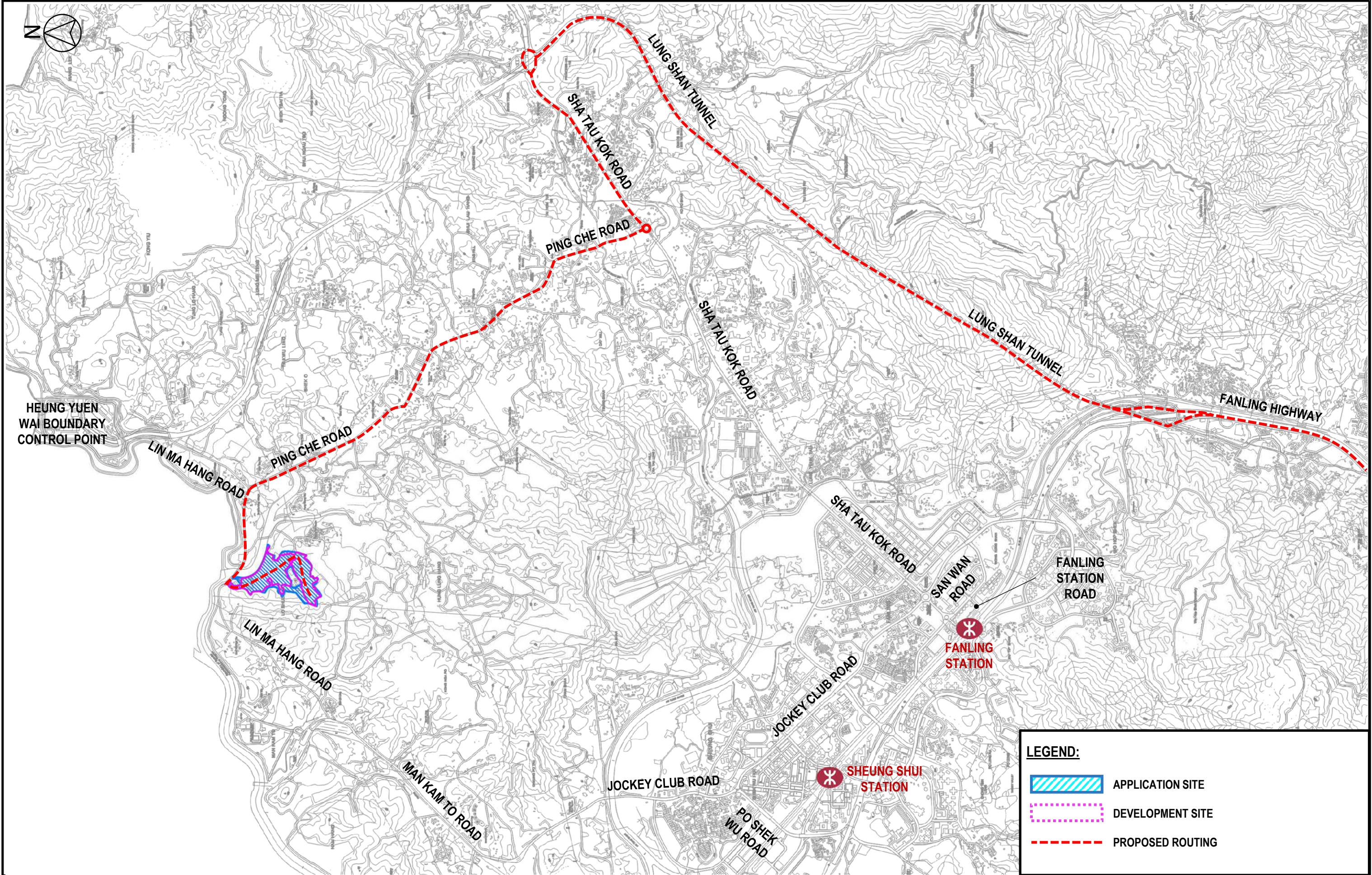
Job Title APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED INNOVATION AND TECHNOLOGY HUB AT VARIOUS LOTS IN D.D. 82 AND D.D. 86 AND ADJOINING GOVERNMENT LAND, MAN KAM TO, NEW TERRITORIES

FIGURE 4.18

Date	Scale
JULY 26	NTS
Drawn	Job No.
CKTY	287082-72

Drawing Title	
PROPOSED ROUTING OF KMB 79K FOR SERVICE EXTENSION TO THE APPLICATION SITE	

ARUP



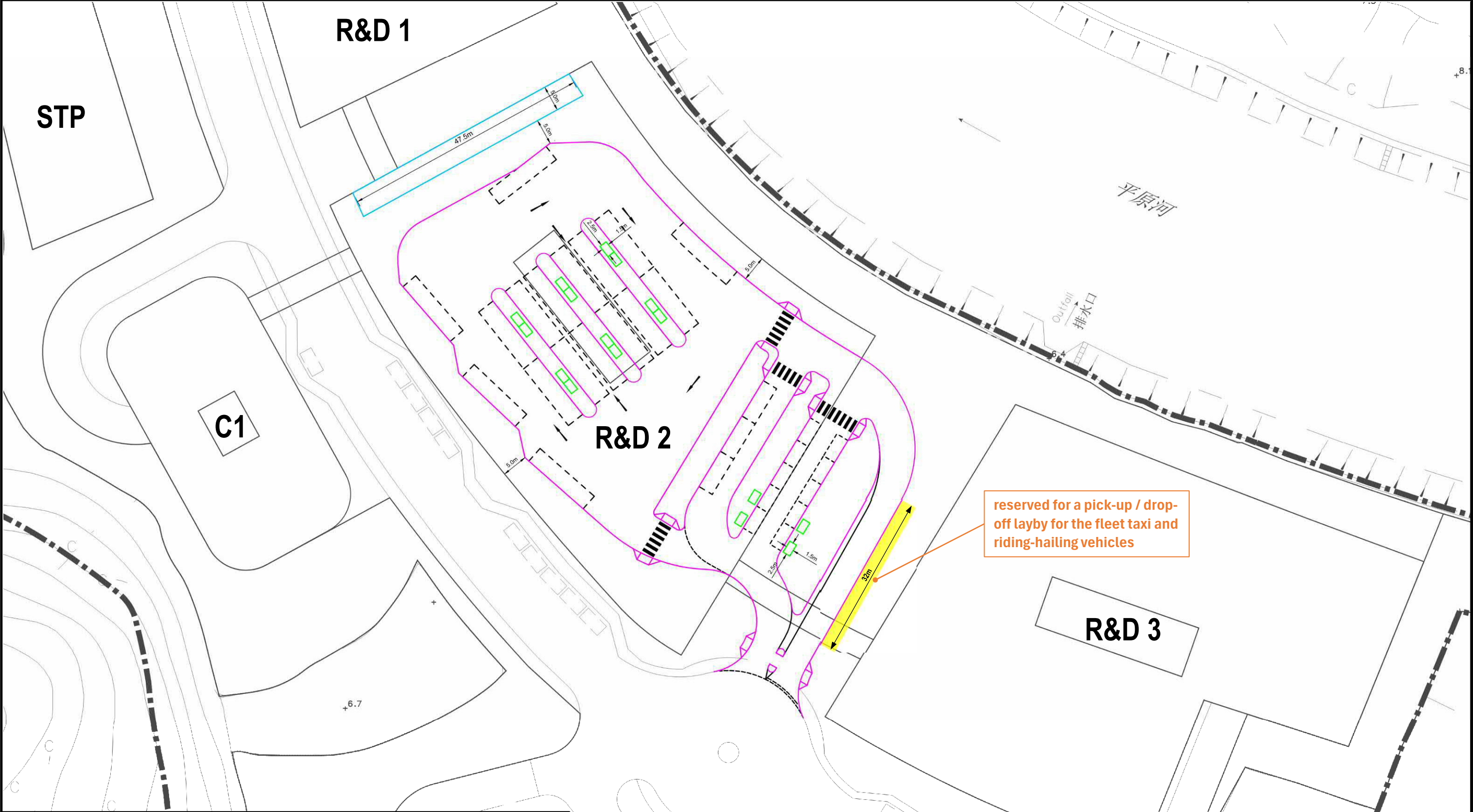
Job Title APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED INNOVATION AND TECHNOLOGY HUB AT VARIOUS LOTS IN D.D. 82 AND D.D. 86 AND ADJOINING GOVERNMENT LAND, MAN KAM TO, NEW TERRITORIES

FIGURE 4.19

Date	Scale
JULY 26	NTS
Drawn	Job No.
CKTY	287082-72

PROPOSED ROUTING OF PROPOSED CROSS-DISTRICT FRANCHISED BUS ROUTE MKT1





LEGEND:

STAFF ANCILLARY FACILITIES FOR BUS OPERATORS AND PASSENGER FACILITIES

CHARGING-ENABLING FACILITIES

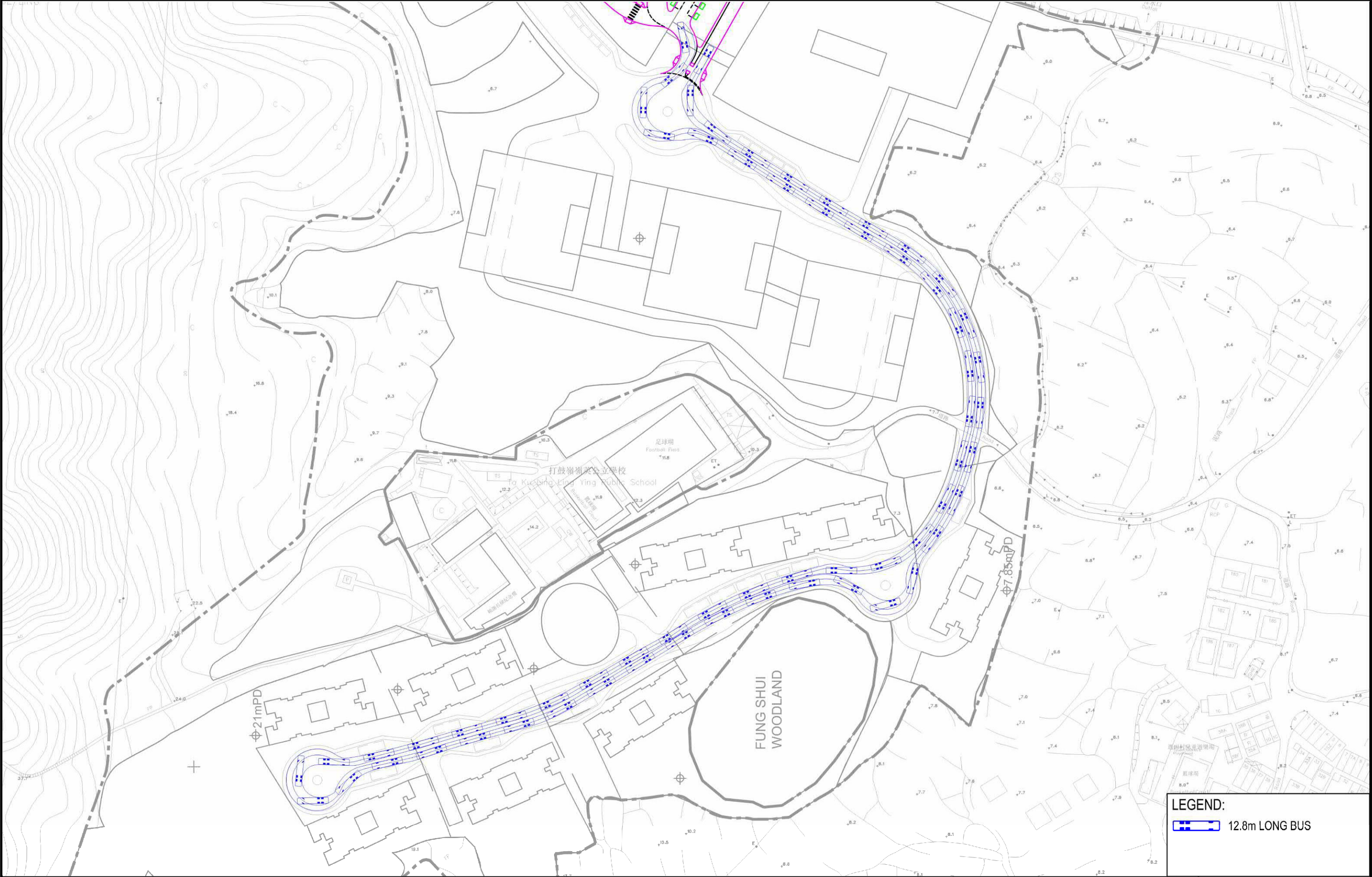
Job Title APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED INNOVATION AND TECHNOLOGY HUB AT VARIOUS LOTS IN D.D. 82 AND D.D. 86 AND ADJOINING GOVERNMENT LAND, MAN KAM TO, NEW TERRITORIES

FIGURE 4.20

Date	Scale
JULY 26	NTS
Drawn	Job No.
CKTY	287082-72

PROPOSED LAYOUT OF TERMINATING FACILITIES





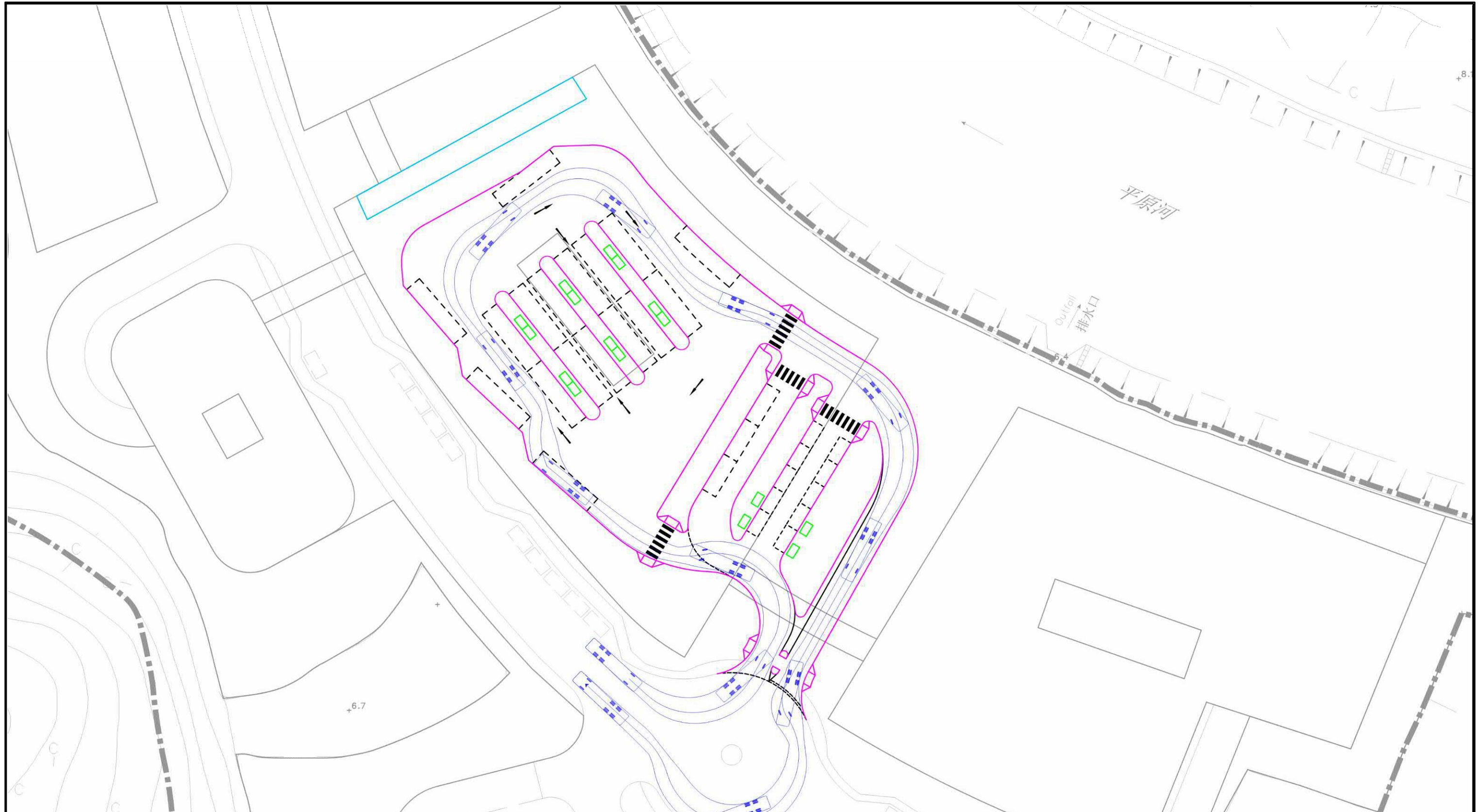
Job Title APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED INNOVATION AND TECHNOLOGY HUB AT VARIOUS LOTS IN D.D. 82 AND D.D. 86 AND ADJOINING GOVERNMENT LAND, MAN KAM TO, NEW TERRITORIES

FIGURE 4.21

Date	Scale
JULY 26	NTS
Drawn	Job No.
CKTY	287082-72

Drawing Title SWEPT PATH ANALYSIS OF 12.8m LONG BUS BETWEEN THE PROPOSED TRANSPORT INTERCHANGE AND THE EN-ROUTE BUS STOPS





LEGEND:

-  STAFF ANCILLARY FACILITIES FOR BUS OPERATORS AND PASSENGER FACILITIES
-  CHARGING-ENABLING FACILITIES

LEGEND:

-  12.8m LONG BUS

Job Title APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED INNOVATION AND TECHNOLOGY HUB AT VARIOUS LOTS IN D.D. 82 AND D.D. 86 AND ADJOINING GOVERNMENT LAND, MAN KAM TO, NEW TERRITORIES

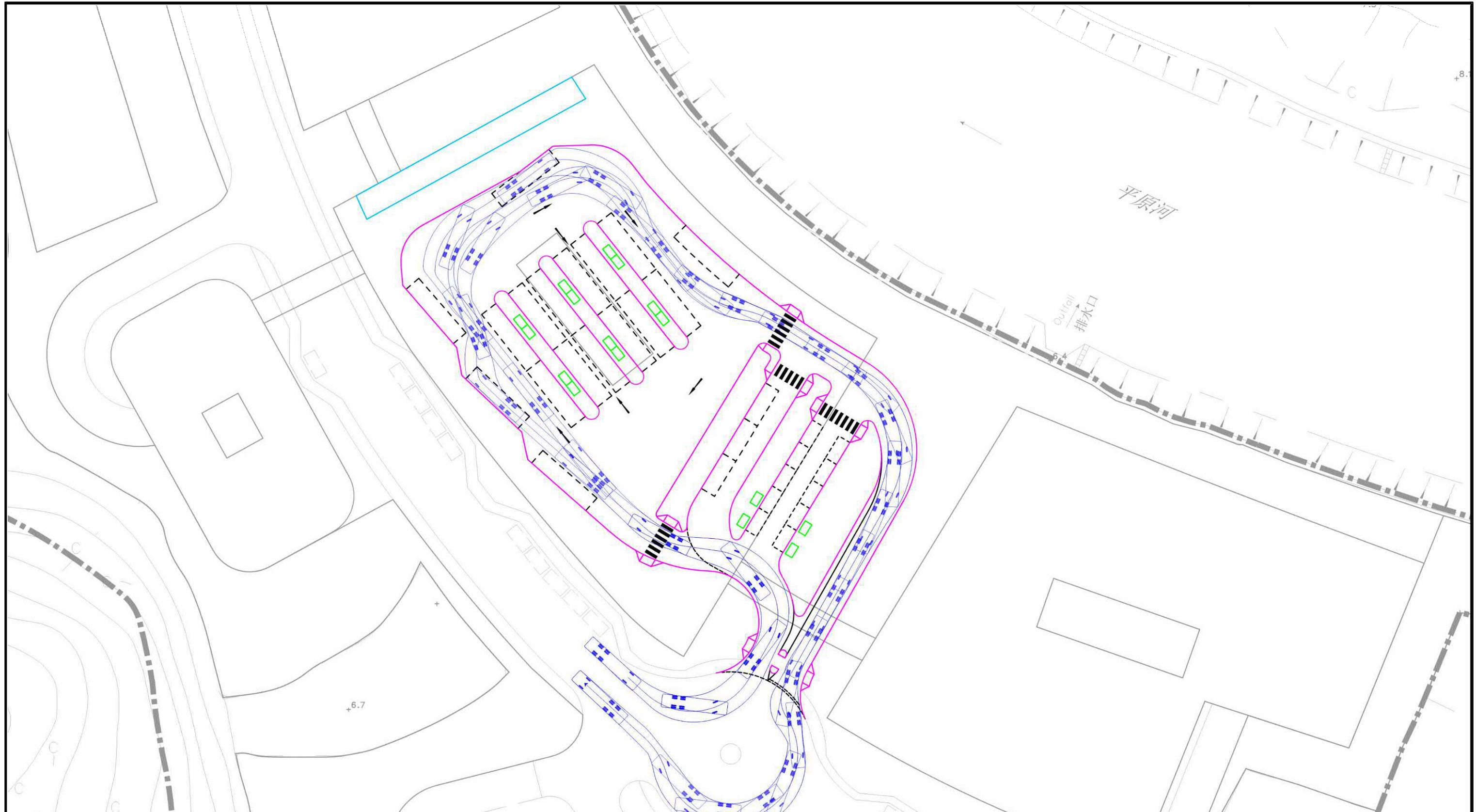
FIGURE 4.22

Date JULY 26
Scale NTS

Drawn CKTY
Job No. 287082-72

SWEPT PATH ANALYSIS OF 12.8m LONG BUS FROM INTERNAL DRIVEWAY APPROACHING BUS DROP-OFF BAY

ARUP



LEGEND:

 STAFF ANCILLARY FACILITIES FOR BUS OPERATORS AND PASSENGER FACILITIES

 CHARGING-ENABLING FACILITIES

LEGEND:

 12.8m LONG BUS

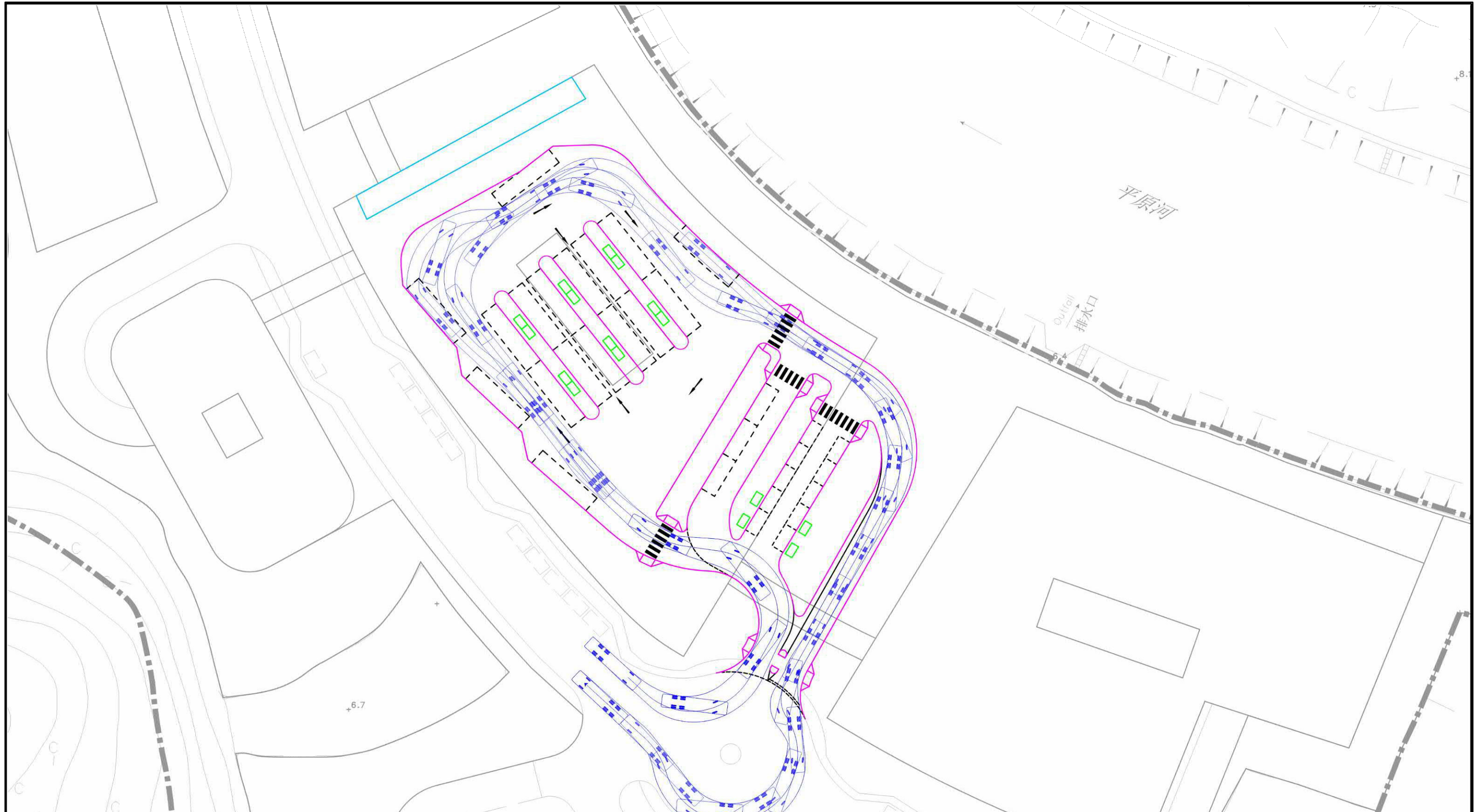
Job Title APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED INNOVATION AND TECHNOLOGY HUB AT VARIOUS LOTS IN D.D. 82 AND D.D. 86 AND ADJOINING GOVERNMENT LAND, MAN KAM TO, NEW TERRITORIES

FIGURE 4.23

Date	Scale
JULY 26	NTS
Drawn	Job No.
CKTY	287082-72

SWEPT PATH ANALYSIS OF 12.8m LONG BUS FROM INTERNAL DRIVEWAY APPROACHING BUS PICK-UP BAY 1, 3

ARUP



LEGEND:

STAFF ANCILLARY FACILITIES FOR BUS OPERATORS AND PASSENGER FACILITIES

CHARGING-ENABLING FACILITIES

LEGEND:

12.8m LONG BUS

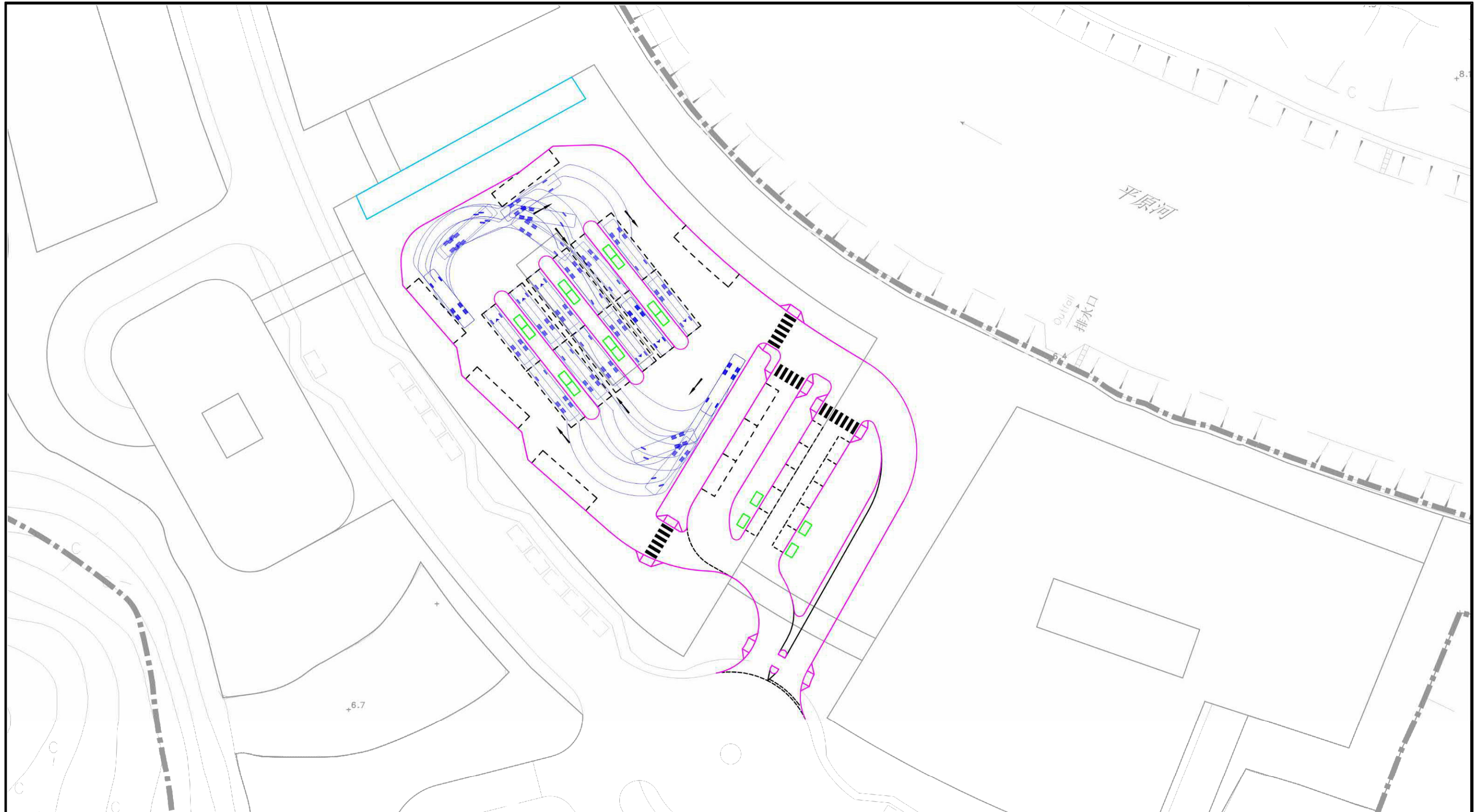
Job Title APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED INNOVATION AND TECHNOLOGY HUB AT VARIOUS LOTS IN D.D. 82 AND D.D. 86 AND ADJOINING GOVERNMENT LAND, MAN KAM TO, NEW TERRITORIES

FIGURE 4.24

Date	Scale
JULY 26	NTS
Drawn	Job No.
CKTY	287082-72

SWEPT PATH ANALYSIS OF 12.8m LONG BUS FROM INTERNAL DRIVEWAY APPROACHING BUS PICK-UP BAY 2, 4





LEGEND:

STAFF ANCILLARY FACILITIES FOR BUS OPERATORS AND PASSENGER FACILITIES

CHARGING-ENABLING FACILITIES

LEGEND:

- - - 12.8m LONG BUS

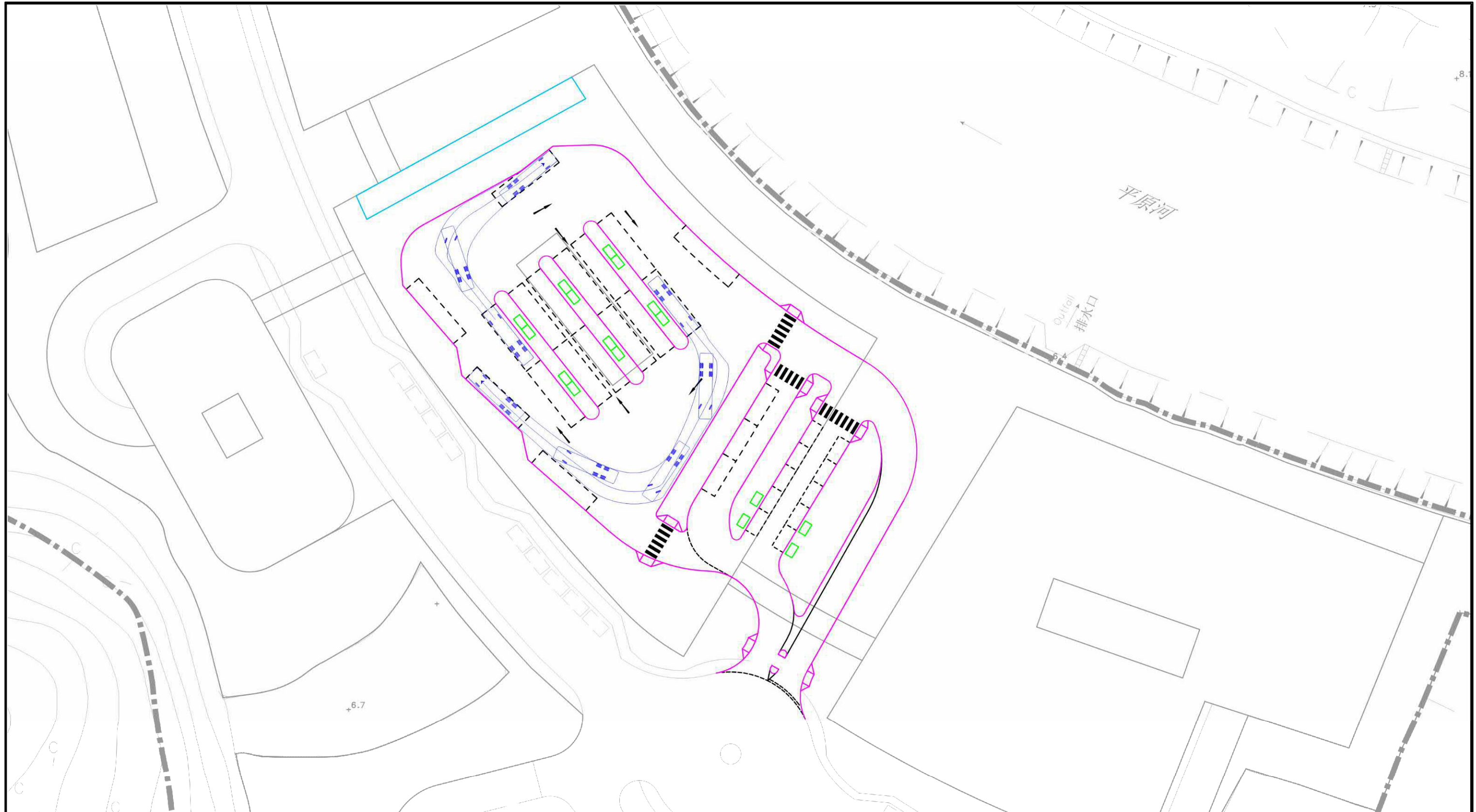
Job Title: APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED INNOVATION AND TECHNOLOGY HUB AT VARIOUS LOTS IN D.D. 82 AND D.D. 86 AND ADJOINING GOVERNMENT LAND, MAN KAM TO, NEW TERRITORIES

FIGURE 4.25

Date: JULY 26
 Scale: NTS
 Drawn: CKTY
 Job No.: 287082-72

SWEPT PATH ANALYSIS OF 12.8m LONG BUS APPROACHING BUS STACKING AREA

ARUP



LEGEND:

- STAFF ANCILLARY FACILITIES FOR BUS OPERATORS AND PASSENGER FACILITIES
- CHARGING-ENABLING FACILITIES

LEGEND:

- 12.8m LONG BUS

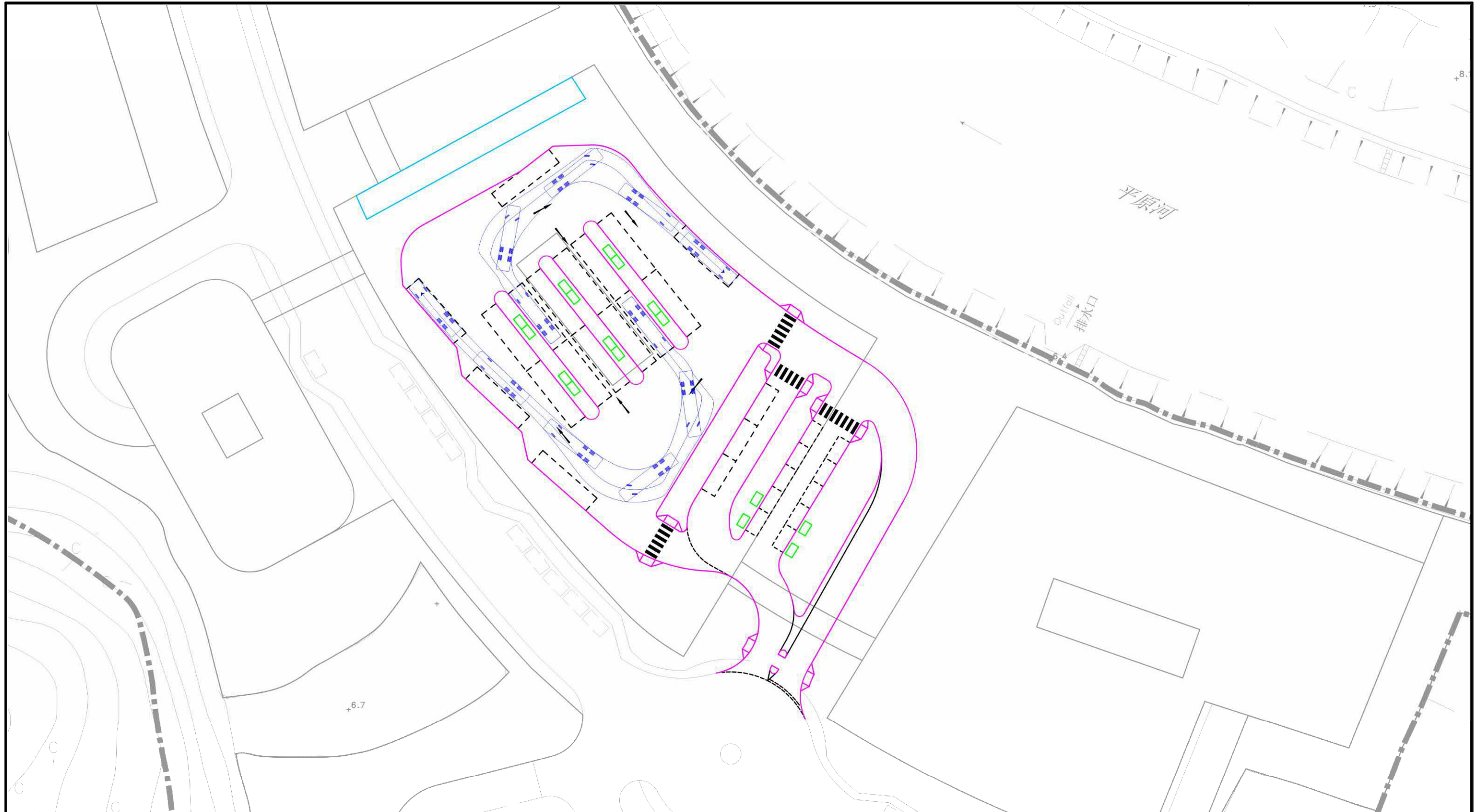
Job Title APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED INNOVATION AND TECHNOLOGY HUB AT VARIOUS LOTS IN D.D. 82 AND D.D. 86 AND ADJOINING GOVERNMENT LAND, MAN KAM TO, NEW TERRITORIES

FIGURE 4.26

Date	Scale
JULY 26	NTS
Drawn	Job No.
CKTY	287082-72

SWEPT PATH ANALYSIS OF 12.8m LONG BUS FROM BUS STACKING AREA APPROACHING BUS PICK-UP BAY 1, 3

ARUP



LEGEND:

STAFF ANCILLARY FACILITIES FOR BUS OPERATORS AND PASSENGER FACILITIES

CHARGING-ENABLING FACILITIES

LEGEND:

12.8m LONG BUS

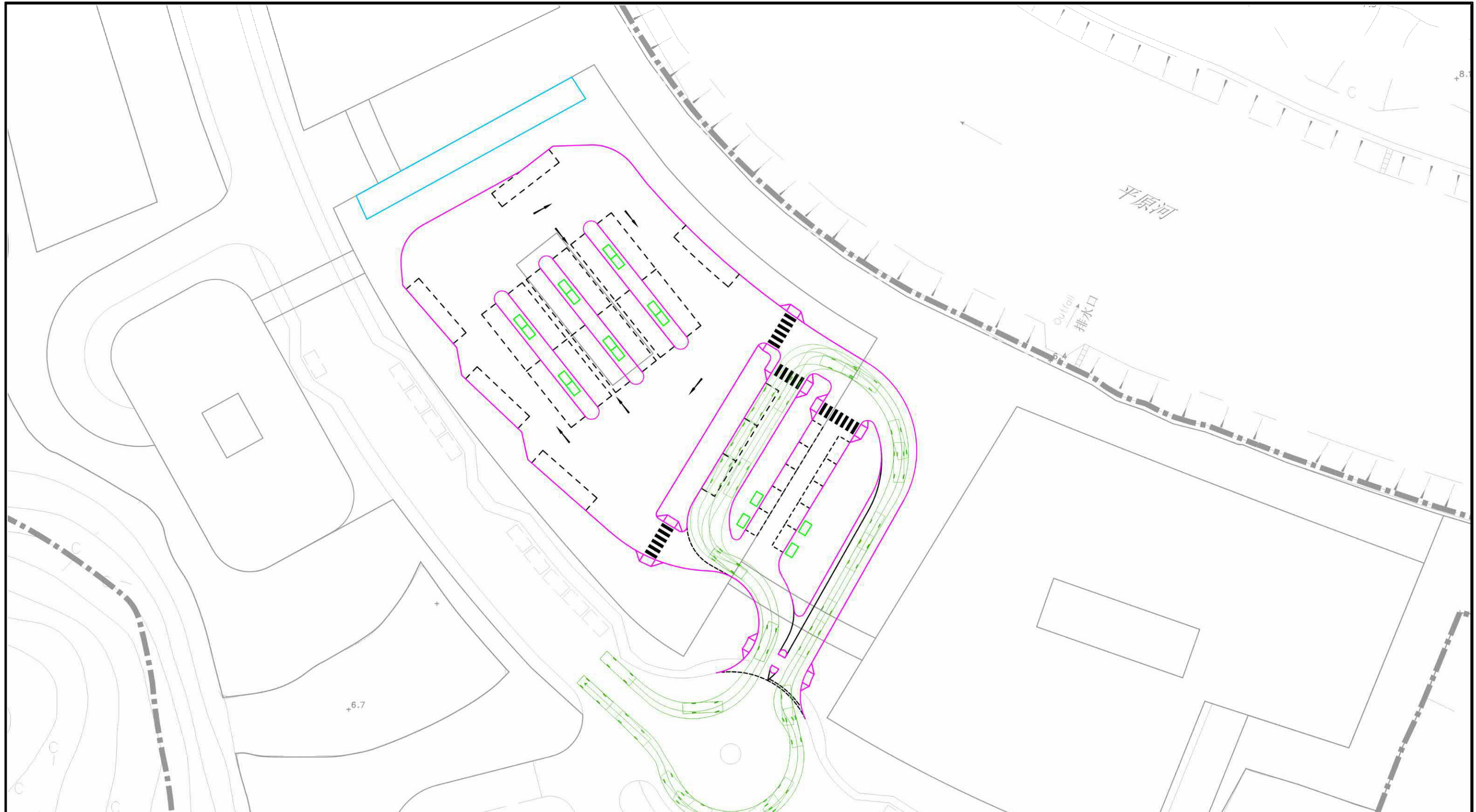
Job Title APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED INNOVATION AND TECHNOLOGY HUB AT VARIOUS LOTS IN D.D. 82 AND D.D. 86 AND ADJOINING GOVERNMENT LAND, MAN KAM TO, NEW TERRITORIES

FIGURE 4.27

Date JULY 26
Scale NTS
Drawn CKTY
Job No. 287082-72

SWEPT PATH ANALYSIS OF 12.8m LONG BUS FROM BUS STACKING AREA APPROACHING BUS PICK-UP BAY 2, 4

ARUP



LEGEND:

 STAFF ANCILLARY FACILITIES FOR BUS OPERATORS AND PASSENGER FACILITIES

 CHARGING-ENABLING FACILITIES

LEGEND:

 7.73m LONG GMB

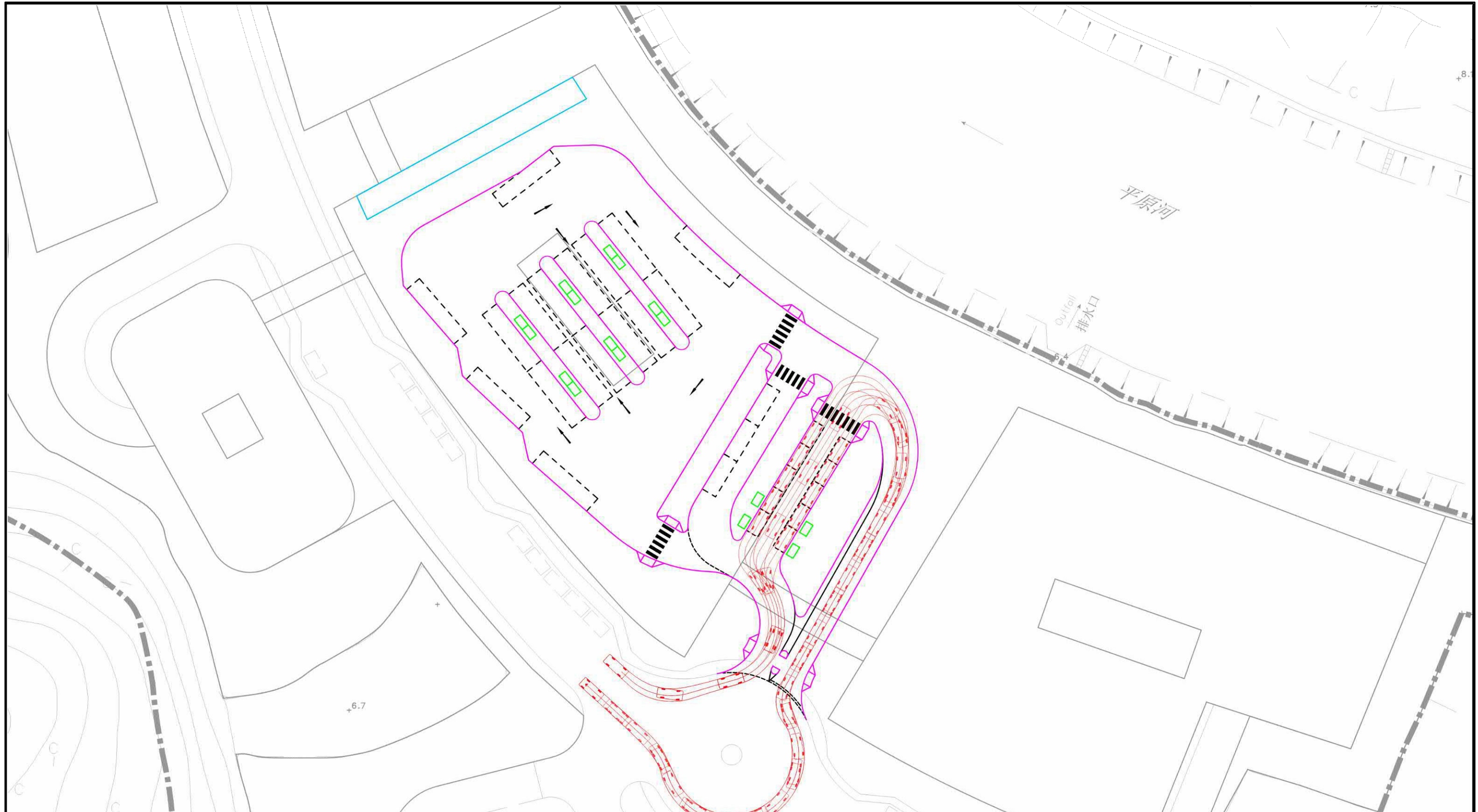
Job Title APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED INNOVATION AND TECHNOLOGY HUB AT VARIOUS LOTS IN D.D. 82 AND D.D. 86 AND ADJOINING GOVERNMENT LAND, MAN KAM TO, NEW TERRITORIES

FIGURE 4.28

Date	Scale
JULY 26	NTS
Drawn	Job No.
CKTY	287082-72

SWEPT PATH ANALYSIS OF 7.73m LONG MINIBUS ON GMB STAND

ARUP



LEGEND:

STAFF ANCILLARY FACILITIES FOR BUS OPERATORS AND PASSENGER FACILITIES

CHARGING-ENABLING FACILITIES

LEGEND:

5m LONG TAXI

Job Title APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED INNOVATION AND TECHNOLOGY HUB AT VARIOUS LOTS IN D.D. 82 AND D.D. 86 AND ADJOINING GOVERNMENT LAND, MAN KAM TO, NEW TERRITORIES

FIGURE 4.29

Date	Scale
JULY 26	NTS
Drawn	Job No.
CKTY	287082-72

SWEPT PATH ANALYSIS OF 5m LONG TAXI ON TAXI STANDS

ARUP