

Proposed Amendment to the Approved Kwu Tung South Outline Zoning Plan No. S/NE-KTS/22 From “Agriculture” Zone and “Green Belt” Zone to “Government, Institution or Community” Zone at Various Lots in D.D.94, 98 & 100 and Adjoining Government Land, Kwu Tung South, New Territories (TPB Ref. Y/NE-KTS/18)
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Comments/ Suggestions	Applicant/ Consultant’s Responses
<p>A. Comments from Urban Design Unit, Urban Design & Landscape Section of Planning Department received from Planning Department on 22.12.2025: (Contact person: Ms. LEE Wing Ki, Nicole, Tel no.: 3565 3945)</p>	
<p><u>VIA</u> Please explore the following VPs: <u>Short ranged VP</u></p> <p>1. Sheung Shui Hang Tau Village Sitting-out Area No. 2,</p> <p><u>Medium to long ranged VPs</u></p> <p>2. Ngau Tam Shan, and</p> <p>3. Lam Tsuen Country Park/ Kai Kung Leng.</p> <p><u>AVA</u></p> <p>(a) The following points are unclear in the Air Ventilation Review:</p> <p>i. ‘400m track with ball courts’ is adopted in the Air Ventilation Review, but this facility is not mentioned in planning statement nor architectural drawings.</p> <p>ii. S Wind (Figure 4b) – the breezeway on the right of the figure appeared to be encroaching onto the edge of middle/high school block, effectiveness of identified breezeway in the indicative scheme should be ensured.</p>	<p>This Vantage Point has been supplemented in the VIA as VP9. Although the northern portion of the Indicative Development Scheme is partially visible from this location, the visual impact of this VP is considered <i>slightly / moderately adverse</i> and does not alter the conclusion of the VIA (Attachment 4 refers).</p> <p>This Vantage Point has been supplemented in the VIA as VP10. This elevated VP is located around 1200m from the southern edge of the Indicative Development Scheme, which forms a small component of this panoramic view looking down the Beas River Valley in a northerly direction. The visual impact of this VP is considered <i>slightly adverse</i> and does not alter the conclusion of the VIA (Attachment 4 refers).</p> <p>This Vantage Point has been supplemented in the VIA as VP11. This elevated VP is located around 2600m from the southern edge of the Indicative Development Scheme, which forms a small component of this panoramic view looking down the Beas River Valley in a northerly direction. The visual impact of this VP is considered <i>slightly adverse</i> and does not alter the conclusion of the VIA (Attachment 4 refers).</p> <p>Please be advised that the ‘400m track with ball courts’ refers to the Sports Ground in the Supplementary Planning Statement (SPS) and the Architectural Drawings. The naming has been updated in the revised Air Ventilation Review (Attachment 5 refers).</p> <p>The south-to-north arrow is slightly shifted to the west in the revised Figure 4b and 4c of the revised Air Ventilation Review (Attachment 5 refers). There is an about 7m wide air path (without obstruction along south to north) as per the revised drawing. Since the effective wide is about 7m, it is indicated as an air path rather</p>

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iii.	SSW Wind (Figure 5b) – the breezeway appeared to be overlapping with the ancillary staff dormitory, effectiveness of identified breezeway in the indicative scheme should be ensured.	than breezeway in the revised Air Ventilation Review. While the ancillary staff dormitory is located on the breezeway at the windward side and is anticipated to impact the air movement along the breezeway, the relevant portion of the ancillary staff dormitory is approximately 15.5m in height (28.5mPD at main roof level while ground is at 13mPD). The height-width ratio for the staff dormitory to the building at the leeward is larger than 7, which is considered sufficient. Therefore, although the ancillary staff dormitory will slightly obstruct the wind circulation along the breezeway, the impact shall be considered insignificant due to the large height-width ratio at the leeward. Please refer to the revised Figure 5b in the revised Air Ventilation Review (Attachment 5 refers).
B. Comments from Environmental Protection Department received from Planning Department on 22.12.2025: (Contact person: Ms. Abbey Lau, Tel no.: 2835 1300)		
	Environmental Assessment Report <u>Air Quality</u>	
1.	Section 3.2: Please discuss the buffer distance requirements of vehicular, industrial, odour and dusty emissions sources in HKPSG.	The buffer distance requirements of vehicular, industrial, odour and dusty emissions sources in HKPSG have been updated in Section 3.2 of the revised EA (Attachment 6 refers).
2.	Section 3.3: Please identify the fresh air intakes and openable windows of the air sensitive uses of the proposed development as ASRs. Please also identify if there are any planned ASRs.	The representative ASRs for the construction phase were identified as provided in Table 3.4 and Section 3.3 of the revised EA (Attachment 6 refers). For the fresh air intakes and openable windows of the air sensitive uses of the proposed development, it is discussed in Section 3.6.3 of the revised EA and no air sensitive uses (including fresh air intake, openable window, and open space for recreational use, etc.) would be located within 5m buffer distance. In conclusion, there would be no air sensitive uses within the above-mentioned 5m buffer zones. Since the recommended minimum buffer distance of the vehicular emission in the HKPSG can be met, the future residents and occupants of Indicative Development Scheme and existing air sensitive receivers will not be subjected to insurmountable vehicular emission impact.
3.	Table 3.3: Please provide assessment heights for the ASRs.	Assessment Height for the ASRs has been updated in renumbered Table 3.4 of the revised EA (Attachment 6 refers).
4.	Table 3.4:	
-	Please update the table with 2024 air quality data.	2024 air quality data have been updated in the renumbered Table 3.5 of the revised

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<ul style="list-style-type: none"> - Please check if annual FSP exceeded AQO before rounding to integer values. - Please add a footnote to explain why there is no data for annual RSP, FSP, NO2 and peak season O3 for North AQMS in 2020. <p>5. Table 3.5:</p> <ul style="list-style-type: none"> - The exceedances in 8-hour and peak season O3 are not bolded. Please rectify. - Please include all the grids inside the assessment area. - Please specify the level of the PATH data. <p>6. Section 3.5.1:</p> <ul style="list-style-type: none"> - Please confirm whether demolition, excavation, or land formation works are involved in the development. If so, describe the scale of these works and evaluate their impacts 	<p>EA (Attachment 6 refers).</p> <p>Annual FSP exceeded AQO has been bolded as exceedance in the renumbered Table 3.5 of the revised EA (Attachment 6 refers).</p> <p>Please be advised that the numbers in brackets is the number of exceedances allowed per calendar year.</p> <p>The exceedances in 8-hour and peak season O3 has been bolded in renumbered Table 3.6 in the renumbered Table 3.5 of the revised EA (Attachment 6 refers).</p> <p>All the grids have been provided in Figure 3.1 of the revised EA (Attachment 6 refers).</p> <p>Level (L1) has been specified in renumbered Table 3.6 of the revised EA (Attachment 6 refers).</p> <p>Please be advised while the site is currently predominantly occupied by agricultural and vegetated or vacant land, demolition of existing temporary structures, open storage yards and squatters and site formation work is likely anticipated when implementing the Indicative Development Scheme. The need for site excavation will depend on the scale of foundation work and structures, to be further reviewed at the detailed design stage.</p> <p>In this regard, there maybe potential impacts from the criteria pollutants (e.g. nitrogen oxides (NOx), sulphur dioxide (SO2), and carbon monoxide (CO)). Emission from diesel trucks for the haulage of materials and construction plants will contain high percentage of smoke particulate and unburned hydrocarbons in comparison with petrol driven vehicles. In all circumstances, the contractor will be required to observe all relevant regulations and maintain all equipment in good condition to avoid any excessive emission. Under the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted non-road mobile machineries (NRMMS) (including mobile generator, air compressor, excavator, crawler crane, bulldozer and etc.) with a proper label are allowed to be used in the construction site. Exempted NRMMS shall be avoided as far as practicable to minimize the fugitive dust and gaseous emissions. Travelling of the dump trucks is another potential source of construction dust. As this planning stage, there is no detailed information on the construction program. However, our assumption of the potential impacts have made reference to other similar scale</p>

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<ul style="list-style-type: none"> - Please also include the measures for the mitigating the gaseous emissions from the NRMM and PMEs during construction phase. <p>7. Section 3.6:</p> <ul style="list-style-type: none"> - Please confirm whether the tunnel portal and/or ventilation building of the Northern Metropolis Highway lies within the assessment area. If so, include them in the assessment. - Please check whether the latest alignment of the San Tin Technopole Interchange is available, as a large portion of the proposed development falls within its indicative location. An additional buffer may be required. - Please check whether the proposed public road is collocated with ASR A13. - Please include the assessment for the new public road and the widening of the existing public road if these works are part of the project. If they are not, state this clearly. - Please discuss if there are chimneys or other polluting uses within the proposed development. - Please identify if there are any planned chimneys within the assessment area. 	<p>projects with a site area of approx. 12 ha and depth of filling, the number of on-site diesel/petroleum fuelled machinery (10-15 machineries) to be used for construction works (i.e. site clearance, formation and excavation), subject to detailed design. Please refer to updated Sections 3.5.1 and 3.5.2 of the revised EA for details (Attachment 6 refers).</p> <p>Please refers to the response in the Column above in response to Comment B6 bullet point 1.</p> <p>According to the available information from Highways Department, there is no detailed design / relevant information regarding the tunnel portal / ventilation building of the Northern Metropolis Highway provided tentatively. Relevant assessment will be conducted in detailed design stage upon obtaining relevant information.</p> <p>According to the available information from Highways Department, the latest alignment of the San Tin Technopole Interchange is not available tentatively. Relevant assessment will be conducted in detailed design stage upon obtaining relevant information.</p> <p>Location of A13 has been revised in Figure 3.1 of the revised EA (Attachment 6 refers).</p> <p>The new public road is a part of the project, and the corresponding assessment has been updated in Section 3.6 and Figure 3.3 of the revised EA, which indicates the 5m buffer distance requirement is met for existing air sensitive uses / air sensitive receiver (Attachment 6 refers).</p> <p>In addition, according to the latest design and available information, no chimney or other polluting uses within the Indicative Development Scheme and 200m assessment area is proposed. As such, it is anticipated that the Indicative Development Scheme and existing air sensitive receivers would not be subject to adverse industrial emission impact. Please refer to Section 3.6.1 of the revised EA (Attachment 6 refers).</p> <p>In addition, according to the latest design and available information, there are no planned chimney or other polluting uses within Indicative Development Scheme or located within the 200m assessment area. As such, it is anticipated that the Indicative Development Scheme and existing air sensitive receivers would not be</p>

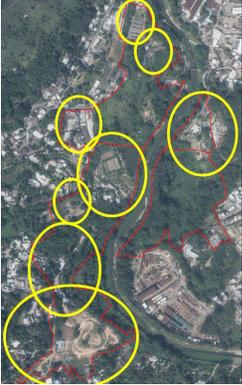
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<p>- Please discuss the odour impact to and from the proposed development.</p> <p>8. Section 3.6.2: Please obtain confirmation from the Transport Department regarding the classification of the roads.</p> <p>9. Table 3.6: Please measure the shortest distance to the ASRs when the distance to the site does not meet HKPSG requirements.</p> <p>10. Please supplement the conclusion at the end of the chapter.</p> <p>11. Figure 3.1: Please overlay PATH grid onto the figure.</p> <p>12. Figure 3.3: Please present the ASRs of the proposed development on Figure 3.3 and compare them against the buffer distance requirements.</p> <p><u>Noise</u></p>	<p>subjected to adverse industrial emission impact. Please refer to Section 3.6.1 of the revised EA (Attachment 6 refers).</p> <p>The review on odour impact has been supplemented in Sections 3.6.5 and 3.6.6 of the revised EA (Attachment 6 refers).</p> <p>Please be advised that we are currently obtaining confirmation from Transport Department (TD). TD’s confirmation on the classification of the roads will be provided once available.</p> <p>With reference to the renumbered Table 3.7 in the revised EA regarding the shortest distance between Kerb Side of Concerned Road Links and the site boundary, please be advised that while a portion of the site is within 5m buffer distance for the Proposed Public Road, no air sensitive uses of the Indicative Development Scheme (including fresh air intake, openable window, and open space for recreational use, etc.) would be located within the 5m buffer. In all, there would be no air sensitive uses within the above-mentioned 5m buffer zones from Proposed Public Road, Private Roads (P1 & P2) and Hang Tau Road, and 20m buffer zones from San Tin Section of Northern Metropolis Highway. Since the recommended minimum buffer distance of the vehicular emission in the HKPSG can be met, the future occupants of Indicative Development Scheme and existing air sensitive receivers is not anticipated to subject to insurmountable vehicular emission impact. Figure 3.3 in the revised EA has been updated for better presentation of buffer distance from the surrounding roads (Attachment 6 refers).</p> <p>Please refer to updated Section 3.7 of the revised EA (Attachment 6 refers).</p> <p>Figure 3.1 has been updated in the revised EA (Attachment 6 refers).</p> <p>Please be advised that no air sensitive uses (including fresh air intake, openable window, and open space for recreational use, etc.) would be located within 5m buffer distance. Therefore, there would be no air sensitive uses within the above-mentioned 5m buffer zones. Since the recommended minimum buffer distance of the vehicular emission in the HKPSG can be met, the future occupants of Indicative Development Scheme and existing air sensitive receivers will not be subjected to insurmountable vehicular emission impact. Figure 3.3 of the EA has been updated for better presentation of buffer distance from the surrounding roads (Attachment 6 refers).</p>

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13. NSRs and the representative NSRs within the assessment area should be identified and listed in the Noise Impact Assessment chapter. Map(s) should be provided to indicate their location.	Summary of representative noise sensitive receivers has been updated in Section 2.2, Table 2.1 and Figure 2.1 of the revised EA (Attachment 6 refers).
14. Road Traffic Noise Impact Assessment: Traffic forecast data with TD’s agreement should be adopted. Consultant should provide written confirmation from the respective competent party (e.g. traffic consultant) that the TD-endorsed methodology has been strictly adopted in preparing the traffic forecast data and hence to confirm the validity of traffic data.	Road Traffic Noise Impact Assessment will be carried out in detailed design stage and noise mitigation and requirements covered by the land exchange process.
15. Fixed Noise Impact Assessment: Besides the air-conditioning and ventilation system within the development site, the noise generated from the activities and PA system at the outdoor sports grounds should also be assessed. Appropriate noise mitigation measures (NMM) should be proposed to address the identified fixed noise impact, if any.	<p>In order to ensure that the fixed sources noise generated by the Indicative Development Scheme would not cause excessive impact to the neighbouring noise sensitive uses, the ventilation and air conditioning systems for the carpark, potential noise sources from the Indicative Development Scheme (e.g. public address systems (PA systems) and sports activities, plant room etc. will be carefully designed and installed to comply with relevant fixed source noise standards under Chapter 9 of HKPSG.</p> <p>It is understood that loudspeakers of sports ground are not for continuous announcement, and of short durations in general (< 0.5min). With the proper design of the potentially noisy facilities to control and suppressed the generated noise level, such as the spectator stands designed with canopy and orientated to reduce angle of view from neighbouring noise sensitive uses to potential noise sources from Indicative Development Scheme, no adverse noise impact due to operation of the Indicative Development Scheme is anticipated. Please refer to Section 2.4 of the revised EA for details (Attachment 6 refers).</p>
16. Construction Noise Impact Assessment: Please consider to review the potential construction noise impact assessment and to propose the appropriate NMM. <u>Land Contamination</u>	Review on construction noise has been supplemented in Section 2.5 of the revised EA (Attachment 6 refers).
17. Section 4.3.4: - Suggest to revise as “Site <u>re-appraisal</u> visit shall be conducted again <u>when the site is accessible</u> it is available or in the detailed design stage. No construction work shall be carried prior to the EPD’s approval of the site appraisal. ”	Revised accordingly in Section 4.3.4 of the revised EA (Attachment 6 refers).

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- Please indicate the area of “whole portion of the east” in the aerial photo.	“East” and “West” of the Site are marked on the Appendix 4.1 Aerial Photo of the revised EA (Attachment 6 refers).
18. Section 4.3.5: Please indicate the area of “west of the Application site”.	“East” and “West” of the Site are marked on the Appendix 4.1 Aerial Photo of the revised EA (Attachment 6 refers).
19. Sections 4.3.3 - 4.3.5: Most of the areas identified with temporary structures were not inspected and review. Please supplement. In case the areas are not accessible at the moment, please specify for review in site re-appraisal. The areas are marked but not limited to below: 	Please be advised that some areas of the Site are currently inaccessible at the moment, thus site-reappraisal shall be conducted when the site is accessible or in the detailed design stage. Please refers to Sections 4.3.4 and 4.3.5 of the revised EA for details (Attachment 6 refers).
20. Table 4.2: It is noted that information from FSD is pending. Please supplement and review when they are ready.	The reply from FSD is supplemented in Table 4.2 of the revised EA (Attachment 6 refers).
21. Section 4.3.7: Suggest to revies as “No record <u>of chemical waste producer</u> was recorded <u>found</u> in the Territory Control Office.”	Section 4.3.7 of the EA has been revised accordingly (Attachment 6 refers).
22. Section 4.3.8: Suggest to revise as “...due to chemical waste <u>spill</u> is not expected within the Subject Site.”	Section 4.3.7 of the EA has been revised accordingly (Attachment 6 refers).
23. Section 4.4: The conclusion is not conclusive without the review on the temporary structure. Please review and supplement as per the comments above. <u>Waste Management</u>	Section 4.4.1 of the EA has been revised accordingly (Attachment 6 refers).
24. Section 5.3.1: Please specify whether or not the project is a designated project under EIAO.	Please be advised that the project is not a designated project under EIAO and relevant description has been supplemented in revised Section 5.3.1 of the EA

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25. Section 5.4.3: Please remove the sentence “as far as possible”.	(<i>Attachment 6</i> refers). Relevant sentence is removed in the revised Section 5.4.3 of the EA accordingly (<i>Attachment 6</i> refers).
26. Section 5.4.4: Please remove the sentence “as much as possible”.	Relevant sentence is removed in the revised Section 5.4.4 of the EA accordingly (<i>Attachment 6</i> refers).
27. Sections 5.4.10 and 5.4.13: Please summaries these two paragraphs into a single one.	Combined accordingly. Please refer to the revised Section 5.4.10 of the EA (<i>Attachment 6</i> refers).
28. Section 5.4.17: Please supplement the justifications for “there are no buildings/structures were built before 1980s.”	Please note that the Site was mainly a natural terrain in 1982. The relevant Justification has been supplemented in the revised Section 5.4.16 (Former Section 5.4.17) of the EA (<i>Attachment 6</i> refers).
29. Section 5.5.4: Suggest to revise as “Chemical and oily wastes generated from...should be disposed of as chemical waste in strict compliance with...”	Section 5.5.4 of the EA has been revised accordingly (<i>Attachment 6</i> refers).
30. Section 5.5.7: Suggest to revise as “...when chemical waste is expected to be produced.”	Section 5.5.7 of the EA has been revised accordingly (<i>Attachment 6</i> refers).
31. Sections 5.5.10 – 5.5.11: Please specify the source of any guidelines or references if these paragraphs cite published materials. <u>Water Quality</u>	The source of guidelines / reference have been specified in Section 5.5.9 of the EA (<i>Attachment 6</i> refers).
32. Section 6.7.1: Please include the design capacities for the two STPs, ensuring they cater to the peak flow from the proposed development. Sewerage Impact Assessment Report	The design capacities of the 2 STPS have been supplemented in the revised Section 6.7.1 of the EA (<i>Attachment 6</i> refers).
1. It is noted that two local STPs are proposed for development. Please be reminded that:	
- The design, installation, operation and maintenance of the local STPs should follow the “Guidelines for the Design of Small Sewage Treatments Plants”.	Noted.
- The capacity of the proposed sewage treatment facilities should be designed all time for handling the peak flow of the proposed development.	Noted.

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- The equalization tanks should be used in handling the excess flow over the peak flow.	Noted.
- Backup pumps and tanks should be available for any emergency events.	Noted.
- Please seek advice from DSD on the discharge of treated effluent to downstream drainage system, including DIA report and discharge location.	Noted. Please be advised that both the SIA and DIA in support of the captioned S12A Planning Application have been circulated to DSD for review.
2. Table 1.1:	
- Please provide reference or details for estimating students, staff and dormitory residents of the proposed school development (e.g. the planning statement, indicative development scheme, assumptions on residents per room, etc.).	The estimated nos. of students, staff, dormitory residents and the area requirements are provided as per the school operator’s brief and their operational needs. The estimation has made reference to the future increasing demands for international school places in Northern Metropolis based on the latest policy initiatives and statistical data and other comparable large-scale international school developments in Hong Kong, such as King George V School and its affiliated Kowloon Junior School which are of approx. 2800 students in total.
- Please include the estimated employees other than teaching and non-teaching staff, such as canteen and ancillary tuck shop employees.	There are an estimated 70 staff including staff of canteen and ancillary tuck shop, cleaning and maintenance/ gardening staff, etc. Following the Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning (Version 1.0) prepared by EPD, the total staff for non-teaching calculated is 230. As 230>70, 230 of non-teaching staff is adopted as a conservative approach.
3. Section 2.2.3: Apart from the J10 unit flow factors, please list all unit flow factors adopted in the SIA report (e.g. domestic flow UFF and the J11 community, social and personal service, etc.)	All unit flow factors are supplemented in the revised Section 2.2.3 of SIA (Attachment 7 refers).
4. Table 2.1:	
- For the phase “Design flow for ...”, it is better using “Unit Flow Factors of...” with the unit “m3/person/day”.	Table 2.1 of the SIA has been revised accordingly (Attachment 7 refers).
- Please check and revise the water volume for the swimming pool and revise the calculation of the backwash generation rate. All backwash from swimming pool should be handled by the local STP as both ADWF and peak flow.	Volume and backwash generation rate from swimming pool are revised and hence the flow rate from the proposed development is also updated accordingly (Attachment 7 refers).

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- For the turnover rate, the remark should be revised that it is regulated by the CAP132CA, Section 9 Swimming Pools Regulation, with covered swimming pool.	Table 2.1 of the SIA has been revised accordingly (Attachment 7 refers).
- Please rename the last row of the backwash generation rate calculation (unit l/s) as “Instant Peak Flow”.	Table 2.1 of the SIA has been revised accordingly (Attachment 7 refers).
- Please review the unit of Unit Flow Factors for dormitories to m3/person/day.	Table 2.1 of the SIA has been revised accordingly (Attachment 7 refers).
- Please include the total peak flow from the proposed development for sewer and two local STPs design according to the “Guidelines for the Design of Small Sewage Treatments Plants”.	Peak flow from the Indicative Development Scheme has been supplemented accordingly in the revised Table 2.1 of the SIA (Attachment 7 refers).
- Please clarify if the following types of wastewater will be generated:	
i. A/C system bleed-off water from E&M Room	A/C system bleed-off water from E&M Room shall be discharged through drainage system and therefore, it is not included in the calculation.
ii. Firewater system/firewater testing	Firewater testing will only be conducted annually for checking and firewater system will only be operated during emergency. Hence, it is not included in the calculation.
5. Section 2.5.2, Table 2.2 and Section 3.1.2: Please include the peak flow for the sewer and two local STPs designs according to the “Guidelines for the Design of Small Sewage Treatments Plants”. Please ensure the design capacity of the local STPs and sewers caters to the peak flow.	Information of Peak Flow has been supplemented in the revised Section 2.5.2, Table 2.2 and Section 3.1.2 of the SIA (Attachment 7 refers).
6. Section 3.1.2: Please update the estimated ADWF based on the comments provided above.	Section 3.1.2 of the SIA has been revised accordingly (Attachment 7 refers).
7. Appendix 1.1:	
- Please mark the two proposed local STPs and treated effluent discharge points on the master layout plan.	The indicative locations of the two proposed STPs are marked in Appendix 2.2 of the SIA. The treated effluent discharge points will be provided in the detailed design stage.
- Please seek advice from DSD on the discharge of treated effluent to downstream drainage system, including DIA report and discharge location.	Noted. Please be advised that SIA and DIA in support of the captioned S12A Planning Application have been circulated to DSD for review.
8. Appendix 2.1:	

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<ul style="list-style-type: none"> - Please include the swimming pool backwash in the total flow and peak flow of the proposed development. - Please check and revise the wordings and unit according to the above comment on Table 2.1. - Please ensure data in Table 1 (Appendix 2.1) matches the data in Table 2.1 of the main text. <p>Planning Statement</p> <p>1. Table 5.1:</p> <ul style="list-style-type: none"> - The total number of units of Ancillary Student Dormitories and Ancillary Staff Dormitories is 350 and 571 respectively. Based on the remarks of the table, the estimated number of residents in the accommodation should be 1400 students and 1142 staff, totalling 2542 residents. This does not match the data in Table 1.1 of the EA and SIA reports (i.e. 2243 residents). Please verify and revise accordingly. - Please confirm the consistency of planning data between the planning statement and the EA and SIA reports (e.g. number of people, GFA, etc.) 	<p>Calculation of swimming pool backwash is updated. Please refer to the revised Appendix 2.1 of the SIA for details (Attachment 7 refers).</p> <p>Appendix 2.1 of the SIA has been revised accordingly (Attachment 7 refers).</p> <p>Noted.</p> <p>Please be advised the remarks (6) of the Table 5.1 indicate an average nos. of staff per room and is indicative only. Varying types of unit ranging from 1-6 persons per unit will be adopted for staff accommodation. Based on preliminary estimate, approx. 843 persons will reside within the staff accommodation. In this regard, the estimated no. of approx. 2243 residents assumed under the EA and SIA reports is correct.</p> <p>Noted.</p>
<p>C. Comments from Water Supplies Department received from Planning Department on 22.12.2025: (Contact person: Ms. WONG Sin Yan, Tel no.: 2152 5752)</p>	
<p><u>Major Comments on the Application/ Main Reasons of Objection:</u></p> <p><u>General comments</u></p> <ol style="list-style-type: none"> 1. Please provide detailed waters supply scheme for the west and east portion by highlighting the proposed size and the connection point. 2. Please carry out the full hydraulic calculation to demonstrate the adequacy of the existing water network 3. Please explore the feasibility of supplying recycled water instead of fresh water for flushing and provide the cost effective analysis. <p><u>Appendix 2.2</u></p>	<p>The proposed size and the connection point are supplemented in the revised Section 2.4.2 of the WSIA (Attachment 8 refers).</p> <p>Hydraulic calculation for the existing water network are demonstrated in Table 4a and 4b of the revised WSIA (Attachment 8 refers).</p> <p>The feasibility of supplying recycled water instead of fresh water for flushing and provide the cost effective analysis will be conducted during detail design stage.</p>

Proposed Amendment to the Approved Kwu Tung South Outline Zoning Plan No. S/NE-KTS/22 From “Agriculture” Zone and “Green Belt” Zone to “Government, Institution or Community” Zone at Various Lots in D.D.94, 98 & 100 and Adjoining Government Land, Kwu Tung South, New Territories (TPB Ref. Y/NE-KTS/18)

Responses to Comments Table

Comments/ Suggestions	Applicant/ Consultant’s Responses
1. Please state how to derive the estimated of total number of students and staff by GFA.	Please be advised that the estimated total number of students and staff are not derived by GFA and are assumed based on the school operator’s brief and operational needs.
2. For Table 2a, please consider using residential R2 Type for non-domestic dormitory – 0.23 m3/h/d for freshwater and 0.104 m3/h/d for flushing.	According to WSD DI1309, Residential R2 Type for non-domestic dormitory – 0.30 m3/h/d for freshwater and 0.07 m3/h/d for flushing are adopted. Please refer to the revised Table 2a of the WSIA (Attachment 8 refers).
3. For swimming pool, please state the assumptions of 3,750 m3/day adopted.	Assumption of 3750 m3/day swimming pool is stated in the revised Table 2a of the WSIA (Attachment 8 refers).
4. Please state water demand of irrigation for golf and planting areas	Water demand calculation of irrigation is supplemented in the revised Table 2a of the WSIA (Attachment 8 refers).
5. There are inconsistencies for all Table 4b. Please review.	Please refer to the revised Table 3a, 3b, 3c, 4a and 4b in the Appendix 2.2 of the WSIA (Attachment 8 refers).
<u>Other Detailed Comments (if applicable):</u>	
1. Existing water mains as shown in the enclosed sketch are inside the proposed lot and will be affected. The applicant is required to either divert or protect the water mains found on site.	Noted.
2. If diversion is required, existing water mains instead the proposed lot are needed to be diverted outside the site boundary of the proposed development to lie in Government land. A strip of land of minimum 1.5m in width should be provided for the diversion of existing water mains. The cost of diversion of existing water mains upon request will have to be borne by the grantee/applicant; and the applicant shall submit all the relevant proposal to WSD for consideration and agreement before the works commence. If diversion is not required, the following conditions shall apply:	Noted.
(a) Existing water mains are affected as indicated on the site plan and no development which requires resitting of water mains will be allowed.	Noted.
(b) Details of site formation works shall be submitted to the Director of Water Supplies for approval prior to commencement of works.	Noted.
(c) No structures shall be built or materials stored within 1.5 metres from the centre line(s) of water main(s) shown on the plan. Free access shall be made available at all times for staff of the Director of Water Supplies	Noted.

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(d)	or their contractor to carry out construction, inspection, operation, maintenance and repair works. No trees or shrubs with penetrating roots may be planted within the Water Works Reserve or in the vicinity of water main(s) shown on the plan. No change of existing site condition may be undertaken within the aforesaid area without prior agreement of the Director of Water Supplies. Rigid root barriers may be required if the clear distance between the proposed tree and the pipe is 2.5m or less, and the barrier must extend below the invert level of the pipe.	Noted.
(e)	No planting or obstruction of any kind except turfing shall be permitted within the space of 1.5 metres around the cover of any valve or within a distance of 1 metre from any hydrant outlet.	Noted.
(f)	Tree planting may be prohibited in the event that the Director of Water Supplies considers that there is any likelihood of damage being caused to water mains.	Noted.
D. Comments from Buildings Department from Planning Department on 02.01.2026: (Contact person: Mr. CHENG Hang On, Colin, Tel no.: 2626 1477)		
1.	The site shall be provided with means of obtaining access thereto from a street and emergency vehicular access (EVA) in accordance with Regulations 5 and 41D of the Building (Planning) Regulations [B(P)R] respectively.	Noted.
2.	The site does not abut on a specified street of not less than 4.5m wide and its permitted development intensity shall be determined under Regulation 19(3) of the B(P)R at the building plan submission stage.	Noted.
3.	Having noted that carparks, loading and unloading areas are proposed on ground floor, criteria under PNAP APP-2 shall be complied with if GFA of these areas is to be disregarded under Regulation 23 (3) (b) of the B(P)R;	Noted.
4.	The Applicant should be reminded that the proposed development should follow and comply with the pre-requisite for gross floor area (GFA) concession in PNAP APP-151 and the SBD guideline stipulated in PNAP APP-152 during the preparation of detailed building design if GFA concession will be applied (i.e. excluding green/ amenity features	Noted.

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Comments/ Suggestions	Applicant/ Consultant’s Responses
<p>and non-mandatory/ non-essential plant rooms and services from GFA calculations);</p> <p>5. The proposed international school development is subject to the issue of a licence/registration, please be reminded that any proposed structures on the application site intended to be used for such purposes are required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority;</p> <p>6. Before any new building works (including containers / open sheds as temporary buildings, demolition and land filling, etc.) are to be carried out on application site, prior approval and consent of the BA should be obtained, otherwise they are UBW under the BO. An Authorized Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO;</p> <p>7. The applicant’s attention is also drawn to the provision under regulations 40 and 41 of the Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations in respect of disposal of foul water and surface water respectively;</p> <p>8. All habitable rooms shall be provided with prescribed windows in accordance with Regulation 30 and 31 of the B(P)R;</p> <p>9. The open space provision should not be less than the requirements as stipulated in the second schedule of B(P)R;</p> <p>10. For UBW erected on leased land, enforcement action may be taken by the Buildings Department to effect their removal in accordance with the prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the application site under the BO;</p> <p>11. Any temporary shelters or converted containers for office, storage, washroom or other uses are considered as temporary buildings are subject to the control of Part VII of the B(P)R; and</p> <p>12. Detailed checking under the BO will be carried out at building plan submission stage.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

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E.	Comments from Lands Department from Planning Department on 02.01.2026: (Contact person: Ms. CHENG Hang Yu, Kennis, Tel no.: 2675 1508)	
1.	The subject site comprises various private lots in D.D. 94, D.D. 98 and D.D. 100 as well as adjoining Government land. For private lots, except Lot No. 42 s.A in D.D. 100 which is a mixed old schedule agricultural and house lot held under Block Government Lease, the remaining private lots are old schedule agricultural lots held under Block Government Lease. Besides, no grant of access to the lots has been granted.	Noted.
2.	The applicant should also be noted that there are temporary structures (held under Modification of Tenancy and/or licenses) and STLAS (i.e. simplified temporary land allocations), etc. on the affected Government land which may lead to clearance issues. Furthermore, based on desktop study, the site may involve existing grave(s).	Noted. Squatters / temporary structures on Government Land will be handled at the later stage.
3.	Lot No. 5 s.H in D.D.100 is included in the rezoning site as per Figure 2.3 of Supporting Planning Statement (“SPS”) but is found missing in Table 2.1 of SPS. The applicant is requested to clarify.	Please be clarified that Lot No. 5 s.H in D.D.100 is included in the Rezoning Site. Table 2.1 of the SPS is updated accordingly (Attachment 2 refers).
4.	Lot No. 41 s.A in D.D.100 (located in the middle of the rezoning site) is excluded from the subject site. Nonetheless, according to the architectural drawings in the submission, this private lot in fact would form as an integral part of the proposed school development. The applicant is again requested to clarify.	Please be clarified that Lot No. 41 s.A in D.D.100 is not included in the rezoning site boundary and only comprise approx. 1.84 sqm. The applicant will further study the inclusion of the subject lot at the subsequent detailed design stages.
5.	By and large, a land exchange is required for implementation of the rezoning proposal. Should the subject rezoning application be approved, the lot owner should apply to LandsD for a land exchange for implementation of the proposed development scheme. In this connection, the private lots in the subject rezoning boundary are not owned by one single party. The applicant should be reminded that land exchange application should be submitted by all owners of the concerned lots. Also, the titles have to be unified prior to surrender of those private lots to the Government.	Noted.
6.	Generally, with a view to ensuring the compliance with any proposed additional conditions under lease, it is the requirement of LandsD that any proposed additional conditions would only be considered to be	Noted.

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<p>incorporated under lease <u>provided that</u> there is a relevant bureau / department requesting for or in support of such additional conditions. Such bureau / department would be responsible for monitoring the grantee’s compliance with such additional conditions. In the absence of such bureau / department’s request or support, no additional conditions would be proposed and incorporated under lease for the proposed work / requirements.</p>	
<p>7. In the event the subject application under S.12A of the Town Planning Ordinance (“TPO”) is accepted or partially accepted by the Town Planning Board (“TPB”) with a set of clear development parameters (including but not limited to the proposed user, gross floor area and car parking provisions, as appropriate) defined / firmed up and further submission to the TPB (including application(s) for permission under S.16 of the TPO after the corresponding amendment to the Outline Zoning Plan (“OZP”) has been made) is not required, the applicant may submit request for streamlined processing of land exchange application. Depending on the circumstances of each case, LandsD at its sole and absolute discretion may, upon receipt of such valid request and subject to payment of the administrative fee(s) (including fee payable to the Legal Advisory and Conveyancing Office, if required) by the applicant, commence the streamlined processing of the land exchange application on a without prejudice and non-committal basis while PlanD is taking forward the relevant OZP amendment.</p>	<p>Noted.</p>
<p>8. The applicant is reminded that once the accepted or partially accepted proposal is reflected in the OZP and approved under S.9 of the TPO, a formal application for land exchange by applicant to LandsD is still required. Every application submitted to LandsD will be considered on its own merits by LandsD at its absolute discretion acting in its capacity as a landlord and there is no guarantee that the land exchange application (alongside with the inclusion of the concerned Government land (amounting to around 20% of the subject site area)) will eventually be approved by LandsD. If the application for land exchange (if submitted) is approved by LandsD, it will be subject to such terms and conditions as may be imposed by LandsD at its absolute discretion, including payment of premium and administrative fee(s). Approval of the subject application shall not pre-empt the consideration and</p>	<p>Noted.</p>

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<p>decision of the approving authority for the land exchange, if submitted by the applicant.</p>	
<p>9. The site area figures mentioned in the submission as well as ownership particulars have not been verified. The same would be verified at the land exchange stage (if submitted).</p>	<p>Noted.</p>
<p>10. According to the architectural drawings and Traffic Review, vehicular access would rely on some proposed roads (falling outside the application site). In general, if the proposed access involves other private lots, no resumption of land will be invoked except by works department of Government. The applicant is requested to clarify whether the said proposed road works would involve solely Government land or also involve any private lots (which may have implication of the need / applicability to invoke resumption of private lots) and in particular whether any of those private lots are under the applicant's ownership or not. In any event, the applicant should be reminded that there is no commitment on using Government land for vehicular access of the proposed development.</p>	<p>Noted. Please be advised that lay-by on Government Land only is proposed.</p>
<p>11. Also, presumably, the proposed roads are for public use and accordingly comments from TD and HyD are critical. In particular, the applicant's proposed road works should form part of the subject rezoning application so as to provide a full picture for the TPB to consider. And it is considered prudent and advisable to ensure the technical viability of the applicant's proposed road works before submitting the proposed development scheme to TPB. In this connection, please be appreciated that this office would defer to the concerned technical departments to advise your side regarding the technical viability and the infrastructure capacity, etc.</p>	<p>Noted. Please be advised that Transport Department and Highways Department have been consulted regarding the subject S12A Planning Application.</p>
<p>12. According to the Traffic Review, the applicant proposes (by way of "Option I ") to have public road partially falling within the subject site boundary. Please again seek comments from TD and HyD on such "Option 1 ".</p>	<p>Noted.</p>
<p>13. For the two proposed link-bridges across Sheung Yue River, comments from TD, HyD, DSD and any other relevant Government departments should be sought. Besides, the applicant is requested to confirm whether it is necessary to occupy any piece of Government</p>	<p>Please note that the captioned S12A Planning Application has been circulated to relevant Government departments, including Transport Department, Highways Department and Drainage Services Department. Please note that the design of the of the link bridges is still subject to detailed design of the Indicative Development Scheme and will be covered by the land exchange process. Occupation for</p>

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14.	land for the erection of such link-bridges or alternatively it suffices to occupy some level of air stratum to accommodate the link-bridges. In view of the proposed rezoning to "G/IC" zone, the applicant is requested to confirm whether any part of the facilities within the proposed scheme would not be operated by the applicant itself but instead is intended to be handed over to any Government department(s). Alternatively, your side may wish to re-confirm with the concerned bureau / department whether any of those facilities within the proposed scheme is required by them.	Government Land adjacent to both sides of Sheung Yue River will be required (some are for the bridges) by the Applicant. Please note that the proposed international school is for a private international school use to be operated by the educational provider/operator BASIS International School. Relevant bureau / departments will be consulted as necessary in the subsequent stages.
15.	According to the landscape proposal, about 1,300 trees would be felled. The applicant is reminded that compensatory plantings should be provided within private lot(s) and no Government land should be involved for compensatory tree planting. Moreover, unless otherwise specified, LandsD would not process tree preservation and removal proposal submitted for planning application.	Noted.
F. Comments from Fanling, Sheung Shui & Yuen Long East District Planning Office of Planning Department on 13.01.2026: (Contact person: Ms. SIU Wai Yin, Florence, Tel no.: 3168 4042)		
1.	<u>General</u> Kwu Tung South is an important agricultural area in Hong Kong and The application site is located in an area with active cultivated agricultural land and fallow land with good agricultural infrastructures. Also, the western portion of the rezoning site mostly falls within Phase 2 of the Agricultural Park (Agri-Park) area. Since the application site involve rezoning a significant area of agricultural land, the applicant is requested to justify - - the amount of land required for the proposed international school, i.e. whether there are any comparable examples in Hong Kong that could resemble international schools of such scale, or if not, how is the proposed international school different from those currently operating in Hong Kong;	The Proposed International School is a responsive and pioneering initiative with immediate action to the National and Hong Kong Government Policy Initiatives, to support the GBA regional development perspective on the industrial innovation shift and to promote a "shared technology and humanity" international education in the Northern Metropolis. While the site area of the Proposed International School is comparatively larger in the local context, it is considered of regional importance to advance the technological innovative transformation shift brought by the Northern Metropolis together with the designated San Tin Technopole and the Northern Metropolis University Town (NMUT), thereby demanding the need for a new K-12

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<p>- the site selection process for the proposed international school development – whether there are other potential sites being considered and what are the rationale for identifying the application site with such coverage;</p>	<p>education in an "technology-driven" learning environment of an international vision and culture.</p> <p>International school developments targeting regional spatial scale are also not unprecedented, with reference to the global precedents of international schools in the chart below of similar student/staff population and scale. It is considered necessary for Hong Kong to have a similar scale of international school development to bring forth the vision of establishing as an international education hub with high competitiveness.</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-bottom: 10px;"> <thead> <tr style="background-color: #d3d3d3;"> <th style="width: 35%;">Name</th> <th style="width: 25%;">Site Area (in hectares)</th> <th style="width: 40%;">Student Population</th> </tr> </thead> <tbody> <tr> <td>Singapore American International School, Singapore</td> <td>Approx. 15 ha</td> <td>Approx. 4,000</td> </tr> <tr> <td>International School of Beijing, China</td> <td>Approx. 13 ha</td> <td>Approx. 1,800</td> </tr> <tr> <td>UWC South East Asia, Singapore</td> <td>Approx. 11 ha</td> <td>Approx. 3,000</td> </tr> <tr> <td>International School of Kuala Lumpur, Malaysia</td> <td>Approx. 10.5 ha</td> <td>Approx. 1,700</td> </tr> <tr> <td>Jakarta Intercultural School – Cilandak Campus, Indonesia</td> <td>Approx. 19 ha</td> <td>Approx. 2,500</td> </tr> <tr> <td>Harrow International School Bangkok, Thailand</td> <td>Approx. 14 ha</td> <td>Approx. 1,700</td> </tr> <tr> <td>International School Bangkok, Thailand</td> <td>Approx. 15 ha</td> <td>Approx. 1,800</td> </tr> </tbody> </table> <p>The Rezoning Site is considered the most suitable location to incubate younger talents and to implement an international school development of comparable size in Northern Metropolis of which the Applicant has consolidated a significant portion of private land holdings as illustrated in Attachment 12. The Rezoning Site could leverage on its unique geographical advantage of its strategic GBA location in proximity to San Tin Technopole and the Ngau Tam Mei University Town (NMUT) supported by the planned infrastructure of Northern Metropolis Highway, creating direct synergy to facilitate the Government’s vision of establishing as an international education hub in response to the latest pioneering National and Local policy initiatives, including the National 15th Five-Year Plan, the Northern Metropolis Development Strategy and recent Policy Addresses which collectively emphasises the role of the Northern Metropolis as a primary engine for strategic growth and</p>	Name	Site Area (in hectares)	Student Population	Singapore American International School, Singapore	Approx. 15 ha	Approx. 4,000	International School of Beijing, China	Approx. 13 ha	Approx. 1,800	UWC South East Asia, Singapore	Approx. 11 ha	Approx. 3,000	International School of Kuala Lumpur, Malaysia	Approx. 10.5 ha	Approx. 1,700	Jakarta Intercultural School – Cilandak Campus, Indonesia	Approx. 19 ha	Approx. 2,500	Harrow International School Bangkok, Thailand	Approx. 14 ha	Approx. 1,700	International School Bangkok, Thailand	Approx. 15 ha	Approx. 1,800
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<ul style="list-style-type: none"> - whether there is scope of reducing the application site such that more agricultural land could be reserved, e.g. through adopting innovative designs; if not, what are the considerations/reasons behind; and - whether there are any mitigation measures to minimise the impact to lose of farm lands, and measures to resolve the interface issue between the proposed school and Agri-Park and surrounding agricultural land. 	<p>delineating the Site’s location in an Innovation and Technology zone. Scaling back or relocating the Site would undermine the unique opportunity to establish the critical educational infrastructure required to support the Northern Metropolis</p> <p>With reference to our submitted Ecological Review, the Rezoning Site is not considered ecological sensitive, and the principle of avoidance, minimization and compensation will be adopted in construction and operation stages. Please note that the Rezoning Site is mainly occupied by temporary structures, fallow agricultural use and vacant land. The Rezoning Site, at this strategic location in the Northern Metropolis, will undergo noticeable changes in the planning context according to the National and Government planning initiatives in bringing forth Educational and I&T hub developments, including the planned infrastructure of the Northern Metropolis Highway, San Tin Technopole and the NUMT.</p> <p>Nonetheless, the Indicative Development Scheme has adopted innovative design which is rooted in respecting the natural topography and creating a harmonious riverside campus, inspired by the principles of natural integration. The building heights and layout are carefully considered to complement the existing and future visual context, providing ample space with incorporation of sustainable design for the students and staff within the campus for recreation and leisure use. Design mitigation measures such as green roofs and potential rooftop farming practices will be further explored to pay respect and compensate the potential agricultural land loss in the detailed design stage as the project progresses.</p> <p>As indicated, the Rezoning Site is mainly occupied by temporary structures, fallow agricultural use and vacant land. Interface between the Indicative Development Scheme and its surrounding (including the Agri-Park) have been duly considered. The building blocks adopt dynamic and fluid building forms that are broken down with varying building heights and are also thoughtfully designed to incorporate setbacks from the site boundaries as far as practicable to enhance visual permeability, soften the building mass and to minimise visual impact to the nearby residential settlements as much as practicable. Adequate design mitigation measures such as sensitive façade treatment and finishes and greening opportunities will be explored to minimize any adverse impact, subject to detailed design. The Proposed International School is considered compatible to its surrounding context and the Planned Agri-Park, which would mainly consist of farmland.</p>

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<p>2. Please advise the expected completion year of the proposed school as such information is not available in the planning statement (except that 2036 was adopted as the expected completion year in para. 4.1 of Traffic Review).</p> <p><u>Specific</u> <u>Planning statement</u></p>	<p>Please be advised that the Indicative Development Scheme is anticipated to commence operation in 2036, upon the commissioning of the Northern Metropolis Highway – San Tin Section, as detailed in Section 5.5 of the submitted SPS.</p>
<p>3. Para. 5.1.3 of the Planning Statement states that the proposed development will accommodate about 3,000 students and 443 staff. 350 units of student accommodation for 1,400 students and 571 units of staff accommodation will be provided. Para. 6.2 of Landscape Proposal, however, states that the planned dormitory population is about 2,243 persons (1,400 students and 843 staff and household members). Please clarify the above discrepancies.</p>	<p>Please be advised that in addition to student accommodation for 1,400 students (provided in 350 units), varying types of units ranging from 1-6 persons per unit will be adopted for staff accommodation. Based on preliminary estimate, approx. 843 persons will reside within the staff accommodation. In this regard, the estimated no. of approx. 2243 residents assumed under the Technical Assessments is correct</p>
<p>4. Please provide a plan demonstrating the land owned by the applicant, private land owned by others and government land (with area and % of ownership)</p>	<p>Please refer to the landownership figure provided in Attachment 12. Please note that of the Rezoning Site, approx. 62.1% (75,958.2 sqm) consist of private land owned/partially owned by the Applicant, approx. 16.4% (20,057.6 sqm) consist of private land not owned by the Applicant, approx. 21.5% (26,243.6 sqm) is Government Land. Please note that Lot No. 899 RP in D.D.100 was a private lot not owned by the Applicant at the time of the S12A Planning Application submission but has now been partially acquired by the Applicant.</p>
<p>5. Fig 2.2 – please rectify the annotation for “Cheung Lok” as “Cheung Lek”</p>	<p>Please refer to the updated Figure 2.2 of the SPS (Attachment 2 refers).</p>
<p>6. Location Plan & Site Plan – the two propose bridges are not included in the application site. Please rectify.</p>	<p>The two proposed link-bridges have now been incorporated into the Rezoning Site. Please refer to the updated Figure 2.1 and Figure 2.2 of the SPS (Attachment 2 refers).</p>
<p>G. Comments from Landscape Unit, Urban Design & Landscape Section of Planning Department received from Planning Department on 14.01.2026: (Contact person: Mr. NG Tat Yuen, Henry, Tel no. 3565 3950)</p>	
<p>1. We maintain that we have <u>reservation</u> on the application from landscape planning perspective. Our detailed comments on the RtoC are as follows: -</p>	

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<p>(a) Item I(b), there is no information on how the adverse impacts on the existing distinctive landscape resources, including trees of particular interest (TPIs), can be mitigated by the proposed landscape measures in the longer term in Appendix 2 of the Supplementary Planning Statement;</p>	<p>The site and riverside include some larger trees which have been surveyed on an individual basis. Of these 55 nos. trees, only five (5) nos. meet one of the size criteria for definition as a TPI (DBH >1m), as defined under the TRAM guidelines (2023). Of these five (5) trees (T01, T02, T06, T13 and T50), four (4) nos. are at the riverside and are retained under the proposals, to help maintain the distinctive landscape resources of the area. As illustrated in the submitted tree photos and Tree Treatment Schedule in Appendix 2, the tree to be removed (T13), although a native species (<i>Cinnamomum camphora</i>) does not possess outstanding form and, although is borderline in meeting the trunk girth for a TPI (estimated 1.03m), it is well short of the height and spread requirements to denote a TPI by virtue of large size. As such it is unlikely that T13 would be defined as a TPI, in strict accordance with TRAM based definition criteria.</p> <p>As indicated in the Landscape Proposal and illustrated on the Landscape Master Plan, tree loss will be compensated at a 1:1 ratio, including the planting of native species at Heavy Standard size, to compensate for the loss of existing native trees in the longer term. This includes planting of native species such as <i>Cinnamomum camphora</i> and <i>Celtis sinensis</i>, to mitigate for some of the existing specimens of these species required to be removed to facilitate the development scheme.</p>
<p>(b) Item I(c), there is no information/photos to support that the protected species (<i>Magnolia x alba</i>) are planted/cultivated and not covered by the Forestry Regulations (Cap 96A); and</p>	<p><i>Magnolia x alba</i> is a hybrid, typically producing sterile fruit not conducive to natural propagation. This species is located as single specimens in six of the surveyed tree groups, typically growing in/near small holdings or public footpaths and serving an ornamental purpose. Please find the photographs in Attachment 13 which support the conclusion that these small-sized trees are of planted/cultivated origin.</p>
<p>(c) Item I(d), it is noted that localised tree removal is required in the vicinity of the bridge abutments and may cause adverse landscape impacts from the proposed cross-river links across Sheung Yue River. The details of the tree felling concerned and mitigation measures should be specified clearly.</p>	<p>Please be advised that the site boundary has been adjusted in the updated include the river bridge areas. As identified on the submitted Tree Group Recommendation Plan at Attachment 9, the proposed alignment of the bridges will require the removal of four (4) individually surveyed trees adjacent to the riverside (T33, T34, T47 and T48), which are 3 nos of <i>Ficus virens</i> and 1 no of <i>Ficus macrocarpa</i>. Whilst of large size, with DBH ranging from 0.54m – 0.73m, height 13-14m and spread 12-16m, these would not be of sufficient stature to meet the requirements of a TPI in accordance with TRAM Guidelines. As noted, these localized tree impacts have been accounted for in the submitted Tree Recommendations and New Tree Planting Proposals (minimum 1,150 nos.) are proposed to compensate for such localized tree removal. The future riverside is intended to be a central parkland at the heart of the future campus, maintaining existing large trees where feasible and planting new trees to maintain the riverside landscape character in the longer term.</p>

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H. Comments from Traffic Engineering (NTW) Division of Transport Department received from Planning Department on 16.01.2026: (Contact person: Mr. MA Yik Kau, Victor, Tel no.: 2399 2727)	
1. It is noted that the proposed development is connected to other local roads in NTE, which may attract the traffic of NTE to/from NMH and San Tin Technopole in addition to the traffic generated/attracted by the proposed development. Please assess the traffic impact associated with the proposed public road connections.	It should be noted that the proposed public road (i.e. Options 1 and 2) does not form part of the Proposed School and is only identified as an opportunity to enhance accessibility between San Tin Technopole and Agricultural Park.
2. In addition to carriageway, the applicant should also consider to connect the proposed footpath and cycle track in San Tin Technopole with the proposed development.	The Proposed School is far from San Tin Technopole, hence, the provision of footpath and cycle track connections may be difficult.
3. Please submit public transport plan with relevant assessment and advise if there are any public transport facilities within the proposed development.	School bus services will be provided for the Proposed School. Applications for operation of Student Service (A03) will be submitted to Transport Department prior to commencement of operation of the Proposed School.
4. Please provide the development programme for our reference.	The Proposed School <u>will only open for operation after commissioning of the San Tin Section of Northern Metropolis Highway</u> , which is scheduled for 2036.
I. Comments from Highways Department received from Planning Department on 21.01.2026, 29.01.2026 and 09.02.2026: (Contact person: Mr. lam Wai Hung, Freeman / Mr. LAM Chun Tom / Ms. LI Ping, Libby, Tel nos.: 3968 4313 / 2762 4090 / 2762 4112)	
<u>Comments received on 21.01.2026</u>	
1. Please provide further information about the proposed public road connections under the subject planning application for our reference.	Please be advised that the proposed public road (i.e. Options 1 and 2) does not form part of the Proposed School but is identified as an opportunity to enhance accessibility between San Tin Technopole and Agricultural Park. Nevertheless, the Project Proponent will liaise with Highways Department at appropriate time on details of the proposed public road, including but not limited to design and management / maintenance responsibilities.
<u>Comments received on 29.01.2026</u>	
2. According to the traffic review, the applicant has proposed public roads connecting to the future San Tin Technopole, Northern Metropolis Highway (NMH), and Agricultural Park. Please approach the NMH project team directly for their advice, as we are not in a position to provide comments.	Noted.
3. It is noted that the Traffic Impact Assessment (TIA) for the application remains outstanding as of the date of this email. The applicant is	Please be advised that a Traffic Review Report was submitted under this Section 12A Planning Application to TPB, which was received by TPB on 18 November

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reminded to submit the TIA to TD for review and comment.	2025. Please be assured that all comments received from the Transport Department regarding this planning application will be duly addressed.
4. The applicant should ensure that the proposed roadworks are designed and constructed in accordance with the Transport Planning and Design Manual (TPDM) and the latest HyD standards, to the satisfaction of both TD and HyD. The detailed design should be circulated to TD and HyD for comments and approval.	Noted.
5. Please note that HyD will only take up maintenance responsibility for public roads that fall under TD’s management.	Noted.
<u>Comments received on 09.02.2026</u>	
Please find our comments below on the captioned planning application on the Proposed School from Northern Metropolis Highway (NMH) Project perspective for your consideration:	
6. Para 2.5 of the Traffic Review Final Report The applicant’s consultant proposed a road connection to connect the San Tin Technopole Interchange of NMH and the Proposed School. Please note that there is no such road connection nor slip road provision to/from the East of the San Tin Technopole Interchange proposed under the NMH project. That said, the T-junction at this interchange allows structural flexibility for future possible connection to/from the East of the interchange, be it the local road network near Ki Lun Tsuen or the subject planning application or any other future planning. Should the potential planning or developments justify such transport demand to connect to NMH in the future, the planning applicant should proceed with the proposal of a connection under their own project. Should the application be approved, the applicant is reminded to closely liaise with NMH project team/consultants/contractors regarding the interfaces between the NMH and the design and construction of the connection road to be carried out by the applicant.	Noted.
7. Para 3.1 of the Traffic Review Final Report It stated that the Proposed School is expected to be completed in 2036, <u>subject</u> to the commissioning of the San Tin Section of NMH (emphasis added). We would like to state clearly that from NMH project perspective, there is no dependence between the completion of the	Noted.

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<p>proposed school and the commissioning of the NMH (San Tin Section). It is the applicant’s own judgement should they consider it relevant.</p> <p>8. Table 4.3 of the Traffic Review Final Report Please note that “Northern Metropolis Highway – Investigation” commenced in March 2025, and the traffic impact assessment is being finalized.</p> <p>9. Note (4) to Table 4.3 of the Traffic Review Final Report The note stated that the “Northern Metropolis Highway is a dual 3-lane expressway.” Please be clarified that the Northern Metropolis Highway (San Tin Section) is a dual 3-lane trunk road.</p>	<p>Noted.</p> <p>Noted.</p>
<p>J. Comments from Drainage Services Department received from Planning Department on 27.01.2026: (Contact person: Mr. LIU Qi, Tel no. 3965 8905)</p>	
<p><u>On DIA:</u> <u>Section 4.3</u></p> <p>1. Peak runoff rates shown in Table 4-1 are inconsistent with the calculation shown in Annex 2. Please rectify.</p> <p><u>Figure</u></p> <p>2. Please double check the title of Figure K4, which labeled "existing" drainage systems.</p> <p><u>Annex 1</u></p> <p>3. Please advise if any land filling and construction of boundary wall are proposed. If yes, please indicate the alignment of boundary wall as well as the existing and proposed ground levels on a layout plan, and assess whether the change of surface elevation and/or the erection of boundary wall will impede or alter the existing overland flow to River Beas.</p> <p>4. Refer to Section B-B', it is noted that there are two proposed link bridges across River Beas. Although no pier was proposed, more details of the two link bridges should be provided (e.g. site photos,</p>	<p>Please refer to the revised Table 4-1 and Section 4.3 in the revised DIA (<i>Attachment 10</i> refers).</p> <p>Figure K4 has been revised accordingly in the revised DIA (<i>Attachment 10</i> refers).</p> <p>Please kindly note that there construction of boundary wall is not proposed at the Indicative Development Scheme. Please refer to Annex 1 and Figure K2 of the revised DIA on the proposed ground levels and be advised that there will not be any changes in the direction of overland flow to River Beas, subject to further review at the detailed design stage.</p> <p>Please kindly refer to the Annex 1 of the revised DIA for the details of the proposed link bridges. Please note that the designs of the proposed link bridges are subject to further review at the detailed design stage.</p>

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<p>cross sections, soffit levels, deck levels, river bank levels, vertical clearance to the existing maintenance access, etc.).</p> <p><u>Annex 3</u></p> <p>5. Page 1 of 17 - Please include C7 and C8 in the table of catchment characteristic for easy reference, and clearly label the corresponding return period (e.g. 50yr end-century) in the table. Please also include the peak runoff for each catchment in the table.</p> <p>6. Please include a table to indicate the corresponding catchments for each of the proposed pipes.</p> <p>7. Page 3 of 17 - Please advise if flow area reduction due to sedimentation has been incorporated for 1200mm RC for Catchment C4.</p> <p>8. Page 4 of 17 - Please double check whether "peak runoff from C3" should instead refer to "C4".</p> <p>9. Page 6 of 17 - Please confirm whether the dia 1500mm will intercept Catchment only C3 or both C3 and C2?</p> <p>10. Peak runoff from C3 shown on page 4 is inconsistent with information shown on page 6. Please clarify.</p> <p>11. Page 9 of 17 - proposed dia 1500mm is not found in Figure K4.</p> <p>12. Page 11 of 17 - Please advise if flow area reduction due to sedimentation has been incorporated for 1000mm RC for Catchment C1.</p> <p>13. Page 14 of 17 - Please advise if flow area reduction due to sedimentation has been incorporated for 800mm RC for Catchment C6.</p> <p>14. Page 16 of 17 - Please advise if flow area reduction due to sedimentation has been incorporated for 500mm RC for Catchment C5.</p>	<p>Please refer to the revised Page 1 of Annex 3 of the revised DIA (Attachment 10 refers).</p> <p>Please be advised that the table has been supplemented in Page 2 of Annex 3 of the revised DIA (Attachment 10 refers).</p> <p>Please refer to the revised Page 4 of Annex 3 of the revised DIA (Attachment 10 refers).</p> <p>Please refer to the updated Page 6 of Annex 3 of the revised DIA (Attachment 10 refers).</p> <p>Both catchment C2 and C3 will be intercepted by the corresponding pipes and the size of the pipe has been revised. Please refer to the updated Page 12 of Annex 3 of the revised DIA (Attachment 10 refers).</p> <p>Please refer to the revised Page 8 of Annex 3 of the revised DIA (Attachment 10 refers).</p> <p>Please refer to the revised Pages 11 to 12 of Annex 3 of the revised DIA for the updated capacity check of Catchment C2 (Attachment 10 refers).</p> <p>Please refer to the revised Page 14 of Annex 3 of the revised DIA (Attachment 10 refers).</p> <p>Please refer to the revised Page 18 of Annex 3 of the revised DIA (Attachment 10 refers).</p> <p>Please refer to the revised Page 20 of Annex 3 of the revised DIA (Attachment 10 refers).</p>

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<p>15. Please explain why catchment C7 and C8 are not included in the capacity calculation. How will C7 and C8 be intercepted?</p> <p><u>Annex 4</u></p>	<p>Please be advised that the catchments within the Indicative Development Scheme have been updated and are proposed to be discharged to M.H.01, M.H.06, M.H.08 and M.H.15. Please refer to Figure K4 of Annex 3 of the revised DIA (Attachment 10 refers).</p>
<p>16. Please provide reference source for the river cross section, including the specific location along the river where it was taken.</p>	<p>Please refer to Annex 5 of the revised DIA for the reference source (Attachment 10 refers).</p>
<p>17. It is noted that the increase of flow represents almost 2.5% of the full-bore capacity of River Beas. Please advise if there will be any mitigation measure.</p> <p><u>On SIA</u></p>	<p>Please be advised that there are rectangular channels to divert the surface runoff from the catchment area adjacent to the Indicative Development Scheme as a mitigation measure. Additional measures such as a stormwater storage tank would be further reviewed at the detailed design stage and be considered if necessary.</p>
<p>18. No further comment on the revised SIA.</p>	<p>Noted.</p>
<p>K. Comments from Agriculture, Fisheries and Conservation Department received from Planning Department on 27.01.2026: (Contact person: Mr. LAU Yun Kwan, Tel no. 2150 6931)</p>	
<p>Our comments from agricultural perspective will be provided once available. In the meantime, please find our available comments as follows:</p> <p><u>From nature conservation perspective</u></p> <p>1. Our earlier comments remain valid. In particular, the ecological review provided is preliminary in nature and cannot support evaluations of potential ecological impacts arising from the proposed development at this stage. The applicant is advised to conduct a detailed ecological impact assessment including ecological baseline surveys covering the wet and dry seasons. In addition, the applicant should submit a working paper for ecological baseline surveys for AFCD’s review before conducting the surveys, which should include investigating potential bird flight lines, if any, over the application site and its vicinity.</p>	<p>Please note minor update to Table 1 to reflect the latest Rezoning Site Area and update to Table 2 rectifying typo (Attachment 11 refers).</p> <p>Changes to the wider-area planning and land use context</p> <p>The proposed G/IC Zone is located in Kwu Tung South area within conceptual boundary of the Northern Metropolis (item 3 below refers) and in close proximity to Government promoted IT hub. Major transport infrastructure developments will be available on or before 2036. Specifically,</p> <ul style="list-style-type: none"> • The proposed San Tin Section of the Northern Metropolis Highway (NMH), with its alignment and expressway junction/exit numbered I/C 04 (according to EIA Study Brief No. ESB-373/2025) around 100m to the west of the proposed G/IC Zone, will not only significantly enhance the connectivity of the area with San Tin Technopole (around 0.6km from the proposed G/IC Zone) and Kwu Tung North New Development Area (around 1.3km from the proposed G/IC Zone), but also significantly transform the wider-area from rural and agricultural to a highly impacted area in the context of the NMH; and

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	<ul style="list-style-type: none"> The Agri-Park Phase 1, jointly developed by the AFCD and CEDD, located at 1km to the south of the proposed G/IC Zone, has commenced operation progressively since late 2022 (LC Paper No. CB(2)76/2025(01)). It aims to nurture agro-technology and knowledge on modern farm management, so as to enhance productivity and promote the modernization and sustainable development of local agricultural industry. According to Consultation Document for New Agricultural Policy: Sustainable Agricultural Development in Hong Kong (FHB and AFCD, 2014), the Agri-Park is intended to be a hub for commercial farming and advanced agricultural technology in Hong Kong. <p>These above-mentioned major on-going and planned developments, in the broader context of the Northern Metropolis and closer integration with the Guangdong–Hong Kong–Macao Greater Bay Area (GBA), have already begun to transform the area from a predominantly rural setting into a highly impacted area and infrastructure-led landscape.</p> <p>No ecological sensitive receivers identified</p> <p>In various studies on ecological feasibility/capacity of the above-mentioned developments, no significant ecological sensitive receivers have been identified within the proposed G/IC Zone and its immediate vicinity. No existing ecoretries have been reported within/around the Application Site. No nearby streams have been included among the 33 Ecologically Important Streams (EIS) identified by AFCD.</p> <p>The nearest major designated/recognised conservation areas, from the proposed G/IC Zone, are Lam Tsuen Country Park (approximately 1.9 km to the south) and Long Valley Nature Park (approximately 1.8 km to the northeast). Overall, the available information indicates that the Application Site and its close surroundings are of relatively low ecological value and ecological sensitivity in the local and territorial context.</p> <p>Wildlife species are largely common elsewhere in Hong Kong</p> <p>According to the approved EIAs for nearby strategic and/or major infrastructure development projects, including North East New Territories New Development Areas (AEIAR-175/2013), San Tin/ Lok Ma Chau Development Node (AEIAR-302/2032), Northern Link (AEIAR-259/2024) and Development at Ngau Tam Mei Area (AEIAR-271/2025), most wildlife species recorded in the wider area mainly comprise species that are common and typical of disturbed, lowland habitats in Hong Kong.</p> <p>The applicant has acquired ecological knowledge of the site through desk-based study, project-specific site visits and on-ground observations, review of previous</p>

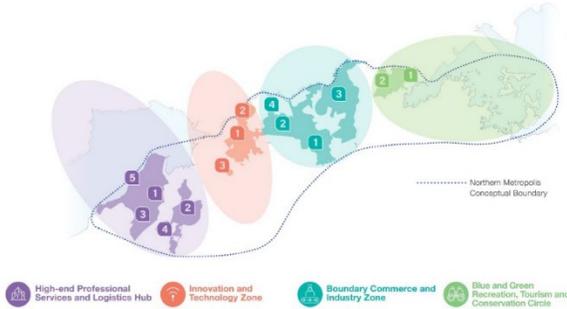
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	<p>survey work and professional judgement. Given the important public interest to support San Tin IT technopole development, ancillary education infrastructure is essential for the talented migrants’ settlement therein, the existing information is considered sufficient to confirm that no significant adverse ecological impacts are expected and to guide the development of appropriate mitigation measures for the proposed project during implementation stage.</p> <p>Birds’ movement based on approved comparable EIAs</p> <p>From a bird conservation perspective, particularly for wetland and/or migratory birds, Long Valley Nature Park (the Park) is the key conservation resource in the broader area. The Park opened in late 2024 to protect Hong Kong’s largest freshwater wetland system and to maintain important roosting, foraging and breeding habitats for waterbirds and migratory birds. The Park is separated from the Application Site by San Tin Highway, a significant infrastructure associated with moderate to high levels of human disturbance. Ecological connectivity between the two areas, where present, would most plausibly be associated with the Sheung Yue River system: its upstream section runs through/bisects the Application Site, while its downstream section runs along the western boundary of the Park.</p> <p>Comparable situations, where development occurs along the upstream section of a watercourse whose downstream section leads to important wetland habitats, are not uncommon in the Deep Bay area, for example the proposed Residential Development within "Recreation" ("REC") Zone at Various Lots in DD 104, Yuen Long, N.T. (AEIAR-182/2014) and the Comprehensive Development and Wetland Protection near Yau Mei San Tsuen (AEIAR-189/2015). In those EIA studies, the waterbirds were observed to fly main along Fairview Park Nullah and Ngau Tam Mei Main Drainage Channel, which function as movement corridors between downstream foraging areas (e.g. Mai Po) and roosting/breeding sites. Notably, no roosting or breeding sites have been recorded within, or in the vicinity of, the Application Site.</p> <p>Similarly, the approved EIA for the Yuen Long Barrage Scheme (AEIAR-228/2021) identified significant waterbird flightlines along major channels such as Shan Pui River and Kam Tin River. By analogy, if any regular flightlines occur in the vicinity of the Application Site, they are most likely to be associated with the Sheung Yue River as the principal linear water/ landscape feature facilitating movement.</p> <p>Bird-friendly design in the subsequent stage</p> <p>Given the potential functional importance of the Sheung Yue River as a movement corridor, the existing riparian zone and AFCD’s mitigation areas will be retained and protected. A buffer of approximately 10–15 m will also be maintained on both sides</p>

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<p><u>From fisheries perspective</u></p> <p>2. Our previous comments from the fisheries perspective remain valid. The proponent shall conduct a fisheries impact assessment to identify and evaluate the potential and cumulative impacts of the proposed rezoning and development on fisheries, particularly on the existing fishponds within and adjacent to the application sites, and recommend possible measures to avoid, minimise, and mitigate the impacts on fisheries resources. The relevant report shall be submitted for further assessment.</p> <p>3. In addition, the proponent has stated that "the Site is strategically located within the Northern Metropolis". However, this does not appear to be accurate when compared with the boundaries indicated by the Northern Metropolis Office (https://www.nm.gov.hk/en/four-zones). The proponent is advised to review the relevant information and make any necessary revisions.</p>	<p>of the river during detail design of the scheme of the proposed G/IC Zone.</p> <p>In addition, a site-specific ecological baseline survey including bird flightline survey, covering both the dry and wet seasons, will be undertaken at a subsequent stage to inform detailed design. The survey findings will be used to refine key design parameters, including (but not limited to) the disposition and heights of building blocks. Bird-friendly design measures will also be incorporated, such as the use of non-reflective/non-mirrored glazing and appropriate management of interior and exterior lighting, to further reduce any potential risk of bird collision.</p> <p>In light of the above points, the Proposed G/IC Zone is not expected to adversely affect waterbird use of the Sheung Yue River system.</p> <p>Several fishponds are located within and in the vicinity of the Application Site. As these areas are largely covered by the 500m assessment area of the proposed NM Highway – San Tin Section (EIA Study Brief No. ESB-373/2025), the Applicant will make reference to the relevant EIA findings once they become publicly available. If it is found at the detailed design stage that any active fishponds would be directly affected by the Proposed School, the scheme will be revised in accordance with the established hierarchy of avoidance, minimisation and mitigation. Furthermore, if indirect impact to any active fishpond is identified based on the NM Highway EIA findings, appropriate mitigation measures will be incorporated to ensure that the construction and operation of the Proposed School do not adversely affect the operation of the fishpond(s).</p> <p>As indicated in the quoted information on the NMCO website, the development project boundary, alignment and station location of railway and major roads projects under-planning as shown are indicative only. The exact boundary, alignment and station location are subject to further review. Notwithstanding, with reference to the Northern Metropolis Action Agenda 2023, please be advised that the Site falls within the NM conceptual boundary and is within its “Innovation and Technology Zone”. Please refer the diagrams below on the conceptual boundary of Northern Metropolis and the indicative location of the Site in the Northern Metropolis which were also furnished in Diagram 6.1 of the submitted SPS.</p>

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	 <p>Conceptual Boundary of Northern Metropolis and its Four Major Zones (Source: Northern Metropolis Action Agenda 2023)</p>  <p>Indicative Location of Rezoning Site in the Northern Metropolis</p>
<p>L. Comments from Transport Department received from Planning Department on 13.02.2026: (Contact Person: Mr. TSANG Hong Chi, Tel no. 3842 6031)</p>	
<p>1. No planned or committed development has been identified on the eastern side of the subject interchange of the Northern Metropolis Highway (NMH). Therefore, no connecting road is proposed from the interchange to the concerned area. It is thus considered that the applicant should be responsible for providing the necessary connecting roads to link with the interchange. Should the applicant</p>	<p>Noted.</p>

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Comments/ Suggestions	Applicant/ Consultant’s Responses
<p>wish to pursue such arrangement, they should liaise closely with the HyD’s NMH project team to explore and reserve any potential connection points, as the interchange design is still in progress.</p>	
<p>2. Considering the project location is close to strategic roadwork, and maximum traffic generation is near 900 pcu/hr (2-way), a two-tier transport model should be adopted to estimate the future traffic impact induced by the proposed development, especially to NMH. You are reminded to provide the methodology of developing the two-tier transport model.</p>	<p>According to the Final Report of “TD507/2023 Base District Traffic Models for the New Territories Area (2024 Update)” (the “BDTM Study”) purchased from Transport Department, “the overall modelling approach for BDTMs adopts a two-tier modelling approach. The upper tier is the CTS Model, which is a strategic multi-modal model ...”. In view of the above, 2-tier transport model has been duly considered to assess the traffic impact of the Proposed School.</p>
<p>3. Traffic assessment (i.e. RC and queue length) for San Tin Technopole Interchange taken into account the traffic generation from the proposed school should be included in the submission to demonstrate adequacy of the interchange.</p>	<p>Given that the design of San Tin Technopole Interchange is ongoing and is yet to be finalised, the Applicant will liaise with Highways Department at appropriate time to ensure that traffic generated by the Proposed School would be duly considered in the design.</p>
<p>4. Since the traffic generation estimation is based on the assumption of staggered school hours, please clarify how the adoption of staggered school hours during the operational stage will be ensured. Otherwise, a sensitivity test that accounting for traffic generation from kindergarten, primary, middle/high school students during the same period should be conducted to demonstrate sufficient interchange capacity and acceptable queues length on the NMH slip road.</p>	<p>Noted and will be provided upon the approval of rezoning to the satisfaction of TD. Staggered school hour is commonly adopted to manage the surge of students arriving / leaving the campus and optimise the shared use of common facilities. Given that the Proposed School will adopt the “Staggered School Hour” policy, the conduct of sensitivity test is considered not necessary.</p>
<p>5. Please provide justifications for the suitability of adopting the private school traffic generation rate from the BDTM study report for an international school.</p>	<p>Please be clarified that the Proposed School will operate as a Private School</p>
<p>6. Table 4.3 – The traffic flows, v/c and implementation programme adopted do not align with NMH’s latest traffic assessment results. Please double-check with the HyD’s NMH project team.</p>	<p>Please note that the design year traffic flows are estimated with reference to the following:</p> <ul style="list-style-type: none"> • 2036 and 2041 peak hour traffic models from the latest BDTM; and • traffic generation to / from the Proposed School.
<p>7. In your response to our previous comments Item (e), the proposed school is not intended to connect to the local road network. Please demonstrate with layout of the San Tin Technopole Interchange, how traffic generated from the school will be restricted from accessing the local road network.</p>	<p>Given that the design of San Tin Technopole Interchange is ongoing and is yet to be finalised, the Applicant will liaise with Highways Department at appropriate time on the detailed design.</p>

Date: 16 February 2026

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