

APPLICATION FOR AMENDMENT OF PLAN
UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. Y/NE-KTS/18

- Applicants** : Global King Investment Limited, Winpost (HK) Investment Limited and Rand Development Limited represented by Townland Consultants Limited
- Site** : Various Lots in D.D. 94, 98 and 100 and adjoining Government Land (GL), Kwu Tung South, New Territories
- Site Area** : About 128,232m² (including GL of about 33,532.57m² (about 26.15%))
- Lease** : Lot 42 s.A in D.D. 100 held under Block Government Lease (demised for house and agricultural uses)
- Other lots in D.D. 94, 98 and 100 held under Block Government Lease (demised for agricultural use)
- Plan** : Approved Kwu Tung South Outline Zoning Plan (OZP) No. S/NE-KTS/22
- Zonings** : (i) "Agriculture" ("AGR") (about 124,129m² or 96.8% of the application site (the Site))
(ii) "Green Belt" ("GB") (about 4,103m² or 3.2% of the Site)
- Proposed Amendment** : To rezone the application site from "AGR" and "GB" to "Government, Institution or Community" ("G/IC")

1. The Proposal

- 1.1 The applicants propose to rezone the Site from "AGR" (about 124,129m² or 96.8%) and "GB" (about 4,103m² or about 3.2%) to "G/IC" on the approved Kwu Tung South OZP No. S/NE-KTS/22 (the OZP) to facilitate a proposed international school development (the Proposed School). No change is proposed to the planning intention, general development requirements in the Remarks, as well as Column 1 and Column 2 uses of the Notes for the "G/IC" zone. According to the Notes of the OZP, 'Educational Institution' and 'School' are Column 1 uses which are always permitted within "G/IC" zone and hence, planning permission from the Town Planning Board (the Board) is not required to take forward the Proposed School at the Site in the future.

- 1.2 The Site¹ is irregular and elongated in shape, comprising two portions of land spanning for about 800m along the eastern (about 35,200m²) and western (about 91,800m²) sides of River Beas. It is largely vacant and vegetated with woodland, tree clusters and grassland, partly paved, and partly occupied by scattered temporary structures and residential dwellings, as well as ponds, fishponds, marshes, streams, rivers and few clusters of active and fallow farmland (**Plans Z-1 and Z-2a**). At present, the western and eastern portions of the Site are accessible via local roads (with widths varying from 2m to 7.7m) leading from Kwu Tung Road on the west and Hang Tau Road on the east respectively (**Plan Z-1**). According to the applicants, the two portions of the Site are proposed to be connected by internal vehicular road with two linkbridges² over River Beas which form part of the Site under the application (**Drawing Z-1**). Besides, the access to Kwu Tung Road on the west, serving as the future main access to the Proposed School, would be widened and connected to the planned San Tin Section of Northern Metropolis Highway (NMH(ST)) at the San Tin Technopole Interchange (STTI) (the proposed connecting road) (**Drawing Z-12**). The proposed connecting road will be constructed, maintained and managed by the applicants, while its extent and design will be confirmed at detailed design stage³.
- 1.3 According to the development scheme submitted by the applicants (the Indicative Scheme), the Proposed School comprises 22 building blocks (**Drawing Z-1**) of one to 10 storeys (excluding basement), with building height (BH) ranging from about 18mPD to 53.5mPD and a total gross floor area (GFA) of about 171,000m², for education facilities with about 141 classrooms to accommodate about 3,000 students of different levels in kindergarten (KG), primary school and middle/high school and about 443 teaching staff and 190 non-teaching staff; a Sports Complex; and ancillary student/staff dormitories with 921 dormitory units. Internal transport facilities including car parking spaces, lay-bys and loading/unloading (L/UL) bays are provided on ground floors of some of the building blocks (**Drawings Z-2 to 6**), and a level of basement at the Sport Complex is proposed for E/M uses (**Drawing Z-5**). The Site is currently under multiple ownership⁴ and the applicants propose to develop the Site in a single phase with a target completion year of 2036 upon the commissioning of the NMH(ST). As claimed by the applicants, the on-going land acquisition⁵ is expected to complete by 2028.

¹ A private lot located at the southern part of the western portion (Lot 41 s.A in D.D. 100) is not included in the Site. Land acquisition has been on-going, and upon successful acquisition of the lot, it would be included in the development site for the Proposed School.

² Total area of the two linkbridges, which forms part of the Site under the current application, is estimated to be about 1,232m² according to the applicant's proposal (**Drawing Z-1**).

³ The proposed connecting road connecting the future STTI, covering an area estimated to be about 2,100m² according to the applicant's proposal (**Drawings Z-12 and Z-13**), does not form part of the Site under application. It is currently zoned "GB" and "AGR" where 'School' is a Column 2 use (**Plans Z-1 to Z-2b**).

⁴ According to the submission, the Site comprises about 26.15% of GL and about 73.85% of private land, including about 62.14% fully/partially owned by the applicants (accounting for about 84% of the private land) and about 11.71% under other private ownership (**Drawing Z-17 and Plan Z-2b**).

⁵ The applicants are acquiring the private lots within the Site. For example, Lot 899RP in D.D. 100 was a private lot not owned by the applicants at the time of the s.12A planning application submission but has recently been partially acquired by the applicants.

- 1.4 The indicative Master Layout Plan (MLP), associated indicative floor plans, section plans, Landscape Master Plan (LMP), Open Space Plan as well as photomontages of the Proposed School are at **Drawings Z-1 to Z-8 and Drawings Z-10a to Z-10f**. The major development parameters of the Indicative Scheme are summarised as follows:

Major Development Parameters	Indicative Scheme
Site Area	128,232m ² (about) (including about 33,532.57m ² of GL)
Plot Ratio (PR)	1.33 (about)
Total GFA ^a	171,000m ² (about)
Education and ancillary facilities	103,750m ² (about)
Dormitories	67,250m ² (about)
BH (excluding basement) ^b	Not more than 10 storeys/53.5mPD (about)
Site Coverage	37.2% (about)
Number of Building Blocks	22
Classroom/Education Facilities	7
Ancillary staff dormitories	11
Ancillary student dormitories	3
Sports Facilities	1
Number of Classrooms ^c	141
Number of Dormitory Units	921 (about)
Ancillary student dormitories ^d	350 (about)
Ancillary staff dormitories ^e	571 (about)
Private Open Space	Not less than 2,243m ² (i.e. Not less than 1m ² per person)
Greenery Coverage	Not less than 30%
Number of Students	3,000 (about)
Number of Staff	633 (about)
Teaching Staff	443 (about)
Non-teaching Staff	190 (about)
Internal Transport Facilities ^f	
Car Parking Spaces	300
Bicycle Parking Spaces	271
Loading/Unloading Spaces (L/UL)	20
Lay-Bys	78
- Taxi and private car	53
- School bus (coach)	25
Tentative Completion Year	2036

^a GFA for car parking and E/M plant room is disregarded from GFA calculation

^b Site formation level subject to detailed design

^c Average classroom size is 25 students

^d Average unit size is about 60m² for accommodating four students per room. The estimated number of residents is about 1,400.

^e Of various types with unit size ranging from about 25m² to 80m² for accommodating two persons on average for teaching staff and their family members. The estimated number of residents is about 843.

^f Based on the estimated number of students and staff and the maximum requirement for kindergarten, primary school and middle/high school, private housing (for estimation of demand generated from residents of dormitories) and commercial entertainment facilities (for estimation of demand generated from the auditorium) under the Hong Kong Planning Standards and Guidelines (HKPSG). Actual provision is subject to revision at detailed design stage.

- 1.5 According to the Indicative Scheme, a vehicular road running across different parts of the Proposed School with two proposed linkbridges connecting the eastern and western portions is proposed (**Drawing Z-1**). Education and ancillary facilities are mainly proposed at the central part of the Site, including a KG Block (with a height of 29.5mPD) with mainly classrooms, a Primary School Block (with varying heights from 37.5mPD to 49.1mPD) with mainly classrooms, auditorium, sports hall, swimming pool and ancillary office, an Educational Block with classrooms, a sports ground and three outdoor courts, on the western portion of the Site near the campus entrance; and four Middle/High School Blocks with mainly classrooms and ancillary facilities, a Sports Complex with mainly sports hall and swimming pool, and a golf driving range on the eastern portion of the Site. 14 blocks of ancillary accommodation, including three in the north for students and 11 in the south for staff are proposed at the northern and southern parts of the western portion of the Site respectively (**Drawings Z-1 to Z-6**).
- 1.6 In support of the s.12A application, the applicants have submitted Supporting Planning Statement (SPS) with technical assessments including Visual Impact Assessment (VIA), Air Ventilation Review (AVR), LMP and Broad-Brush Tree Survey (BBTS), Environmental Assessment (EA), Ecological Review (EcoR), Traffic Review (TraR), Sewerage Impact Assessment (SIA), Drainage Impact Assessment (DIA) and Water Supply Impact Assessment (WSIA). According to the applicants, as the Proposed School is now at a conceptual stage, more detailed assessments will be conducted at detailed design stage as appropriate.

Traffic and Transport

- 1.7 As mentioned in paragraph 1.2 above and according to the submitted TraR, the applicants propose a connecting road between the Proposed School and STTI, which is some 200m away from the Site, for connection to NMH(ST) and serving as the main access to the Site (**Drawings Z-12 and Z-13**), and the Proposed School is expected to be completed in 2036, subject to the commissioning of NMH(ST) in or before 2036. The submitted TraR also states that according to a link capacity analysis undertaken for the scenarios of with and without the Proposed School, NMH(ST) would have sufficient capacity to accommodate the traffic generated by the Proposed School. Besides, the applicants propose to connect the two portions of the Site with two linkbridges over River Beas (**Drawing Z-1**), and also consider that a public road running across or around the Site could be explored to improve the accessibility of the planned Agricultural Park (Agri Park) located to the south of the Site (i.e. Options 1 and 2 at **Drawings Z-12 and Z-13**). Details on the extent and design of the proposed connecting road, two linkbridges and public road to Agri Park, as well as the potential land acquisition involved have not been provided in the submission. According to the applicants, such details would be examined at the detailed design stage.
- 1.8 According to the Indicative Scheme, internal transport facilities including car parking spaces, lay-bys and L/UL bays will be provided in accordance with the requirements of the HKPSG and based on operational needs. As concluded in the

submitted TraR, with the traffic mitigation measures in place, including staggered operational hours to minimise traffic arriving at the Proposed School at the same time, thoughtful design and locations of pick-up/drop-off points and parking areas with adequate queuing capacity (**Drawings Z-13 and Z-14**), and traffic management measure of one-way traffic route to minimise conflicting circulation within the Proposed School (**Drawing Z-14**), the Proposed School will not result in insurmountable adverse traffic impacts and is considered acceptable from the traffic engineering point of view.

Urban Design, Visual Impact and Air Ventilation

- 1.9 According to the applicants, a low-rise low-density development strategy, with the maximum BH not exceeding 10 storeys or 53.5mPD (absolute height of 39.5m above ground), is adopted for the Proposed School to respond to the natural topography of the Site and the surroundings (**Drawing Z-1**). A stepped BH profile is proposed, with BHs stepping down from 53.5mPD and 45mPD respectively for the dormitory blocks in the southern and northern parts of the Site to the cluster of lower building blocks in the central part with BHs ranging from 29.5mPD to 49.1mPD (**Drawings Z-9a and Z-9b**). Besides, to avoid monotonous BH, terraced building design is adopted for certain building blocks, including the Primary School Block with BH gradually stepping down from 49.1mPD in the south to 37.5mPD in the north and the Middle/High School Block with terraced design of 43.8mPD and 36.5mPD. Together, these create a stepped BH towards River Beas (**Drawings Z-4 to 6, Z-9a and Z-9b**). The clustering of buildings of various forms and heights together with articulated building façades will contribute to creating a visually interesting profile along the riverbanks. Except for the Primary School Block, smaller footprints are generally adopted for the rest of the building structure with appropriate building separations to create visual relief (**Drawings Z-9a and Z-9b**). The applicants also indicate that visual openness is also achieved by depositing the sports ground, golf driving range, outdoor courts as well as various open spaces and planting buffers in the Proposed School. Three visual corridors of 25m or 45m in width will be created (**Drawing Z-9a**). In particular, building setbacks in the form of open spaces and buffer planting (comprising newly proposed trees within the Site and existing riverside planting outside the Site) with width ranging from 10m to 34m from River Beas are proposed in the central part of the Site, with a view to maintaining a visually open river corridor of at least 50m (**Drawings Z-7 and Z-9a to Z-9c**), creating a pleasant and green riverside campus environment and minimising the potential impact and disturbance on the river.
- 1.10 According to the submitted VIA, the Proposed School would result in negligible to slightly/moderately adverse visual impact with the proposed design and mitigation measures mentioned in paragraph 1.9 above in place. The Proposed School would not significantly detract from the existing landscape and visual amenity of the locality and would be visually compatible with the local visual context. Photomontages in the VIA illustrate that the visual impact brought by the Proposed School is acceptable (**Drawings Z-10a to Z-10f**).
- 1.11 In terms of air ventilation performance, with the incorporation of design and

mitigation measures to alleviate potential impact on the surrounding wind environment, including adoption of low-rise low-density development strategy, stepped BH profile and terraced building design, and depositing open-air and low-rise sports facilities at the central part of the Site to facilitate wind penetration, the submitted AVR concludes that the Proposed School will not induce a significant impact on nearby areas.

Open Space, Landscape and Tree Preservation

- 1.12 According to the submitted LMP (**Drawing Z-7**), different forms of open spaces and greening, such as themed walks, themed gardens, pocket gardens, landscape screen planting, etc. will be provided to create a pleasant and green riverside campus environment for the Proposed School. Private open space of not less than 2,243m² will be provided at the northern and southern parts of the Site for the estimated dormitory population (**Drawing Z-8**). The overall green coverage will be not less than 30% which complies with the requirement of the Sustainable Building Design (SBD) Guidelines.
- 1.13 According to the submitted BBTS, about 1,300 existing trees in tree groups and 55 individual trees are surveyed within the Site and the adjacent areas, which are mostly common, exotic and native tree species and no “Old and Valuable Tree” is identified. Eleven mature trees⁶ located along the riverside (outside the Site) will be retained. About 1,150 surveyed trees within the Site will be felled to facilitate the site formation and construction works of the Proposed School and at least 1,150 good quality and heavy standard trees and large palms will be planted within the Site, achieving a compensation ratio of 1:1. Native trees and shrubs will be planted along the site boundary to enhance biodiversity and maintain natural ambience of the surroundings. Together with the retained trees outside site boundary, a planting buffer would be formed to visually integrate with the existing riverside planting, which help create an attractive green campus environment along the riverside and maintain visual porosity to allow visual connection between the campus and the river (**Drawings Z-9a and Z-9c**).

Ecology

- 1.14 According to the submitted EcoR, habitats at the Site include mainly secondary woodland, grassland, farmland, ponds and marshes, rivers and streams, as well as disturbed land including villages and open storage use. The Site does not fall within any sensitive areas, such as country park, conservation area, marine park or marine reserve, site of cultural heritage or site of special scientific interest (SSSI). River Beas, along which the Site is located on both sides, is a channelised river and not listed as one of the ecologically important streams. While the presence of several waterbird species suggests that the ecological value of the River Beas is low to moderate, no high-value habitats, such as freshwater marshes or fung shui woods, and no ecological hotspots are identified in the area. The ecological value of the Site is considered low to moderate.

⁶ The eleven mature trees are with a trunk over 750mm DBH (Diameter at Breast Height), which are in line with the standard of mature trees of the “Management Guidelines for Mature Trees” by the Development Bureau.

- 1.15 While the farmlands will be removed and most of the trees within the Site will be felled to facilitate the construction of the Proposed School, the future landscape design will incorporate suitable water features to enhance the landscaping of the Site. Besides, mitigation measures will be adopted under the principle of “avoidance, minimization and compensation” during the design and implementation of the Proposed School, which include the incorporation of appropriate boundary design to prevent human activities and intrusion along the riverbank and to protect the watercourses. Wildlife-friendly elements, such as non-reflective façade materials to reduce bird-strike risk, direction and shielded lighting to avoid illumination spill into riparian and wooded areas and landscape planting with native species will be incorporated to enhance ecological connectivity. Given that the ecological sensitivity of the Site and its surroundings is not high, the EcoR concludes that with mitigation measures in place, no significant adverse ecological impact is anticipated. The applicants also commit to conducting detailed Ecological Impact Assessment (EcoIA), site-specific ecological baseline survey and fisheries impact assessment (FIA) for more in-depth assessment at detailed design stage if required by the Government.

Environment, Sewerage, Drainage and Water Supply

- 1.16 According to the submitted EA, with the implementation of the recommended mitigation measures, adverse impacts on air quality, noise, water quality, waste management and land contamination aspects would not be envisaged from the Proposed School.
- 1.17 Regarding noise and air quality, Hang Tau Road and the planned NMH(ST) are expected to be the main sources of traffic noise and air pollution for the Proposed School (**Drawing Z-18**). Most of the noise sensitive uses, such as classrooms, will be centrally air-conditioned and unlikely be affected by road traffic noise, and noise sensitive facades/location of openable windows of students and staff dormitory will be designed to face away from the main noise sources as practicable as possible. Ventilation and air conditioning systems for the carpark, plant room etc. will be designed and installed to comply with relevant fixed source noise standards and would not cause excessive impact on the neighbouring noise sensitive uses. Detailed noise impact assessment (NIA) would be conducted at detailed design stage. Adequate buffer distance (at least 5m) between the air sensitive receivers, such as private roads, Hang Tau Road and NMH(ST) will also be maintained to comply with the buffer separation requirement in the HKPSG.
- 1.18 According to the submitted SIA, as no existing public sewerage system is available in the vicinity of the Site, two on-site sewage treatment plants (STPs) with membrane bioreactor with ultra-filtration are proposed to treat the sewage generated from the Proposed School before discharging to River Beas such that no adverse sewerage impact is anticipated (**Drawing Z-15**).
- 1.19 According to the submitted DIA, surface channels will be provided along the site boundaries to intercept existing overland flow which may be interrupted by the

Proposed School (**Drawing Z-16**). The flow will be discharged to River Beas through the proposed 1,200mm to 1,850mm-diameter drains along the vehicular road within the Site. With the implementation of the proposed drainage measures, the Proposed School is technically feasible from drainage impact point of view.

1.20 According to the submitted WSIA, the freshwater and salt water of the Proposed School will be supplied by the Kwu Tung Fresh Water Service Reservoir (KTFWSR). The peak water demand of the Proposed School will take up only minor portion of KTFWSR's capacity that would unlikely pose any adverse impact on the existing freshwater supply system.

1.21 In support of the application, the applicants have submitted the following documents:

- (i) Application Form received on 18.11.2025 (Appendix I)
- (ii) Consolidated SPS⁷ received on 28.4.2026* (Appendix Ia)

1.22 On 6.2.2026 and 27.3.2026, the Committee agreed to the applicants' request to defer making a decision on the application each for two months.

2. Justifications from the Applicants

The justifications put forth by the applicants in support of the application are detailed in the consolidated SPS at **Appendix Ia**. They can be summarized as follows:

- (a) The Proposed School aligns with the National Goal of developing into a leading country in education in all fronts and the education focus in supporting holistic growth of young people with the implementation of a Science, Technology, Engineering, the Arts and Mathematics programme and inclusion of various diverse education facilities supporting students' all-rounded development. The Proposed School is also fully in line with the Government's policy initiatives to provide high-quality education and cater for location-based international school places, especially in the New Territories, in the context of the Northern Metropolis (NM). Thus, the rezoning application is a direct response to Chief Executive's policy initiatives to establish quality international schools in the NM and encourage admission quotas with the easing of restrictions to allow for new quality international schools with student boarding facilities, supporting Hong Kong's role as an international education hub.
- (b) The Site is considered to be the most suitable location for development of GIC and education use. It is strategically located within the NM and is in proximity to the Kwu Tung North New Development Area (KTN NDA), San Tin Technopole (STT) and Ngau Tam Mei (NTM) areas, which will continue to undergo substantial change from its pre-dominantly low-density and rural character to a more built-up

⁷ SPS received on 18.11.2025 as well as Further Information (FI) received on 24 & 29.12.2025[#], 16 & 23.2.2026[#] were superseded and are attached at **Appendices Ib, Ic and Id** respectively.

[#] accepted but not exempted from publication and recounting requirements.

* accepted and exempted from publication and recounting requirements.

area with medium to high density housing and other innovative educational and innovation and technology (I&T) related developments. Future infrastructural upgrades will also bring convenient access to the Site. The Proposed School can serve as a sustainable educational anchor for the evolving community and cater for the rising demand for international school places, offering a globally-oriented curriculum, alleviating pressure on existing schools in other districts and supporting long-term population and economic growth. It will complement and synergise with the future development context of the wider area, to cater for the future changes in planning circumstances brought by the NM, with more educational and research resources allocated. It delivers public planning benefits by enhancing educational infrastructure, supporting Greater Bay Area development, improving local traffic and safety, integrating with a mixed-use innovation zone, promoting environmental quality, and generating employment, contributing to the social, environmental, and economic vitality of the NM.

- (c) Although the site area of the Proposed School is relatively large in local context, it is considered of regional importance to advance the technologically innovative transformation shift brought by NM together with the designated STT and the Northern Metropolis University Town (NMUT), thereby demanding the need for a new K-12 education in an “technology-drive” learning environment of an international vision and culture. International school developments targeting regional spatial scale are not unprecedented in the nearby regions, and it is considered necessary for Hong Kong to have a similar scale of international school development to bring forth the vision of establishing an international education hub with high competitiveness.
- (d) The Indicative Scheme of the Proposed School will be compatible with the surrounding villages and residential uses. The Proposed School will also serve as an appropriate community facility that complements and supports the needs of both existing and future population. Its development scale and design are appropriate, integrating sensitively with the surrounding environment while maintaining a visually compatible and environmentally sensitive setting. The Indicative Scheme will support the development vision of the creation of blue-green network within the STT to provide a quality living and working environment for the future international community, and by providing an education institution that integrates with the evolving land character of KTN, the proposal will enhance the overall planning intention for the area as a vibrant, liveable and well-supported community.
- (e) The Proposed School is of suitable development scale and will incorporate sustainable and resilient design. The overall disposition of blocks helps preserve the existing tree clusters and the use of natural building materials such as wood and stone will further harmonise the school campus with its rural setting. Resilient design measures will be incorporated to achieve recognised standard of sustainable building design while providing a safe, resilient and attractive learning environment.
- (f) The Site, located in the close proximity of various new development areas (NDAs), comprises some abandoned agricultural uses, vacant land and temporary structures. As concluded in the EcoR, the Site possesses only low to moderate ecological value and is not ecologically sensitive. The Proposed School presents an alternative land use for the so as to achieve better utilisation of scarce land resources. The principle of avoidance, minimisation and compensation will be adopted in construction and operation stages. Green roofs and potential rooftop farming practices will be further

explored to pay respect and compensate the potential loss of agricultural land in the detailed design stage as the project progresses.

- (g) Over 60% of private land is currently owned by the applicants. Land acquisition is on-going and it is expected that all private lots will be acquired for the development by 2028 to secure timely implementation of the Proposed School.
- (h) The Proposed School will not create significant adverse ecological, environmental, landscape, visual, traffic, drainage, sewerage, water supplies and air ventilation impacts.

3. Compliance with the “Owner’s Consent/Notification” Requirements

The applicants are three of the “current land owners” of the private lots in the Site. In respect of the other “current land owners”, the applicants have complied with the requirements as set out in the Town Planning Board Guidelines on Satisfying the “Owner’s Consent/Notification” Requirements under Sections 12A and 16 of the Town Planning Ordinance (the Ordinance) (TPB PG-No. 31B) by publishing notices in local newspapers and posting notice in a prominent position or near the Site. Detailed information would be deposited at the meeting for Members’ inspection. For the GL portion (about 26.15% of the Site), requirements as set out in the TPB PG-No. 31B are not applicable.

4. Background

Zoning History

- 4.1 The Site was first zoned “AGR” and “GB” on the draft Kwu Tung South OZP No. S/NE-KTS/1 gazetted on 3.6.1994 and the zonings have remained unchanged since then.

Planning Enforcement

- 4.2 Lots 41RP (part), 42s.A (part), 42RP (part) and 43 (part) in D.D. 100 in the southern part of the western portion of the Site are subject to two active planning enforcement cases (No. E/NE-KTS/302 and E/NE-KTS/322) (**Plan Z-2b**).
- 4.3 Enforcement Notice (EN) under case No. E/NE-KTS/302 against an unauthorized development (UD) involving use for place of recreation, sports or culture (including motorcycling ground) and storage use on Lots 41RP (part), 42s.A(part) and 42RP (part) in D.D. 100 and adjoining GL was issued on 26.4.2024. The UD on the Site had been discontinued and the Reinstatement Notice (RN) was issued on 23.3.2026 to require the notice recipient to remove the leftovers, debris and fill materials (including hard paving) on the site and grass the land and the RN would expire on 23.6.2026. Site inspection would be conducted after the expiry of RN to ascertain the site condition.

- 4.4 EN under case No. E/NE-KTS/322 against a UD involving storage use (including deposit of containers) on Lot 43 (part) in D.D. 100 was issued on 22.1.2026. Site inspection conducted after the EN expiry on 22.3.2026 revealed that the UD has not been discontinued and the EN requirement is considered not complied with. The case is under monitoring and further action will be taken, as appropriate.

Development of International Schools in NM

- 4.5 According to the 2023 Policy Address (PA), in support of the development of NM, the Government will reserve sites in NM for development of international school to meet the education needs of non-local family. In 2025 PA, it is also stated that, under the initiative of promoting integrated development of education, technology and talents, the Government will support the development of international schools.
- 4.6 As stated in the NM Action Agenda (NMAA) 2023, the Government is committed to supporting the development of a vibrant international school sector to meet the demand for international school places from non-local families and those coming to Hong Kong for work or investment. It is also remarked that the Government will reserve sites in NM for development of international schools, and will keep in view the demand and supply of international school places, allocating sites to increase supply when needed.

5. Previous and Similar Application

The Site is not involved in any previous s.12A application or s.16 application. There is also no similar rezoning application nor planning application for school development within the “AGR” and “GB” zones on the OZP.

6. The Site and Their Surrounding Areas (Plans Z-1 to Z-5)

6.1 The Site:

- (a) comprises two portions located on both sides of River Beas which are proposed to be connected by two linkbridges over the river;
- (b) largely vacant and vegetated with woodland, tree clusters and grassland, partly paved, and partly occupied by scattered temporary structures and residential dwellings, as well as ponds, fishponds, marshes, streams, rivers and few clusters of active and fallow farmland; and
- (c) accessible via local roads leading from Kwu Tung Road and Hang Tau Road on the west and east respectively. According to the applicants' proposal, the local access leading to Kwu Tung Road will be widened and connect to NMH(ST) via STTI to form the main access for the Site as mentioned in paragraph 1.2 above.

- 6.2 The surrounding areas are rural in character. Flanked by Ki Lun Shan within the “GB” zone on the west, the surrounding areas of the Site are mainly occupied by village settlements and low-rise low-density residential developments within the adjacent “Village Type Development” (“V”) zone of Hang Tau (with a general BH of three storeys) such as Grand Garden, Rose Garden, Regent Garden and Richmond Villa, scattered domestic dwellings (with a general BH of two to three storeys) intermixed with vehicle parks, warehouse/open storage yards, cultivated/fallow agricultural land, a Ganoderma centre, a green knoll zoned “GB”, vegetated land/tree clusters and vacant land (**Plans Z-2a and Z-3 to Z-5**).
- 6.3 Areas to further northeast, closer to KTN NDA to the north, are under transformation in character and development intensity. In addition to some existing low-rise residential developments, there are some sites designated or with planning approval obtained for low to medium-rise residential developments, including (i) areas zoned “Residential (Group C)” (“R(C)”) and its sub-zones with maximum PRs ranging from 0.2 to 0.43 and BHs ranging from 2 to 3 storeys; (ii) areas zoned “Residential (Group D)” (“R(D)”) and “R(D)1” with maximum PRs ranging from 0.4 to 0.48 in Hang Tau Tai Po; (iii) a planned residential development at a “Comprehensive Development Area” (“CDA”) zone at Hang Tau Tai Po with maximum PR of 1.41 and BH of 41mPD; (iv) a planned residential development at area zoned “Residential (Group B)” (“R(B)”) at Hang Tau Road with maximum PR of 2.4 and BH of 72mPD; and (v) several planned residential developments at area zoned “CDA(1)”, “CDA(2)” and “CDA(3)” with maximum PRs ranging from 2.012 to 3.059 and BHs ranging from 70mPD to 81.5mPD to the further northeast (**Plan Z-5**). Village settlements of Cheung Lek, Lin Tong Mei and Tsiu Keng as well as Agri Park (Phase 1) are located to the further southeast (**Plans Z-1 and Z-5**).

7. Planning Intentions

- 7.1 The planning intention of the “AGR” zone is primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes.
- 7.2 The planning intention of the “GB” zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone.

8. Comments from Relevant Government Departments

- 8.1 The following Government departments have been consulted and their views are summarised as follows:

Education

8.1.1 Comments of the Secretary for Education (SED):

- (a) she welcomes the establishment of private schools (including international schools) in Hong Kong, which aligns with the Government's overall policy to facilitate the development of a vibrant education sector that offers a diversity of curriculum. She has no particular comment on the proposed establishment of a private school, which operates on a self-finance basis, at the Site from the education policy angle;
- (b) according to the proposal, the applicants intend to operate an international school at the Site. Under such context, the private school to be set up should first obtain recognition by the Education Bureau (EDB) in order to become an international school, subject to the satisfaction of relevant requirements, which include at least 70% of the school places allocated to non-local students, a proven track record of school operation and full accreditation from an established accreditation body, a sustainable financial plan, etc.. In other words, the Proposed School, upon establishment, will be a private school offering non-local curriculum, instead of an international school;
- (c) KGs in Hong Kong are privately run and the provision of KGs in private lot is market-driven. She has no specific views on the provision of KGs at the Site; and
- (d) detailed comments are at **Appendix II**.

NM Development

8.1.2 Comments of the Secretary for Development (SDEV):

- (a) the Northern Metropolis Co-ordination Office, Development Bureau (NMCO, DEVB) welcomes the proposal to develop a private school with boarding facilities in NM, noting the rising demand anticipated from the families of professionals working in the innovation and technology sector at STT and the Hong Kong-Shenzhen Innovation and Technology Park at the Loop, as well as in the higher education sector at the NMUT in NTM. The establishment of such a school would provide high-quality education options to meet the need of these communities; and
- (b) at the same time, the availability of a private school with boarding facilities would significantly strengthen NM's appeal to Mainland and overseas talents, offering them confidence that their children's educational needs can be met locally. This in turn would enhance the attractiveness of NM as a hub for strategic enterprises and global

businesses, reinforcing its role as a magnet for investment, innovation and talents.

Land Administration

8.1.3 Comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD):

- (a) the Site comprises various private lots in D.D. 94, D.D. 98 and D.D. 100 as well as adjoining GL. For private lots, except Lot 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;
- (b) a land exchange is required for implementation of the rezoning proposal. Should the rezoning application be approved, the lot owner should apply to LandsD for a land exchange for implementation of the Proposed School scheme. In this connection, the private lots in the rezoning boundary are not owned by one single party. The applicants 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; and
- (c) detailed comments are at **Appendix II**.

Agriculture, Natural Conservation and Fisheries

8.1.4 Comments of the Director of Agriculture, Fisheries and Conservation (DAFC):

- (a) the application is for rezoning the Site which is largely zoned as “AGR” to “G/IC”. Given the unique nature of the project and the benefits it will bring to the community, as well as NMCO and EDB’s favourable comments on the proposed rezoning, there is no objection to the subject application. The Agriculture, Fisheries and Conservation Department (AFCD) will continue to implement measures that promote crop farming rehabilitation on other suitable quality farmland to support sustainable agricultural development;
- (b) should the application be agreed by the Committee, the applicants should be requested to (i) conduct a detailed EcoIA including ecological baseline surveys covering the wet and dry seasons; (ii) submit a working paper for ecological baseline surveys for AFCD’s review before conducting the surveys; (iii) conduct a FIA assessing and evaluating the potential and cumulative impacts of the Proposed School on fisheries, particularly on the existing fishponds

within and adjacent to the Site, before the commencement of works for the Proposed School; and (iv) identify and implement mitigation measures under the EcoIA and FIA as appropriate;

- (c) when formulating the detailed development scheme, the applicants should take into account the existing ecological features and habitats (e.g. streams, ponds, fishponds, secondary woodland/tree groups, potential bird flight lines etc.) at the Site and its surroundings and minimise the impacts on them. Appropriate design measures should be considered and incorporated in the development scheme as appropriate;
- (d) taking into account (a) above and subject to fulfillment of requirements in (b) and (c) above, there is no objection to the application from agriculture, fisheries and nature conservation perspectives; and
- (e) the Agri-Park is being developed in phases. The southern section contains the completed Phase 1 as well as the actively planned first stage of Phase 2. The northern section, located adjacent to the proposed school, is earmarked for future development. There is currently no plan to require a road connection to the San Tin Technopole.

Traffic

8.1.5 Comments of the Commissioner for Transport (C for T):

- (a) no objection in principle to the application and the applicants' proposal of a connecting road to NMH via STTI, subject to the submission of relevant technical assessments in detailed design stage which shall be a requirement under appropriate mechanism, such as planning application, land lease, etc.;
- (b) in view that the connecting road is the single access to the Proposed Scheme, the width of connecting road shall be at least 10.3m such that vehicles can bypass stalled car to cater for emergency situation;
- (c) given that the connecting road to STTI is solely serving the Proposed School, the applicants shall be responsible for the design, construction, management and maintenance of the concerned road. The applicants shall agree with the Transport Department (TD) for the associated right of way of the connecting road and the delineation of maintenance responsibility of the connecting road with the Highways Department (HyD) at land administration stage;
- (d) the applicants shall address any potential queue of vehicles at STTI and propose associated traffic management measures for TD's

agreement in the technical assessment;

- (e) the NMH project is currently under investigation stage under Agreement No. CE 4/2024 (HY). The project proponent should maintain close liaison with HyD project office to ensure smooth project integration with NMH for the proposed connection between STTI (i.e. NMH interchange I/C 04) (**Drawing Z-12**) and the Proposed School. Based on her understanding, the design of STTI is on-going. Please ensure that an agreement on the future connection arrangement is obtained in a timely manner between the two projects for smooth implementation of the Proposed School and NMH;
- (f) does not agree with the applicants' proposal for provision of public roads other than the connecting road to STTI (i.e. those referred as Option 1 and Option 2 connecting to Agri Park in the submitted TraR) (**Drawings Z-12 and 13**) as there is no nearby public road for such connection. Necessity of public road connection to Agri Park shall be deferred to AFCD taking into account their operation needs in the future; and
- (g) detailed comments are at **Appendix II**.

8.1.6 Comments of the Chief Highway Engineer/New Territories East (CHE/NTE), HyD:

- (a) no comment on the application from highways maintenance perspective;
- (b) should the application be agreed by the Committee, the applicants are 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 applicants. The applicants should also be requested to submit a detailed traffic impact assessment for TD for review and comment; and
- (c) detailed comments are at **Appendix II**.

Urban Design, Air Ventilation and Landscape

8.1.7 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

Urban Design and Visual

- (a) no objection to the application from urban design and visual

perspectives;

- (b) the Site is largely vacant and vegetated with woodland, tree clusters and grassland, and contains streams, rivers, fishponds, ponds, marshes and patches of hard-paved areas to the north and south. It is partly occupied by some active and fallow farmlands, scattered temporary structures and low-rise residential dwellings. It is located to the further south of Fanling Highway on both sides of River Beas, flanked by Ki Lun Shan to the west and Hang Tau Village to the east. The future land use of the areas to further northeast of the Site is under transformation into several planned residential developments with BH of up to 41mPD in Hang Tau Tai Po, and BHs ranging from 70mPD to 81.5mPD on Hang Tau Road and Kam Hang Road (**Plan Z-5**). According to the applicants' submission, the Proposed School comprises a total of 22 building blocks to accommodate various academic uses as well as student and staff accommodations with BHs ranging from 4m (18mPD) to 39.5m (53.5mPD). While no development restriction is proposed in the application, it is understood that the Proposed School would adopt a low-rise low-density development strategy. According to the submitted VIA, the visual impacts of the Proposed School would range from 'negligible' to 'slightly/moderately adverse'. Taking into account the planned developments in the surrounding areas, significant adverse visual impact arising from the Proposed School is not anticipated;

Air Ventilation

- (c) an AVR has been submitted to compare the ventilation performance of the Baseline Scheme (i.e. existing condition with committed developments) and the Indicative Scheme at pedestrian level. The Indicative Scheme has incorporated design/mitigation measures to alleviate the potential impact on the surrounding wind environment, such as adoption of low-rise low-density development strategy, locating sports facilities (e.g. sports ground and golf driving range) in central area to facilitate penetration of east and east-southeast winds that would benefit the Ki Lun Tsuen in downwind area, designation of south-north direction breezeway passing through the eastern portion of the Site to facilitate penetration of south wind, as well as stepped heights and terraced building designs. With the above features incorporated in the Indicative Scheme, no significant adverse impact on the pedestrian wind environment of the surrounding areas is anticipated when compared to the Baseline Scheme;

Landscape

- (d) she has no in-principle objection to the application from landscape planning perspective;

- (e) with reference to the aerial photo taken in June 2025, the Site is situated in an area of rural inland plain landscape character comprising River Beas, streams, fishponds, ponds, marshes, woodland/tree clusters/grassland, farmland, low-rise residential dwellings and temporary structures;
- (f) according to the submission, filling of ponds and streams, and felling of approximately 1,250 to 1,300 trees in groups and 39 individual trees (including two trees of particular interest with DBH over 1m (i.e. T06 & T13) and 10 mature trees) will be involved. The existing distinctive landscape resources will be affected by the Proposed School along both sides of River Beas connected by two linkbridges as indicated on the MLP, and the applicants propose to mitigate such loss by planting of some 1,150 new trees, 28,000m² of shrubs and 11,000m² of new lawn areas as shown on the LMP. The trees felled (excluding the approx. 189 undesirable trees i.e. *Leucaena leucocephala* 銀合歡) will be compensated at a 1:1 ratio in terms of number. General principles of landscape design/measures, such as screen planting, setbacks for riverside park, leisure landscape space/gardens are also proposed for the Proposed School;
- (g) it is recommended to include the requirement for submission of landscape proposal at detailed design stage under appropriate mechanism; and
- (h) detailed comments are at **Appendix II**.

Environment, Drainage and Sewerage

8.1.8 Comments of the Director of Environmental Protection (DEP):

- (a) having considered the submitted EA and SIA, it is trusted that there will be no insurmountable environmental impact associated with the Proposed School at the Site. He has no objection to the application from environmental planning perspective;
- (b) should the application be agreed by the Committee, special clauses requiring submission of NIA and Land Contamination Assessment (LCA) prior to the commencement of construction works for the proposed development should be incorporated in the land document at land administration stage or other appropriate mechanism; and
- (c) detailed comments are at **Appendix II**.

8.1.9 Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

- (a) no insurmountable drainage problem is anticipated and no objection in principle to the application;
- (b) should the application be agreed by the Committee, special clauses requiring the submission of updated DIA and SIA before commencement of works should be incorporated in the land document at land administration stage or other appropriate mechanism;
- (c) for development controlled under the Buildings Ordinance, drainage connection plans and details should be incorporated into drainage plans, and submitted together with the supporting hydraulic calculations to the Building Authority for approval; and
- (d) noting that two linkbridges are proposed, to avoid impacts on River Beas, no supporting structures shall be constructed over or within the river and the lowest point of the bridge structures shall be above the level of the riverbank.

Water Supply

8.1.10 Comments of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD):

- (a) no objection to the application; and
- (b) should the application be agreed by the Committee, special clauses requiring submission and approval of revised WSIA prior to the commencement of construction works for the proposed development should be incorporated in the land document at land administration stage or other appropriate mechanism.

8.2 The following Government departments have no objection to or no comment on the application:

- (a) Director of Electrical and Mechanical Services (DEMS);
- (b) Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD);
- (c) Project Manager (North), Civil Engineering and Development Department (PM(N), CEDD);
- (d) Director of Leisure and Cultural Services;
- (e) Director of Food and Environmental Hygiene;
- (f) Chief Architect/Advisory & Statutory Division, Architectural Services Department;
- (g) Director of Fire Services (D of FS);
- (h) Commissioner of Police; and
- (i) District Officer (North), Home Affairs Department (DO(N), HAD).

9. Planning Considerations and Assessments

The Proposal

- 9.1 The applicants propose to rezone the Site, comprising the eastern (about 35,200m²) and western (about 91,800m²) portions on both sides of River Beas and the two proposed linkbridges over the river, from “AGR” and “GB” to “G/IC” on the OZP (**Plan Z-1**) to facilitate a proposed international school development which will provide KG, primary and middle/high school education with ancillary and sports facilities as well as student and staff dormitories. According to the Indicative Scheme (**Drawings Z-1 to Z-6**), as detailed in paragraphs 1.3 to 1.5 above, the Proposed School will comprise 22 building blocks of one to 10 storeys (with BH ranging from about 18mPD to 53.5mPD) with a total GFA of about 171,000m², providing about 141 classrooms to accommodate about 3,000 students and 443 teaching staff and 921 ancillary student/staff dormitory units. Internal transport facilities including car parking spaces, lay-bys and loading/unloading (L/UL) bays are provided on ground floors of some of the building blocks. The two portions of the Site are proposed to be connected by internal vehicular road with two linkbridges over River Beas (**Drawings Z-1**). Besides, the existing access to Kwu Tung Road on the west is proposed to be widened and connected to the planned NMH(ST) at STTI (i.e. the proposed connecting road) to serve as the future main access to the Proposed School (**Drawing Z-12**). Details of the proposed connecting road have not yet been provided. The Proposed School is anticipated to commence operation in 2036, subject to the commissioning of the NMH(ST) in or before 2036.
- 9.2 Under the application, the Site comprises only the eastern and western portions as well as the areas of the two proposed linkbridges over River Beas, while the portion of land for the proposed connecting road (currently zoned “GB” and “AGR” where school is a Column 2 use) (**Plan Z-1**) does not form part of the Site. No change is proposed to the Notes of the “G/IC” zone, including planning intention, general development requirements in the Remarks, as well as Column 1 and Column 2 uses. According to the Notes of the OZP for the “G/IC” zone, ‘Educational Institution’ and ‘School’ are Column 1 uses which are always permitted and the proposed dormitory units are considered ancillary to ‘School’ use and hence, planning permission from the Board is not required to take forward the Proposed School at the Site in the future upon rezoning.

Development of International Schools in NM

- 9.3 Pursuant to the 2023 PA, in support of the development of NM, the Government will reserve sites in NM for development of international school to meet the education needs of non-local families. The 2025 PA also states that, under the initiative of promoting integrated development of education, technology and talents, the Government will support the development of international schools. Besides, according to the NMAA 2023, the Government is committed to supporting the development of a vibrant international school sector to meet the demand for international school places from non-local families and those coming

to Hong Kong for work or investment; and will reserve sites in NM for development of international schools and keep in view the demand and supply of international school places, allocating sites to increase supply when needed. In this regard, the applicants claim that the proposed rezoning of the Site to facilitate the development of an international school aligns with the national goal of developing a leading country in education and a direct response to the Government's policy initiative of establishing international schools in the NM. The applicants also consider that the Site is suitable for development of GIC and education uses as it is strategically located in proximity to NDAs in NM, including KTN, STT and NTM, and planned road infrastructure (i.e. NMH(ST)) (**Drawing Z-11**). Hence, the applicants claim that the Proposed School can serve as an educational anchor for the evolving communities in the NDAs and cater for the rising demand for international school places, complementing and synergising with the future development context of the wider area in NM.

- 9.4 SED welcomes the establishment of private school (including international schools) in Hong Kong, which aligns with the Government's overall policy to facilitate the development of a vibrant education sector that offers a diversity of curriculum. From implementation angle, she remarks that the private school to be set up should first obtain recognition by EDB in order to become an international school and that the Proposed School, upon establishment, will be a private school offering non-local curriculum, instead of an international school. She has no particular comment on the proposed establishment of a private school, which operates on a self-finance basis, at the Site from the education policy angle. From NM development perspective, SDEV welcomes the applicants' proposal to develop a private school with boarding facilities in NM, noting the rising demand anticipated from the families of professionals working in the innovation and technology sector at STT and the Loop, as well as in the higher education sector at the NMUT in NTM, and establishment of such a school would provide high-quality education options to meet the need of these communities. She also considers that the availability of a private school with boarding facilities would significantly strengthen NM's appeal to Mainland and overseas talents, offering them confidence that their children's educational needs can be met locally. This in turn would enhance the attractiveness of NM as a hub for strategic enterprises and global businesses, reinforcing its role as a magnet for investment, innovation and talents.

Planning Intention

- 9.5 The Site falls within an area largely zoned as "AGR" (about 96.8%) with a minor portion at the southwestern boundary straddling an area zoned "GB" (3.2%) (**Plan Z-1**). The planning intention of "AGR" zone is to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes, and to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes, and "GB" zone is primarily intended for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets and that there is a general presumption against development within the "GB" zone. The Site is largely

vacant and vegetated with woodland, tree clusters groups and grassland, partly paved, and partly occupied by scattered temporary structures and residential dwellings, as well as ponds, fishponds, marshes, streams, rivers and few clusters of active and fallow farmland (**Plans Z-2a, Z-3 to Z-4**). Having considered the unique nature of the Proposed School, the benefits it will bring to the community, as well as SED and SDEV's favourable views as stated in paragraphs 8.1.1 and 8.1.2 respectively, DAFC has no objection to the application to rezone the Site which is largely zoned "AGR" to "G/IC" from agriculture and fisheries perspectives. For the minor portion at the southwestern periphery of the Site falling within "GB" zone, DAFC also has no objection to the application from nature conservation perspective (ecological aspect is discussed at paragraph 9.9 below).

Land Use Compatibility and Development Intensity

- 9.6 The Site comprises two portions of land spanning for about 800m along the eastern and western sides of River Beas (**Plan Z-1**). Flanked by Ki Lun Shan on the west, the surrounding areas of the Site are mainly occupied by village settlements and low-rise low-density residential developments (generally of three storeys), scattered domestic dwellings (generally of two to three storeys) intermixed with vehicle parks, warehouse/open storage yards, cultivated/fallow agricultural land, a Ganoderma centre, a green knoll zoned "GB", vegetated land/tree clusters and vacant land (**Plans Z-2a, Z-3 to Z-4**). Village settlements of Cheung Lek and Lin Tong Mei and Agri Park (Phase 1) at Tsiu Keng are located to the further southeast, whereas some existing and planned residential developments of low to medium-density are located to the further northeast (**Plans Z-1 to Z-5**). In terms of land use, the Proposed School with education, sports and ancillary facilities as well as ancillary dormitory at the Site is considered not incompatible with the surrounding areas.
- 9.7 While the Site occupies a relatively large area (about 12.8 ha) and its scale is comparatively larger than the developments in the surroundings, the applicants indicate that the Proposed School has adopted a low-rise low-density development strategy, with a maximum PR of about 1.33 and a maximum BH of not more than 10 storeys or 53.5mPD (absolute height of 39.5m above ground), to respond to the natural topography of the Site and the surroundings. The surrounding existing developments are of a general BH of three storeys, while some planned developments to northeast and further at the "R(B)", "R(C)", "R(D)" and "CDA" zones, with planning approvals obtained, are of low to medium-rise density, with PR up to 1.41 and BH up to 41mPD in Hang Tau Tai Po, and PR up to 3.059 and BHs ranging from 70mPD to 81.5mPD on Hang Tau Road and Kam Hang Road as set out in paragraphs 6.2 and 6.3 above (**Plan Z-5**). Given the existing and planned development context, the Proposed School with a maximum PR of 1.33 and a maximum BH of 10 storeys/53.5mPD is considered not incompatible with the developments in the neighbouring areas.

Urban Design, Visual Impact and Air Ventilation

9.8 According to the Indicative Scheme, the Proposed School comprises 22 buildings blocks with stepped BHs and terraced building design, which are arranged in three major clusters of different functions, including the dormitories in the northern and southern parts of the Site and the education, sports and ancillary facilities in the central part, juxtaposing with sports ground, golf driving range, outdoor courts and various open spaces and planting buffers in different locations within the Site (**Drawing Z-1**). In addition, three 25m to 45m-wide visual corridors will be reserved. Building setbacks in the form of open spaces and buffer planting (comprising newly proposed trees within the Site and existing riverside planting outside the Site) with width ranging from 10m to 34m from River Beas are also proposed in the central part of the Site, with a view to maintaining a visually open river corridor of at least 50m (**Drawings Z-7, Z-9a to Z-9c**), creating a pleasant and green riverside campus environment and minimising the potential impact and disturbance on the river. The abovementioned layout and design measures will mitigate potential visual impacts and also serve to alleviate the potential impact on the surrounding wind environment. According to the submitted VIA, the Proposed School will result in negligible to slightly/moderately adverse visual impact (**Drawings Z-10a to Z-10f**). The applicants have also committed to exploring the incorporation of green roofs and rooftop farming for mitigation and enhancement purposes at detailed design stage so as to pay respect to the loss of agricultural land. CTP/UD&L, PlanD has no objection to the application from urban design, visual and air ventilation perspectives and advises that with a low-rise low-density development strategy adopted and taking into account the planned developments in the surrounding areas, the Proposed School would unlikely induce significant adverse impacts on the visual character of the area. Besides, according to the AVR, no significant adverse impact on the pedestrian wind environment of the surrounding areas is anticipated with the abovementioned layout and design measures adopted.

Ecology, Landscape and Tree Preservation

9.9 According to the submitted EcoR, the habitats at the Site include mainly secondary woodland, grassland, farmland, ponds and marshes, rivers and streams, as well as disturbed land including villages and open storage use. While the presence of several waterbird species suggests that the ecological value of the River Beas is low to moderate, the river itself is not listed as an ecologically important stream and no high-value habitats or ecological hotspots are identified within the Site. Given that the ecological sensitivity of the Site and its surroundings is not high, the EcoR concludes that with mitigation measures in place, significant adverse ecological impact is not anticipated. DAFC has no objection to the application from nature conservation perspective and advises that should the application be agreed by the Committee, the applicants shall be requested to conduct an EcoIA with ecological baseline survey and a FIA, adopt the mitigation measures identified in the EcoIA and FIA, and take into account the existing ecological features and habitats at the Site and its surroundings in formulating the detailed development scheme with a view to minimising impacts.

In this regard, the applicants have committed to conducting the relevant assessments and adopting relevant mitigation and design measures at the detailed design and implementation stages as required by the Government and will incorporate suitable water features to enhance the landscaping of the Site, as far as practicable, subject to detailed design.

- 9.10 According to the submitted LMP and BBTS, private open space of not less than 2,243m² will be provided based on the estimated dormitory population and different forms of open spaces and greening, such as themed walks, themed gardens, pocket gardens, landscape screen planting, etc. will be provided to create a pleasant and green riverside campus environment for the Proposed School (**Drawings Z-7 and Z-8**). The overall green coverage will be not less than 30%, which complies with the requirement of the SBD Guidelines. Besides, the Proposed School would involve felling of about 1,150 trees for site formation. To compensate the loss of trees, about 1,150 new trees will be planted, achieving a minimum replanting ratio of 1:1 (**Drawing Z-7**). Along River Beas, the existing riverside planting will be retained and new planting will be provided to create a green buffer (**Drawing Z-9c**). CTP/UD&L, PlanD has no objection to the application from landscape planning perspective, and advises that a landscape proposal should be submitted by the applicants at the detailed design stage.

Traffic Aspect

- 9.11 According to the submitted TraR, the applicants propose a connecting road between the Proposed School and STTI for connection to NMH(ST), serving as the main access to the Proposed School. The connecting road will be constructed, maintained and managed by the applicants, and the commencements of operation of the Proposed School will tie in with the commissioning of the NMH(ST) in or before 2036. The link capacity analysis under the TraR concludes that NMH(ST) would have sufficient capacity to accommodate the traffic generated by the Proposed School. The applicants also propose to connect the two portions of the Site with two linkbridges over River Beas (**Drawing Z-1**). The extent and design of the proposed connecting road and two linkbridges will be confirmed at the detailed design stage. Besides, internal transport facilities including car parking spaces, lay-bys and L/UL bays will be provided in accordance with the requirements of the HKPSG and based on operational needs. The submitted TraR concludes that with the traffic mitigation measures in place, such as staggered operational hours, thoughtful design and locations of pick-up/drop-off points and parking areas etc. (**Drawings Z-13 and Z-14**), the Proposed School will not result in insurmountable adverse traffic impacts and is considered acceptable from the traffic engineering point of view. C for T has no objection to the submitted TraR and the proposed internal transport facilities and traffic arrangement.
- 9.12 Since the NMH project is currently under investigation stage and the design of the STTI is on-going, there lacks sufficient details in the submission in terms of design, technical aspects and potential land resumption involved for the proposed connecting road. Details of implementation need to be further worked out. While C for T has no objection in principle to the application and the applicants' proposal

of a connecting road to NMH(ST) via STTI, she advises that submission of relevant technical assessments at detailed design stage shall be required under appropriate mechanism. The applicants are also advised to maintain close liaison with and obtain agreement from relevant authorities on the proposed connecting road in a timely manner for smooth implementation of the Proposed School and NMH. In addition, C for T considers the applicants' proposal to provide a public road connection to the Agri Park (**Drawings Z-12 and Z-13**) not agreeable and the need of such road connection shall be determined by AFCD.

Environmental, Sewerage, Drainage and Other Technical Aspects

- 9.13 The applicants have submitted EA, SIA, DIA and WSIA to demonstrate that insurmountable adverse impacts on air quality, noise, sewerage, drainage, water quality, waste management and land contamination aspects arising from the Proposed School are not anticipated with implementation of appropriate protective, precautionary and mitigation measures, such as sensitive layout with adequate buffers between sensitive receivers of the Proposed School and the surrounding potential pollution sources, and provision of central air-conditioning, surface channels/drains along site boundaries and two on-site STPs for treatment of sewage discharge (**Drawing Z-16**). The applicants have also committed to conducting detailed NIA, LCA and other further assessments, if required, at the detailed design stage. DEP, CE/MN of DSD and CE/C of WSD have no objection to the application from environmental, drainage, sewerage and water supply perspectives, subject to the requirements on submission of new/detailed/ revised/updated NIA, LCA, DIA, SIA and WSIA be incorporated in land document at land administration stage or under other appropriate mechanism.
- 9.14 All other relevant government bureau/departments consulted, including DEMS, CBS/NTW of BD, PM(N) of CEDD, CHE/NTE of HyD, D of FS and DO(N) of HAD have no in-principle objection to or no adverse comment on the application.

Implementation

- 9.15 Although the Site is currently under multiple ownership (**Drawing Z-17**), land acquisition has been on-going and about 84% of the private land within the Site are already fully/partially owned by the applicants. According to the applicants, the land acquisition of all private lots within the Site is expected to complete by 2028, and the Site is planned to be developed in a single phase with a target completion year of 2036 upon the commissioning of the NMH(ST) in or before 2036. Yet, to realise the proposal, given the absence of some critical design and technical details in the submission, including the extent and design of the proposed connecting road to STTI of NMH and the two linkbridges over River Beas, etc., the applicants should work further on the detailed development scheme and implementation arrangement, continue liaising with LandsD on land exchange, follow up on with relevant land administrative procedures and undertake and submit relevant technical assessments as required by the concerned departments.

Planning Control

- 9.16 In light of the Government's intention to support development of private school, including international school, in NM and the Site's location being in proximity to various NDAs including KTN, STT and NTM, based on the above planning and technical considerations and assessments, as well as SED and SDEV's favourable views on the application and that relevant government departments consulted have no objection to or no adverse comments on the application, rezoning the Site to facilitate the development of the Proposed School is not considered unacceptable from district planning perspective. However, there are still outstanding concerns in taking forward the Proposed School, including on-going land acquisition of the remaining portion of private land within the Site (**Drawing Z-17**); technical requirements of the relevant departments in relation to further assessments and incorporation of certain design and mitigation measures; the absence of details of NMH(ST) and STTI as well as the two proposed linkbridges and the proposed connecting road at the moment; and the resulted uncertainty in the ultimate development site and zoning boundary.
- 9.17 Noting planning permission from the Board is not required to take forward the Proposed School at the Site if it is rezoned to "G/IC", given the concerns mentioned in paragraph 9.16 above, appropriate planning control is required by imposing in the Notes and ES of the OZP the appropriate planning intention, development restrictions, permissible uses, requirements on design and mitigation measures/facilities to guide the future development. Should the Committee decide to agree or partially agree to the application, it is recommended that PlanD would further review and work out in consultation with relevant B/Ds the appropriate zoning(s), planning intention(s) and the associated zoning boundary(ies) for the Proposed School, the section of River Beas where the two proposed linkbridges will run over, and the proposed connecting road to the Site. Relevant development restrictions and other requirements will be considered to be imposed in the Notes and/or ES of the OZP as appropriate with a view to ensuring that the scale and intensity as well as design and mitigation measures as proposed in the Indicative Scheme will be taken forward, while allowing certain flexibility to accommodate future design changes to suit the operational needs. In case the details of the proposed connecting road are not available by the time the further review is being undertaken by PlanD, as availability of such details is hinged on the design progress of NMH(ST) and STTI, the related statutory planning matters associated with the implementation of the connecting road may be required to be dealt with separately. After the further review, PlanD will propose amendments to the OZP as appropriate for the Committee's consideration prior to gazetting under section 5 of the Ordinance.

10. Planning Department's Views

- 10.1 Based on the assessments made in paragraph 9, PlanD has no in-principle objection to the application, and recommends the Committee to partially agree to the application to rezone the Site to an appropriate zoning with stipulation of

appropriate development restrictions and other requirements taking into account the considerations in paragraphs 9.16 and 9.17 above.

- 10.2 Should the Committee decide to agree or partially agree to the application, PlanD would work out the appropriate amendments to the OZP, including the zoning, zoning boundaries, development restrictions and other requirements to be set out in the Notes and/or ES of the OZP for the Committee's agreement prior to gazetting under section 5 of the Ordinance.
- 10.3 Alternatively, should the Committee decide not to agree to the subject application, the following reason is suggested for Members' reference:

the site comprises mainly woodland, tree clusters, grassland, few clusters of active and fallow farmland, as well as some streams, rivers, marshes, ponds, fishponds, and is located along River Beas. The site is mainly zoned "Agriculture", which is intended primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes and to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes, with minor encroachment on "Green Belt" zone, which is intended for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl with a general presumption against development. The current zonings are considered appropriate for the site, and there is no strong planning justification in the submission to support the rezoning of the site to "Government, Institution or Community".

11. Decision Sought

- 11.1 The Committee is invited to consider the application and decide whether to agree, partially agree, or not to agree to the application.
- 11.2 Should the Committee decide not to agree to the application, Members are invited to advise what reason(s) for the decision should be given to the applicants.

12. Attachments

Appendix I	Application Form received on 18.11.2025
Appendix Ia	Consolidated SPS received on 28.4.2026
Appendix Ib	SPS received on 18.11.2025
Appendix Ic	FI received on 24 & 29.12.2025
Appendix Id	FI received on 16 & 23.2.2026
Appendix II	Detailed Departmental Comments
Drawing Z-1	Indicative Master Layout Plan
Drawings Z-2 and Z-3	Indicative Floor Plans
Drawings Z-4 to Z-6	Indicative Sections
Drawing Z-7	Indicative Landscape Master Plan

Drawing Z-8	Proposed Open Space
Drawing Z-9a	Design Merits and Planning Gains
Drawing Z-9b	Stepped Building Height Concept
Drawing Z-9c	Planting Strategy
Drawings Z-10a to Z-10f	Photomontages
Drawing Z-11	Indicative Location of Rezoning Site in NM
Drawing Z-12	Conceptual Connection between the Proposed School and the NMH
Drawing Z-13	Indicative Transport Layout Plan
Drawing Z-14	Indicative Traffic Routing Plan
Drawing Z-15	Location of STPs
Drawing Z-16	Proposed Drainage System
Drawing Z-17	Land Ownership Plan
Drawing Z-18	Buffer Distance of Nearest Carriageways and the Site
Plan Z-1	Location Plan
Plan Z-2a	Site Plan
Plan Z-2b	Land Lot Plan
Plan Z-3	Aerial Photo
Plan Z-4	Site Photos
Plan Z-5	Existing and Planned Developments in the Vicinity

**PLANNING DEPARTMENT
MAY 2026**