

Attachment 3

REPLACEMENT PAGES OF SUPPLEMENTARY
PLANNING STATEMENT

EXECUTIVE SUMMARY

This Section 16 Planning Application is submitted on behalf of the HKJC Public Riding Schools Limited (the “**Applicant**”) to seek permission from the Town Planning Board (“**TPB**”/ the “**BOARD**”) for the development of Public Riding School with ancillary facilities (e.g. utility trench) (collectively as “**PRS**”) at Government Land in D.D. 233, The Restored Landfill Site (TKOL II/III) in TKO Area 105, New Territories (“**TKOL II/III**”).

Public Riding Schools in Hong Kong are equestrian facilities available to the general public that provide horse riding and equestrian related programmes to the community. These schools offer affordable, accessible riding lessons and programmes that inspire interest in horse riding and horse care to individuals of all ages and skill levels to the sport.

Environmental Protection Department (“**EPD**”) has long been supportive of the development of restored landfills into popular and well utilised recreational and sports facilities and of suitable proposals from organizations or groups to develop self-funded recreational facilities and operate the facilities on a non-profit-making and self-financing basis on restored landfills with the support/consent of relevant policy bureau and departments. Given the growth of community riding, the Applicant is propelled by public demand to consider the after-use of the three relatively flat platforms within TKOL II/III, considered as an ideal location with relatively flat areas to carry out equestrian sports in a safe manner, as Hong Kong’s fourth Public Riding School in furtherance of equestrian sport in Hong Kong. The PRS aligns with the Government’s policy objectives in fostering more community participation through wider visibility and popularity of horse riding, supporting the development of equestrian sports, and culminating Hong Kong as a centre for international sports events.

The Application Site comprises of the three (3) relatively flat platforms and the land required for the provision of ancillary utility trench connecting to the platforms to accommodate proposed essential utilities in supporting the operation of PRS. Access between the platforms will be provided via the shared use of the existing access road, which is currently used by the EPD for aftercare works at the restored landfill.

The Application Site is predominately zoned “Open Space” (“**O**”) on the Approved Tseung Kwan O Outline Zoning Plan No. S/TKO/32 (“**Approved OZP**”), whilst a strip of area at the north is zoned “Green Belt” (“**GB**”) and a minor portion abutting Chun Sing Street is zoned “Other Specified Uses” annotated “Industrial Estate” (“**OU(Industrial Estate)**”) on the Approved OZP. The PRS with ancillary facilities (‘Horse Riding School’ subsumed under ‘Place of Recreation, Sports or Culture’ use) is a Column 2 use under the “O”, “GB” and “OU(Industrial Estate)” zones that may be permitted with or without conditions on Application under S16 of the Town Planning Ordinance (“**TPO**”). There is no plot ratio (“**PR**”), building height (“**BH**”), site coverage (“**SC**”) and Gross Floor Area (“**GFA**”) restrictions imposed within the “O”, “GB” and “OU(Industrial Estate)” zones of the Approved OZP. While a portion of the TKOL II/III falls within the Clear Water Bay Country Park, the Application Site will not involve any areas falling within the Country Park Boundary.

The PRS, is a single-storey building development with a proposed total GFA of approx. 9,000m² and a proposed building height of approx. 4.5m to 7.7m, is a time-honoured movement and is justified on the following grounds:

- The PRS is fully in line with Government’s policies to promote sports culture and enhance community well-being. Furthermore, it builds upon the established precedent of successfully developing restored landfills into vibrant public recreational facilities;
- The three (3) platforms are suitable for the development of the PRS in meeting the operational needs of the PRS while acceptable from a technical perspective in respect to development at the restored TKOL II/III;
- The PRS is in line with the Planning Intention in providing low-density and low-impact recreational facilities for public enjoyment and is compatible with the surrounding area;
- The PRS will address the growing public demand for equine facilities and improve their geographical distribution across the territory. It will provide cutting-edge amenities to nurture future industry talent and promote equestrian sports to the wider community;
- The PRS will enable equine facilities and programmes to be more accessible to visitors and the general public, including individuals who may not be familiar with horses or animal welfare; and
- No significant adverse visual, traffic, environmental, infrastructural, water supplies and geotechnical impacts are anticipated.

Based on the above justifications and as detailed in this Supplementary Planning Statement, we respectfully request the Board to give favourable consideration to this Application.

行政摘要

(內文如有差異，以英文版本為準)

根據城市規劃條例第十六條，我司代表香港賽馬會公眾騎術學校有限公司（下稱「申請人」）向城市規劃委員會（下稱「城規會」）呈交規劃申請書，要求批准於新界丈量約份第 233 約政府土地將軍澳第 105 區的將軍澳第二 / 三期已修復堆填區內(合稱「申請地盤」 / 「地盤」)發展公眾騎術學校及附屬設施（例如設施坑道）（合稱「公眾騎術學校」）。

香港的公眾騎術學校是向市民大眾開放的馬術設施，為社區提供騎馬及馬術相關課程。這些學校為不同年齡及技術水平的公眾人士提供可負擔和方便接觸的騎術訓練和活動，以培養公眾對騎馬及馬匹護理的興趣，並推廣馬術運動。

環境保護署（下稱「環保署」）一直支持將已修復的堆填區發展為廣受歡迎且使用率高的康樂及體育設施，並支持各組織或團體在相關政策局及部門的支持下，於已修復堆填區自資發展康樂設施及以非牟利和自負盈虧的形式營運設施。由於社區馬術活動日益增長並在公眾需求的推動下，申請人建議於將軍澳第二 / 三期堆填區內三個較平坦的平台發展馬術設施作堆填區修復後的用途。由於該區域地勢較為平坦並具備安全進行馬術運動的條件，所以適合作香港第四所公眾騎術學校和繼續推動本港馬術運動發展。公眾騎術學校符合政府多項政策方針，包括透過提升馬術運動的知名度和普及程度促進廣泛社區參與、支持馬術運動發展、以及推動香港成為國際體育賽事中心。

申請地盤由三個較平坦的平台及其附屬設施坑道組成，該附屬設施坑道將連接不同平台，並用於容納支持公眾騎術學校的運作的擬議必要設施。平台之間將透過與環保署共用的現有通道連接，現時該通道由環保署用作已修復堆填區的後期修護工作。

申請地盤於《將軍澳分區計劃大綱核准圖編號 S/TKO/32》（下稱「核准圖」）上主要劃為「休憩用地」地帶，北面一帶則劃為「綠化地帶」及毗鄰駿昇街的一小部分地段劃為「其他指定用途」註明「工業邨」。公眾騎術學校及附屬設施（「騎術學校」歸於「康體文娛場所」用途）屬「休憩用地」地帶、「綠化地帶」和「其他指定用途」註明「工業邨」地帶的第二欄用途，須先向城規會申請，可能在有附帶條件或無附帶條件下獲准。核准圖上的「休憩用地」地帶、「綠化地帶」及「其他指定用途」註明「工業邨」地帶均沒有訂明任何地積比率、建築物高度、上蓋面積及總樓面面積限制。雖然將軍澳第二 / 三期堆填區部分範圍位於清水灣郊野公園內，但申請地盤並不涉及任何郊野公園範圍內的土地。

公眾騎術學校為單層式建築，其總樓面面積和建築物高度分別為約 9,000 平方米和 4.5 米 至 7.7 米，是一項歷久彌新的發展及具備以下充分理據的支持：

- 公眾騎術學校完全符合政府推動體育文化及提升社會福祉政策。此外，公眾騎術學校更延續既往成功先例，把已修復堆填區發展為充滿活力的公眾康樂設施；
- 該三個平台均滿足公眾騎術學校發展的運作需求，亦在技術層面上符合於已修復的將軍澳第二 / 三期堆填區進行發展的標準；
- 公眾騎術學校符合提供低密度及低影響的文娛康樂設施供公眾享用的規劃意向，並與周邊環境相容；
- 公眾騎術學校將回應公眾對馬術設施日益增長的需求，並改善全港公眾騎術學校設施的地理分佈。公眾騎術學校將提供先進的馬術設施，為馬術行業培育人才，同時向更廣泛的公眾推廣馬術運動；
- 公眾騎術學校將讓訪客及公眾更容易接觸馬術設施及課程，惠及包括可能不熟悉馬匹或動物福利的人士；及
- 公眾騎術學校將不會造成負面視覺、交通、環境、基礎建設、水質和岩土影響。

基於上述支持理據及此補充規劃文件內的詳述資料，懇請城規會委員對是項申請作出正面的考慮。

Table 4.1 Technical and Accommodation Schedules

TECHNICAL SCHEDULE OF THE PRS	
Overall Development	
Application Site Area	Approx. 46,500m ² (consisting areas of the three platforms (43,700m ²) and associated ancillary utility trench (2,800 m ²))
Total GFA	Approx. 9,000m ²
Domestic	Approx. 200m ² *(1)
Non-domestic	Approx. 8,800m ²
Total Site Coverage	Approx. 20.9%
Domestic	Approx. 0.4%
Non-domestic	Approx. 20.5%
Building Height	
Storeys	Proposed 1 storey
Main Roof (m)* ⁽²⁾	Proposed 4.5m to 7.7m
No. of Building Blocks	Proposed 17 nos.
Lower Platform – Reception and Hospitality Lounges	
Site Area	Approx. 10,200m ²
GFA	
Domestic	Approx. 200m ² *(1)
Non-domestic	Approx. 980m ²
Site Coverage	
Domestic	Approx. 0.4%
Non-domestic	Approx. 3.2%
Building Height	
Storeys	Proposed 1 storey
Main Roof (m)	Proposed 4.5m to 7.0m
Main Roof (mPD)* ⁽²⁾	Proposed +11.5mPD to +18.5mPD
No. of Building Blocks	Proposed 5 nos.
Middle Platform – Pony Paddock & Pavillion I	
Site Area	Approx. 12,800m ²
GFA	
Domestic	N/A
Non-domestic	Approx. 2,480m ²
Site Coverage	
Domestic	N/A
Non-domestic	Approx. 5.3%
Building Height:	
Storeys	Proposed 1 storey
Main Roof (m)	Proposed 6.0m to 7.7m
Main Roof (mPD)	Proposed. +46.3mPD to +48.2mPD
No. of Building Blocks	Proposed 4 nos.
Upper Platform – Horse Paddock & Pavilion II	
Site Area	Approx. 20,700m ²
GFA	
Domestic	N/A
Non-domestic	Approx. 5,340 m ²
Site Coverage	
Domestic	N/A
Non-domestic	Approx. 12.0%
Building Height:	
Storeys	Proposed 1 storey
Main Roof (m)	Proposed 5.0m to 7.7m
Main Roof (mPD) *(2)	Proposed +144.8mPD to +148.1mPD
No. of Building Blocks	Proposed 8 nos.

*(1) Domestic GFA for Coach Duty Room for the coach staying on shift

*(2) The proposed buildings will be supported on varying levels of foundations on platform.

Table 4.2 Internal Transport Provisions

INTERNAL TRANSPORT PROVISION			
Parking Space	Location	Proposed Provision	
		By Platform	Total
Total no. of Car Parking Space (Visitor/Staff/Maintenance)	Lower Platform	50 ^{*(2)}	58 ^{*(1)}
	Middle Platform	3 ^{*(3)}	
	Upper Platform	5 ^{*(3)}	
Total no. of Accessible Car Parking Space	Lower Platform	4 ^{*(2)}	8
	Middle Platform	2 ^{*(3)}	
	Upper Platform	2 ^{*(3)}	
Total no. of Motorcycle Parking Space	Lower Platform	4	4 ^{*(4)}
	Middle Platform	-	
	Upper Platform	-	
Total no. of Golf Cart Parking Space	Lower Platform	7	14 ^{*(5)}
	Middle Platform	3	
	Upper Platform	4	
Total no. of Coach Parking Space	Lower Platform	2	2 ^{*(6)}
	Middle Platform	-	
	Upper Platform	-	
Total no. of Shuttle Parking Space	Lower Platform	3	3 ^{*(7)}
	Middle Platform	-	
	Upper Platform	-	
General Lay-by	Lower Platform	1	1
	Middle Platform	-	
	Upper Platform	-	
Total no. of L/UL Bays	Lower Platform	2	6
	Middle Platform	3	
	Upper Platform	1	

**(1) The number of car parking spaces is made with reference to the existing provision under Tuen Mun Public Riding School*

**(2) A total of 32 nos. of car parking space are provided at Lower Platform for visitors (i.e. 28 nos. of car parking space and 4 nos. of accessible car parking space) and a total of 22 nos. of car parking spaces are provided for staff use at Lower Platform*

**(3) Car parking space at Middle and Upper Platforms are provided for staff and operational vehicles*

**(4) The 4 nos. of motorcycle parking spaces at Lower Platform are for visitors.*

**(5) The 14 nos. of Golf Cart Parking are provided for staff transportation between the three (3) Platforms.*

**(6) Coach parking is provided for tour groups only. Each coach parking space can serve a Group Size of 40 visitors.*

**(7) In line with existing practice, no external shuttle bus service will be provided. The shuttle parking spaces provided within the PRS is dedicated for the internal shuttle service to facilitate the transfer of visitors between the platforms. The pick-up and drop-off points will be provided outside Welcome Hub at Lower Platform.*

Remarks: It is proposed to provide 14 nos. cycle parking spaces near the end of cycle track at Chun Yat Street. The exact number and location will be further reviewed and agreed with TD separately. Public local consultation will be carried out in later detailed design stage.

4.8 Development Programme

4.8.1 The PRS is anticipated to be completed in 2030 tentatively.