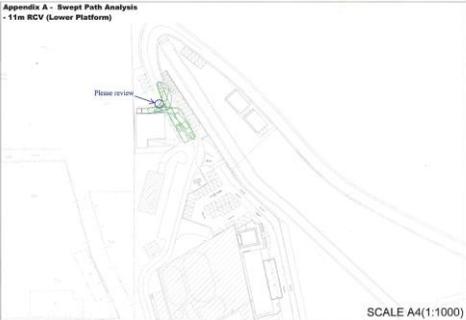


Attachment 1

RESPONSES-TO-COMMENTS TABLE

PROPOSED PLACE OF RECREATION, SPORTS OR CULTURE (PUBLIC RIDING SCHOOL) WITH ANCILLARY FACILITIES AT GOVERNMENT LAND IN D.D. 233, THE RESTORED LANDFILL SITE (TKOL II/III) IN TKO AREA 105, TSEUNG KWAN O (GLA TSK-500 (PART)) [TPB REF: A/TKO/134]

Comments/ Suggestions	Applicant's Responses
<p>A. <u>Comments received from Transport Department on 9.3.2026 (Contact Person: Mr. Kelvin KWONG; Tel.: 2399 2402):</u></p>	
<p>1. We have the following comments on the Traffic Impact Assessment at Appendix 3 of the submission:</p> <p><u>Comments from Traffic Engineering (NTE) Division</u></p> <p>a. Section 1.1.1 – Please correct the first sentence “This XXX (Assessment) is prepared...” as appropriate.</p> <p>b. Table 2.2 – Please correct the typo of “Total 59 nos.” in Note (1).</p> <p>c. Table 2.2 – With reference to Table 4.2 of the Supplementary Planning Statement Note *(2), there would be 28 + 4 nos. of car parking spaces for visitors and 22 nos. of the car parking spaces for staff. Please clarify how the number was derived.</p> <p>d. Table 2.2 Remark – The project proponent should conduct public consultation for the proposed cycle parking facilities.</p> <p>e. RtoC Attachment A – Please review the swept paths as marked in <u>Appendix I</u>. Our previous comment to indicate the critical widths remains valid.</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Appendix A - Swept Path Analysis 11m RCV (Lower Platform)</p>  <p style="text-align: right;">SCALE A4(1:1000)</p> </div>	<p>Noted and Section 1.1.1 of the Traffic Impact Assessment (“TIA”) has been revised. Please refer to the replacement pages of the TIA (<i>Attachment 2</i> refers).</p> <p>Noted and Table 2.2 of the TIA has been revised. Please refer to the replacement pages of the TIA (<i>Attachment 2</i> refers).</p> <p>Please be advised that the total parking provisions have made reference to Tuen Mun Public Riding School, while the allocation of staff parking and visitor parking are based on the operational needs of the Proposed PRS.</p> <p>Noted and the remark in Table 2.2 of the TIA and Table 4.2 of the SPS have been updated. Please refer to the replacement pages of the TIA and the SPS (<i>Attachments 2 and 3</i> refer).</p> <p>Noted and please refer to <i>Attachment 4</i> of the RtoC Table for the revised swept path.</p>

PROPOSED PLACE OF RECREATION, SPORTS OR CULTURE (PUBLIC RIDING SCHOOL) WITH ANCILLARY FACILITIES AT GOVERNMENT LAND IN D.D. 233, THE RESTORED LANDFILL SITE (TKOL II/III) IN TKO AREA 105, TSEUNG KWAN O (GLA TSK-500 (PART)) [TPB REF: A/TKO/134]

Comments/ Suggestions	Applicant's Responses
<div data-bbox="250 308 757 651" data-label="Image"> </div> <div data-bbox="250 675 757 1023" data-label="Image"> </div> <p>f. Section 2.5 – Please note that the concerned access road with proposed cautionary pedestrian crossing is not managed by TD. Please seek comment from relevant parties. In general, TD does not assume the management responsibility for access roads of such nature, which are not intended for general commuting purpose. Also, consultation with affected parties/ stakeholders may be needed. Please seek separate comment from HyD from the maintenance viewpoint.</p> <p>g. Drawing 3.9 and Table 3.7 – Please clarify if F6 for assessment should be northern footpath of Chun Yat Street near Wan Po Road SB, with reference to the walking route in Annex A. Please update Section 7 as appropriate.</p>	<p>Noted. Please note that Highways Department (New Territories East District and Maintenance Division of New Territories Region) was consulted and advised no comments on the proposed works.</p> <p>Typo and please be clarified that F6 should be the northern footpath of Chun Yat Street. Please refer to the replacement pages of the TIA (Attachment 2 refers).</p>

PROPOSED PLACE OF RECREATION, SPORTS OR CULTURE (PUBLIC RIDING SCHOOL) WITH ANCILLARY FACILITIES AT GOVERNMENT LAND IN D.D. 233, THE RESTORED LANDFILL SITE (TKOL II/III) IN TKO AREA 105, TSEUNG KWAN O (GLA TSK-500 (PART)) [TPB REF: A/TKO/134]

Comments/ Suggestions		Applicant's Responses																																							
h.	Table 4.8 – The visitors had been updated to 660ped/hr. Please provide updated detailed calculation for the trip generation for reference.	<p>Please be advised that Open Day will tentatively be held at the Proposed PRS once per year. The anticipated maximum no. of participants is approx. 660 ped/hr for generation and attraction respectively.</p> <p>Assuming that all visitor car parking spaces for visitors (32 nos.) will be fully occupied for VIP guests during open day. Therefore, 96 ppl will be deducted (based on an average occupancy of 3 ppl per private car) for generation and attraction respectively.</p> <p>As a result, the anticipated trip generation and attraction during peak hour would be 32 pcu/hr respectively.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th rowspan="2">Mode of Transport</th> <th colspan="2">Traffic Flow (pcu/hr)</th> </tr> <tr> <th>IN (Att.)</th> <th>OUT (Gen.)</th> </tr> </thead> <tbody> <tr> <td>Private Car</td> <td>32</td> <td>32</td> </tr> </tbody> </table> <p>The remaining 564 ppl generation and 564 ppl attraction will take either taxi or public transport (i.e., MTR / Franchised Bus / GMB). Reference has been made to the traffic data collected in TMPRS, the anticipated pedestrian flow by mode of transport is summarised as follows:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th rowspan="2">Mode of Transport</th> <th colspan="2">Modal Split</th> <th colspan="2">Pedestrian Flow (ped/hr)</th> </tr> <tr> <th>IN (Att.)</th> <th>OUT (Gen.)</th> <th>IN (Att.)</th> <th>OUT (Gen.)</th> </tr> </thead> <tbody> <tr> <td>Taxi</td> <td>25%</td> <td>53%</td> <td>141</td> <td>299</td> </tr> <tr> <td>Public Transport</td> <td>75%</td> <td>47%</td> <td>423</td> <td>265</td> </tr> </tbody> </table> <p>Modal Split between Non-Public Transport and Public Transport</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th rowspan="2">Mode of Transport</th> <th colspan="2">Pedestrian Flow (ped/hr)</th> </tr> <tr> <th>IN (Att.)</th> <th>OUT (Gen.)</th> </tr> </thead> <tbody> <tr> <td>Non-Public Transport (private car/taxi)</td> <td>237 (141+96)</td> <td>395 (299+96)</td> </tr> <tr> <td>Public Transport</td> <td>423</td> <td>265</td> </tr> </tbody> </table>		Mode of Transport	Traffic Flow (pcu/hr)		IN (Att.)	OUT (Gen.)	Private Car	32	32	Mode of Transport	Modal Split		Pedestrian Flow (ped/hr)		IN (Att.)	OUT (Gen.)	IN (Att.)	OUT (Gen.)	Taxi	25%	53%	141	299	Public Transport	75%	47%	423	265	Mode of Transport	Pedestrian Flow (ped/hr)		IN (Att.)	OUT (Gen.)	Non-Public Transport (private car/taxi)	237 (141+96)	395 (299+96)	Public Transport	423	265
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Comments/ Suggestions		Applicant's Responses																								
		<p>Based on an average occupancy of 3ppl per private car, the taxi traffic flow is summarised below:</p> <table border="1"> <thead> <tr> <th rowspan="2">Mode of Transport</th> <th colspan="2">Traffic Flow (pcu/hr)</th> </tr> <tr> <th>IN (Att.)</th> <th>OUT (Gen.)</th> </tr> </thead> <tbody> <tr> <td>Taxi</td> <td>47</td> <td>100</td> </tr> </tbody> </table> <p>The total peak hour vehicular trip generation and attraction of the Proposed PRS during event day would be 79 pcu/hr and 132 pcu/hr respectively.</p> <table border="1"> <thead> <tr> <th rowspan="2">Mode of Transport</th> <th colspan="2">Traffic Flow (pcu/hr)</th> </tr> <tr> <th>IN (Att.)</th> <th>OUT (Gen.)</th> </tr> </thead> <tbody> <tr> <td>Private Car</td> <td>32</td> <td>32</td> </tr> <tr> <td>Taxi</td> <td>47</td> <td>100</td> </tr> <tr> <td>Total</td> <td>79</td> <td>132</td> </tr> </tbody> </table>			Mode of Transport	Traffic Flow (pcu/hr)		IN (Att.)	OUT (Gen.)	Taxi	47	100	Mode of Transport	Traffic Flow (pcu/hr)		IN (Att.)	OUT (Gen.)	Private Car	32	32	Taxi	47	100	Total	79	132
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i.	Section 4.6.6 – Please correct the typo of “159 pcu/hr” with reference to Table 4.8.	Noted and Section 4.6.6 of the TIA has been revised. Please refer to the replacement pages of the TIA (Attachment 2 refers).																								
j.	Drawings 4.1 – 4.7 – Please update the traffic flows for Chun Yat Street WB.	Noted and the Drawings 4.1 to Drawings 4.7 have been revised. Please refer to the replacement pages of the TIA (Attachment 2 refers).																								
	<u>Comments from Transport Operations (NT) Division</u>																									
k.	Table 6.2 & Annex A – To align with the descriptions in Para 2.3.2 in the Supplementary Planning Statement (i.e “approx. 20 franchised bus routes and four (4) Green Minibus”) and Table 6.1 in TIA, please include the bus stops at Wan Po Road near Manor Hill in Table 6.2 and Annex A.	Noted and Table 6.2 and Annex A of the TIA have been revised. Please refer to the replacement pages of the TIA (Attachment 2 refers).																								
l.	Table 6.10 – Please clarify and amend if the heading in the table “Observed Peak Hour Frequency” should be the number of patronage/hr.	Please be advised that the heading should be “PT Demand by Railway” and Table 6.10 of the TIA has been revised. Please refer to the replacement pages of the TIA (Attachment 2 refers).																								
m.	Table 6.11 – For consistency with the calculation in other table, Bus Capacity of 90 (120 x 75%) passengers/hr should be adopted.	Typo and Table 6.11 of the TIA has been revised. Please refer to the replacement pages of the TIA (Attachment 2 refers).																								

PROPOSED PLACE OF RECREATION, SPORTS OR CULTURE (PUBLIC RIDING SCHOOL) WITH ANCILLARY FACILITIES AT GOVERNMENT LAND IN D.D. 233, THE RESTORED LANDFILL SITE (TKOL II/III) IN TKO AREA 105, TSEUNG KWAN O (GLA TSK-500 (PART)) [TPB REF: A/TKO/134]

Comments/ Suggestions		Applicant's Responses
n.	Table 6.12 – Please clarify and amend if the heading in the table “Observed Peak Hour Frequency” should be the number of trips/hr.	Please be clarified that the heading in the table “Observed Peak Hour Frequency” should be the number of trips/hr and Table 6.12 of the TIA has been revised. Please refer to the replacement pages of the TIA (Attachment 2 refers).
o.	Annex B – Please include inbound routing in the map.	Typo and Annex B of the TIA has been revised. Please refer to the replacement pages of the TIA (Attachment 2 refers).
2.	Section 6.1 of the Supplementary Planning Statement is subject to our comments on the TIA.	Noted.
B. <u>Comments received from Geotechnical Engineering Office of Civil Engineering and Development Department on 11.3.2026 (Contact Person: Ms. Yu Ha LAM; Tel.: 2762 5381):</u>		
1.	The Geotechnical Engineering Office has the following comments on the Geotechnical Planning Review Report (GPRR) (Appendix 8 to the Supplementary Planning Statement):	
a.	Section 3.7.1.1: It is found that more than 5 existing features will affect or be affected by the proposed development (e.g Feature Nos. 12SW-A/F72, 12SW-A/C183 to C186) according to the layout plan. The applicant should discuss the change in consequence-to-life and economic consequence of these existing feature according to the proposed facilities.	Noted and Section 3.7 of the Geotechnical Planning Review Report (“GPRR”) has been revised to include the discussion of the change in consequence-to-life and economic consequence of these existing features according to the proposed facilities. Additional paragraphs have also been added to cover feature Nos. 12SW-A/F72, 12SW-A/C183 to C186 on whether they will affect or be affected by the Proposed PRS. Please refer to the replacement pages of the GPRR (Attachment 5 refers).
b.	Section 4.4: Please note that the review report for NTHS (Your Report Ref.: REP-002-01) has been submitted to the checking panel and is pending endorsement. The review report contains proposed mitigation strategies. Please include these findings in the GPRR and specify the extent of the Study Area covered by the review report.	Noted and Section 4.3 of the GPRR has been revised to include the proposed mitigation strategies and the extent of the study (i.e. Figure 4.1) in the Review Report for NTHS. Please refer to the replacement pages of the GPRR (Attachment 5 refers).
c.	Section 5.2: It is noted that EPD would carry out separate study for access road widening. Please clarify whether additional surcharge due to EPD’s project will be considered in the slope stability assessment.	Please be clarified that the potential additional surcharge due to separate access road widening project by EPD has been considered in the current slope stability assessment as a provision. Section 5.2.3 of GPRR has been revised. Please refer to the replacement pages of the GPRR (Attachment 5 refers).

PROPOSED PLACE OF RECREATION, SPORTS OR CULTURE (PUBLIC RIDING SCHOOL) WITH ANCILLARY FACILITIES AT GOVERNMENT LAND IN D.D. 233, THE RESTORED LANDFILL SITE (TKOL II/III) IN TKO AREA 105, TSEUNG KWAN O (GLA TSK-500 (PART)) [TPB REF: A/TKO/134]

Comments/ Suggestions	Applicant's Responses
<p>C.</p>	<p><u>Comments received from Landscape Unit of Planning Department on 16.3.2026 (Contact Person: Mr. George HO; Tel.: 3565 3952):</u></p>
<p>1. No adverse comments on the planning application from landscape planning perspective. Our detailed comments are as follows:</p> <p>2. According to the Tree Treatment Schedule, there are 62 existing trees in common species (including one mature tree (T330) with 760mm diameter at breast height) in the Site, all trees are proposed to be felled. As shown in the Photographic Record for Existing Trees, the mature tree is a multi-stem species and not in a good tree form, we have no strong view on the proposed felling of this tree, subject to detailed justifications to be provided for tree felling application submission stage.</p> <p><u>Advisory Comments</u></p> <p>a. The applicant should be advised that approval of the application does not imply approval of tree works such as pruning, transplanting and felling. Application for any tree works should be submitted to relevant departments for approval.</p> <p>b. For compliance of site coverage of greenery requirements under PNAP APP-152, submission should be made to Building Department for comments and approval.</p> <p>c. The applicant is suggested to review the feasibility of retaining the mature tree by adjusting the general layout of the proposed development</p>	<p>Noted.</p> <p>Noted, and detailed justifications of tree felling will be provided during tree felling application.</p> <p>Noted.</p> <p>Noted.</p> <p>In view of the technical considerations of TKOL II/III as detailed in Annex 2 of the SPS (e.g. no-build zone at the Upper Platform, restricted loading capacity, and the existing restoration facilities of the landfill) along with the operational requirements of the Proposed PRS, the PRS facilities at the Upper Platform have been strategically placed to maximise operational efficiency while giving consideration to these site-specific site constraints. This layout optimisation has inevitably resulted in a direct conflict with the subject mature tree (T330). Moreover, Tree T330 has an imbalanced crown and a slightly leaning form. Tree T330 is also located at the slope edge and proper rootball formation for transplanting is unlikely, and as such, the Tree T330 is proposed to be felled and compensated by a standard-size tree.</p> <p>Nevertheless, the Applicant remains committed to high-quality landscaping throughout the development and to provide tree compensation at a ratio of 1:1.</p>

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Comments/ Suggestions		Applicant's Responses
d.	In order to further enhance the landscape quality of tree plantings, the applicant is suggested to adopt standard-size, instead of whip-size as shown in Compensation Tree Plan, where appropriate.	Noted and will be further reviewed during the detailed design stage.
D.	<u>Comments received from Lands Department on 16.3.2026 (Contact Person: Mr Henry WONG; Tel.: 2791 7015):</u>	
1.	The applicant, as the prospective licensee of Environmental Protection Department (EPD) for the application site, should communicate with EPD to ensure that all the Engineering Conditions of the TGLA are complied with, including but not limited to the terms of the TGLA.	Noted.
2.	Besides, the applicant should also clarify:	
a.	Whether all the proposed domestic use are ancillary uses to the proposed public riding school with ancillary facilities which shall be regarded as the restoration works and recreational afteruse as stated in the Engineering Conditions of the TGLA.	Please be clarified that proposed domestic use (i.e. two (2) blocks of Coach Duty Room) is ancillary to the PRS development.
b.	Whether the proposed ancillary parking, loading and unloading spaces are provided to meet operational requirements to the satisfaction of Transport Department as stated in the Engineering Conditions of the TGLA.	Please be clarified that the proposed ancillary parking, loading and unloading spaces are provided to meet the operational requirements of the PRS development. No comments were raised by TD in this regard.
E.	<u>Comments received from District Planning Office of Planning Department on 17.3.2026 and 19.3.2026 (Contact Person: Esther Sau Man LEUNG; Tel.: 2158 6160):</u>	
1.	Noting that two coach duty rooms are regarded as domestic use, please clarify its function and how many staff will be accommodated;	<p>Please be advised that the two (2) Coach Duty Rooms are designated for staff and supporting members to stay on a 24/7 basis. In addition to the daily care and welfare of the horses and ponies, they will also remain on-site during non-operational hours to perform emergency duties. Each of two (2) Coach Duty Rooms will accommodate 2 to 4 staff along with supporting members.</p> <p>Please also be clarified that the building height of the "Coach Duty Room" at the Lower Platform is <u>4.5m</u>. Please refer to the replacement pages to the SPS and the revised Appendix 1: Conceptual Architectural Drawings and Indicative Artist's Impression in Attachments 3 and 6 respectively.</p>

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Comments/ Suggestions		Applicant's Responses
2.	With reference to the SPS, a number of activities will be provided at the proposed PRS. Please provide more details of these activities, e.g. duration/frequency, no. of participants and application method.	As indicated in the SPS, activities provided at the Proposed PRS may include Riding Lessons, Stable Tours, Stable Management Session, Equine Events, Open Day, Riding for the Disabled, and Seasonal Day Camps and Pony Activities. Please find the supplementary information sheet in respect of the aforesaid activities in Attachment 7 .
3.	Noting from Annex 4 of the SPS that there are 74 stables in the proposed PRS, please clarify how many horses/ponies will be accommodated.	Please be advised that approx. 80 horse / ponies will be accommodated at the Proposed PRS.
F.	<u>Public Comment</u>	
1.	One (1) public comment was received during the public commenting period of the captioned S16 Planning Application. Comments are summarised as follows:	
a.	There is no strong justification for dedicating a large area of Government Land intended for community recreational needs to the Hong Kong Jockey Club and that the facility may primarily benefit a limited group rather than the wider public.	The PRS at TKOL II/III is intended as a community facility that expands public access to equestrian activities through structured programmes, riding lessons, and educational initiatives. The PRS forms part of the Applicant's long-standing commitment to promote equestrian sports and public engagement, consistent with Government policy of promoting sports participation and enhancing Hong Kong's status as a centre for international equestrian events. The PRS will provide an extensive range of riding lessons and equine related leisure activities as well as workshops for the general public who is interested in equestrian sports, equine care and professional equestrian development programmes aiming to cultivate a deeper appreciation for equestrian sports and animal welfare for all level of individuals aged 6 or above.
b.	Horse-riding is an elite sport & high-cost activity and may only serve higher-income groups, while no low-cost recreational facilities is provided to serve the general community despite ongoing population growth in the area.	There has been a growing public participation of equestrian sports since the 2008 Olympic and Paralympic Games. The existing 3 PRS developments operated by the Applicant draw 70,000 visitors annually over various activities while hosting more than 40,000 visitors yearly amongst different offerings. The development of Hong Kong's fourth PRS at TKOL II/III (in New Territories East) is reflective of the Applicant's commitment in making equestrian sports accessible to the general public through a

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Comments/ Suggestions	Applicant's Responses
<p>c. There are concerns regarding the dispersed layout of the Proposed PRS, potential significant vehicular movements between platforms, and the potential loss of existing vegetation that forms part of the green buffer associated with the restored landfill.</p>	<p>balanced geographical distribution of equine facilities across the city, conducive to their riding experiences and enjoyment.</p> <p>As part of the Applicant's commitment to inclusivity and building a supportive equestrian community, the PRS will also offer riding programmes and equestrian activities specifically designed for persons with disabilities. These programmes are designed to offer proven physical and mental health benefits while promoting social integration.</p> <p>Furthermore, a 'Pony Viewing Area' as a wider Public Planning Gain will serve as an introductory space for the public an opportunity to safely observe ponies in close proximity within a secure and controlled environment and to promote equestrian development. The Pony Viewing Area will be accessible to all visitors, including those not participating in riding lessons, during the operational hours of the PRS. No prior booking is required, and admission is free.</p> <p>Rates and charges for riding lessons, stable visits, and equine events will be subsidized and positioned at an affordable level, benchmarked against those of the three existing three (3) Public Riding Schools.</p> <p>The layout of the PRS has been carefully planned to respond to the technical constraints associated with construction on restored landfill platforms and operational requirements. The PRS makes for the adaptive after-use of the technically feasible area within the restored landfill. TKOL II/III has an ongoing waste degradation process, specific loading capacities, sloping topography, and essential restoration facilities that require careful consideration to maintain long-term safety and support the aftercare process. The Proposed PRS will utilize three (3) relatively flat platforms identified as suitable locations, incorporating design principles to promote horse welfare, rider safety, operational efficiency, and integration with the surrounding natural environment, while in compliance with EPD guidelines during construction and operation.</p> <p>Access between the three (3) platforms is restricted to authorized vehicles only and will be made via shared use of the existing restricted access road currently used by EPD. Dedicated PRS-operated vehicles will be responsible for the transfer of visitors between platforms. As such, low traffic volume is anticipated.</p>

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Comments/ Suggestions		Applicant's Responses
		The PRS adopts a low-rise and low-impact design that integrates with the surrounding landscape and preserves key views towards the CWBCP and Junk Bay. Landscape features and arrival areas harmonized with surrounding environment are incorporated to enhance the visitor experience, while compensatory tree planting along the northern boundary, partially within "Green Belt" zone, will provide a greening buffer to protect nearby woodland habitats and minimise potential disturbance to wildlife. As demonstrated in the Technical Assessments prepared in support of the S16 Planning Application, no adverse impacts from a visual, landscape, traffic, environmental, infrastructural, water supply, geotechnical aspects are anticipated.
G.	<u>Comments received from Civil Aviation Department on 27.2.2026 (Contact Person: Mr Sam SHUM; Tel.: 2910 8298):</u>	
1.	No comment from Airport Height Restriction ("AHR") perspective noting that the maximum level of the proposed development (i.e. +148.1mPD at "Upper Platform") will not exceed the "restricted height" (more commonly known as AHR) specified in the plans referred to in Section 3 of the Hong Kong Airport (Control of Obstructions) (No. 2) Order 1997 (Cap. 301D). The applicant is reminded that all lights, including those installed for construction works, shall not form a source of glare or in any way affect pilots in flight.	Noted.
H.	<u>Comments received from Sai Kung District Office of Home Affairs Department on 27.2.2026 (Contact Person: Mr Yiu-man YEUNG; Tel.: 3740 53247):</u>	
1.	No comment provided that all relevant rules and regulations are strictly complied with and that no nuisance, particularly from noise or hygiene issues, will be caused to nearby residences.	Noted.
I.	<u>Comments received from Animal Business and Technical Services Division of Agriculture, Fisheries and Conservation Department on 27.2.2026 (Contact Person: Mr Ben WONG; Tel.: 2321 1706):</u>	
1.	In accordance with legislation Cap.139J, the Public Health (Animals) (Riding Establishment) Regulations requires all persons who keep horses to let them out on hire for riding or use them to provide instruction in riding in return for payment to apply for a Riding Establishment Licence issued by AFCD. Additionally, any person who exhibits animals or birds in return for a fee paid by	Noted.

PROPOSED PLACE OF RECREATION, SPORTS OR CULTURE (PUBLIC RIDING SCHOOL) WITH ANCILLARY FACILITIES AT GOVERNMENT LAND IN D.D. 233, THE RESTORED LANDFILL SITE (TKOL II/III) IN TKO AREA 105, TSEUNG KWAN O (GLA TSK-500 (PART)) [TPB REF: A/TKO/134]

Comments/ Suggestions		Applicant's Responses
	the public admitted to enter the venue for the exhibition, must obtain an Exhibition Licence/a Temporary Exhibition Permit from the AFCD as stipulated in the Public Health (Animals and Birds) (Exhibitions) Regulations, Cap. 139F	
J.	<u>Comments received from Culture, Sports and Tourism Bureau on 9.3.2026 (Contact Person: Mr. Danny YEUNG; Tel.: 3509 8071):</u>	
1.	in-principle support is hereby given to the application, as the proposal aims to increase the supply of equine facilities which will be beneficial to the promotion of horse riding and equestrian sports; and	Noted.
2.	formal policy support will be considered when detailed development, financial and operational proposal are submitted later on.	Noted.
K.	<u>Comments received from Environmental Assessment Division of Environmental Protection Department on 11.3.2026 (Contact Person: Mr. Alan LI; Tel.: 2835 1114)):</u>	
1.	Please be advised that we have no objection to the subject planning application with the incorporation of the below approval condition: "the submission of a detailed landfill gas hazard assessment prior to the development and implementation of the mitigation measures identified therein to the satisfaction of the Direction of Environmental Protection"	Noted.
L.	<u>Comments received from Fire Services Department on 16.3.2026 (Contact Person: Mr Chi-fung LI; Tel.: 2733 5844):</u>	
1.	Detailed fire services requirements will be formulated upon receipt of a formal submission of STT/STW, general building plans or referral of application via relevant licensing authority. Furthermore, the EVA provision in the captioned work shall comply with the requirements as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Building Authority.	Noted.

Government Departments with no comments / no adverse comment:

- Civil Aviation Department
- Home Affairs Department
- Agriculture, Fisheries and Conservation Department (Nature Conservation Division (South))
- Leisure and Cultural Services Department

PROPOSED PLACE OF RECREATION, SPORTS OR CULTURE (PUBLIC RIDING SCHOOL) WITH ANCILLARY FACILITIES AT GOVERNMENT LAND IN D.D. 233, THE RESTORED LANDFILL SITE (TKOL II/III) IN TKO AREA 105, TSEUNG KWAN O (GLA TSK-500 (PART))
[TPB REF: A/TKO/134]

- Highways Department
- Water Supplies Department
- Buildings Department
- Urban Design Unit of the Planning Department
- Drainage Services Department
- Project Management, Civil Engineering and Development Department
- Landscape Unit of Planning Department
- Fire Services Department
- Electrical and Mechanical Services Department
- Lands Department
- Environmental Protection Department (Environmental Assessment Division)
- Environmental Protection Department (Landfill Restoration and Afteruse Section)

Date: 20 March 2026

File Ref: HKJC/TKOL/2`