

SECTION 16 PLANNING APPLICATION TOWN PLANNING ORDINANCE (CAP. 131)

**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))**

**- Supplementary Planning Statement -
Volume 1 of 3**

**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))**

SECTION 16 PLANNING APPLICATION

Supplementary Planning Statement

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Landscape Architect	Otherland Limited
Traffic Consultant	MVA Hong Kong Limited
Environmental, Infrastructural and Geotechnical Consultant	Ove Arup & Partners Hong Kong Limited
Water Supply Consultant	P&T (M&E) Limited

File Reference: HKJC/TKOL/2

For and on behalf of Townland Consultants Limited

Approved by : JK

Position : Director

Date : 4 February 2025

4 February 2026

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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. 4.8 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 4.8 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。

Reference: HKJC/TKOL/2/AGNES/01
Date: 4 February 2026

TO THE TOWN PLANNING BOARD:

**SECTION 16 PLANNING APPLICATION
TOWN PLANNING ORDINANCE (CHAPTER 131)**

**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))**

- SUPPLEMENTARY PLANNING STATEMENT -

1 INTRODUCTION

1.1 Purpose of the Application

- 1.1.1 Townland Consultants Limited ("TOWNLAND") has been commissioned by the HKJC Public Riding Schools Limited (the "Applicant") to prepare and submit this Section 16 ("S16") Planning Application to seek permission from the Town Planning Board ("TPB"/ the "BOARD") for the development of a 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 (GLA TSK-500 (Part)) ("TKOL II/III").
- 1.1.2 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, as demonstrated in successful precedents at the restored TKO Stage I Landfill, Jordan Valley, Ngau Chi Wan, Sai Tso Wan, Gin Drinkers Bay, and Shuen Wan Landfills (**Annex 1** refers).
- 1.1.3 Building on these successful precedents, the Applicant has identified and expressed interest to EPD in developing the three relatively flat platforms deemed technically feasible and safe for recreational use into Hong Kong's fourth PRS. In view that the Applicant has been registered as a charitable organization with Inland Revenue Department and Culture, Sports and Tourism Bureau ("CSTB") has provided its in-principle support, EPD has accepted the Applicant's expression of interest to explore the possibility of developing a PRS at the restored TKOL II/III.
- 1.1.4 Riding on the growth of equestrian sports since the 2008 Beijing Olympics and rising demand for equestrian facilities, the Applicant aims to further equestrian sports by developing Hong Kong's fourth PRS at TKOL II/III. Located in New Territories East, the PRS will support the Applicant's commitment in making equestrian sports accessible to all by achieving a balanced geographical distribution of equine facilities across the city, enhancing their riding experiences and enjoyment. The PRS also aligns with the Government's policy objectives in fostering more public participation in the community through wider visibility and popularity of horse riding, supporting equestrian as an elite sport, and maintaining Hong Kong as a centre for major international sports events. It will become the largest PRS in Hong Kong with advanced facilities for the public to enjoy equestrian sport.

1.1.5 This Supplementary Planning Statement (“**SPS**”) provides relevant information on the Application to facilitate the BOARD’s consideration including justifications on planning, design and technical grounds.

2 SITE CONTEXT

2.1 The Application Site

2.1.1 Upon the closure of the landfill in 1994, TKOL II/III, a total area of approx. 40 ha, was allocated to Environmental Protection Department (“**EPD**”) for the implementation of comprehensive restoration works, which were completed in January 1999. It is now in the aftercare period undertaken by EPD’s restoration contractor. Aftercare works include the operation and maintenance of the landfill gas and leachate management systems, maintenance of the capping system and the carrying out of regular environmental monitoring and audit for the restored landfill. EPD intends to extend the temporary Government Land Allocation (“**GLA**”) (GLA-TSK 500) expiring in 2028 for another 25 years until 2053 to allow for continued monitoring of the aftercare works¹, subject to the renewal of by the Lands Department. The PRS will be operated by the Applicant, while EPD will remain the management department of TKOL II/III.

2.1.2 The Application Site, approx. 46,500m², is located within TKOL II/III in TKO Area 105. The Proposed PRS will be located on three (3) relatively flat platforms (Lower Platform (excluding EPD Facilities Area) (approx. +6.0mPD), Middle Platform (approx. +40.0mPD), and Upper Platform (approx. +140.0mPD)). The Application Site also includes the land required for the provision of ancillary utility trench connecting to the three (3) platforms (**Figure 2.1** refers). Access between the three platforms will be provided via shared use of an existing access road currently used by the EPD for aftercare works at the restored landfill.

2.1.3 The Applicant conducted a Feasibility Study that concludes the Application Site is suitable for PRS development due to the relatively flat terrain, which align with critical operational requirements for horse welfare and rider safety, as well in the context of ongoing aftercare works of TKOL II/III involving monitoring facilities in non-platform areas (**Annex 2** refers). The non-platform areas are mostly slopes formed by waste buried underneath. Afteruse development on waste slopes have to overcome challenging constraints and technical difficulties, such as restriction on load-bearing capacity, slippage possibility, ground settlement and conflict with the landfill facilities underneath as well as environmental monitoring works being carried out by EPD. Potential after-use of these site portions will therefore all depend on the mitigation of the risk factors and safety issues as described above.

2.1.4 The platforms have a site level difference of approx. 134m. The areas outside the Application Site consist primarily of topographical slopes equipped with landfill restoration facilities to maintain the aftercare works for TKOL II/III.

2.2 Surrounding Land Uses

2.2.1 Generally, TKOL II/III is predominantly surrounded by densely vegetated areas, except area to the west where various existing and planned high-rise residential developments,

¹ SKDC(M) Paper No. 2/26: "Tseung Kwan O Restored Landfill – Extension of Temporary Government Land Allocation", Sai Kung District Council, 6 January 2026, https://www.districtcouncils.gov.hk/sk/doc/2024_2027/en/dc_meetings_doc/31277/SK_2026_002_TC.pdf

industrial buildings/ data centres are located. Various bus stops and Green Minibus stops are along Wan Po Road and Wan O Road (**Figure 2.2** refers).

- To the immediate north of the Application Site is a densely vegetated area with hilly terrain. The CWBCP is located to the immediate northeast and east of the Application Site, including Miu Tsai Tun and High Junk Peak.
- To the immediate south of the Application Site is the foothill of Tai Chik Sha with dense vegetation. South East New Territories Landfill is located to the further south of the Application Site.
- To the southwest of the Application Site is Tseung Kwan O Industrial Estate (Tseung Kwan O InnoPark), a cluster of industrial buildings for heavy industries, light commercial manufacturing and the technology development of IT related services. Buildings to the immediate southwest include HSBC Building TKO, Tai Chik Sha Fire Station cum Ambulance Depot, and HKCOLO Building.
- To the immediate west of the Application Site are MEGA Plus Data Centre and MEGA IDC Data Centre, and a GIC Site reserved for a Communications Tower.
- To the further west of the Application Site across Wan Po Road is LOHAS Park, a large-scale comprehensive residential/ commercial development and supporting community facilities. LOHAS Park MTR Station and The LOHAS Shopping Centre is located within the comprehensive development. A planned Joint-user Government Building with Laboratory Facilities is located opposite to LOHAS Park on Wan O Road.
- To the immediate northwest of the Application Site consists of Tseung Kwan O Preliminary Treatment Works, Shrewsbury International School Hong Kong, and a cluster of high-rise residential developments, namely Manor Hill and The Beaumont and The Beaumont II.

2.3 Accessibility

2.3.1 The Application Site is accessible via existing footpaths at Chun Yat Street and Chun Sing Street. A proposed cautionary pedestrian crossing will be provided at the entrance of the TKOL II/III across Chun Yat Street, which will connect the existing eastern footpath of Chun Sing Street thereby linking to the footpath outside HKCOLO at Chun Yat Street, Wan Po Road, and the wider TKO area (**Appendix 3** refers).

2.3.2 The Application Site benefits from comprehensive public transport connectivity, including the LOHAS Park MTR Station located approx. 1,300m away and accessible via a 20-minute walk from the Application Site. As of January 2026, the area is well-served by approx. 20 franchised bus routes and four (4) Green Minibus (“**GMB**”) routes operating in the vicinity. The nearest bus stop and GMB stop (at Chun Yat Street near Wan Po Road) are situated within a convenient approx. 350m walking distance (approx. a 5-minute walk) from the Application Site (**Appendix 3** refers). To further enhance accessibility to the Application Site, a new bus stop is proposed at Chun Sing Street, offering a walking distance of less than 120m (approx. a 2-minute walk) to the Application Site (**Appendix 3** refers).

2.3.3 Overall, the Application Site is considered to have good accessibility via public transport in view of the comprehensive coverage of the public transport services and the available different choices on transport modes.

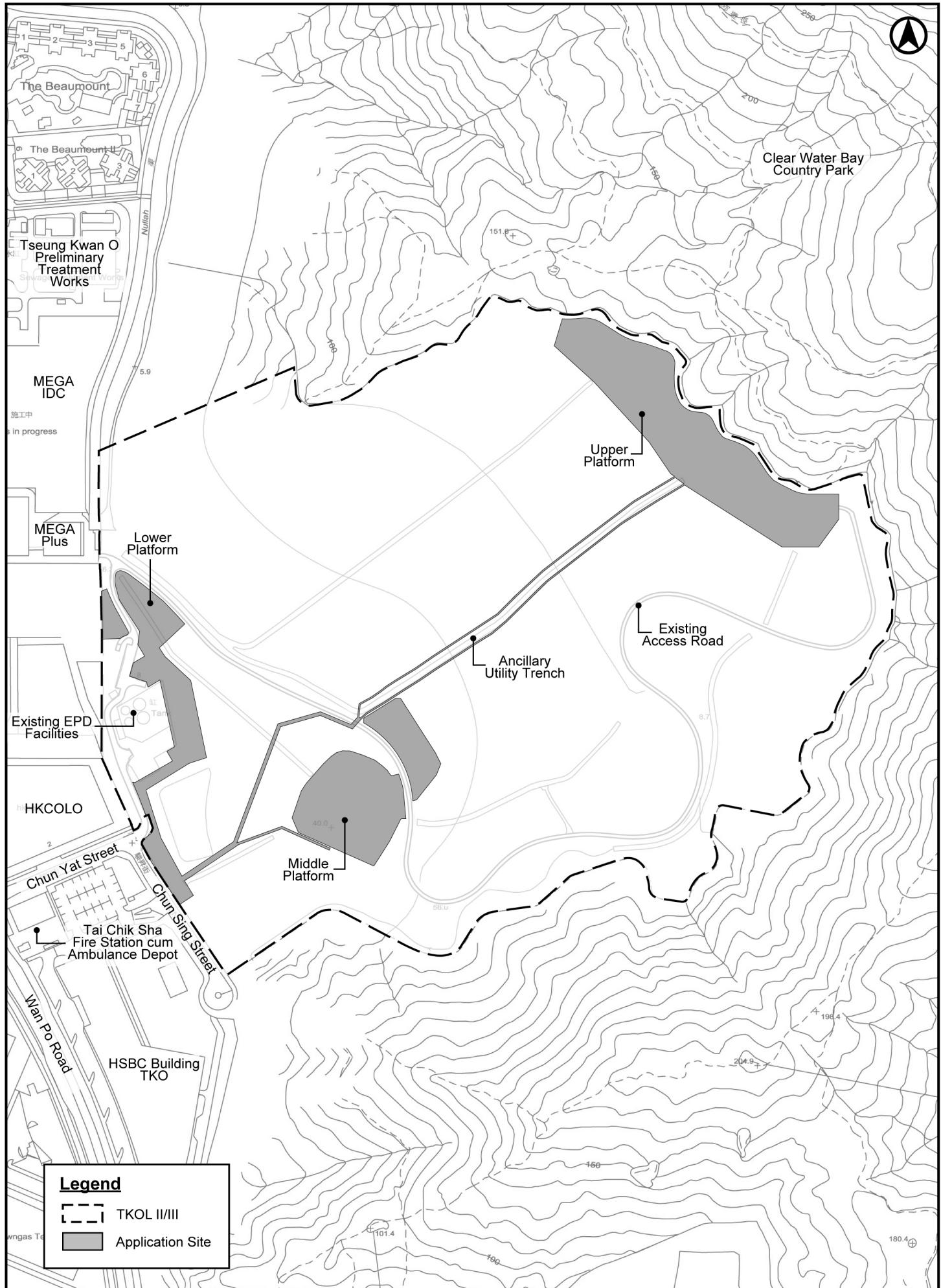


FIGURE 2.1 SITE LOCATION PLAN
SCALE 1 : 5,000

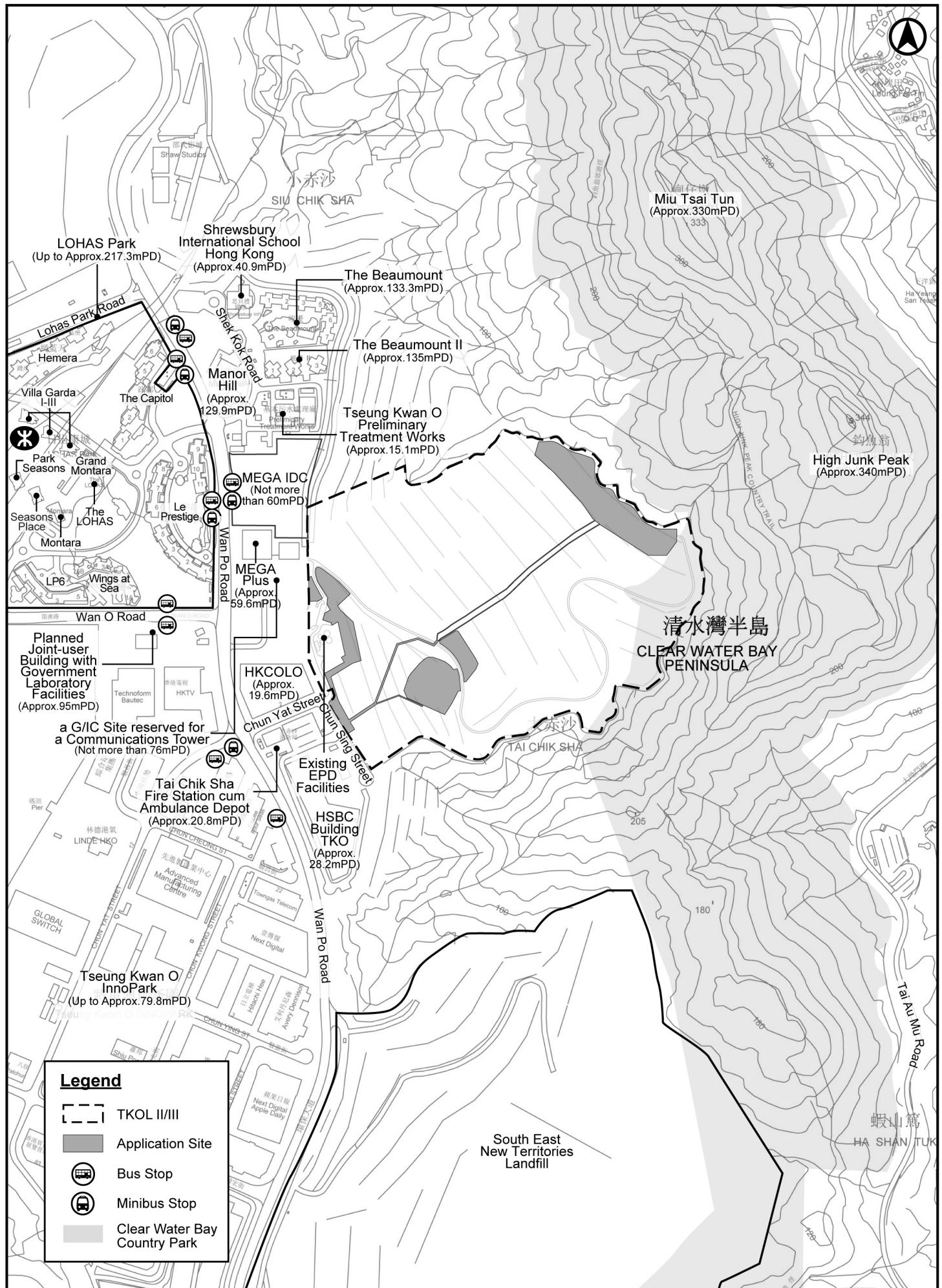


FIGURE 2.2 SITE LOCATION PLAN

3 PLANNING CONTEXT

3.1 Statutory Planning Context

Approved Tseung Kwan O Outline Zoning Plan No. S/TKO/32

3.1.1 The Application Site is predominately zoned "O" (approx. 40,190m² or 86.4% of the Application Site Area), whilst a strip of area at the north is zoned "GB" (approx. 6,100m² or 13.1%) of the Application Site Area) and a minor portion abutting Chun Sing Street is zoned "Other Specified Uses" annotated "Industrial Estate" ("OU(Industrial Estate)") (approx. 210m² or 0.5%) of the Application Site Area) on the Approved Tseung Kwan O Outline Zoning Plan No. S/TKO/32 ("Approved OZP") (**Figures 3.1 and 3.2** refer). According to the Approved OZP, the "O" zone is intended *"primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public"*, while the "GB" zone is intended *"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"*, and the "OU(Industrial Estate)" zone is intended *"primarily to provide/reserve land for the development of an industrial estate for industries to be admitted by the Hong Kong Science and Technology Parks Corporation according to the criteria set by the Corporation. Industries to be included would normally not be accommodated in conventional industrial buildings because of their specific requirement"*. 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 TPO. There are no PR, BH, and SC restrictions imposed within the "O", "GB" and "OU (Industrial Estate)" zones of the Approved OZP.

3.1.2 While a portion of TKOL II/III falls within the CWBCP, the Application Site does not involve any areas falling within the Country Park Boundary.

3.2 Non-Statutory Planning Context

Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030

3.2.1 Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 ("HK2030+") is a long-term planning framework that will guide Hong Kong's planning, land and infrastructure development, and shape Hong Kong's built and natural environment beyond 2030. HK2030+ recognises the importance of enhancing liveability in a compact high-density city while promoting the health, age-friendliness, well-being, and quality living environment of Hong Kong people. There is a stronger focus on quality of life and tackling the challenge of enhancing liveability in the high-density urban context of Hong Kong.

Government Policies

3.2.2 As announced in the Chief Executive's ("CE") Policy Address in recent years, the Government has consistently emphasised the importance of fostering sports development with the aim of promoting sports within the community, support elite sports, maintain Hong Kong as a hub for major international sports events, enhance professionalism, and develop sports as an industry. Increasing and diversifying the provision of sports facilities in an expedited manner has been the key approach to promoting sports in the community and encouraging the public's participation in sports.

3.2.3 The Government has committed to restoring closed landfills in ensuring safety and environmental acceptability for beneficial and appropriate land uses over decades and has encouraged the development of gainful afteruses such as recreational, environmental or other community facilities at restored landfills for public's enjoyment.

3.2.4 The Culture, Sports and Tourism Bureau ("CSTB") is committed to promoting the development of sports in Hong Kong through promoting sports in the community, supporting elite sports, promoting Hong Kong as a centre for major international sports events, enhancing professionalism and developing sports as an industry. In addition, CSTB promotes sports in the community and in schools, increase and enhance sports and recreation facilities, as well as encourage collaboration among communities in fostering a strong sporting culture. Equestrian sports is a Tier A Sport under the Elite Vote Support Scheme ("EVSS").

3.2.5 The Sports Commission ("SC") recognises the importance of promoting "Sports for All" in creating a sustainable and community-wide sporting culture for people of all age groups, and to foster High Performance Sports so that athletes can compete in major international and overseas sports events competitively, and become role models for our youth.

Hong Kong Planning Standards and Guidelines ("HKPSG")

3.2.6 Horse-riding is identified as a specialist type of recreation under Chapter 4: Recreation, Open Space and Greening of the Hong Kong Planning Standards and Guidelines ("HKPSG"). The HKPSG encourages participation in recreational pursuits and seeks to ensure that appropriate opportunities are available to meet the needs of the people of Hong Kong. The provision of a wide variety of recreation facilities apart from the core activities is encouraged by the Government, and such proposals would be assessed on their individual merits.

Town Planning Board Guidelines for Application for Development Within Green Belt Zone under Section 16 of the Town Planning Ordinance

3.2.7 The Town Planning Board Guidelines for Application for Development within Green Belt Zone under Section 16 of the Town Planning Ordinance ("TPB PG-No. 10") outlines the criteria and considerations for development within "GB" zone, in which each application within "GB" zone will be assessed on its individual merits and according to a set criteria.

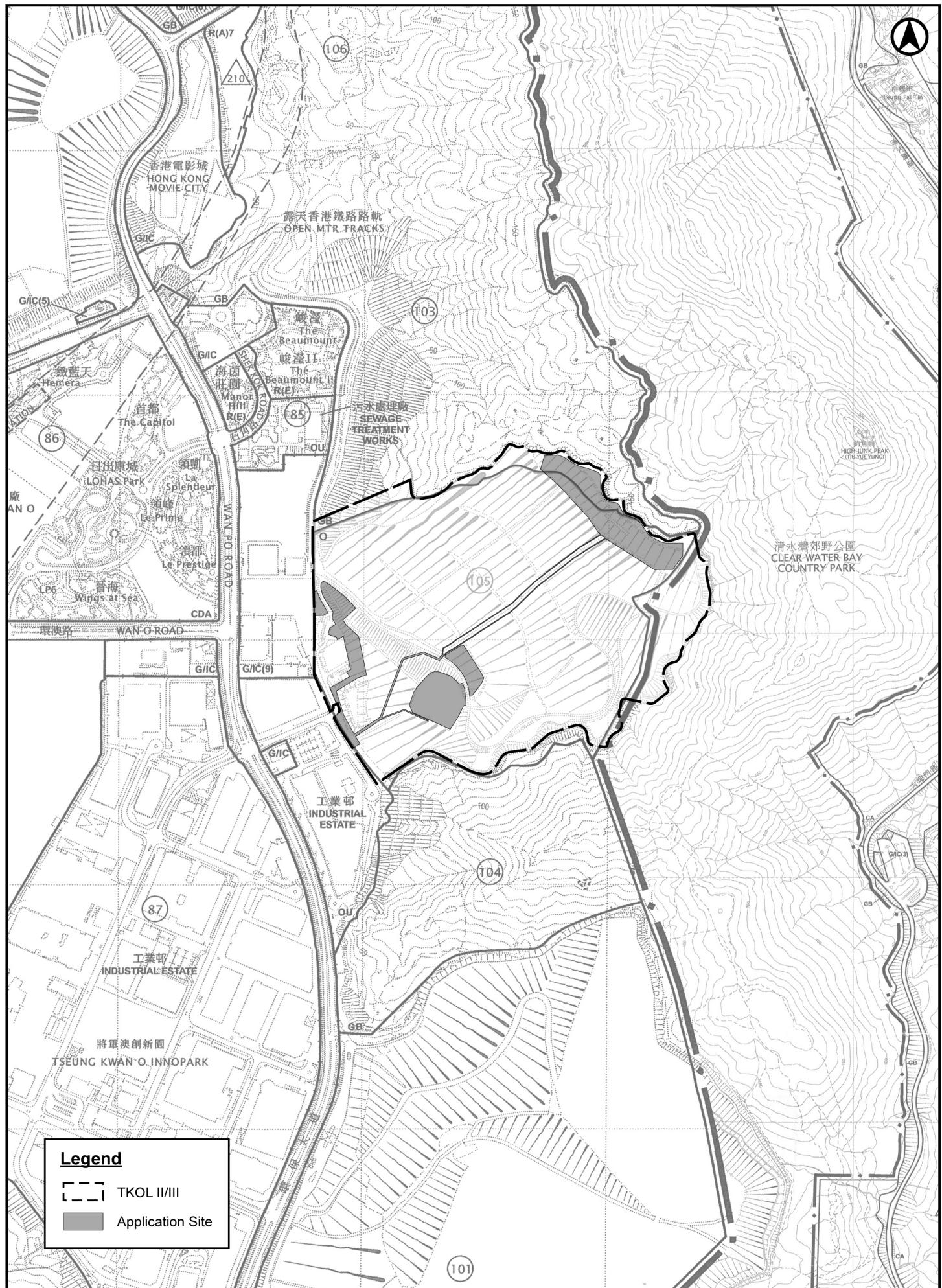


FIGURE 3.1 APPROVED TSEUNG KWAN O OUTLINE ZONING
PLAN NO. S/TKO/32 (EXTRACT)
SCALE 1 : 10,000

OPEN SPACE

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary	Cable Car Route and Terminal Building
Barbecue Spot	Eating Place
Field Study/Education/Visitor Centre	Government Refuse Collection Point
Library (on land designated "O(1)" only)	Government Use (not elsewhere specified)
Park and Garden	Holiday Camp
Pavilion	Pier
Pedestrian Area	Place of Entertainment
Place of Recreation, Sports or Culture (on land designated "O(1)" only)	Place of Recreation, Sports or Culture (not elsewhere specified)
Picnic Area	Private Club
Playground/Playing Field	Public Transport Terminus or Station
Promenade	Public Utility Installation
Public Convenience	Public Vehicle Park (excluding container vehicle)
Sitting Out Area	Religious Institution
Zoo	Service Reservoir
	Shop and Services
	Tent Camping Ground
	Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use	Animal Boarding Establishment
Barbecue Spot	Broadcasting, Television and/or Film Studio
Government Use (Police Reporting Centre only)	Cable Car Route and Terminal Building
Nature Reserve	Columbarium (within a Religious Institution or extension of existing Columbarium only)
Nature Trail	Crematorium (within a Religious Institution or extension of existing Crematorium only)
On-Farm Domestic Structure	Field Study/Education/Visitor Centre
Picnic Area	Flat
Public Convenience	Government Refuse Collection Point
Tent Camping Ground	Government Use (not elsewhere specified)
Wild Animals Protection Area	Helicopter Landing Pad
	Holiday Camp
	House
	Marine Fuelling Station
	Petrol Filling Station
	Pier
	Place of Recreation, Sports or Culture
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
	Religious Institution
	Residential Institution
	Rural Committee/Village Office
	School
	Service Reservoir
	Social Welfare Facility
	Utility Installation for Private Project
	Zoo

Planning Intention

The planning intention of this 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.

OTHER SPECIFIED USES (cont'd)

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Industrial Estate" Only

Ambulance Depot	Electric Power Station
Broadcasting, Television and/or Film Studio	Off-course Betting Centre
Cargo Handling and Forwarding Facility	Offensive Trades
Dangerous Goods Godown	Oil Depot, Oil Refinery and Petro-chemical Plant
Eating Place	Place of Recreation, Sports or Culture
Gas Works	Service Industries (not elsewhere specified)
Government Refuse Collection Point	
Government Use (not elsewhere specified)	
Industrial Use	
Information Technology and Telecommunications Industries	
Marine Fuelling Station	
Office	
Petrol Filling Station	
Pier	
Private Club	
Public Convenience	
Public Transport Terminus or Station	
Public Utility Installation	
Public Vehicle Park (excluding container vehicle)	
Radar, Telecommunications Electronic	
Microwave Repeater, Television and/or Radio Transmitter Installation	
Refuse Disposal Installation	
Research, Design and Development Centre	
Shop and Services	
Social Welfare Facility (excluding those involving residential care)	
Training Centre	
Utility Installation for Private Project	
Warehouse (excluding Dangerous Goods Godown)	
Wholesale Trade	

Planning Intention

This zone is intended primarily to provide/reserve land for the development of an industrial estate for industries to be admitted by the Hong Kong Science and Technology Parks Corporation according to the criteria set by the Corporation. Industries to be included would normally not be accommodated in conventional industrial buildings because of their specific requirements.

(Please see next page)

4 THE DEVELOPMENT PROPOSAL

4.1 Development Objectives

Vision of PRS

4.1.1 The Applicant intends to establish a Public Riding School in Tseung Kwan O in an ongoing effort to support equestrian development in the community through expanding public access to equestrian sports and education for the community. This will be realized through the provision of a sustainable and world-class public horse-riding school that sets new standards in terms of architecture, spatial quality, operation efficiency and green features. It will offer an immersive equestrian experience through visitor-centric amenities that integrates with the natural landscape and promotes horse welfare and safety.

PRS Activities / Experiences for Community Benefit

4.1.2 The PRS will provide an extensive range of riding lessons and equine related leisure activities as well as workshops for anyone who is interested in equestrian sports, equine care and professional equestrian development programmes to cultivate a deeper appreciation for equestrian sports and animal welfare for all level of individuals aged 6 or above. It will be professionally managed by the Applicant and will be approved by the British Horse Society ("BHS") under their globally recognised accreditation scheme. Key activities / experiences include (**Figure 4.1** refers):

- **Riding Lessons:** Structured training programs for riders of all skill levels, combining traditional paddock-based instruction with innovative simulator-based lessons for enhanced learning
- **Stable Tours:** Guided behind-the-scenes tours of equestrian facilities, offering insights into daily horse care routines, feeding practices, farrier/shoeing demonstrations, and riding equipment maintenance
- **Stable Management Sessions:** Interactive educational sessions covering horse behaviour, grooming techniques, and stable operations, ideal for those interested in equine care and management
- **Equine Events:** Diverse annual horse shows and exhibitions, including dressage and showjumping events, providing thrilling experiences for participants and spectators alike
- **Open Days:** Family-friendly events featuring pony rides, mini-pony interactions, photo opportunities, stable visits, demonstration of farrier shoeing and equestrian riding
- **Riding for the Disabled:** Therapeutic riding programmes tailored to support the physical, emotional, and cognitive development of individuals with disabilities
- **Seasonal Day Camps & Pony Activities:** Seasonal day camps and themed pony activities offering immersive, hands-on equine experiences for children and families, combining education with entertainment

4.2 Development Proposal

4.2.1 The PRS is located on the three (3) relatively flat platforms within TKOL II/III, Lower Platform (approx. +6.0mPD), Middle Platform (approx. +40.0mPD) and Upper Platform (approx. +140.0mPD), connected by an existing access road currently used by EPD for aftercare activities. The existing road will be shared with the authorised vehicles of the PRS and will also serve as the Emergency Vehicular Access (not included as part of the Application Site). Furthermore, an ancillary utility trench connecting to the three (3)

platforms and accommodating essential utilities services in support of the PRS operations will be provided. The Architectural Drawings and indicative Artist's Impressions of the PRS are provided in **Appendix 1**.

Lower Platform - Reception and Hospitality Lounges

- 4.2.2 The 'Reception and Hospitality Lounges' at the Lower Platform (approx. +6.0mPD), located along Chun Yat Street adjacent to the existing EPD Facilities (office buildings and associated treatment plants), serves as the welcoming gateway for all entering the PRS, and consists of the Welcome Hub (main administration building), Coach Duty Room, Central Fodder Store (Supplies Storage), E&M Block, ancillary E&M, and ancillary parking.
- 4.2.3 Visitors can arrive on foot from Chun Yat Street, by private car, taxi or coach to carry out registration at the Welcome Hub of Lower Platform. To minimise disturbance/ interface with existing EPD Facilities, access has been rerouted to avoid the need to enter EPD Facilities access road before arriving at the Drop Off Area. In view of the ongoing aftercare works by EPD within TKOL II/III, direct vehicle and visitor access will be limited up to the Lower Platform, which will be bounded by low-profile fencing and access gates. Access between platforms will be restricted to authorized vehicles of the PRS and EPD only.
- 4.2.4 The Welcome Hub acts as the Main Visitor Arrival Centre, offering comfortable waiting areas, and dedicated staff assistance to guide visitors through registration, changing, and administrative processes, adopts a nature-inspired design to harmonize with the surrounding greenery.
- 4.2.5 Following check-in, groups gather in organised groups and board PRS operated vehicles to transverse to other parts of the PRS at different platforms, ensuring safe and streamlined movement throughout the PRS.

Pony Viewing Area as an Additional Public Planning Gain

- 4.2.6 As a unique offering to the PRS at TKO, a 'Pony Viewing Area' is provided at the Lower Platform to offer an opportunity for the public other than riders to be in close proximity with the ponies. The Pony Viewing Area is strategically located adjacent to the Welcome Hub for optimal accessibility, ensuring convenient access for visitors of all ages and mobility. The Pony Viewing Area will be accessible to all visitors, including those not participating in riding lessons, during the operational hours of the PRS.

Middle Platform - Pony Paddock & Pavilion I

- 4.2.7 The 'Pony Paddock & Pavilion I' at the Middle Platform (approx. +40.0mPD) will be mainly used for supporting the activities of the Riding for Disabled Association ("RDA") to support persons with disabilities, pony riding, and riding lessons for beginners. The Middle Platform is divided into two portions by the existing access road, with the Western Portion being the main area consisting of essential facilities, including The Pony Paddock & Pavilion I (administration building), Arena, Stable, Wash Box, Lungeing Pen, Horse Walker, Farrier & Veterinary Room, E&M Block, Spelling Yard, covered storage areas, ancillary E&M, and ancillary parking.
- 4.2.8 The Pony Paddock & Pavilion I provides an Indoor Viewing Area open to and overlooking the Arena with panoramic vistas of the surrounding mountains. To better address the needs of persons with disabilities and to improve the overall arrival experience for all visitors, weatherproof and barrier free access will be provided as appropriate.

4.2.9 Facilities aimed at improving horse welfare provided include Lungeing Pen and Horse Walker that provide controlled exercise and training spaces, and Farrier & Veterinary Room that provide dedicated spaces for hoof care, medical treatment, and routine health checks for the horses. Recognizing horses' acute sensitivity to noise and its impact on their wellbeing, the Stables at Middle Platform have been positioned at an optimal distance from the access road while leveraging the elevated topography to provide horses with calming resting area along with scenic views.

4.2.10 The Eastern Portion of the Middle Platform is separated by the existing access road and consists of an extensive Spelling Yard, providing horses with a controlled environment for free exercise, stress reduction, and enhanced physical and mental well-being.

Upper Platform - Horse Paddock & Pavilion II

4.2.11 The 'Horse Paddock & Pavilion II' at the Upper Platform (approx. +140.0mPD) accommodates majority of the PRS riding activities and consists of the Horse Paddock & Pavilion II (administration building), three (3) Arenas, three (3) Stables, Wash Box, Farrier & Veterinary Room, Lungeing Pen, Horse Walker, Staff Block, Spelling Yard, E&M Block, Judge Box, covered storage areas, covered coach's stands / spectator stands, covered refuse collection area, ancillary E&M and ancillary parking.

4.2.12 The Horse Paddock & Pavilion II provides Indoor Viewing Area open to one of the arenas and Spelling Yard, as well as panoramic vistas of the surrounding mountains and Junk Bay, enhancing their overall experience at PRS. The Stables provide a scenic and tranquil environment that allow for horses to enjoy an unrestricted view overlooking the natural landscape and bay views while resting.

4.2.13 The Upper Platform features a strategically designed layout, optimizing PRS facility placement and spatial configuration to maximize operational efficiency. Furthermore, care has been made to minimise the number of low-rise building blocks within the "GB" zone (i.e. only one (1) building block and portion of Stable falling within "GB" zone).

Provision of Ancillary Utilities

4.2.14 As there are no existing utilities provision within the Application Site, an ancillary utility trench (ranging from 1500mm to 3000mm) connecting to the three (3) platforms is proposed to accommodate various essential utilities services (i.e. water mains, electricity cables and ducts, sewage pipes, and other essential service infrastructure) to support PRS operations. The ancillary utility trench connecting the platforms will be fixed aboveground, while the connection between the Middle and Upper Platforms will be provided along an existing drainage nullah. The extent of excavation works and alignment of the ancillary utility trench will be subject to investigation and refinement during the detailed design and care will be made to ensure no conflict with EPD's aftercare operations.

4.3 Technical and Accommodation Schedules

4.3.1 The Technical and Accommodation Schedule at **Table 4.1** summarises the major development parameters of the PRS:

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 4.8 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 4.8m to 7.0m
Main Roof (mPD) ⁽²⁾	Proposed +11.5mPD to +18.5mPD
No. of Building Blocks	Proposed 5 nos.
Middle Platform – Pony Paddock & Pavilion 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⁾(1) Domestic GFA for Coach Duty Room for the coach staying on shift

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

ACCOMMODATION SCHEDULE OF THE PLATFORMS	
Lower Platform	Welcome Hub (administration building), Coach Duty Room, Central Fodder Store, E&M Block, ancillary E&M, ancillary parking ⁽¹⁾ , Pony Viewing Area
Middle Platform	The Pony Paddock & Pavilion I (administration building (including Indoor Viewing Area), Arena, Stable, Wash Box, Lunging Pen, Horse Walker, Farrier & Veterinary Room, E&M Block, Spelling Yard, covered storage areas, ancillary E&M, ancillary parking ⁽²⁾)
Upper Platform	The Horse Paddock & Pavilion II (administration building (including Indoor Viewing Area)), Arenas, Stables, Wash Box, Farrier & Veterinary Room, Lunging Pen, Horse Walker, Staff Block, Spelling Yard, E&M Block, Judge Box, covered storage areas, covered coach's stands / spectator stands, covered refuse collection area, ancillary E&M, ancillary parking ⁽²⁾)

⁽¹⁾ Car parking Space at Lower Platform are provided for visitors and staff

⁽²⁾ Car parking Space at Middle and Upper Platform are provided for staff and operational vehicles

4.4 Design and Community Considerations of the PRS

4.4.1 The PRS responds to public demand by creating an equine facility with a high-quality and enjoyable environment for visitors, horses and its riders. Thoughtful design features have been incorporated to ensure a safe and sustainable facility while minimizing the impacts to neighbouring residential developments, the existing woodland, and CWBCP, including:

- International Standard of Equine Facilities and Careful Equestrian Facility Design for Equine Wellbeing:** The PRS will provide modern facilities designed to international standards for horse and rider well-being, prioritizing safety, hygiene and equine management. Veterinary care and farrier service will also be available. The Stables are strategically placed to maximize distance from access roads and EVA Driveway to ensuring a tranquil environment required for equine well-being.
- Inviting Space for Equine Education and Appreciation:** The PRS will be a platform to promote equestrian development through a diverse range of educational activities, including riding lessons, stable tours, stable management sessions, and equine events **Figure 4.1** refers). Open Days will also be held with a wide range of horse-related and other recreational activities (**Section 4.1.2** refers), fostering a deeper understanding of equine sports and culture while offering public enjoyment. The 'Pony Viewing Area' acts as an introductory space providing a welcoming and cohesive arrival experience for visitors and the public who may not have yet signed up to riding lessons an opportunity to safely observe ponies up close in a secure environment.
- Enhancing Accessibility for Persons with Disabilities:** Demonstrating a commitment to inclusivity, the PRS will offer dedicated therapeutic riding activities for persons with disabilities. The PRS will collaborate with the Riding for Disabled Association and provide accessible amenities at the Middle Platform, including weather-proof pathways and barrier-free access to create a seamless and inclusive equestrian experience.
- Sustainable Building Design and Seamless Integration with the Surrounding Landscape:** The PRS prioritizes sustainability and landscape integration through a low-rise, low-impact design. Energy-efficient elements like operable high windows and adaptable glazing reduce consumption while connecting occupants with the natural surroundings. The layout and material selection preserve views of the CWBCP and Junk Bay, ensuring the facility harmonizes with the environment.

- **Maximizing Greenery and Respecting Natural Surroundings:** The PRS design incorporates landscaped features to enhance the visitor experience and protect the natural environment, including a Pony Viewing Area with landscape features to serve as a welcoming entrance and public space; vertical greening and plantings that blend seamlessly with the environment, minimizing visual obstruction to the north and east; and landscaped arrival gardens provide inviting, nature-connected entrances, enriching visitor experience. To protect the nearby woodland and CWBCP, trees will be strategically planted along the northern boundary of the Upper Platform to create a greening buffer that reduces potential noise or glare impacts on local wildlife.
- **Minimizing Potential Impacts to the Surrounding:** The PRS is a low-density, low-profile facility designed to minimize intrusion on its natural and residential surroundings. The stables and equine facilities are well distanced from the nearby residences (i.e. approx. 450m and 700m from the Middle and Upper Platforms to Le Prestige respectively and approx. 590m and 460m from the Middle and Upper Platforms to The Beaumont II). All equine facilities will adopt rigorous housekeeping protocols, including daily waste clearing from stalls and collection, implementing stable cleansing practices, covering waste by tarpaulin etc, to minimize any potential odour sources. On-site noise sensitive E&M equipment will be enclosed to minimize noise disturbances. A series of control measures during both construction and operational phases (e.g. quiet plant equipment, temporary noise barriers and enclosed structures for possible fixed noise sources, and restricted access to the Upper Platform (i.e. visitors and staff only)) will be implemented to minimise the disturbance to the CWBCP.
- **Lighting and Glare Mitigation:** Low-intensity and directional lighting will be used where necessary within the Application Site and access road to ensure safety while minimising potential glare impact. The angle of solar panels within the Application Site will also be adjusted to avoid glare impact to the nearby residence. Adhering to a strict protocol, interior and exterior lighting during designated/operational hours will be limited, while lighting will be turned off overnight to support equine health and reduce light spill. Lighting along the access road will be designed to minimize glare and light spill to in compliance with relevant ordinances / guidelines and to prevent disruption to nearby residences and the adjacent CWBCP, for example, the incorporation of glare shields (**Appendix 5** refers).
- **Addressing Concerns on Landfill Gas Hazard:** Protective and precautionary measures will be implemented per relevant guidelines/regulations (e.g. routine monitoring for all excavations, manholes, chambers etc.) during construction phase. Similarly, during the operational phase of the PRS, passive control systems, gas detection systems, and effective site management will be employed, while maintenance staff in confined spaces shall adhere to entry safety procedures as stipulated relevant regulation (**Appendix 5** refers).

4.5 Proposed Operational Arrangement

4.5.1 In line with existing PRS developments, the Proposed PRS will tentatively operate from 7:00AM to 12:00PM & 2:00PM to 9:00PM during the weekdays, and from 7:00AM to 12:00PM & 2:00PM to 6:00PM during the weekend, with some adjustments to operating hours during periods of hot weather in accordance with relevant horse welfare guidelines, and with an anticipated annual attendance of over 40,000 visitors across various offerings. While the Pony Viewing Area is accessible to all visitors, including those not participating in riding lessons, the PRS facilities will only be accessible to those with scheduled lessons and/or pre-registered for prescribed programmes due to security/safety concerns (for visitors and horses). Enrolment of Riding Lessons and other activities / experiences will follow existing established enrolment procedures (i.e. online application and assigned on a first-come-first-served basis, to a class of an appropriate level, which will be decided by the PRS according to their horse riding experiences, once places are available).

4.5.2 Rate and charges for the Proposed PRS will reference that of the existing three (3) PRS currently operated by the Applicant e.g. Group Lessons as of January 2026 ranging from \$355 per 45mins (Pony) to \$435 per hour (horse)), subject to future reviews having regard to operational sustainability.

4.6 Conceptual Landscape Design

4.6.1 The landscape design for the PRS aims to support equestrian functions while seamlessly blending the development with the context of the TKOL II/III area and the adjacent Clear Water Bay Country Park (CWBCP). This landscape approach ensures architectural and environmental cohesion, avoiding an out-of-context appearance. The Conceptual Landscape Master Plan and Tree Preservation and Removal Proposal are provided in **Appendix 2**.

4.6.2 The following proposals are considered in the landscape design, to:

- Strategically incorporate native trees and shrubs species within the Application Site to improve visual and physical comfort for both riders/visitors and horses, while promoting ecological connectivity with the surrounding natural environment.
- An extensive landscape treatment, including tree plantings, will be provided along the northern boundary of the Upper Platform to serve as a greening buffer to the existing woodland and CWBCP to the northeast.
- Enhance the public/riders' experience through intuitive and clear way-finding signage to guide seamless circulation across the PRS, creating a cohesive recreational journey while improving accessibility for all users.
- Incorporate amenity plantings throughout the PRS where practicable, including ornamental trees, flowering shrubs, and creeping plants. These soft landscape treatments will visually soften architectural edges and hard structural lines. A thoughtful blend of native and ornamental species, combined with season planting strategies, will create year-round visual interest while reinforcing the unique character of the PRS.

4.6.3 The construction and implementation of the PRS and the Utility Trench will inevitably result in impact to existing trees. All **62** nos. of trees, which are on land with gradient variations or with poor form/ health/structural conditions and not suitable for transplantation, are proposed to be felled. No Old and Valuable Trees ("OVT") are found within the Application Site.

4.6.4 To compensate the proposed tree felling within the Application Site, **62** nos. of compensatory trees are proposed, achieving a compensatory ratio of at least 1:1 in terms of quantity. To provide greening effects and provide visual enhancement for the landscape areas, a matrix of native and ornamental species is proposed.

4.7 Access Arrangements and Internal Transport Arrangement

4.7.1 An existing vehicular access at the intersection of Chun Yat Street and Chun Sing Street would serve the PRS as well as existing EPD Facilities (**Appendix 3** refers).

4.7.2 At present, there are no proper crossing facilities at Chun Yat Street near main entrance of the Proposed PRS. To enhance pedestrian accessibility to the Proposed PRS, a cautionary pedestrian crossing across Chun Yat Street is proposed.

4.7.3 There are three existing bus route nos. A28 (CTB), 290X (KMB), and 797 (CTB) running along MTR LOHAS Park Station, Chun Yat Street and Chun Sing Street. A new stop at Chun Sing Street is proposed for these routes to serve the visitors of the Proposed PRS to and from the MTR LOHAS Park Station. The proposed crossing facilities will enable the visitors to and from the Proposed PRS to access the new bus stop at Chun Sing Street conveniently.

4.7.4 Within TKOL II/III, restricted access between the three platforms will be made via shared use of the existing restricted access road currently used by EPD. The existing access road will undergo upgrading and widening works by EPD to facilitate operation and aftercare of TKOL II/III by EPD which will enable two-way traffic operations, while meeting a minimum width of 6m necessary for Emergency Vehicular Access ("EVA"). The widened access road will ensure seamless connectivity between the three platforms, improving accessibility for students, persons with disabilities, and visitors. The completion of the widening works of the access road by EPD is expected to be completed in 2027.

4.7.5 The existing access road will remain restricted to authorized vehicles only. Dedicated PRS-operated vehicles will be responsible for the transfer of visitors between platforms. As such, low traffic volume is anticipated. The Applicant will maintain close liaison with EPD on the usage arrangements of the access road to ensure no conflict arise between EPD and the PRS operations.

4.7.6 As there are no relevant internal transport facilities recommendations stipulated in the HKPSG, reference was made to the existing provision at Tuen Mun PRS. In comparison with the internal transport facilities at the Tuen Mun PRS, the Proposed PRS in TKO will provide more private car parking spaces to enhance public convenience. Parking provisions for coaches, shuttles, and motorcycles have also been incorporated at the Lower Platform. Furthermore, cycle parking spaces are proposed near the end of the cycle track at Chun Yat Street for visitors arriving by bicycles. Overall, a variety of parking provisions are provided to serve the Proposed PRS in TKO. The details of the proposed internal transport provision is detailed in **Table 4.2** below and in **Appendix 3**.

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⁾	
	Middle Platform	3 ⁽³⁾	
	Upper Platform	5 ⁽³⁾	58 ⁽¹⁾
Total no. of Accessible Car Parking Space	Lower Platform	4 ⁽²⁾	
	Middle Platform	2 ⁽³⁾	
	Upper Platform	2 ⁽³⁾	8
Total no. of Motorcycle Parking Space	Lower Platform	4	
	Middle Platform	-	
	Upper Platform	-	4 ⁽⁴⁾
Total no. of Golf Cart Parking Space	Lower Platform	7	
	Middle Platform	3	
	Upper Platform	4	14 ⁽⁵⁾
Total no. of Coach Parking Space	Lower Platform	2	
	Middle Platform	-	
	Upper Platform	-	2 ⁽⁶⁾
Total no. of Shuttle Parking Space	Lower Platform	3	
	Middle Platform	-	
	Upper Platform	-	3 ⁽⁷⁾
General Lay-by	Lower Platform	1	
	Middle Platform	-	
	Upper Platform	-	1
Total no. of L/UL Bays	Lower Platform	2	
	Middle Platform	3	
	Upper Platform	1	6

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

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

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

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

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

⁽⁷⁾(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 agreed with TD separately.

4.8 Development Programme

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



Public Riding School Open Day



Public Riding School Open Day



Farrier demonstration



Stable Visit



Pony Ride



Pony Ride



Pony Riding Lesson



Riding for the Disabled - Therapeutic Riding Lesson

5 PLANNING JUSTIFICATIONS

5.1 Established Precedents for Recreational Use of Restored Landfills

5.1.1 The Government has long encouraged the development of gainful afteruses such as recreational, environmental or other community facilities at restored landfills. Over the years, EPD has strived to develop restored landfills into popular and well utilised recreational and sports facilities for the public, for instance, the restored Tseung Kwan O Stage I Landfill has been developed for a cycle track cum footpath, Pet Garden and Football Training Centre, and E-Co Village (a camp site cum green education ground), which serve as a recreational outlet for public enjoyment. Similarly, Jordan Valley Landfill has been redeveloped into Jordan Valley Park, which offer radio-controlled model car racing circuit, community garden, play areas etc. Other successful examples include Ngau Chi Wan, Sai Tso Wan, Gin Drinkers Bay, and Shuen Wan Landfills, all revitalized into vibrant recreational hubs. A list of restored landfills with approved recreational afteruses is provided in **Annex 1**.

5.1.2 A PRS in TKO (New Territories East) will support the Applicant's commitment in making equestrian sports accessible to all by achieving a balanced geographical distribution of equine facilities across the city, thereby enhancing their riding experiences and enjoyment. Building on the successful precedents of transforming restored landfills, it presents a parallel opportunity to provide equestrian facilities, aligning with the Government's vision of converting restored landfill into a community asset. The initiative of PRS will extend the legacy of the transformed restored landfills while maximising the opportunity for access to equestrian sports.

5.2 In Line with Government Policies

5.2.1 The PRS is in line with Government's policies in promoting sports culture and in creating a Liveable City and an international metropolis for culture, arts, creativity, sports and events. As outlined by the Government, promoting sports in the community and supporting elite sports development is a key policy objective. The PRS with a wide range educational and interactive activities / experiences as indicated in **Section 4.1.2** above aims to promote equine culture to the wider community, transforming the equestrian landscape in Hong Kong, and provide cutting-edge equestrian facilities and training platforms to nurture riders in excelling in local and international competitions. In-principle support for the PRS has been sought from CSTB.

5.2.2 Furthermore, the PRS aligns with the HK2030+ objectives, which emphasize sustainable development, enhancing community well-being, and fostering a vibrant, inclusive city. By offering accessible sports and recreational opportunities for a wide range of people, the PRS supports the goal of creating a more inclusive, healthy, and liveable environment for Hong Kong's future.

5.3 In Line with the Statutory Planning Intentions and Town Planning Board Guidelines for Application for Development Within Green Belt Zone under Section 16 of the Town Planning Ordinance with Minimal Impact to “Green Belt” Zone and adjoining Clear Water Bay Country Park

5.3.1 The PRS is in line with the Statutory Planning Intention of the “O” zone, providing active recreational uses to the community that is compatible to the surrounding environment. Although a small portion of the Application Site within TKOL II/III located in the “OU(Industrial Estate)” zone (approx. 210m² or 0.5% of the Application Site area), this area mainly consists of the areas between Chun Sing Street (zoned “OU(Industrial Estate)”) and the “O” zone. Notwithstanding, ‘Place of Recreation, Sports or Culture’ is a Column 2 use under the “OU(Industrial Estate)” zone nor will it undermine the integrity of the TKO Innopark located within this zoning.

5.3.2 While a minor portion of northern strip of the Upper Platform (approx. 6,100m² or 13.1% of the Application Site area) falls within the fringe of the “GB” zone, this portion falls within the TKOL II/III boundary and possesses relatively low ecological value, and is lightly vegetated with minimal tree cover consisting of only 4 nos. of trees of poor health, structural condition and low anticipated survival rate after transplanting (**Annex 3** refers). Furthermore, this strip only accounts for approx. 0.6% of the entire GB zone north of TKOL II/III. The PRS also complies with the criteria stipulated in the Town Planning Board Guidelines for Application for Development Within Green Belt Zone under Section 16 of the Town Planning Ordinance (“**TPB PG-No.10**”) (**Annex 3** refers). In this regard, the PRS will not impact the integrity of the “GB” zone and the adjoining CWBCP.

5.3.3 The PRS facilities have been strategically designed and carefully sited to minimize visual and environmental impacts on the “GB” zone. This is achieved through low-rise and low-density buildings/structures, including open-air arenas with low-profile fencing all designed to blend seamlessly with the natural surroundings. Careful consideration has been given to minimising the number of low-rise building block and/or structure within the “GB” zone, with only one (1) building block and a portion of the stable falling within “GB” zone. Compensatory native trees will be planted strategically at areas falling the “GB” zone to enhance the amenity value of the area while serving as a landscape buffer between the PRS facilities and the existing woodland. The PRS is also located with adequate separation distance from ecologically sensitive areas (i.e. CWBCP over 150m and Conservation Area over 450m). Various design considerations and mitigation measures will be adopted to minimise the impacts to the existing woodland and CWBCP, as outlined in **Section 4.4.1** and the EA at **Appendix 5**.

5.4 Compatibility with Surrounding Land Uses

5.4.1 The PRS is well aligned with surrounding land uses in terms of scale, function, and character. As a low-rise and low-impact recreational facility, it is complementary to its surroundings and preserves the area’s visual openness and natural ambience. Focused on educational and interactive equestrian offerings, it aligns with community-oriented recreational uses and enhances the overall provision of recreational opportunities within Open Space in the District. Its sensitive integration with the surrounding natural landscape, low-density and low-rise buildings with minimal footprint, and low traffic generation further reinforces its compatibility with the existing and planned uses in the vicinity.

5.5 Applicant's Commitment to Community and Sport Development and Accommodating the Increasing Demand for Equine Facilities

5.5.1 The HKJC, established in 1884, has played a major role in Hong Kong's equestrian sports development. 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, offering 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.

5.5.2 Given the high demand of the equine facilities among the public, existing PRS facilities have exceeded their capacity to accommodate the growing public participation of the sport after the 2008 Olympic and Paralympic Games. The Applicant currently operates three (3) PRS developments in Tuen Mun (New Territories West), Pok Fu Lam (Southern Hong Kong Island) and Lei Yue Mun Park (Eastern Hong Kong Island). They altogether draw 70,000 visitors annually whilst lessons are at full capacity yet yielding a waiting list of more than 20,000 students. Supplementary information on existing PRS developments in Hong Kong are provided in **Annex 4**.

5.5.3 Riding on the success and the growth of equestrian sports since the 2008 Beijing Olympics in Hong Kong and in response to the growing demand for equestrian facilities, the Applicant has been proactively searched for a suitable site to establish Hong Kong's fourth PRS in furtherance of equestrian sports in Hong Kong. The PRS in TKO will become Hong Kong's fourth PRS, not only expanding overall capacity and alleviating pressure on current facilities, but also contributing to a more even geographical distribution of PRS facilities across the territory. This strategic placement will enhance accessibility for a broader segment of the community, enabling more people from different districts to engage in horse riding and related activities, and further support the promotion of equestrian sports throughout Hong Kong.

5.6 Provision of Cutting-Edge Equine Facilities to Nurture Talents for The Equine Industry While Promoting Equestrian Sports to the Wider Community

5.6.1 The PRS will be a modern, well-equipped facility designed to make equestrian sports accessible and inclusive and aligning with the government's "Sports for All" vision. It will provide a safe environment for various equestrian activities for individuals meeting the age requirement and backgrounds to promote the sport. Stable visits to the public will also be hosted, where participants can discover more about horse's daily life and stable operations. 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. The existing PRS developments hosted over 70,000 visitors yearly over various activities while it is anticipated that the PRS can host more than 40,000 visitors yearly amongst all offerings.

5.7 Provision of “Pony Viewing Area” to enhanced Public Enjoyment & Experience and Recreational Value

5.7.1 A ‘Pony Viewing Area’ provided as a 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 while ensuring seamless integration with the surrounding natural environment and complementing to the PRS as an additional feature operated and managed by the Applicant. Unique to the PRS at TKO (as shown in **Annex 4**), the Pony Viewing Area will enhance the recreational value of the PRS and encourage wider community participation in equine and outdoor activities, ultimately contributing to the promotion of equestrian development.

5.8 Consultation with Sai Kung District Council

5.8.1 Sai Kung District Council was consulted on 6 January 2026, where members unanimously expressed support for the PRS within TKOL II/III. Members recognised the benefits of the PRS in optimising land resources, promoting equestrian sports, creating job opportunities, and providing recreational facilities for nearby residents. Comments/suggestions were received in respect to accessibility, geotechnical and safety considerations, environmental considerations (including glare), and transport arrangements. Comprehensive design and technical assessments have been undertaken to confirm the acceptability of the PRS in these respects as demonstrated in this Application.

6 TECHNICAL JUSTIFICATIONS

6.1 No Adverse Traffic Impact

6.1.1 A Traffic Impact Assessment (“TIA”) has been undertaken and provided in **Appendix 3**. The TIA concludes that based on the traffic analysis, the PRS along with the proposed improvement works to pedestrian accessibility (i.e. proposed cautionary pedestrian crossing across Chun Sing Street) and accessibility of the PRS (i.e. proposed additional bus stop at Chun Sing Street) would generate minimal traffic during the proposed peak periods in both construction and operational phases and have minimal impact on the junction performance. All critical junctions are anticipated to be operate within capacities during both phases, and as such, the PRS is considered to be acceptable from a traffic point of view.

6.2 No Adverse Visual Impact

6.2.1 A Visual Impact Assessment (“VIA”) has been prepared to assess the potential visual impact of the PRS to its surrounding areas and to visualise the relationship of the PRS with the surrounding context (**Appendix 4** refers). A total of Six (6) potential Viewpoints (“VPs”) were identified with the PRS visible at three (3) VPs. As demonstrated in the photomontages, the PRS with the implementation of mitigation measures (i.e. façade design and landscape treatments) will seamlessly blend in with the surrounding built development to the east and the natural environment with dense woodlands and vegetation to the north, south and west.

6.2.2 The VIA conducted in support of this Planning Application concludes that the no adverse visual impact arising from the PRS, taking into consideration the visual effect of the relationship with the surrounding context. The PRS is considered not incompatible with the surrounding context.

6.3 No Adverse Environmental Impact

6.3.1 An Environmental Assessment (“EA”) has been conducted with a view to ensure the acceptability of the PRS development (**Appendix 5** refers). With the implementation of various design and control measures including housekeeping rules in proper waste management practices to control hygiene and odour matters, proper design of lighting fixtures to minimize nuisance and continuous monitoring of landfill gas and good design measures to prevent the potential risk, the EA has showed that the proposed PRS would not result in long-term environmental impacts. Besides, to control the short-term environmental impact during the construction, mitigation measures such as dust control measures, use of noise barriers, good site management practices and regularly monitoring of landfill gas for excavation works, would be implemented to mitigate the impact to within established standards and guideline and environmental monitoring and audit will be carried out during construction phase of the project to ensure the effectiveness of the measures implemented.

6.4 No Adverse Infrastructural Impact

Sewerage

6.4.1 A Sewerage Impact Assessment (“SIA”) (**Appendix 6** refers) was prepared which concludes that the existing sewerage system downstream to the proposed connection point had been checked to have sufficient capacity, and the contribution from the proposed PRS to the Tseung Kwan O Preliminary Treatment Works is considered negligible. As such, no adverse sewerage impact is anticipated due to the Proposed PRS.

Drainage

6.4.2 A Drainage Impact Assessment (“DIA”) (**Appendix 7** refers) was prepared which assessed the drainage provisions within the Application Site and reviewed the public drainage system in the vicinity. Subject to agreement by EPD, the existing drainage infrastructure within TKOL II/III will also be utilised for stormwater discharge to the public drainage system, with sufficient capacity to cater for the increased surface runoff due to the PRS. Further, new drainage system will be designed to serve each platform and the associated facilities, subject to further study. The design standard for the drainage system of PRS will be able to accommodate a flood event, of which the design flood protection level is in accordance with the Stormwater Drainage Manual. It is concluded that no adverse drainage impact to the existing public drainage system is anticipated.

6.5 No Adverse Water Supply Impact

6.5.1 A Water Supply Study (**Appendix 8** refers) was prepared for the PRS which concludes that the PRS is technically feasible from water supplies perspective, and no insurmountable impact will be aroused to the existing freshwater supply system and flushing water system from the PRS with the proposed waterworks connections.

6.6 No Adverse Geotechnical Impact

- 6.6.1 A Geotechnical Planning Review Report (“**GPRR**”) was prepared for the PRS that may affect, or be affected by, natural terrain or man-made slopes or retaining wall features in accordance with GEO Advice Note for Planning Application under TPO (**Appendix 9** refers).
- 6.6.2 As recommended under the Natural Terrain Hazard Study (covering the engineering geological assessment, natural terrain hazard review, natural terrain hazard assessment and hazard mitigation strategy), a No-Build Zone has been delineated at the northern portion of the Upper Platform, which will also safeguarded the PRS from potential natural terrain hazards. The Lower and Middle Platforms fall outside No-Build Zone and will not be affected by natural terrain hazard. A minor portion of the PRS at Upper Platform is located within the No-Build Zone. Mitigation measures (e.g., retaining wall), if necessary, will be further explored at a later stage. Further, two (2) boulders with potential boulder fall risk within natural terrain are recommended to remove or stabilized in-situ as precautionary measures.
- 6.6.3 The structures of the PRS proposed on the platforms will adopt a stepped-raft foundation to follow the elevation of the terrain and limit excavation depth to within 500mm.
- 6.6.4 A preliminary slope stability assessment was carried out to assess the impact of the PRS on the existing slope features. It is concluded that the stability of the existing features is considered to be satisfactory to the current standard. The planned development load at the three platforms has been limited to 40kPa to 50kPa. The preliminary slope stability assessment suggested the FoS of the existing landfill slopes are still satisfactory even with 50kPa load at all the platforms.
- 6.6.5 In this regard, it is concluded that the PRS is considered feasible from a geotechnical perspective.

7 CONCLUSION

7.1 This Section 16 Planning Application seeks planning permission for the PRS with ancillary facilities at TKOL II/III. The PRS is in line with Government's initiatives in further fostering equestrian sports and activating recreational activity at TKOL II/III. It has been demonstrated in this SPS that the PRS 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 supply impacts and geotechnical are anticipated.

7.2 In light of the justifications and planning merits put forth in this SPS, we sincerely request the BOARD to give favourable consideration to this Application.

Edited &

Approved by: Vincent Lau

Prepared by: Agnes Leung



Date: 4 February 2026
File Ref: HKJC/TKOL/2

Annex 1

RESTORED LANDFILLS WITH
APPROVED RECREATIONAL AFTERUSE –
SUMMARY INFORMATION

Annex 1 – Restored Landfills with Approved Recreational Afteruse - Summary Information

	Restored Landfill	Location	Statutory Zoning	Area (ha)	Landfill Closed	Period of Restoration Works ¹	Ongoing aftercare works within the Restored Landfill (Y/N) ²	Approved Recreational Afteruses ^{3&4}	Photos
1	Jordan Valley	New Clear Water Bay Road, Jordan Valley	Currently zoned "Open Space" ("O") on the Approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan No. S/K13/34	11	1990	1997-1998	Y	<ul style="list-style-type: none"> 5 ha of the restored landfill is designated for Jordan Valley Park, which is operated by the Government and opened to the public in 2010, which features radio-controlled model car racing circuit, horticultural education centre, community garden, children's play areas, elderly exercise corner, jogging track, etc. 	 <p>Source: Environmental Protection Department</p>
2	Ma Yau Tong Central	Tseung Kwan O Road, Lam Tin	Currently zoned "O" on the Draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/27	11	1986	1997-1998	Y	<ul style="list-style-type: none"> 0.1 ha of the restored landfill is designated for sitting-out area adjacent to Lam Tin Park, which is operated by the Government and opened to the public in 2011 	 <p>Source: Environmental Protection Department</p>
3	Ma Yau Tong West	Tseung Kwan O Road, Lam Tin	Currently zoned "Green Belt" ("GB") on the Draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/27	6	1981	1997-1998	Y	<ul style="list-style-type: none"> 0.1 ha of the restored landfill is designated as sitting-out area, which is operated by the Government and opened to the public in 2011 	 <p>Source: Environmental Protection Department</p>
4	Sai Tso Wan	Sin Fat Road, Lam Tin	Currently zoned "O" on the Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/28	9	1981	1997–2006	Y	<ul style="list-style-type: none"> 3 ha of the restored landfill is designated for Sai Tso Wan Recreation Ground for soccer and baseball fields, which is operated by the Government and opened to the public in 2004 	 <p>Source: Environmental Protection Department</p>

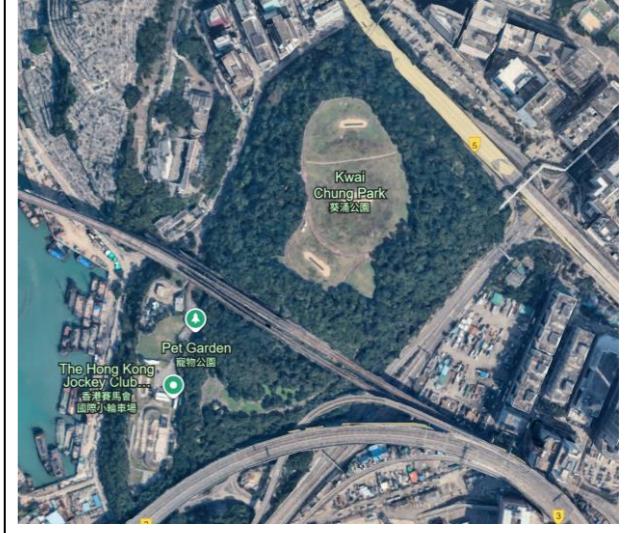
¹ Exclusion of monitoring and aftercare works by Environmental Protection Department

² Full restoration of a closed landfill may take at least 30 years during which building development cannot take place due to settlement problems. Source: Environmental Protection Department, " Restoration and Afteruse of Closed Landfills," Hong Kong Government. Available at: https://www.epd.gov.hk/epd/english/environmenthk/waste/prob_solutions/msw_racl.html

³ Environmental Protection Department, "Landfill Restoration and Afteruse - Summary Information," Hong Kong Government. Available at:

https://www.epd.gov.hk/epd/english/environmenthk/waste/prob_solutions/msw_si_ra.html

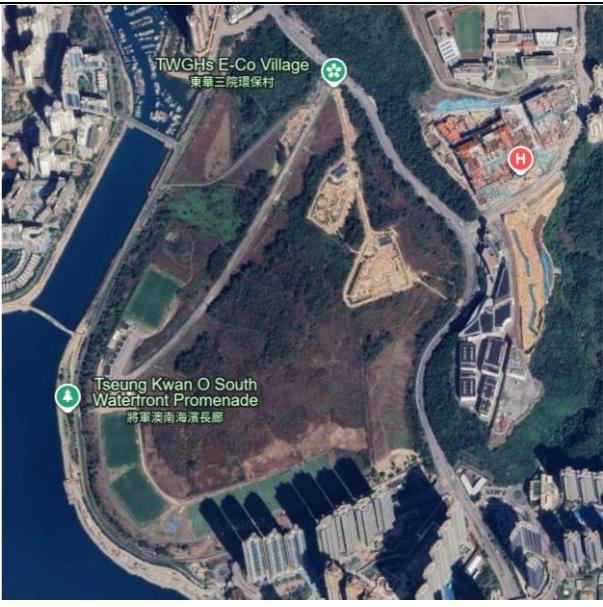
⁴ Audit Commission, Report No. 70 of the Director of Audit: Chapter 1 – Management of Restored Landfills (Hong Kong: Audit Commission, 3 April, 2018). Available at: https://www.aud.gov.hk/pdf_e/e70ch01.pdf.

5	Ngau Chi Wan	Fung Shing Street, Ngau Chi Wan	Currently zoned "O" on the Approved Ngau Chi Wan Outline Zoning Plan No. S/K12/18	8	1977	1998-2000	Y	<ul style="list-style-type: none"> 4 ha of the restored landfill was designated for Ngau Chi Wan Park, which is operated by the Government and opened to the public in 2010 with first phase opened in Aug 2009. Facilities include archery field, jogging trail, elderly fitness corners, children's play areas, basketball court, etc. 		Source: Environmental Protection Department
6	Siu Lang Shui	Tuen Mun	Currently zoned "GB" and "Site of Special Scientific Interest" ("SSSI") on the Approved Tuen Mun Outline Zoning Plan No. S/TM/41	12	1983	1999–2000	Y	<ul style="list-style-type: none"> 2.3 ha of the restored landfill is designated as a Site of Special Scientific Interest for over-wintering of butterflies 		Source: Environmental Protection Department
7	Gin Drinkers Bay	Kwai Chung	Currently zoned "O" on the Approved Kwai Chung Outline Zoning Plan No. S/KC/32	29	1979	1999 - 2000	Y	<ul style="list-style-type: none"> 25.5 ha (including below BMX Park and cricket grounds) of the restored landfill was used for Kwai Chung Park, with Phase 1 (3.02 ha) opened in Dec 2025⁵ 3.92 ha of the restored landfill was used for The Hong Kong Jockey Club International BMX Park, which is operated by HKJC and opened in 2009; 4.5 ha of the restored landfill⁶ was used for temporary cricket grounds, which is operated by Hong Kong Cricket Association and opened in 2018⁷ 		Source: Google Earth (Photo saved at 23 Jan 2025)

⁵ Leisure and Cultural Services Department, "Kwai Chung Park" (葵涌公園), Hong Kong Government. Available at: <https://www.lcsd.gov.hk/tc/parks/kcp/index.html>

⁶ Audit Commission, Report No. 70 of the Director of Audit: Chapter 1 – Management of Restored Landfills (Hong Kong: Audit Commission, 3 April, 2018). Available at: https://www.aud.gov.hk/pdf_e/e70ch01.pdf.

⁷ Public Accounts Committee, Supplemental Report of the Public Accounts Committee on Report No. 70 of the Director of Audit: Appendix 16 (Hong Kong: Legislative Council, November 2018). Available at: https://www.legco.gov.hk/yr17-18/english/pac/reports/70a/app_16.pdf

8	Tseung Kwan O Stage I	TKO Area 77	Currently zoned "Recreation" ("REC") on the Approved Tseung Kwan O Outline Zoning Plan No. S/TKO/32	68	1995	1997-1999	Y	<ul style="list-style-type: none"> • A cycle track cum footpath, which is operated by the Government and opened to the public in 2012 • 1.3 ha of the restored landfill is designated for Pet Garden, which is operated by the Government and opened to public in 2023 • 12.5 ha of the restored landfill is designated for Jockey Club HKFA Football Training Centre, which is operated by Hong Kong Football Association and opened to the public in 2018 • 2 ha of the restored landfill is designated for a camp site cum green education ground (i.e. E-Co Village), which is operated by the Tung Wah Group of Hospitals and was opened in 2024 	 <p>Source: Google Earth (Photo saved at 23 Jan 2025)</p>
9	Tseung Kwan O Stage II/III (where the Application Site is located)	TKO Area 105	Currently zoned "O", "Other Specified Use (Industrial Estate)" ("OU(Industrial Estate)") and "GB" on the Approved Tseung Kwan O Outline Zoning Plan No. S/TKO/32	42	1994	1997-1999	Y	<ul style="list-style-type: none"> • Nil <p><i>N.B. 4.65 ha of the restored landfill is proposed to designate for Proposed Public Riding School with ancillary facilities, which will be operated by the HKJC Public Riding Schools Limited</i></p>	 <p>Source: Google Earth (Photo saved at 23 Jan 2025)</p>
10	Shuen Wan	Tng Kok Road, Tai Po	Currently zoned "Other Specified Use (Golf Course)" ("OU(Golf Course)") on the Approved Tai Po Outline Zoning Plan No. S/TP/32	55	1995	1996-1997	Y	<ul style="list-style-type: none"> • 52 ha of the restored landfill has been granted to Sha Lo Tung Development Company Limited under a non-in-situ land exchange for the development of a private golf course in 2022⁸ <p><i>N.B. A temporary golf driving range was opened previously for use by the public from 1999 to 2022</i></p>	 <p>Source: Environmental Protection Department</p>

⁸ Lands Department, The Government of the Hong Kong Special Administrative Region, "Land Exchange Transactions. Available at: <https://www.landsd.gov.hk/en/resources/land-info-stat/non-NTEH-land-transaction/land-exchange.html>.

Annex 2

TECHNICAL CONSIDERATIONS OF THE
RESTORED LANDFILL SITE (TKOL II/III) IN
TKO AREA 105

Annex 2 - Technical Considerations of the Restored Landfill Site (TKOL II/III) in TKO Area 105

The development of a Public Riding School with ancillary facilities (collectively as “**PRS**”) within the Restored Landfill Site (TKOL II/III) in TKO Area 105, New Territories (“**TKOL II/III**”) presents unique opportunities for adaptive after-use of the technically feasible area within the restored landfill. Managed by the Environmental Protection Department (“**EPD**”), 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. A Utility Trench linking the three (3) platforms is also proposed to accommodate various essential utilities services in support of the PRS operations.

Existing Landfill Restoration Facilities

1. TKOL II/III consists of various landfill restoration facilities managed by EPD, including landfill gas extraction pipework, wells, infiltration cells, subsoil drainage, surface drainage, and settlement markers. These restored landfill facilities support ongoing aftercare and monitoring works by EPD to ensure the safe operations within TKOL II/II. As advised by EPD, the three (3) relatively flat platforms are suitable for recreational uses.
2. The design of PRS will maintain 2m clearance distance for aftercare works. Surface drainage, settlement markers, and infiltration cells may require specific treatments or relocation, subject to EPD approval, while subsoil drains may need loading verification or potential relocation based on assessments. The PRS is planned to avoid interference with these facilities with the intention to support both the safety of horses, riders and visitors and the routine maintenance by EPD. The three (3) identified platforms with ancillary facilities, located away from these facilities, are considered most suitable for the development of PRS, which will ensure no disruption to aftercare activities by EPD.

Landfill Gas Generation

3. There is ongoing waste degradation at TKOL II/III which is supported by an existing capping system and landfill gas management system to collect and treat generated landfill gas. The PRS will adopt gas protection measures during its construction and operational phases to maintain the integrity of these systems. The PRS located across three (3) platforms will ensure the continued functionality of the capping and gas management systems, supporting the waste degradation process while prioritizing the safety of horses, riders, visitors, and staff through a non-disruptive approach.

Sloping Topography and Level Differences

4. TKOL II/III features varied terrain, with most areas having a slope gradient of approximately 1:3 to 1:4. In view of the flatness of the platforms, the three(3) platforms are well-suited for the development of the PRS to meet the level ground requirements for the equine facilities and equines’ and riders’ safety concerns. The disposition arrangement and accessibility of riding facilities across these platforms are meticulously planned to enhance integration and operational efficiency of the PRS. Utilizing these platforms will minimize the need for extensive earthworks in other parts of the area of TKOL II/III, which will expedite the implementation of the PRS.

Restricted Loading Limit

5. The current landfill capping system, which consists of a geotextile polyethylene liner, a synthetic geo-composite drainage layer and the soil for vegetation, is designed primarily for environmental protection and light-duty use. The three (3) platforms allow for a higher loading capacity, ranging from 40kPa to 50kPa, subject to the endorsement of relevant Government Departments, including Civil Engineering and Development Department (“CEDD”). These loading capacities at the platforms will support the planned equestrian activities for the PRS. Similarly, the existing access road was also designed to accommodate vehicular use and loading. In general, a low-rise and low-density design with optimised building massing will be adopted to ensure the loading within the limits and the platform safety.
6. The structural design of the PRS will be carefully considered in the context of the layout, building massing, foundation loads, and height to in line with the characteristics of TKOL II/III. By incorporating low-rise and low-density structures, the PRS ensures compatibility with the site’s conditions, promoting long-term safety and operational performance.

No-Build Zone and Safety Measures

7. TKOL II/III, adjacent to natural slopes, includes a No-Build Zone where development is restricted to preserve the natural landscape and address natural terrain hazards considerations. In general, no covered structures of the PRS located within the No-Build Zone. Landscape treatments are provided along the northern boundary of Upper Platform serving as a buffer between the facilities and the No-Build Zone while enhancing the integration with the natural surroundings. Mitigation measures (e.g., retaining wall), if necessary, will be further explored at a later stage. Further, two (2) boulders with potential boulder fall risk within natural terrain are recommended to remove or stabilized in-situ as precautionary measures.

Requirements of Necessary Precautionary Measures imposed by EPD

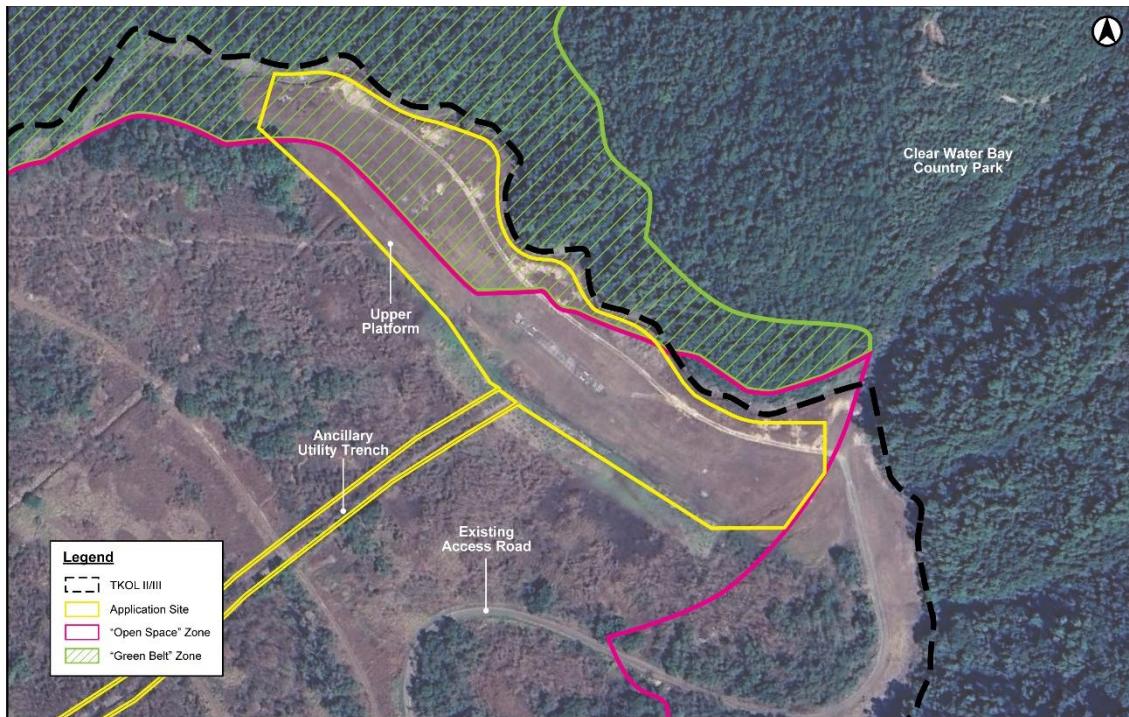
8. Certain requirements of necessary precautionary measures at landfill sites are imposed by EPD to safeguard against landfill gas hazard, including additional safety measures for forging under controlled environment, and maintain access to the existing landfill site facilities during construction. The construction and operation of the PRS at the three (3) platforms will ensure no disruption to EPD's aftercare works at TKOL II/III and full compliance with all required safety requirements.

Annex 3

AREA UNDER APPLICATION FALLING
WITHIN “GB” ZONE AND ASSESSMENT OF
THE PUBLIC RIDING SCHOOL AGAINST TPB
PG-NO.10

Annex 3 - Area under Application falling within “GB” zone and Assessment of the Public Riding School Against TPB PG-No.10

Item A - Area under Application falling within “GB” zone Figure



Base Aerial Photo retrieved from Google Earth on 13 January 2026

Item B - Assessment of the Public Riding School Against Town Planning Board Guidelines for Application for Development Within Green Belt Zone under Section 16 of the Town Planning Ordinance

Assessment of the Development against TPB PG-No.10

TPB PG-No. 10 Criteria	Applicant's Response
(a) There is a general presumption against development (other than redevelopment) in a "GB" zone. In general the Board will only be prepared to approve applications for development in the context of requests to rezone to an appropriate use.	The PRS is located mainly within the “O” zone, with only minor portions falling within the “GB” and “OU(Industrial Estate)” zones. Notwithstanding, the PRS adopts a low-density-low-impact approach with small clustering of single-storey buildings to provide a recreational outlet for public enjoyment that not only is compatible with the surrounding context but also minimises disturbance to the surrounding environment. The PRS with ancillary facilities (‘Horse Riding School’ subsumed under ‘Place of Recreation, Sports or Culture’ use) is a Column 2 Use under the Approved OZP, which may be permitted with or without conditions on application to

	the Town Planning Board under Section 16 of the TPO.
(b) An application for new development in a "GB" zone will only be considered in exceptional circumstances and must be justified with very strong planning grounds. The scale and intensity of the proposed development including the plot ratio, site coverage and building height should be compatible with the character of surrounding areas. With the exception of New Territories Exempted Houses, a plot ratio up to 0.4 for residential development may be permitted.	The PRS adopts a low-rise-low-density design approach that is compatible with the surrounding context and only occupies a minor portion of the fringe of the "GB" zone that falls within TKOL II/III.
(c) Applications for New Territories Exempted Houses with satisfactory sewage disposal facilities and access arrangements may be approved if the application sites are in close proximity to existing villages and in keeping with the surrounding uses, and where the development is to meet the demand from indigenous villagers.	Not Applicable to the Planning Application.
(d) Redevelopment of existing residential development will generally be permitted up to the intensity of the existing development.	Not Applicable to the Planning Application.
(e) Applications for G/IC uses and public utility installations must demonstrate that the proposed development is essential and that no alternative sites are available. The plot ratio of the development site may exceed 0.4 so as to minimize the land to be allocated for G/IC uses.	Not Applicable to the Planning Application.
(f) Passive recreational uses which are compatible with the character of surrounding areas may be given sympathetic consideration.	While the PRS provides active recreational use for the community, the design intent aims to harmonise seamlessly with the adjacent natural landscape and is considered not incompatible with the surrounding context.
(g) The design and layout of any proposed development should be compatible with the surrounding area. The development should not involve extensive clearance of existing natural vegetation, affect the existing natural landscape, or cause any adverse visual impact on the surrounding environment.	<p>The clearance of existing natural vegetation for the PRS is considered minimal, particularly within "GB" zone (see (h) below).</p> <p>Furthermore, according to the Ecological Impact Assessment prepared under the Environmental Assessment, the areas falling within "GB" zone are considered</p>

	<p>Turfgrass Land with low ecological value due to the man-made nature with low species diversity and its impact is considered to be insignificant (Appendix 5 refers).</p> <p>The Visual Impact Assessment (Appendix 4 refers) also concludes that no adverse visual impacts are expected as a result of the PRS.</p>
<p>(h) The vehicular access road and parking provision proposed should be appropriate to the scale of the development and comply with relevant standards. Access and parking should not adversely affect existing trees or other natural landscape features. Tree preservation and landscaping proposals should be provided.</p>	<p>The three platforms will be connected by an existing restricted access road which will undergo upgrading and widening works by EPD. Appropriate parking provision have been provided to support the PRS.</p> <p>With reference to the Tree Preservation and Removal Proposal in Appendix 2, there are only 4 nos. of trees located within the areas under application falling within “GB” zone. All the trees are proposed to be felled due to their poor health, structural condition, and low anticipated survival rate after transplanting. Compensatory native trees (approx. 21 nos.) will be planted strategically at areas falling the “GB” zone to enhance the amenity value of the area while serving as a landscape buffer between the PRS facilities and the existing woodland. Additional landscape buffer will also be provided at the northeastern boundary of Upper Platform, serving as a buffer between the PRS and the existing woodland as well as the fringe of CWBCP to minimize disturbance to the natural surroundings.</p>
<p>(i) The proposed development should not overstrain the capacity of existing and planned infrastructure such as sewerage, roads and water supply. It should not adversely affect drainage or aggravate flooding in the area.</p>	<p>The PRS is small in scale and no adverse infrastructural impacts are anticipated.</p>
<p>(j) The proposed development must comply with the development controls and restrictions of areas designated as water gathering grounds.</p>	<p>Not Applicable to the Planning Application.</p>
<p>(k) The proposed development should not overstrain the overall provision of G/IC facilities in the general area.</p>	<p>Not Applicable to the Planning Application.</p>
<p>(l) The proposed development should not be susceptible to adverse environmental effects from pollution sources nearby</p>	<p>The PRS will not be susceptible to adverse environmental effects. An Environmental Assessment (Appendix 5 refers) has been</p>

<p>such as traffic noise, unless adequate mitigating measures are provided, and it should not itself be the source of pollution.</p>	<p>conducted which concludes the no adverse environmental impact as a result of the PRS is anticipated, with the implementation of appropriate precautionary, protective and mitigation measures.</p>
<p>(m) Any proposed development on a slope or hillside should not adversely affect slope stability.</p>	<p>The proposed structures of the PRS provided on the relatively flat platforms are low-density and low-rise in nature, of which site formation and large-scale excavation works are not required.</p> <p>Geotechnical Planning Review Report (Appendix 9 refers) concludes that no adverse geotechnical impact is anticipated as a result of the PRS.</p>

Annex 4

INFORMATION ON THE PUBLIC RIDING
SCHOOLS BY THE HKJC PUBLIC RIDING
SCHOOLS LIMITED

Annex 4 - Information on the Public Riding Schools by the HKJC Public Riding Schools Limited

	Proposed TKO Public Riding School ⁽¹⁾	Tuen Mun Public Riding School	Lei Yue Mun Public Riding School	Pokfulam Public Riding School
Location	Tseung Kwan O (New Territories East)	Tuen Mun (New Territories West)	Chai Wan (Eastern District)	Pok Fu Lam (Southern District)
Year of Completion	2030 tentatively	1994	1992	1978 Redevelopment in 2022 was completed in September 2025
Indicative Area of the Public Riding School (m²)	Approx. 46,500	40,000	4,000	4,700
Opening Hours⁽²⁾	Weekdays: 7:00AM to 12:00PM & 2:00PM to 9:00PM Weekend: 7:00AM to 12:00PM & 2:00PM to 6:00PM	Weekdays: 8:00AM to 12:00PM & 2:00PM to 9:00PM Weekend: 8:00AM to 12:00PM & 2:00PM to 6:00PM	Weekdays: 7:30AM to 12:00PM & 2:00PM to 9:00PM (Closed on Mondays) Weekend: 7:00AM to 12:00PM & 2:00PM to 6:00PM	Weekdays: 7:00AM to 12:00PM & 2:00PM to 9:00PM Weekend: 7:00AM to 12:00PM & 2:00PM to 6:00PM
Charges (Normal Rate)	Rate and charges for riding lessons and stable visits / equine events will reference that of the existing three (3) PRSs as of January 2026, subject to future reviews having regard to operational sustainability	<p>As of January 2026:</p> <p>Group Lessons: \$355 per 45mins (Pony Lesson) to \$435 per hour (Horse Lesson)</p> <p>Private Lessons (30 mins) / Semi- Private Lessons (45 mins): \$255 to \$490</p> <p>Private Lessons (45 mins): \$385 to \$730</p> <p>Stable Management Lessons: \$175 per 45 mins to \$220 per hour</p> <p>Pony Ride and Stable Visit: \$60 per hour</p>		
Facilities of the Public Riding School⁽³⁾⁽⁴⁾⁽⁵⁾	Pony Viewing Area 4 nos. of Outdoor Arenas 74 nos. of Stables Spelling Yards Lungeing Pens Horse Walkers Wash Boxes Farrier & Veterinary Rooms Horse Simulator Toilet/ Changing Rooms Indoor Viewing Area at the Pavilion Ancillary Parking Central Storeroom <i>N.B. Please also refer to Table 4.1 Technical and Accommodation Schedules of the Supplementary Planning Statement</i>	3 nos. of Outdoor Arenas 95 nos. of Stables Administration Building (including Lecture Room, Toilet/ Changing Room) Spelling Yard (Sand Paddocks) Horse Walker Wash Boxes Farrier Room Spectator Stand Gallery Block (including Equine Simulator, Equine Exhibition Room) Hacking Trail Landscaped Area (Garden Area) Ancillary Parking Central Storeroom	2 nos. of Outdoor Arenas 36 nos. of Stables Administration Building (including Lecture Room, Toilet/ Changing Room, Waiting Room etc.) Wash Boxes Horse Simulator Farrier Room Covered Seating Area (Patio) Hacking Trail Ancillary Parking	1 no. of Indoor Arena 38 nos. of Stables Classrooms Toilet/ Changing Room Indoor Viewing Gallery Horse Simulator Wash Boxes Farrier Room Hacking Trail Ancillary Parking

Available Activities / Experiences	<p>Riding Lessons Horse Simulator Lessons Pony Ride and Stable Visits Stable Management Lessons Open Days Equine Events (e.g. annual horse shows & exhibitions, dressage and show jumping events) Riding Lessons for the Disabled Seasonal Day Camp & Themed Pony Activities</p> <p><i>N.B.</i> (1) <i>Pony Viewing Area – a unique feature allowing the public to appreciate and observe ponies in close proximity during operation hour without the need of registration</i> (2) <i>Please also refer to Section 4.1.2 of the Supplementary Planning Statement</i></p>	<p>Riding Lessons Horse Simulator Lessons Pony Ride and Stable Visit Stable Management Lessons Open Day (Tuen Mun Public Riding School only) Equine Events (e.g. dressage and jumping events) Seasonal Day Camps (e.g. Training Camps) Themed Pony Activities (e.g. Own A Pony) Therapeutic Riding Lessons for the Persons with Disabilities</p>		
Enrolment Procedures for Riding Lessons & Activities / Experiences	<p>Online application and assigned on a first-come-first-served basis⁽⁶⁾</p>			
Public Access to PRS Facilities and Horses	<p>Pony Viewing Area at the Lower Platform is open to the public free of charge during operating hours. No registration is required.</p>	<p>Free access to common area for viewing and enquiries</p>		
	<p>Registration is required for access to the riding lessons and activities/ experiences</p>			
No. of Total Attendees per year	<p>Anticipated over 40,000</p>	<p>Approx. 41,600</p>	<p>Approx. 16,200</p>	<p>Approx. 18,000</p>

<p>Photos of Existing Facilities</p>	<p>N/A</p>	 <p>Entrance</p>  <p>Entrance</p>  <p>Entrance</p>	 <p>Entrance</p>
		 <p>Arena</p>	 <p>Arena</p>
		 <p>Stables</p>	 <p>Stables</p>
			 <p>Stables</p>

^{*(1)} The figures indicated for the Proposed Public Riding School in Tseung Kwan O are indicative/forecast only.

^{*(2)} The Public Riding Schools are operating with adjusted hours during periods of hot weather in accordance with relevant horse welfare guidelines.

^{*(3)} The list of facilities of Tuen Mun Public Riding School is available at: <https://corporate.hkjc.com/corporate/english/jc-news-and-activities/jc-equestrian-development/public-riding-schools/tm/tm-intro/tm-facilities.aspx>

^{*(4)} The list of facilities of Lei Yue Mun Public Riding School is available at: <https://corporate.hkjc.com/corporate/english/jc-news-and-activities/jc-equestrian-development/public-riding-schools/lym/lym-intro/lym-facilities.aspx>

^{*(5)} The list of facilities of Pokfulam Public Riding School is available at: <https://corporate.hkjc.com/corporate/english/jc-news-and-activities/jc-equestrian-development/public-riding-schools/pfl/pfl-intro/pfl-facilities.aspx>

^{*(6)} Riding lessons will be allocated to a class commensurate with the rider's experience. Placement will be determined by the PRS according to the participant's previous horse-riding experience and is subject to availability of places. For persons with disabilities, participants should submit their application to Riding for the Disabled Association Limited, given its professional expertise and skills.