



Reference HKJC/TKOL/2/AGNES/02
Date 18 March 2026

BY EMAIL & FAX only

The Secretary, Town Planning Board
c/o Planning Department
15/F North Point Government Offices
333 Java Road, North Point, HONG KONG

Dear Sir / Madam,

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

**PROPOSED 'PLACE OF RECREATION, SPORTS OR CULTURE
(PUBLIC RIDING SCHOOL WITH ANCILLARY FACILITIES)' AT
THE RESTORED LANDFILL SITE (TKOL II/III)
IN TKO AREA 105, TSEUNG KWAN O (GLA TSK-500)
(TPB No. A/TKO/134)**

We write regarding the captioned Planning Application submitted to the Town Planning Board ("TPB") on 4 February 2026.

Please find enclosed a Letter of Support received by the Applicant from Hong Kong PHAB Association in respect of the captioned S16 Planning Application for your information. The Applicant wishes the contents of this letter be brought to the attention of the TPB as supplementary information in support of the Project.

Should there be any queries, please do not hesitate to contact Ms Agnes Leung or the undersigned.

Yours faithfully,
FOR AND ON BEHALF OF
TOWNLAND CONSULTANTS LIMITED

Vincent Lau
Director

VIN/AGNES

Enc Support Letter from Hong Kong PHAB Association

cc Client / Team
PlanD Ms. CHAU Yin Mai, Lisa, STP/TKO
Ms. LEUNG Sau Man, Esther, TP/TKO1

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TOWNLAND CONSULTANTS (SHENZHEN) LIMITED (China)

TOWNLAND CONSULTANTS PVT. LIMITED (India)

PT TOWNLAND INTERNATIONAL (Indonesia)

HOWARD & SEDDON PARTNERSHIP (United Kingdom)



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3rd March 2026

Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Dear Sir/Madam,

Re: Support for Tseung Kwan O Public Riding School Development

On behalf of Hong Kong PHAB Association, I am writing to express our strong support for the Hong Kong Jockey Club's proposed fourth public riding school at the Tseung Kwan O Stage II/III Landfill site, scheduled to open in 2030. We believe this project will bring significant benefits to the community and, in particular, to persons with and without disabilities in Hong Kong.

Since our establishment in 1972, Hong Kong PHAB Association has been committed to promoting the integration of persons with and without disabilities in all aspects of community life. Our mission is to enable persons of all abilities and ages to participate in social, recreational, developmental, educational, training, employment and community support services in a barrier-free environment, thereby contributing to the creation of a friendly and harmonious society. Against this backdrop, we see a natural alignment between our work and the vision of the proposed Tseung Kwan O Public Riding School.

Equestrian activities provide exceptional opportunities for both physical and mental development for persons with and without disabilities. The proposed riding school will offer accessible recreational and educational opportunities that promote social integration through shared sporting experiences. The inclusion of accessible facilities such as viewing galleries and pony interaction areas reflects thoughtful planning that welcomes community



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participation across all ability levels and encourages inclusive social interaction.

At present, demand for public riding facilities far exceeds supply, with many people facing very long waiting times for lessons at the existing public riding schools. The establishment of a fourth facility at Tseung Kwan O will help meet this significant unmet community need. Its location will be particularly beneficial to residents in the southeastern New Territories, making equestrian opportunities more geographically accessible to a broader cross-section of the community.

We also recognize the educational and developmental value of equestrian training. Riding and horse care cultivate important life skills such as responsibility, patience, confidence and empathy. These qualities are particularly important for young people, regardless of ability. The school's educational programmes will provide valuable developmental opportunities for youth in our community and will complement Hong Kong PHAB Association's own integrated children and youth services.

Hong Kong PHAB Association operates a wide range of community services across Hong Kong, including recreational programmes, youth development initiatives and community support services. We would welcome opportunities to collaborate with the Hong Kong Jockey Club on inclusive programmes and activities that ensure persons with disabilities can fully participate in and benefit from this new facility. Through partnership, we believe the impact of the Tseung Kwan O Public Riding School on social inclusion and community wellbeing can be further enhanced.

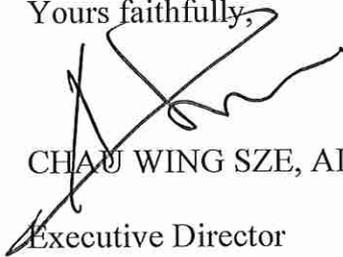
In closing, Hong Kong PHAB Association wholeheartedly supports the development of the Tseung Kwan O Public Riding School. We commend the Hong Kong Jockey Club for its continued commitment to expanding accessible sports and recreational opportunities for the Hong Kong community. We are confident that this project will make a meaningful contribution to promoting integration, understanding and equal



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participation—values that lie at the heart of our shared mission. Should you require any further information or wish to discuss potential collaboration opportunities, please do not hesitate to contact us.

Yours faithfully,



CHAU WING SZE, ALVINA

Executive Director



Reference HKJC/TKOL/2/AGNES/03
Date 20 March 2026

BY EMAIL AND HAND ONLY

The Secretary, Town Planning Board
c/o Planning Department
15/F North Point Government Offices
333 Java Road, North Point, HONG KONG

Dear Sir / Madam,

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

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THE RESTORED LANDFILL SITE (TKOL II/III)
IN TKO AREA 105, TSEUNG KWAN O (GLA TSK-500)
(TPB No. A/TKO/134)**

We write regarding the captioned Planning Application submitted to the Town Planning Board ("TPB") on 4 February 2026.

In response to Departmental Comments received from Planning Department on 27 February 2026 and 9, 11, 16 & 19 March 2026, please find attached the Responses-to-Comments ("R-to-C") table in **Attachment 1** which has fully addressed the comments received.

Please note that these responses are clarifications only and there are no changes to the S16 Planning Application.

Should there be any queries, please do not hesitate to contact Ms Agnes Leung or the undersigned.

Yours faithfully,
FOR AND ON BEHALF OF
TOWNLAND CONSULTANTS LIMITED

Vincent Lau
Director

VIN/AGNES

Enc SIP – 4 hard copies

cc Client / Team
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Ms. LEUNG Sau Man, Esther, TP/TKO1

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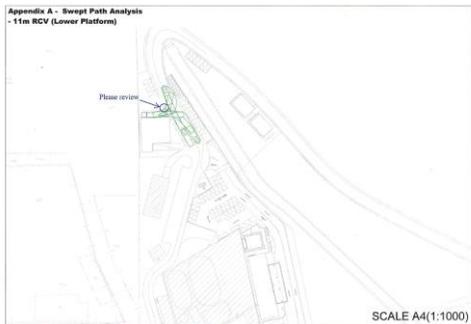
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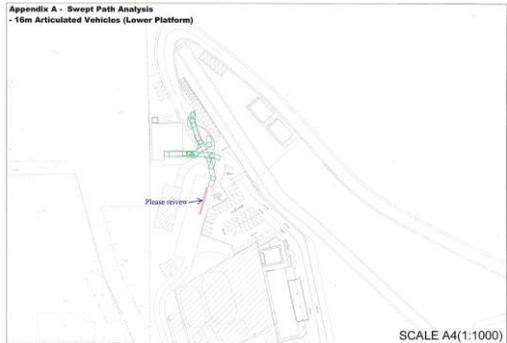
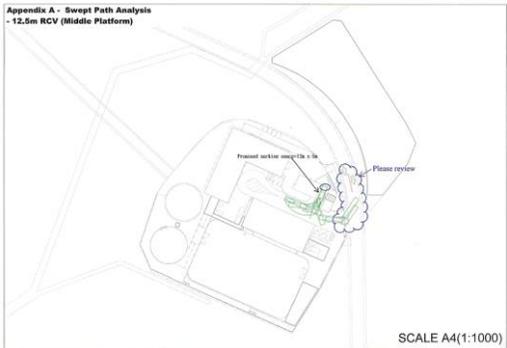
Attachment 1

RESPONSES-TO-COMMENTS TABLE

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

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

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

Comments/ Suggestions	Applicant's Responses
<div data-bbox="250 308 757 651"> <p>Appendix A - Swept Path Analysis - 16m Articulated Vehicles (Lower Platform)</p>  </div> <div data-bbox="250 675 757 1023"> <p>Appendix A - Swept Path Analysis - 12.5m RCV (Middle Platform)</p>  </div> <p>f. Section 2.5 – Please note that the concerned access road with proposed cautionary pedestrian crossing is not managed by TD. Please seek comment from relevant parties. In general, TD does not assume the management responsibility for access roads of such nature, which are not intended for general commuting purpose. Also, consultation with affected parties/ stakeholders may be needed. Please seek separate comment from HyD from the maintenance viewpoint.</p> <p>g. Drawing 3.9 and Table 3.7 – Please clarify if F6 for assessment should be northern footpath of Chun Yat Street near Wan Po Road SB, with reference to the walking route in Annex A. Please update Section 7 as appropriate.</p>	<p>Noted. Please note that Highways Department (New Territories East District and Maintenance Division of New Territories Region) was consulted and advised no comments on the proposed works.</p> <p>Typo and please be clarified that F6 should be the northern footpath of Chun Yat Street. Please refer to the replacement pages of the TIA (Attachment 2 refers).</p>

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

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

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

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

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

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

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

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

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

Government Departments with no comments / no adverse comment:

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

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[TPB REF: A/TKO/134]

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

Date: 20 March 2026

File Ref: HKJC/TKOL/2`

Attachment 2

REPLACEMENT PAGES OF TRAFFIC IMPACT
ASSESSMENT

1. INTRODUCTION

1.1 Background

- 1.1.1 This **Traffic Impact Assessment** is prepared in support of the Section 16 (“**S16**”) Planning Application to allow for the development of a Public Riding School with ancillary facilities (e.g. utility trench) (collectively as the “**PRS**”) at Government Land in D.D. 233, The Restored Landfill Site (TKOL II/III) in TKO Area 105, New Territories (“**TKOL II/III**”) for the HKJC Public Riding Schools Limited (the “**Applicant**”). The Application Site comprises of three (3) existing platforms and land required for the provision of ancillary utility trench connecting to the three (3) platforms (collectively as the “**Application Site**”) within TKOL II/III. The PRS 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.
- 1.1.2 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 are no plot ratio (“**PR**”), building height (“**BH**”), and site coverage (“**SC**”) restrictions imposed on the “**O**”, “**GB**” and “**OU(Industrial Estate)**” zones of the Approved OZP. While a portion of TKOL II/III falls within the Clear Water Bay Country Park (“**CWBCP**”), the Application Site does not involve any areas falling within the Country Park Boundary.
- 1.1.3 The PRS is located on three (3) platforms, namely the Lower Platform (i.e. Reception and Hospitality Lounges) (approx.+6.0mPD), Middle Platform (i.e. Pony Paddock & Pavilion I)(approx. +40.0mPD) and Upper Platform (i.e. Horse Paddock & Pavilion II) (approx.140.0mPD), with a proposed total GFA of approx. 6,990m² and a proposed building height of **4.5m** to 7.7m. An ancillary utility trench connecting to the three (3) platforms is also proposed to accommodate various essential utilities services in support of the PRS operations.

1.2 Study Objectives

- 1.2.1 The objectives of this Traffic Impact Assessment (TIA) study are summarised as follows:
- Present the development schedule of the Proposed PRS Development and suggest the required internal transport provisions;
 - Review the vehicular access arrangement of the proposed development;
 - Conduct the manual classified count traffic surveys to determine the existing traffic conditions in the vicinity;
 - Assess the existing junction capacities in the local area;

2.3 Proposed Internal Transport Facilities

2.3.1 The Proposed PRS Development is mainly served as a public riding school. As there is no relevant requirement for the Proposed PRS Development specified in Hong Kong Planning Standard Guideline (HKPSG). Reference has been made with existing Tuen Mun Public Riding School (TMPRS). The proposed parking and servicing facilities for the Proposed PRS Development are summarized in **Table 2.2**.

Table 2.2 Proposed Parking and Servicing Facilities of the Proposed Development

Parking Facilities	Dimension	Location ⁽⁷⁾	Proposed Provision
Car Parking Space (Staff/Visitor/Maintenance)	5m (L) x 2.5m (W)	L	50
		M	3
		U	5
Accessible Car Parking Space	5m (L) x 3.5m (W)	L	4
		M	2
		U	2
Motorcycle Parking Space	2.4m (L) x 1.0m (W)	L	4 ⁽¹⁰⁾
Coach Parking Space	12m (L) x 3.5m (W)	L	2 ⁽³⁾
Golf Cart Parking Space	4m (L) x 2m (W)	L	7
		M	3
		U	4
Shuttle Parking Space	8m (L) x 3m (W)	L	3 ⁽⁵⁾
Loading/Unloading Bay	9.6m (L) x 3.0m (W)	M	1
		U	1
Loading/Unloading Bay	5.3m (L) x 2.5m (W)	M	1 ⁽⁶⁾
Loading/Unloading Bay	11m (L) x 3.5m (W)	L	1 ⁽⁹⁾
Loading/Unloading Bay	16m (L) x 3.5m (W)	L	1 ⁽⁶⁾
Loading/Unloading Bay	12m (L) x 5.0m (W)	M	1 ⁽⁹⁾
General Lay-by	25m (L) x 2.5m (W)	L	1

- Note:
- (1) Under Tuen Mun PRS, 49 nos. of parking spaces has been provided for 95 horse stalls. With reference to the parking ratio in Tuen Mun PRS, a minimum of 39 parking spaces will be required at TKO PRS. Considering there will be internal transportation between the three platforms at TKO PRS and additional parking spaces have been provided (i.e. Total **66 nos.**, including **8 nos. of accessible car parking spaces**)
 - (2) With reference HKSPG, minimum 1 accessible parking space should be provided for every 50 parking spaces.
 - (3) Operation need for group visitors
 - (4) Operation need for staff transportation between 3 platforms
 - (5) Operational need for visitors transportation between 3 platforms
 - (6) Operational need for hay/beddings delivery
 - (7) L: Lower Platform, M: Middle Platform, U: Upper Platform
 - (8) Operational need for Horse
 - (9) Operational need for Refuse Collection Vehicle
 - (10) 5% of the total no. of car parking space provided

Remark: It is proposed to provide 14 nos. cycle parking spaces near the end of cycle track at Chun Yat Street. The indicative location is illustrated in **Drawing No. 2.5**. The exact number and location will be further reviewed and agreed with Transport Department in later detailed design stage. Public local consultation will be carried out in later detailed design stage.

2.4 Vehicular Access Arrangement of the Proposed PRS Development

2.4.1 The proposed vehicular access of the proposed PRS development is located at the intersection of Chun Yat Street and Chun Sing Street. The vehicular access arrangement is shown in **Drawing No. 2.5**. Swept path analysis of 12m coaches have also been conducted and illustrated in **Drawing No. 2.5A**.

Table 3.7 Existing Pedestrian Facilities for Assessment

Ref.	Pedestrian Facilities
Footpaths	
F1	Northern Footpath of Sunrise Blvd near Wan Po Road
F2	Western Footpath of Wan Po Road near Sunrise Blvd
F3	Western Footpath of Wan Po Road near Chun Yat Street EB
F4	Southern Footpath of Chun Yat Street near Wan Po Road NB
F5	Western Footpath of Wan Po Road near Chun Yat Street WB
F6	Northern Footpath of Chun Yat Street near Wan Po Road SB
F7	Southern Footpath of Wan Po Road near Wan O Road

3.4.3 Operational assessment for the footpaths at the observed peak 15-minute flows and existing signalized crossing during weekday and weekend have been carried out and the results are summarised in **Table 3.8** and **Table 3.9** respectively.

Table 3.8 Existing Footpath Operational Performance in 2025 - Weekday

Footpath Section ⁽¹⁾	Clear Width (Approx. in metres)	Effective Width (Approx. in meters) ⁽²⁾	Two-way Pedestrian Flows (in ped/15min)		Two-way hourly Pedestrian Flow Rate (in ped/min/m) ⁽³⁾		Level of Service (LOS) ⁽⁴⁾	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
F1	3.50	2.50	20	30	0.53	0.80	A	A
F2	3.60	2.60	30	60	0.77	1.54	A	A
F3	3.60	2.60	75	55	1.92	1.41	A	A
F4	4.50	3.50	110	55	2.10	1.05	A	A
F5	3.50	2.50	60	25	1.60	0.67	A	A
F6	5.00	4.00	5	5	0.08	0.08	A	A
F7	3.90	2.90	10	10	0.23	0.23	A	A

Note: (1) Footpath sections refer to **Drawing No. 3.9**.
 (2) Effective width of footpath is defined as the actual width of footpath by excluding the dead widths on both sides.
 (3) Two-way pedestrian flow rate = Two-way 15-mins pedestrian flows / 15 min / Effective width of footpath.
 (4) Details of Pedestrian Walkway LOS refer to T.P.D.M. Volume 6 Chapter 10 Section 10.4.2.

Table 3.9 Existing Footpath Operational Performance in 2025 - Weekend

Footpath Section ⁽¹⁾	Clear Width (Approx. in metres)	Effective Width (Approx. in meters) ⁽²⁾	Two-way Pedestrian Flows (in ped/15min)	Two-way hourly Pedestrian Flow Rate (in ped/min/m) ⁽³⁾	Level of Service (LOS) ⁽⁴⁾
F1	3.50	2.50	70	1.87	A
F2	3.60	2.60	25	0.64	A
F3	3.60	2.60	20	0.51	A
F4	4.50	3.50	10	0.19	A
F5	3.50	2.50	5	0.13	A
F6	5.00	4.00	5	0.08	A
F7	3.90	2.90	10	0.23	A

Note: (1) Footpath sections refer to **Drawing No. 3.9**.
 (2) Effective width of footpath is defined as the actual width of footpath by excluding the dead widths on both sides.
 (3) Two-way pedestrian flow rate = Two-way 15-mins pedestrian flows / 15 min / Effective width of footpath.
 (4) Details of Pedestrian Walkway LOS refer to T.P.D.M. Volume 6 Chapter 10 Section 10.4.2.

3.4.4 According to the results in **Table 3.8** and **Table 3.9**, all assessed footpaths are operating within capacity.

Table 4.8 Trip Generation for Event Day of Proposed PRS Development

Mode of Transport	Visitors		Traffic Flow (pcu/hr)	
	Generation	Attraction	Generation	Attraction
Private Car	96 ⁽²⁾	96 ⁽²⁾	32 ⁽³⁾	32 ⁽³⁾
Taxi	141 ⁽¹⁾	299 ⁽¹⁾	47 ⁽²⁾	100 ⁽²⁾
Public Transport	423 ⁽¹⁾	265 ⁽¹⁾	_(4)	_(4)
Total	660⁽⁵⁾	660⁽⁵⁾	79	132

Note:

- (1) Based on surveyed public transport modal split at existing TMPRS
- (2) Assumed occupancy per private car will be 3 ppl
- (3) All visitor car parking spaces of the proposed PRS development are assumed to be occupied on Event Day under a prebooking system (32 nos)
- (4) Public transport demand will be absorbed by existing public transport services. Details refer to **Section 6.2**.
- (5) Maximum nos. of visitors of event at TKOPRS

4.6.6 The Proposed PRS Development would generate a two-way total of **211** pcu/hr in the peak hour on event day.

4.7 Design Traffic Forecast

2030 Design Traffic Flows (with construction works)

4.7.1 The construction traffic flows of the proposed PRS development in **Table 4.5** were then superimposed onto the 2030 reference traffic flows (without construction works) as shown in **Drawing No. 4.1**.

2030 Design Flows (with construction works) = 2030 Reference Flows + Construction Traffic of Proposed PRS Development

4.7.2 The forecasted Year 2033 Design Traffic Flows are shown in **Drawing No. 4.4**.

2033 Design Traffic Flows (with proposed PRS development)

4.7.3 The development flows of the proposed PRS development were then superimposed onto the 2033 reference traffic flows (without PRS development) as shown in **Drawing Nos. 4.2 and 4.3**.

2033 Design Flows (with proposed PRS development) – Normal Operation = 2033 Reference Flows - Weekday + Proposed PRS Development Traffic (Normal Operation)

2033 Design Flows (with proposed PRS development) – Event Day = 2033 Reference Flows - Weekend + Proposed PRS Development Traffic (Event Day)

4.7.4 The forecasted Year 2033 Design Traffic Flows for Normal Operation and Event Day are shown in **Drawing Nos. 4.5 and 4.6** respectively.

Route	Service	Destinations	Peak Hour Frequency (minutes)
798P ⁽¹⁾⁽³⁾	CTB	Tseung Kwan O Industrial Estate ↔ Tai Wai Station (via: Sha Tin)	06:40, 08:15
798X ⁽¹⁾⁽³⁾	CTB	Tseung Kwan O Industrial Estate ↔ Fo Tan (Chun Yeung Estate) (via: Sha Tin)	07:00, 07:55, 18:20
A28	CTB	LOHAS Park ↔ Airport (via HZMB Hong Kong Port)	55-60
N290 ⁽²⁾	KMB	LOHAS Park Station ↔ Tsuen Wan West Station	00:50, 01:20, 04:20, 04:40
N796 ⁽²⁾	CTB	LOHAS Park ↔ Mongkok (via Tsim Sha Tsui)	20 - 30
GMB (Drawing No. 6.1)			
112M	GMB	LOHAS Park Station ↔ Tseung Kwan O Industrial Estate	12 - 30
112S ⁽²⁾	GMB	Tseung Kwan O Station ↔ Tseung Kwan O Industrial Estate	30
113	GMB	The Beaumont ↔ Hang Hau Station Public Transport Interchange	4 - 15
115	GMB	Tseung Kwan O Industrial Estate (Chun Cheong Street) Terminus ↔ Po Lam	15 - 30

Note: (1) Mon to Fri (except Public Holiday)
(2) Overnight Service
(3) AM/PM Service
(4) Special Departure
(5) Monday to Saturday (except Public Holiday)

6.1.3 The walking distance and time from the nearby public transport have been estimated and summarised in **Table 6.2** and presented diagrammatically in **Annex A**.

Table 6.2 Walking Distance and Time to/from nearby Public Transport Facilities

Index	Location	Walking Distance (m)	Estimated Time Required (min)
1	Bus Stop and GMB stop at Chun Yat St near Wan Po Rd	350	5
2	Bus Stop at Wan O Rd EB	600	9
3	Bus Stop and GMB stop at Wan Po Rd SB near Mega Plus	650	9
4	Bus Stop at Wan Po Rd SB near Manor Hill	1,000	14
5	Bus Stop at Wan Po Rd NB near Chun Cheong St	400	5
6	Bus Stop at Wan O Rd WB	600	9
7	Bus Stop and GMB stop at Wan Po Rd NB near LOHAS Park	700	11

6.1.4 As shown in above, there are comprehensive bus and GMB services provided within the catchment of the proposed development.

6.1.5 Apart from the bus and GMB services, the MTR LOHAS Park Station is the nearest railway station. At present, the walking time between the MTR LOHAS Park Station and proposed development is estimated to be 20min as shown in **Annex A**.

6.1.6 It is anticipated some future users will possibly walk along the existing pedestrian facilities to/from MTR LOHAS Park Station. Nevertheless, to enhance the accessibility to/from MTR Station, potential improvement could be considered. The details will be discussed in **Section 6.3**.

6.2 Public Transport Demand by the Proposed PRS Development

6.2.1 The Peak Hourly Public Transport Demand of the proposed PRS development under the normal operation and event day have been derived and summarised in **Table 6.3**.

Table 6.3 Anticipated PT Demand attracted by Proposed PRS Development for in Year 2033

Normal Operation				Event Day			
AM Peak		PM Peak		Peak Inbound		Peak Outbound	
Inbound	Outbound	Inbound	Outbound				
7 ⁽¹⁾	3 ⁽¹⁾	4 ⁽¹⁾	7 ⁽¹⁾	423 ⁽¹⁾		265 ⁽¹⁾	
				Rail	325 ⁽²⁾	Rail	203 ⁽²⁾
				Bus/GMB	98 ⁽²⁾	Bus/GMB	62 ⁽²⁾

Note: (1) Based on survey public transport demand (pax/stall) collected in TMPRS

(2) Reference to population data on mode of transport in 2021 Population Census, the modal split between railway and road-base transport.

6.2.2 To review the current demand on public transport services in the vicinity of subject PRS, the occupancies of the existing franchised buses and GMB at Wan O Road, Wan Po Road, Chun Yat Street were recorded. The existing occupancy of each bus route are summarised in **Table 6.4** to **Table 6.7** for normal operation and **Table 6.8** to **Table 6.9** for event day respectively.

Route No.	Origin(s)	Location ⁽²⁾	Observed peak hour Frequency	Existing Average Occupancy (Patronage / hr) ⁽¹⁾	Observed Remaining Capacities (Patronage / hr) ⁽¹⁾
GMB 112M	MTR LOHAS Park Station	Wan Po Road SB near Mega Plus	3 trips	39	9
Total					889

Note: (1) Based on a Bus Capacity of 90 (120 x 75%) passengers/hr and GMB capacity of 16/19 seats
(2) Refer to **Drawing 6.1**

6.2.4 **Table 6.8** and **Table 6.9** indicate that all of existing bus and GMB services has sufficient capacity (i.e., 960 > 98 patronage/hr during peak hour inbound, 889 > 62 patronage/hr during peak hour outbound) to cater for the additional public transport demand due to the proposed PRS development under the event day.

6.2.5 Based on the above assessment results, there will be sufficient bus and GMB capacity to serve the public transport demand of the proposed PRS.

6.3 Proposed Additional Bus Stop at Chun Sing Street

6.3.1 With reference to **Table 6.3**, the railway related demand are summarised in **Table 6.10**.

Table 6.10 Anticipated PT Demand by Railway of the Proposed PRS Development

PT Demand by Railway (Patronage/hr)					
Weekday				Weekend	
AM		PM		Peak Hour	
From MTR LOHAS Park Station	To MTR LOHAS Park Station	From MTR LOHAS Park Station	To MTR LOHAS Park Station	From MTR LOHAS Park Station	To MTR LOHAS Park Station
7 ⁽¹⁾	3 ⁽¹⁾	4 ⁽¹⁾	7 ⁽¹⁾	325 ⁽²⁾	203 ⁽²⁾

Note: (1) For conservative, assume all public transport (i.e. rail, bus and GMB) demand on weekday.
(2) Refer to **Table 6.3**, for public transport demand on weekend.

6.3.2 As mentioned in **Section 6.1.6**, some future users will possibly walk along the existing pedestrian facilities to/from LOHAS Park Station. To enhance the accessibility to/from MTR Station, it is proposed to study the feasibility to provide some bus services at Chun Sing Street.

6.3.3 At present, there are some existing bus route nos. A28 (CTB), 290X (KMB) and 797 (CTB) running along MTR LOHAS Park Station, Chun Yat Street and Chun Sing Street, as shown in **Annex B**.

6.3.4 It is recommended to add a new stop at Chun Sing Street for the above 3 routes to serve the visitors from the proposed PRS development to the MTR LOHAS Park Station. The location of proposed additional stop is **Drawing No. 6.2**.

6.3.5 The observed frequencies and remaining capacities of these 3 bus routes are extracted from **Table 6.9** and summarised in **Table 6.11** and **Table 6.12**.

Table 6.11 Observed Remaining Capacities of Route Nos. A28, 290X and 797

Route No.	Observed Remaining Capacities (Patronage/hr) ⁽¹⁾					
	Weekday				Weekend	
	AM		PM		Peak	
	From MTR LOHAS Park Station	To MTR LOHAS Park Station	From MTR LOHAS Park Station	To MTR LOHAS Park Station	From MTR LOHAS Park Station	To MTR LOHAS Park Station
Bus 797	22	54	305	90	162	72
Bus 290X	233	157	152	233	85	192
Bus A28	90	0	88	85	85	85
Total	345	211	545	408	332	349

Note: (1) Based on a Bus Capacity of 90 (120 x 75%) passengers/hr and GMB capacity of 16/19 seats

Table 6.12 Observed Peak Hour Frequency of Route Nos. A28, 290X and 797

Route No.	Observed Peak Hour Frequency (Trips/hr)					
	Weekday				Weekend	
	AM		PM		Peak	
	From MTR LOHAS Park Station	To MTR LOHAS Park Station	From MTR LOHAS Park Station	To MTR LOHAS Park Station	From MTR LOHAS Park Station	To MTR LOHAS Park Station
Bus 797	1	1	4	2	2	2
Bus 290X	3	2	2	3	1	3
Bus A28	1	0	1	1	1	1
Total	5	3	7	6	4	6
Total (2-way)	8		13		10	

6.3.6 Table 6.10 and Table 6.11, indicate that the above three bus routes (A28, 290X and 797) have sufficient capacity (i.e., 332 > 325 patronage/hr during peak hour inbound, 349 > 203 patronage/hr during peak hour outbound) on weekend to cater for the additional public transport demand due to the proposed PRS development for the event day.

6.3.7 With reference to the observed frequency under Table 6.12, the maximum arrival rate for Bus Route Nos. A28, 290X and 797 is 13 trips per hour (i.e., arrive every 4.6min in average). To serve the 13 bus trips per hour at Chun Sing Street, 1 no. of road-side bus bay with length of 14m will be sufficient.

7. FUTURE PEDESTRIAN CONDITIONS

7.1 Design Year

7.1.1 In order to assess the impact of the development related pedestrian flows on the local road network, it is necessary to forecast the pedestrian flows for design year 2033, the adopted design year, which is 3 years upon completion of the proposed development.

7.2 Reference Pedestrian Flow

7.2.1 As mentioned in **Section 4.2.6**, a natural growth rate of +0.69% p.a. was adopted for years the 2025 to 2031 and +0.51% p.a. was adopted for years 2031 to 2033 to project the 2025 observed pedestrian flows to 2033 reference pedestrian flows.

7.2.2 Based on the adopted growth rate, the 2025 observed pedestrian flows (weekday and weekend) are projected to produce the 2033 reference pedestrian flows.

7.2.3 The 2033 Reference Pedestrian Flows (without proposed PRS development) will be derived as follows.

2033 Reference Pedestrian Flows (weekday) = 2025 Pedestrian Flows x Growth Factor (+0.69% p.a. for 6 years and +0.51% p.a. for 2 year)

2033 Reference Pedestrian Flows (weekend) = 2025 Pedestrian Flows x Growth Factor (+0.69% p.a. for 6 years and +0.51% p.a. for 2 year)

7.3 Development Pedestrian Trip Generation

7.3.1 In order to estimate the pedestrian trip generation and attraction of the proposed development, reference has been made to the public transport demand of the proposed development during AM and PM peak hours. The pedestrian trip generation and attractions are summarized in **Table 7.1**.

Table 7.1 Pedestrian Trip Generation and Attraction of the Proposed Development (ped/15-min)

Proposed Development	Normal Operation ⁽¹⁾				Event Day ⁽¹⁾	
	AM		PM		Gen.	Att.
	Gen.	Att.	Gen.	Att.		
	2	1	1	2	106	66

Note: (1) Refer to estimated public transport demand on event day in **Table 6.3**.

7.3.2 It is estimated that the proposed PRS development will generate a two-way total of 3 ped/15-min in the AM peak hour and 3 ped/15-min in the PM peak hour under normal operation, and generate a two-way total of **172** ped/15-min in peak hour on event day respectively.

8. CONCLUSION

8.1 Summary

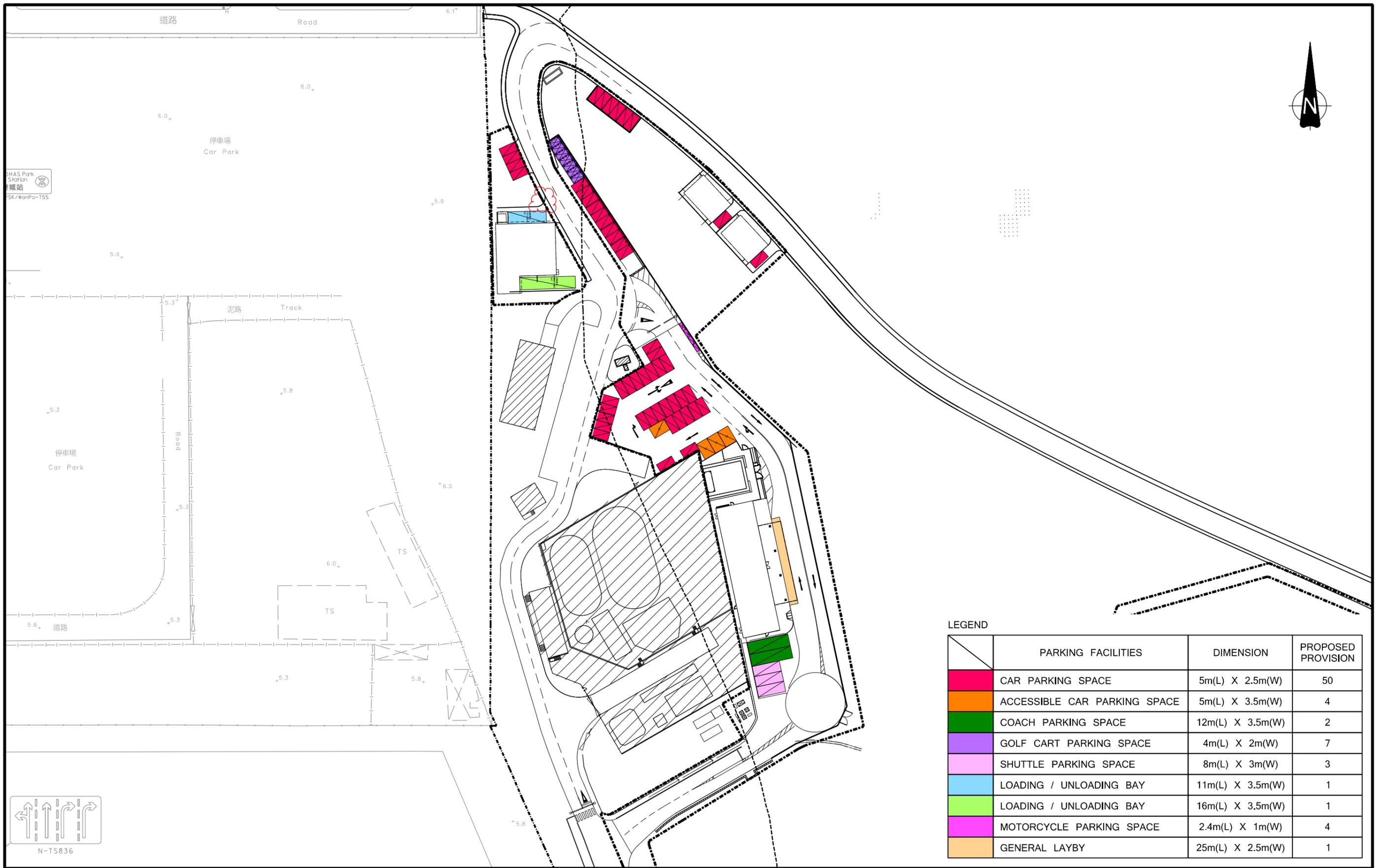
- 8.1.1 The Hong Kong Jockey Club (HKJC) made a commitment to support the development of equestrian sport in Hong Kong after the 2008 Olympic and Paralympic Games.
- 8.1.2 Wong Tung & Partners Limited is commissioned by HKJC as the lead-consultant and MVA Hong Kong Limited is the traffic sub-consultant to undertake the Traffic Impact Assessment (TIA) for the proposed development. The purpose of this TIA report is to review the traffic condition and examine the impact of the traffic generated by the Proposed PRS Development on the local road network to support Section 16 Application of the proposed development.
- 8.1.3 The Proposed PRS Development is scheduled to be completed by year 2030.
- 8.1.4 In order to appraise the existing traffic conditions of these junctions, a manual classified traffic count was conducted at the identified key junctions to establish the current traffic condition. The survey was undertaken on a typical weekday on November 2024 during the AM peak hour of 07:30 to 09:30 and PM peak hour of 17:00 to 19:00 and a typical weekend on September 2025 during 16:30 to 18:30. Analysis of the observed traffic data on weekday indicates that the AM and PM peak hour flows occurred from 08:00 to 09:00 and from 17:00 to 18:00 respectively, observed data at weekend indicates the peak hour flows occurred from 17:00 to 18:00.
- 8.1.5 Traffic forecasts for years 2030 and 2033 have been derived. It is revealed that the major traffic growth in the area is mainly due to trip generations of the planned and committed developments to/from LOHAS Park Development along Sunrise Boulevard and LOHAS Park Road. Apart from the trip generations due to the planned and committed developments to/from LOHAS Park Development along Sunrise Boulevard and LOHAS Park Road, the future background growth for traffic movements to/from other destinations/origins have also been considered.
- 8.1.6 It is anticipated that the construction of Proposed PRS Development would generate two-way traffic of 38 pcu/hr during AM and PM peak hours during construction.
- 8.1.7 The assessment results revealed that all critical junctions will still operate within their capacities in design year 2030.
- 8.1.8 It is anticipated that the Proposed PRS Development would generate two-way traffic of 19 pcu/hr and 24 pcu/hr during AM and PM peak hours respectively under normal operation, 211 pcu/hr during peak hour on event day.
- 8.1.9 The assessment results revealed that all critical junctions and road links will still operate within their capacities in design year 2033.
- 8.1.10 To ascertain the potential traffic impact of TKO Area 137, a sensitivity test has been conducted. The results indicated some road junctions and road link will operate beyond its capacities. It is worth noting that this situation is due the potential traffic impact from the planned development, instead of the proposed PRS development. Therefore, no additional

traffic improvement works will be required for the proposed PRS development under this sensitivity test.

- 8.1.11 It is estimated that the proposed PRS development will generate a two-way total of 3 ped/15-min in the AM peak hour and 3 ped/15-min in the PM peak hour under normal operation, and generate a two-way total of 172 ped/15-min in peak hour on event day respectively.
- 8.1.12 The assessment results reveal that all assessed footpaths are operating within capacity in design year 2033.
- 8.1.13 In view of the comprehensive coverage of the public transport services and the available different choices on transport modes, the Proposed PRS Development is considered to have very good accessibility via the public transport.

8.2 Conclusion

- 8.2.1 Based on the traffic analysis, the Proposed PRS Development would generate minimal traffic during the proposed peak periods and have minimal impact on the junction performance.
- 8.2.2 In view of that, the Proposed PRS Development is considered acceptable in traffic point of view.

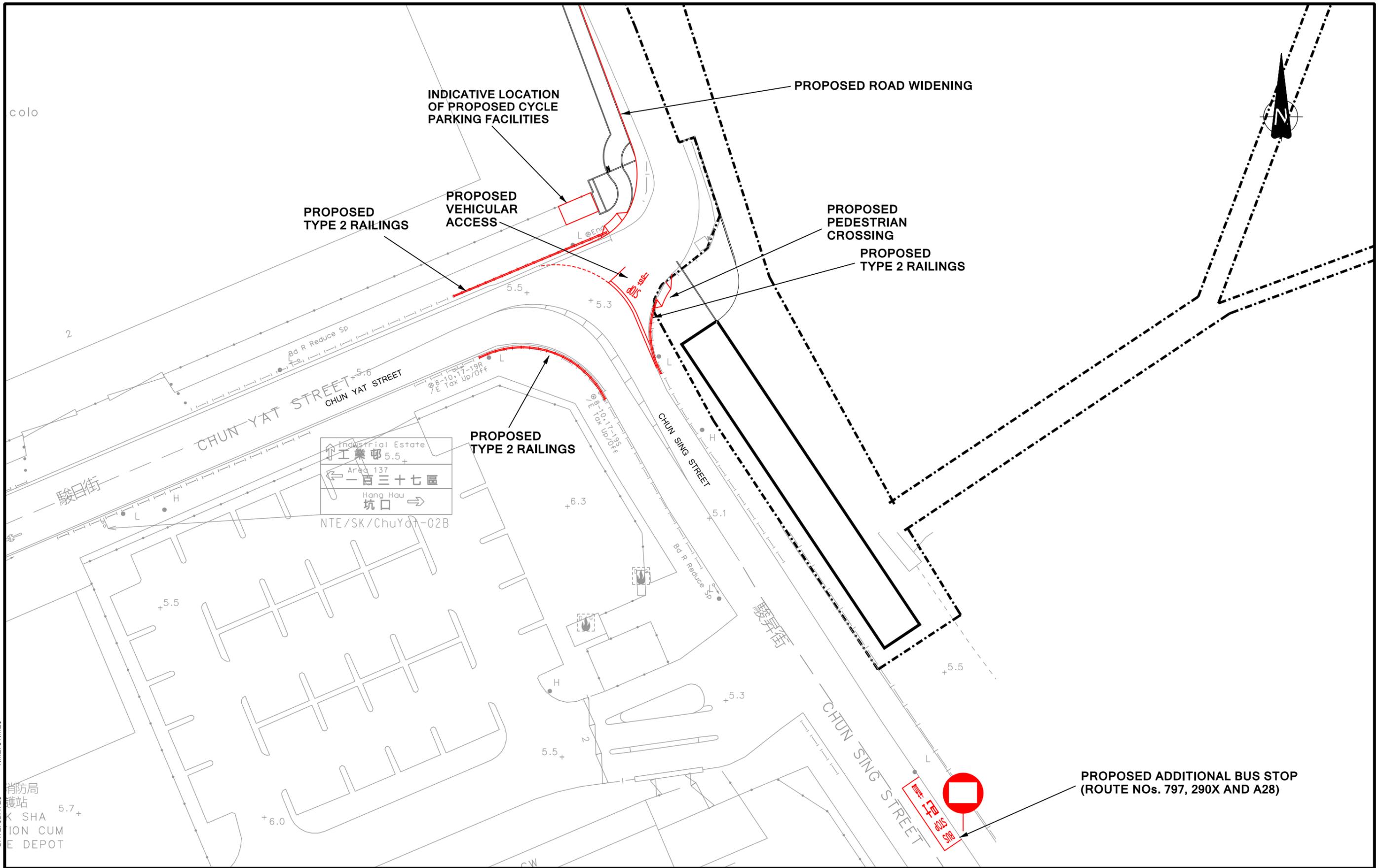


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C	INCORPORATED TD'S COMMENT	GPH	10MAR26
B	MINOR AMENDMENT	GPH	14JAN26
A	MINOR AMENDMENT	GPH	24NOV25
Rev.	Description	Checked	Date

Project Title
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))

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Drawing No. 2.2		Rev. C	





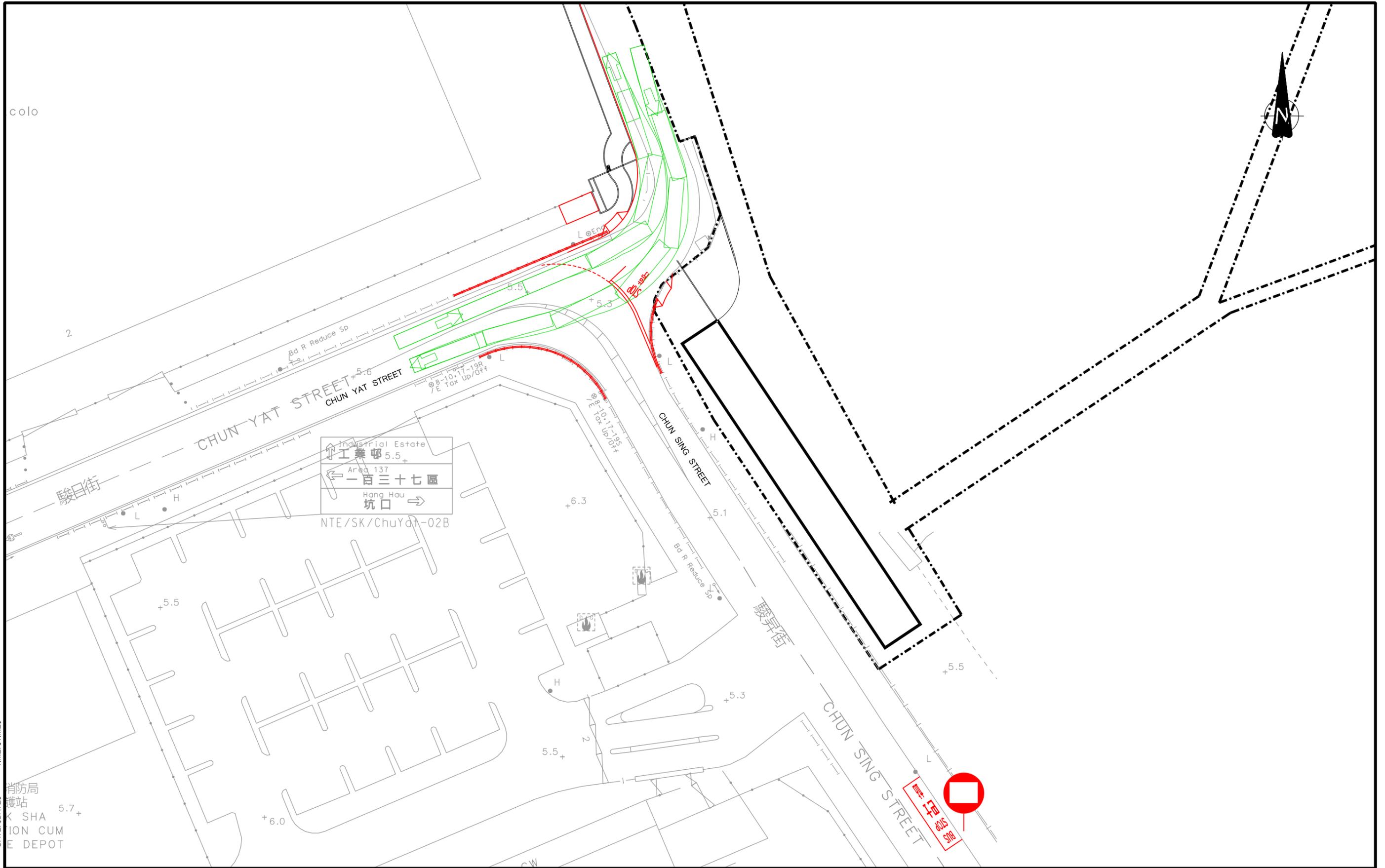
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Rev.	Description	Checked	Date
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B	MINOR AMENDMENT	GPH	14JAN26
A	MINOR AMENDMENT	GPH	24NOV25

Project Title
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))

Drawing Title			
PROPOSED VEHICULAR AND PEDESTRIAN ACCESS ARRANGEMENT			
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HKH	GPH	1:600(A3)	OCT 2025
Drawing No.		2.5	Rev. C





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A	MINOR AMENDMENT	GPH	11MAR26

Project Title
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))

Drawing Title SWEPT PATH ANALYSIS FOR 12m LONG VEHICLE			
Designed	Checked	Scale	Date
HKH	GPH	1:600(A3)	OCT 2025
Drawing No.		Rev.	
2.5A		A	





LEGEND :

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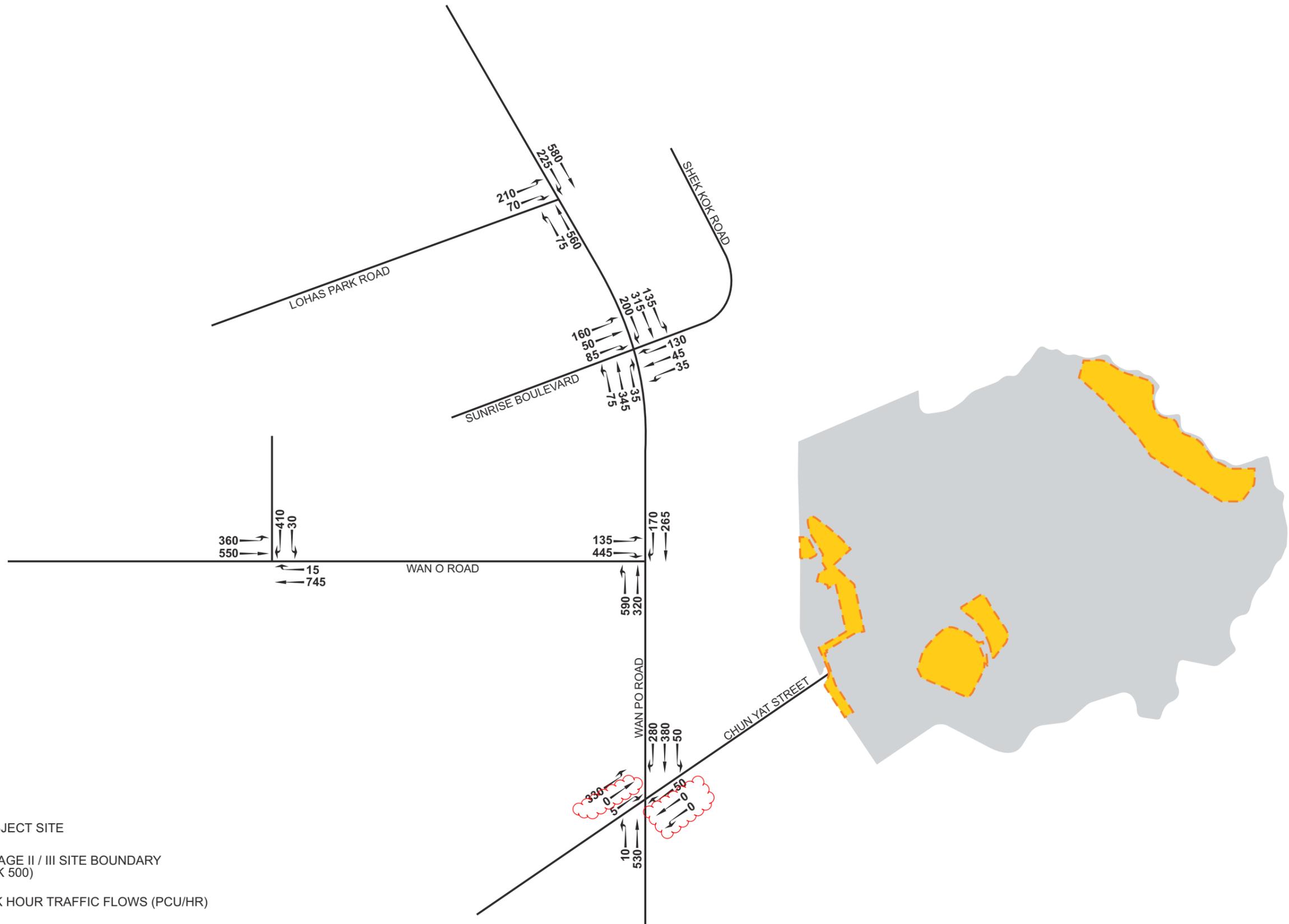
90(150) AM(PM) PEAK HOUR TRAFFIC FLOWS (PCU/HR)

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B	MINOR AMENDMENT	GPH	28JAN26
A	MINOR AMENDMENT	PML	26SEP25

Project Title
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))

Drawing Title							
OBSERVED TRAFFIC FLOWS (WEEKDAY)							
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						Rev.	C



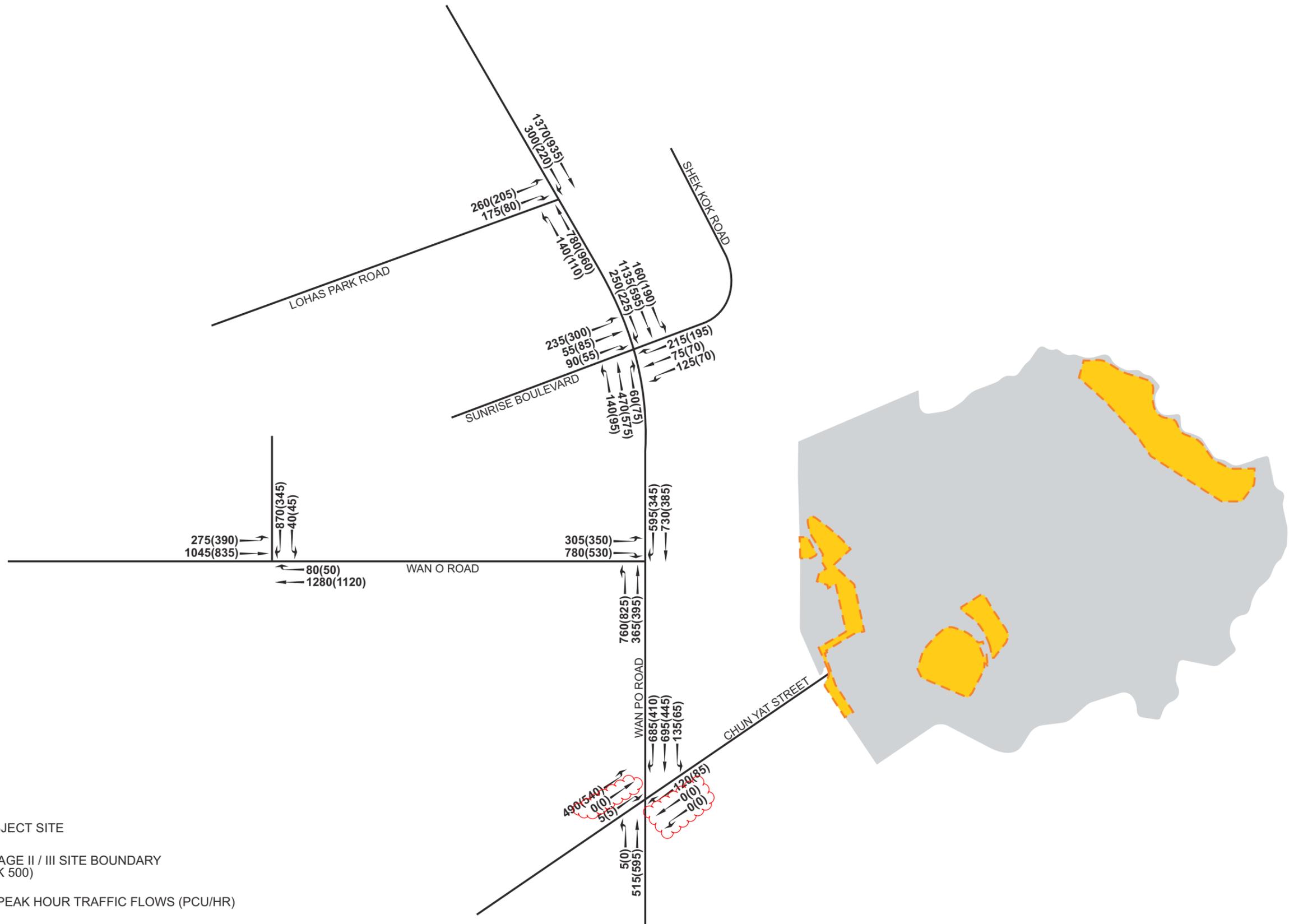


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A	MINOR AMENDMENT	GPH	28JAN26
Rev.	Description	Checked	Date

Project Title
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))

Drawing Title OBSERVED TRAFFIC FLOWS (WEEKEND)			
Designed	CSY	Checked	GPH
Scale	NTS	Date	OCT 2025
Drawing No.	3.8	Rev.	B





LEGEND :

- THE SUBJECT SITE
- TKOL STAGE II / III SITE BOUNDARY (GLA-TSK 500)

305(350) AM(PM) PEAK HOUR TRAFFIC FLOWS (PCU/HR)

Rev.	Description	Checked	Date
C	INCORPORATED TD'S COMMENT	GPH	10MAR26
B	MINOR AMENDMENT	GPH	28JAN26
A	MINOR AMENDMENT	PML	9OCT25

Project Title	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))
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Drawing Title						<p align="center">YEAR 2030 REFERENCE TRAFFIC FLOWS (WITHOUT CONSTRUCTION WORKS)</p>					
Designed	CSY	Checked	GPH	Scale	NTS			Date	JUL 2025	Drawing No.	4.1



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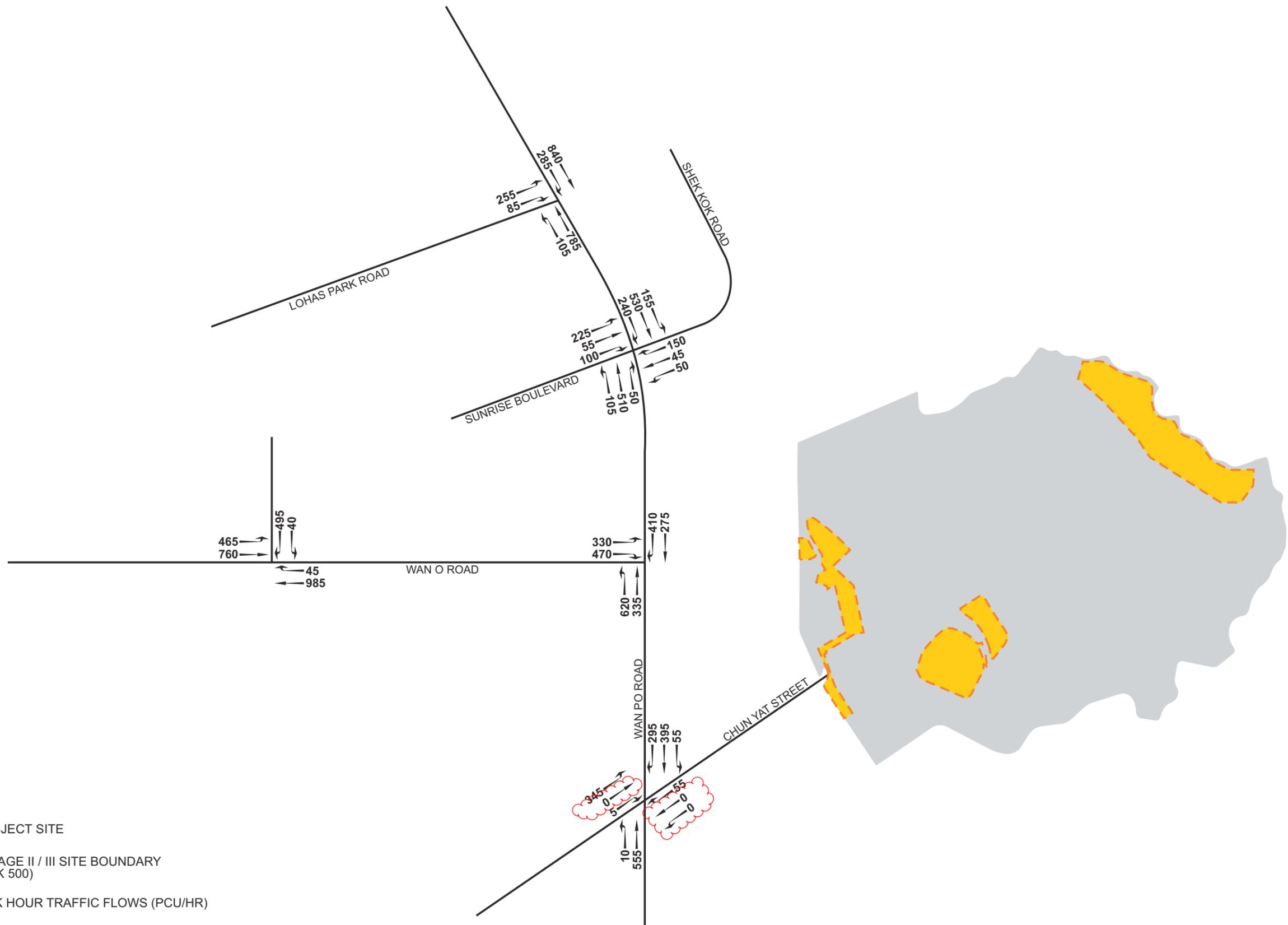
305(350) AM(PM) PEAK HOUR TRAFFIC FLOWS (PCU/HR)

Rev.	Description	Checked	Date
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C	INCORPORATED TD'S COMMENT	GPH	10MAR26
B	MINOR AMENDMENT	GPH	28JAN26
A	MINOR AMENDMENT	PML	9OCT25

Project Title
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))

Drawing Title							
YEAR 2033 REFERENCE TRAFFIC FLOWS (WITHOUT PROPOSED PRS DEVELOPMENT) - WEEKDAY							
Designed	CSY	Checked	GPH	Scale	NTS	Date	JUL 2025
Drawing No.	4.2			Rev.	C		





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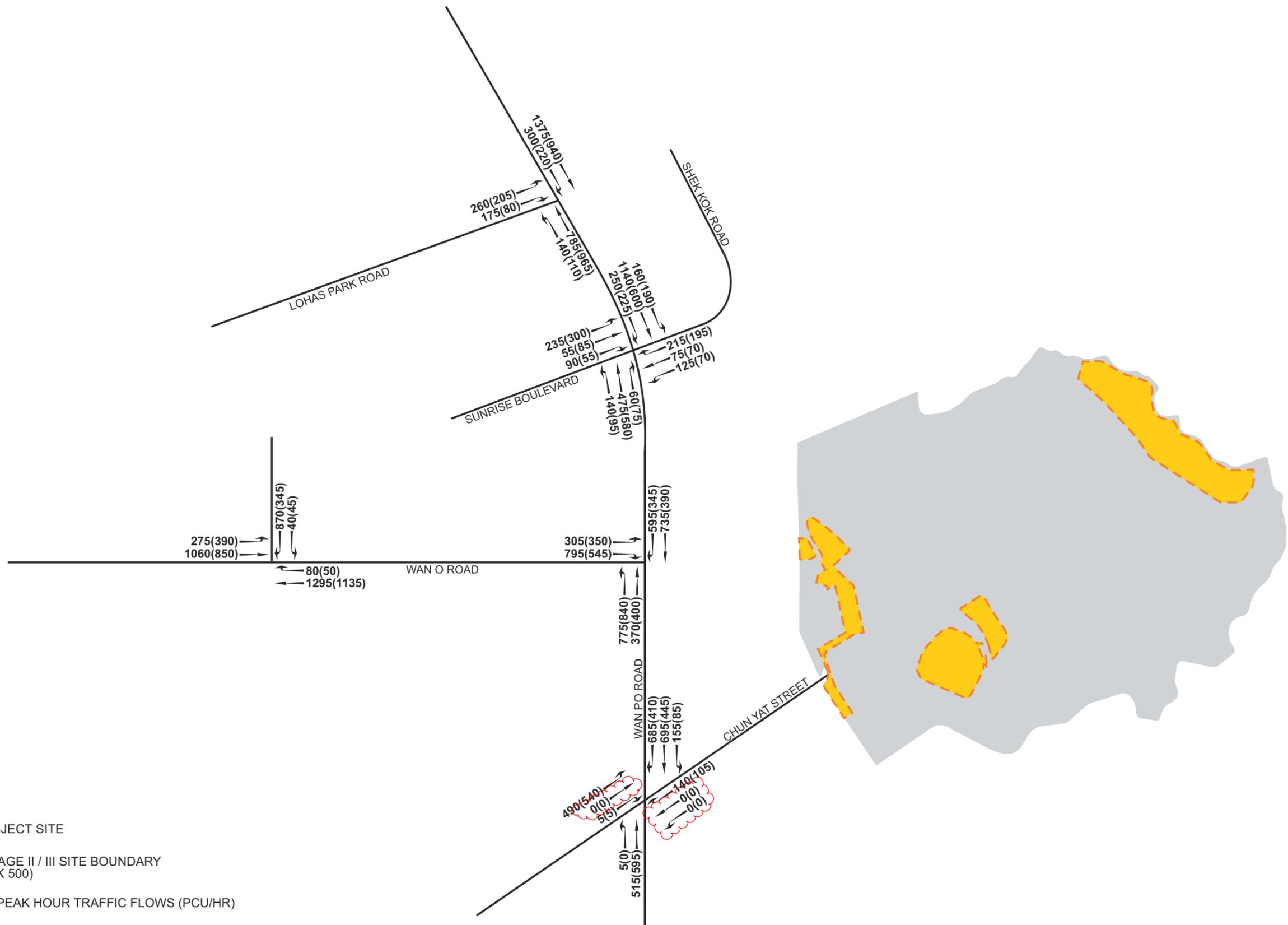
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- TKOL STAGE II / III SITE BOUNDARY (GLA-TSK 500)
- 330** PM PEAK HOUR TRAFFIC FLOWS (PCU/HR)

Rev.	Description	Checked	Date
C	INCORPORATED TD'S COMMENT	GPH	10MAR26
B	MINOR AMENDMENT	GPH	28JAN26
A	MINOR AMENDMENT	PML	9OCT25

Project Title
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))

Drawing Title							
YEAR 2033 REFERENCE TRAFFIC FLOWS (WITHOUT PROPOSED PRS DEVELOPMENT) - WEEKEND							
Designed	CSY	Checked	GPH	Scale	NTS	Date	JUL 2025
Drawing No.	4.3			Rev.	C		





LEGEND :

- THE SUBJECT SITE
- TKOL STAGE II / III SITE BOUNDARY (GLA-TSK 500)

305(350) AM(PM) PEAK HOUR TRAFFIC FLOWS (PCU/HR)

Rev.	Description	Checked	Date
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C	INCORPORATED TD'S COMMENT	GPH	10MAR26
B	MINOR AMENDMENT	GPH	28JAN26
A	MINOR AMENDMENT	PML	9OCT25

Project Title	
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))	

Drawing Title					
YEAR 2030 DESIGN TRAFFIC FLOWS (WITH CONSTRUCTION WORKS)					
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Date	JUL 2025	Drawing No.	4.4	Rev.	C





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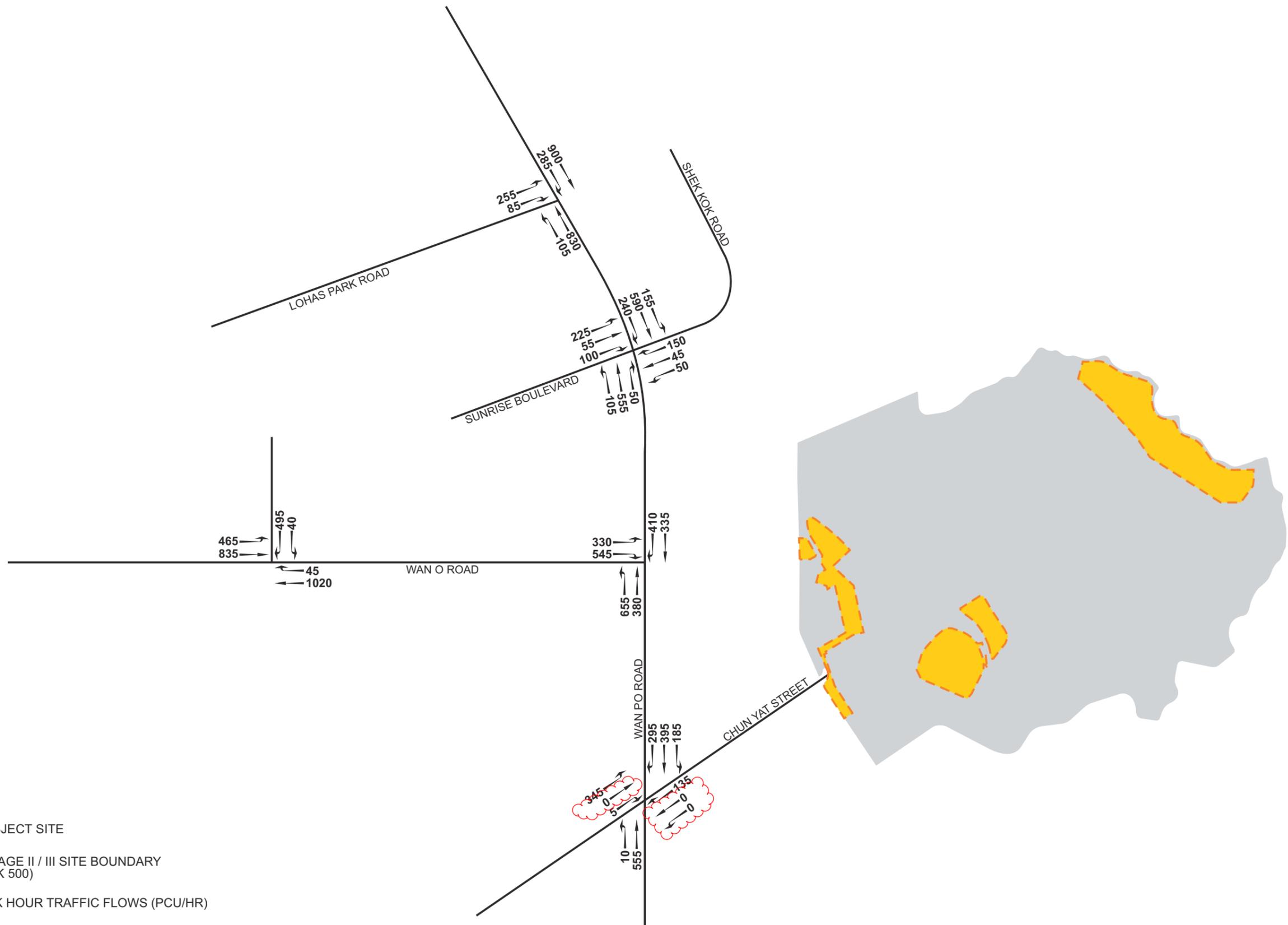
305(350) AM(PM) PEAK HOUR TRAFFIC FLOWS (PCU/HR)

Rev.	Description	Checked	Date
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C	INCORPORATED TD'S COMMENT	GPH	10MAR26
B	MINOR AMENDMENT	GPH	28JAN26
A	MINOR AMENDMENT	GPH	24NOV25

Project Title
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))

Drawing Title	
YEAR 2033 DESIGN TRAFFIC FLOWS (WITH PROPOSED PRS DEVELOPMENT) - NORMAL OPERATION	
Designed CSY	Checked GPH
Scale NTS	Date OCT 2025
Drawing No. 4.5	Rev. C





LEGEND :

- THE SUBJECT SITE
- TKOL STAGE II / III SITE BOUNDARY (GLA-TSK 500)
- 330 PM PEAK HOUR TRAFFIC FLOWS (PCU/HR)

Rev.	Description	Checked	Date
C	INCORPORATED TD'S COMMENT	GPH	10MAR26
B	MINOR AMENDMENT	GPH	28JAN26
A	MINOR AMENDMENT	GPH	24NOV25

Project Title
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))

Drawing Title					
YEAR 2033 DESIGN TRAFFIC FLOWS (WITH PROPOSED PRS DEVELOPMENT) - EVENT DAY					
Designed	CSY	Checked	GPH	Scale	NTS
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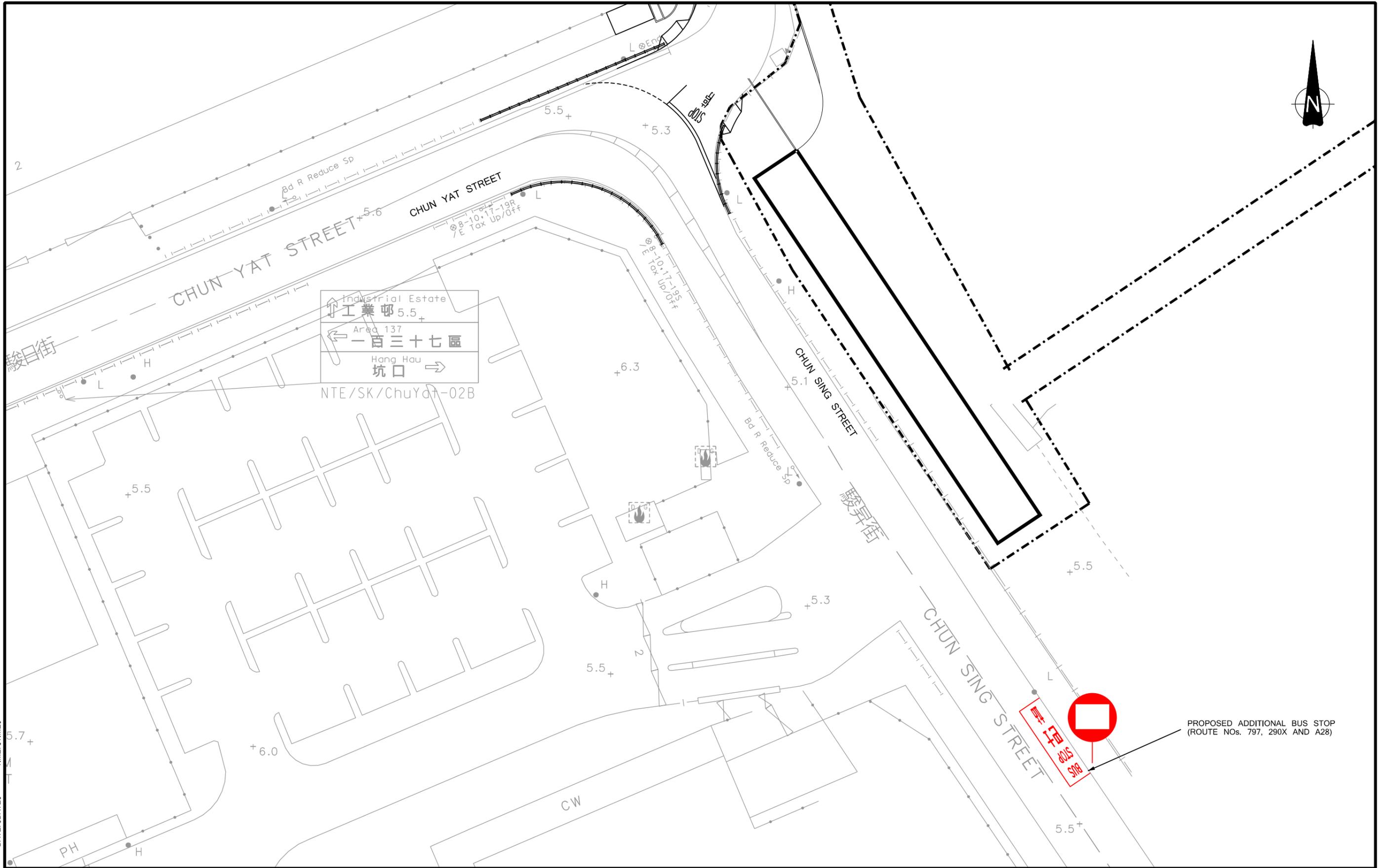
305(350) AM(PM) PEAK HOUR TRAFFIC FLOWS (PCU/HR)

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B	INCORPORATED TD'S COMMENT	GPH	10MAR26
A	MINOR AMENDMENT	GPH	28JAN26
Rev.	Description	Checked	Date

Project Title
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))

Drawing Title			
YEAR 2033 DESIGN TRAFFIC FLOWS (WITH TKO AREA 137 DEVELOPMENT) - SENSITIVITY TEST			
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CSY	GPH	NTS	NOV 2025
Drawing No.		4.7	Rev. B





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A	MINOR AMENDMENT	GPH	24NOV25

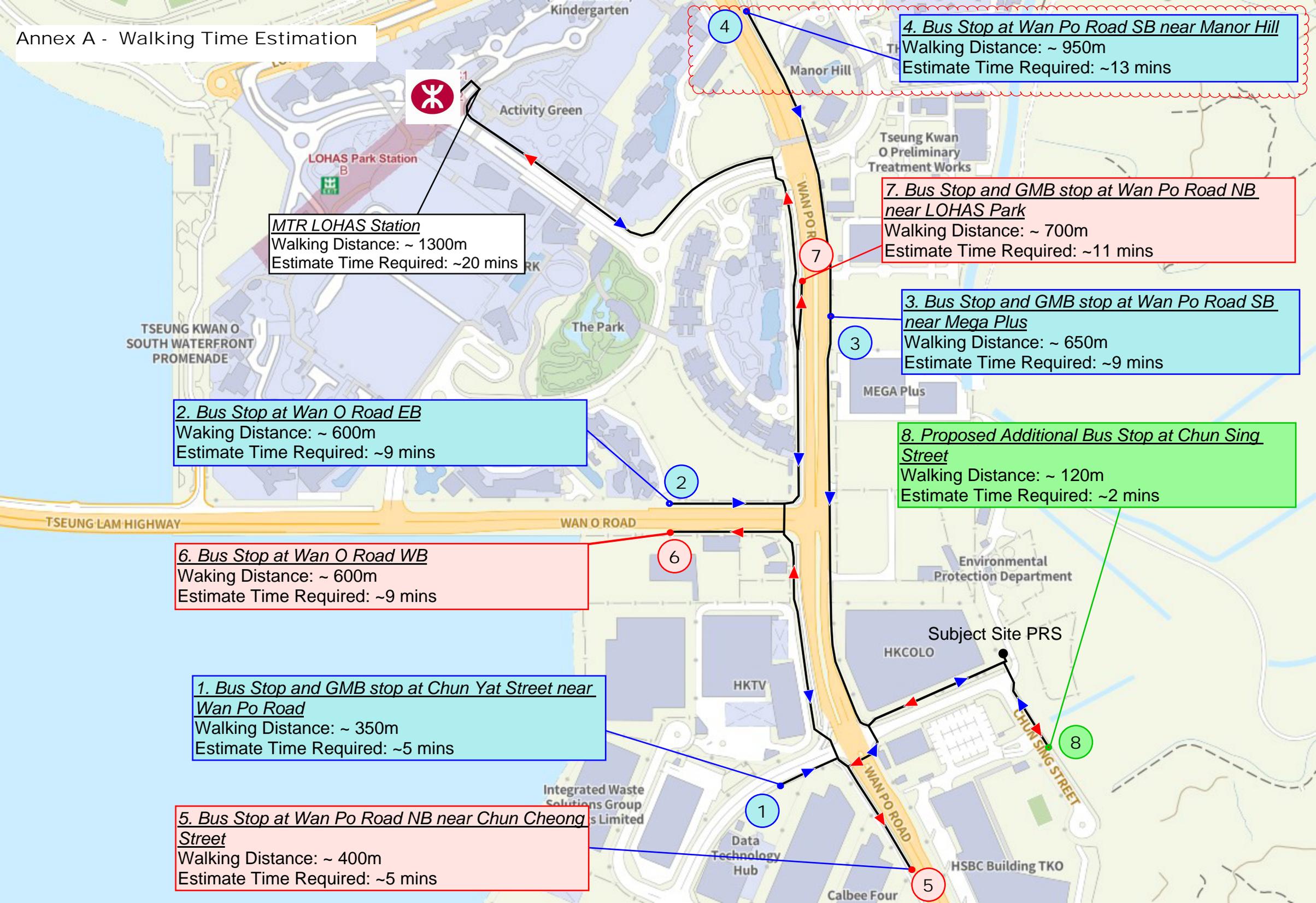
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PROPOSED PLACE OF RECREATION, SPORTS OR CULTURE (PUBLIC RIDING SCHOOL) WITH ANCILLARY FACILITIES AT GOVERNMENT LAND IN D.D.233, THE RESTORED LANDFILL SITE(TKOL II/III) IN TKO AREA 105, TSEUNG KWAN O (GLA TSK-500(PART))

Drawing Title
PROPOSED ADDITIONAL STOP FOR BUS ROUTE NOS. A28, 290X AND 797 AT CHUN SING STREET

Designed	HKH	Checked	GPH	Scale	1:500(A3)	Date	OCT 2025	Drawing No.	6.2	Rev.	C
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Annex A - Walking Time Estimation



1. Bus Stop and GMB stop at Chun Yat Street near Wan Po Road
Walking Distance: ~ 350m
Estimate Time Required: ~5 mins

5. Bus Stop at Wan Po Road NB near Chun Cheong Street
Walking Distance: ~ 400m
Estimate Time Required: ~5 mins

6. Bus Stop at Wan O Road WB
Waking Distance: ~ 600m
Estimate Time Required: ~9 mins

2. Bus Stop at Wan O Road EB
Waking Distance: ~ 600m
Estimate Time Required: ~9 mins

MTR LOHAS Station
Walking Distance: ~ 1300m
Estimate Time Required: ~20 mins

4. Bus Stop at Wan Po Road SB near Manor Hill
Walking Distance: ~ 950m
Estimate Time Required: ~13 mins

7. Bus Stop and GMB stop at Wan Po Road NB near LOHAS Park
Walking Distance: ~ 700m
Estimate Time Required: ~11 mins

3. Bus Stop and GMB stop at Wan Po Road SB near Mega Plus
Walking Distance: ~ 650m
Estimate Time Required: ~9 mins

8. Proposed Additional Bus Stop at Chun Sing Street
Walking Distance: ~ 120m
Estimate Time Required: ~2 mins

Annex B - ROUTING OF BUS ROUTE NOS. A28, 290X and 797



Attachment 3

REPLACEMENT PAGES OF SUPPLEMENTARY
PLANNING STATEMENT

EXECUTIVE SUMMARY

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

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

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

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

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

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

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

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

行政摘要

(內文如有差異，以英文版本為準)

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

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

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

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

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

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

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

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

Table 4.1 Technical and Accommodation Schedules

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

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

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

Table 4.2 Internal Transport Provisions

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

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

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

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

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

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

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

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

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

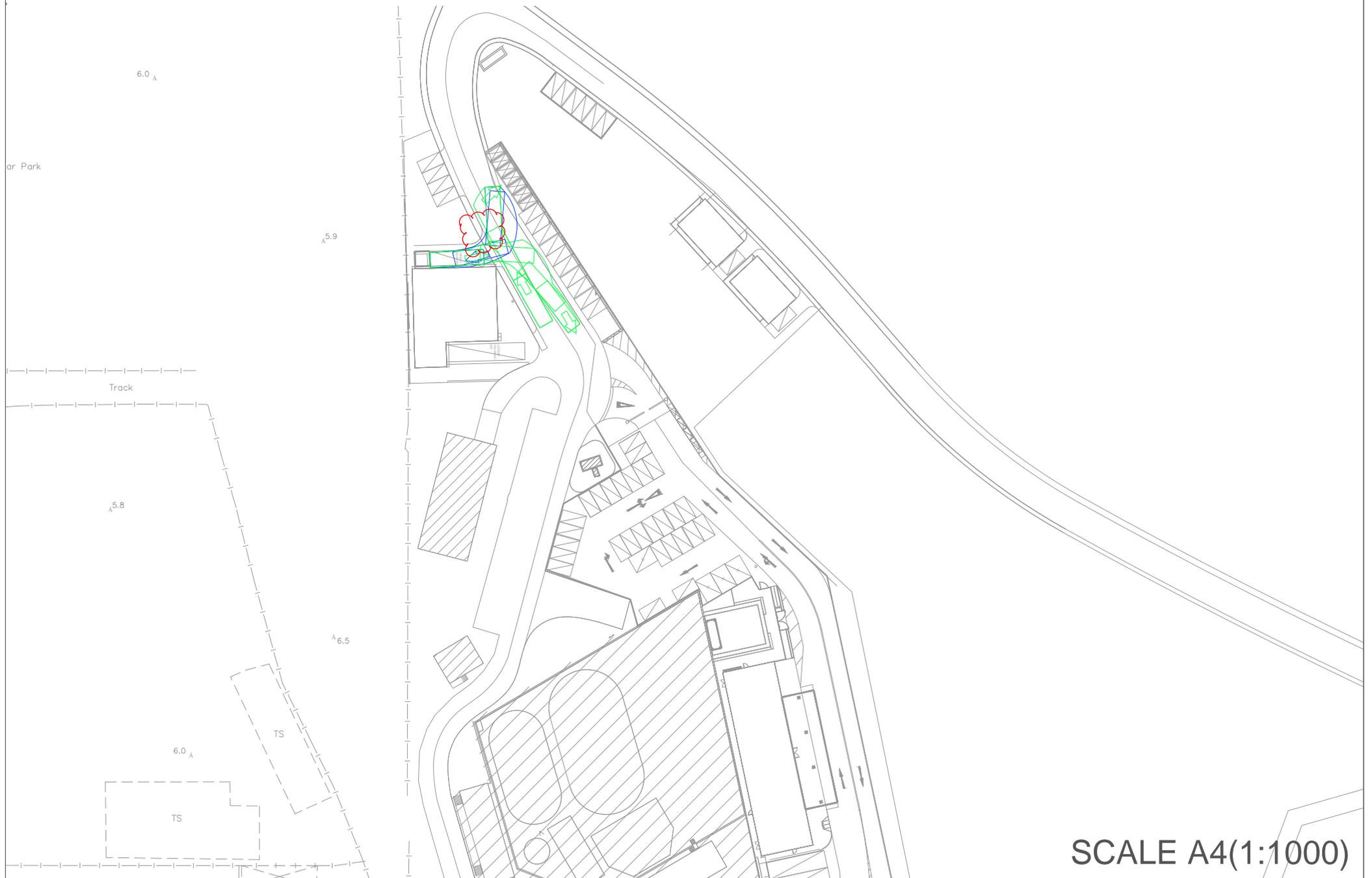
4.8 Development Programme

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

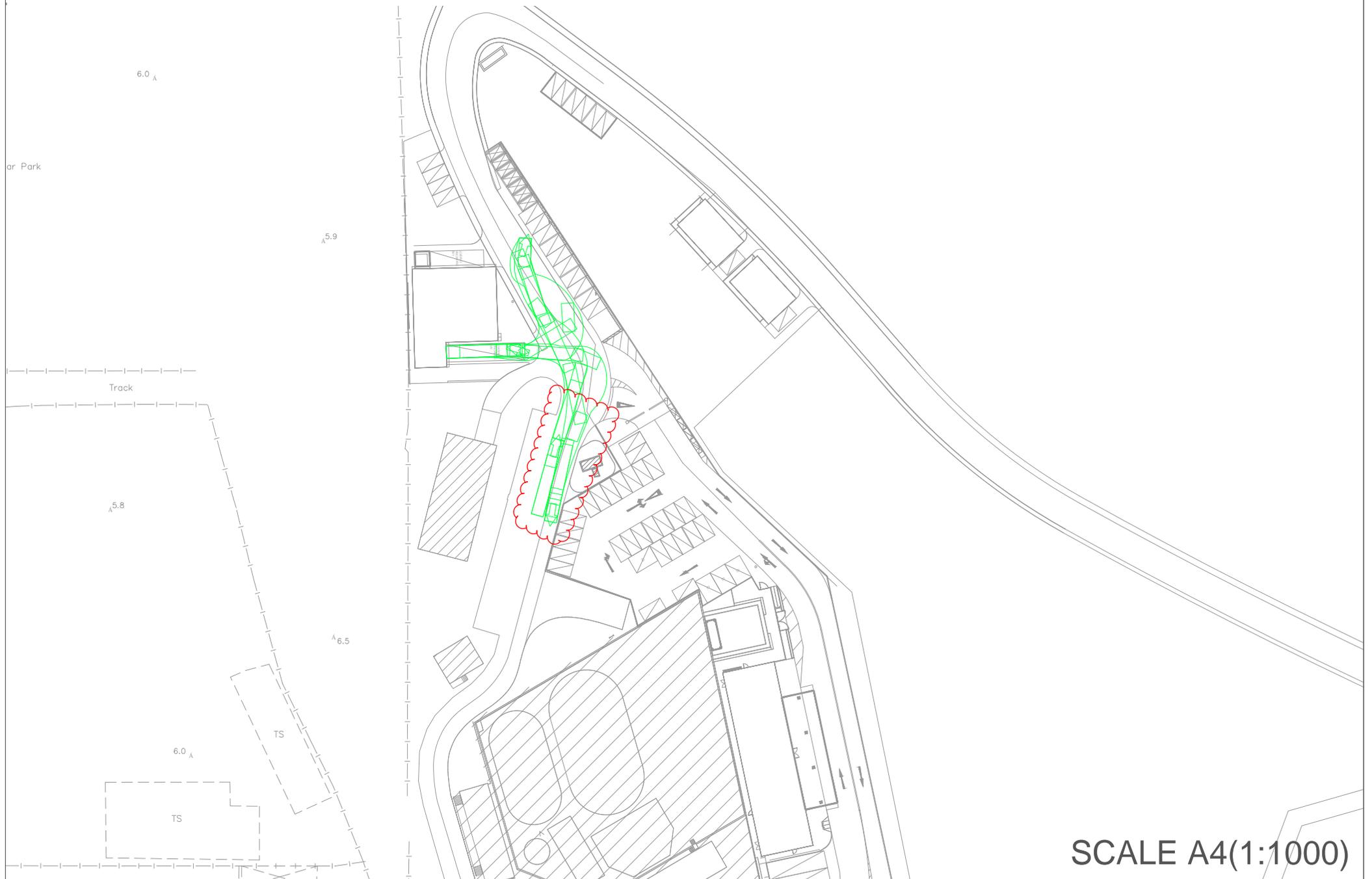
Attachment 4

REVISED SWEEP PATH

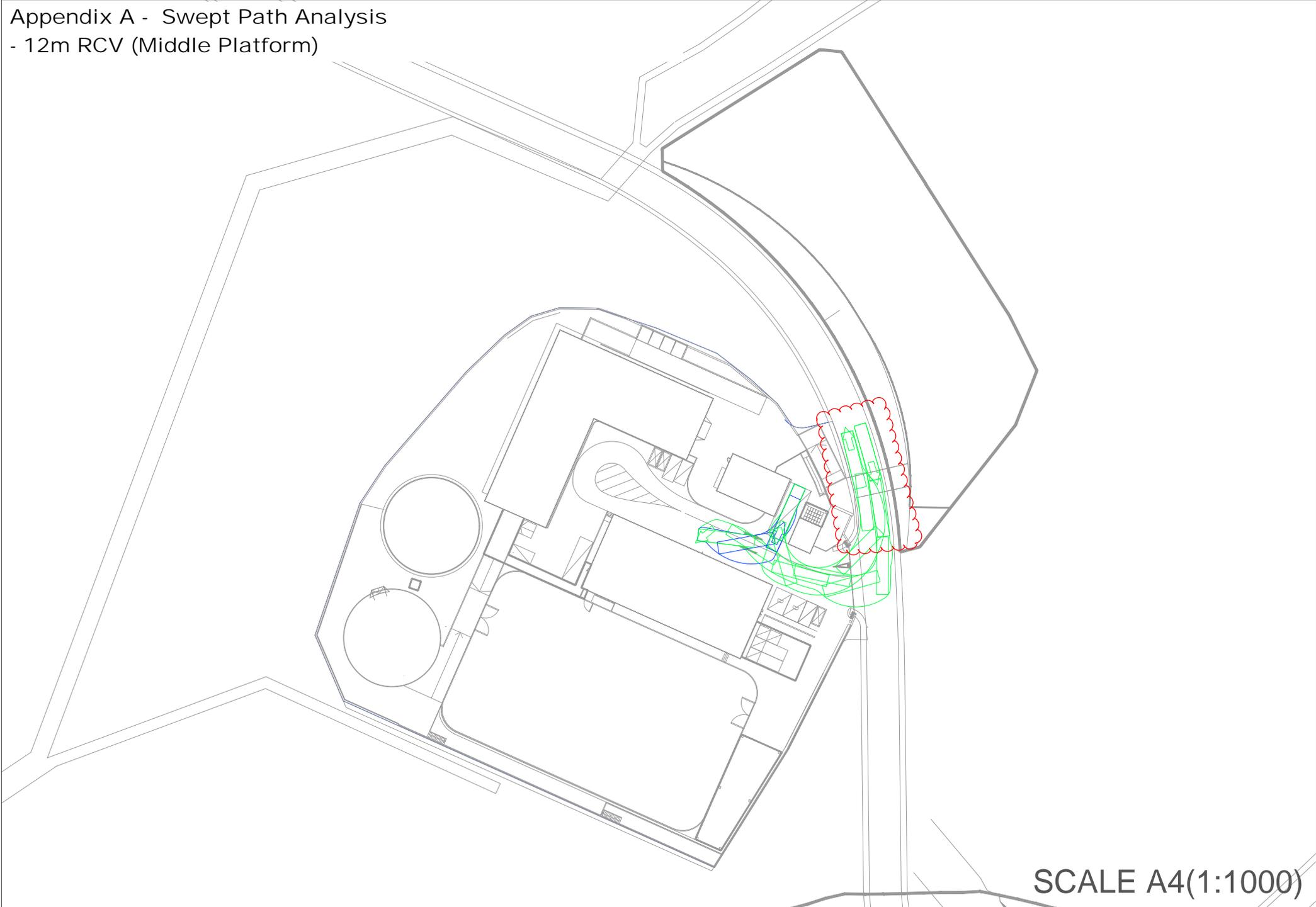
Appendix A - Swept Path Analysis
- 11m RCV (Lower Platform)



Appendix A - Swept Path Analysis
- 16m Articulated Vehicles (Lower Platform)



Appendix A - Swept Path Analysis
- 12m RCV (Middle Platform)



SCALE A4(1:1000)

Attachment 5

REPLACEMENT PAGES OF GEOTECHNICAL
PLANNING REVIEW REPORT

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1. Introduction

1.1 Project Description

1.1.1 This Geotechnical Planning Review Report is prepared in support of the Section 16 (“S16”) Planning Application to allow for the development of a Public Riding School with ancillary facilities (e.g. utility trench) (collectively as the “PRs”) at Government Land in D.D. 233, The Restored Landfill Site (TKOL II/III) in TKO Area 105, New Territories (“TKOL II/III”) for the HKJC Public Riding Schools Limited (the “Applicant”). The Application Site comprises of three (3) existing platforms and land required for the provision of ancillary utility trench connecting to the three (3) platforms (collectively as the “Application Site”) within TKOL II/III. The PRs 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.

1.1.2 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 are no plot ratio (“PR”), building height (“BH”), and site coverage (“SC”) restrictions imposed on the “O”, “GB” and “OU(Industrial Estate)” zones of the Approved OZP. While a portion of TKOL II/III falls within the Clear Water Bay Country Park (“CWBCP”), the Application Site does not involve any areas falling within the Country Park Boundary.

1.1.3 The PRs is located on three (3) platforms, namely the Lower Platform (i.e. Reception and Hospitality Lounges) (approx.+6.0mPD), Middle Platform (i.e. Pony Paddock & Pavilion I)(approx. +40.0mPD) and Upper Platform (i.e. Horse Paddock & Pavilion II) (approx.140.0mPD), with a proposed total GFA of approx. 9,000m² and a proposed building height of 4.5m to 7.7m. An ancillary utility trench connecting to the three (3) platforms is also proposed to accommodate various essential utilities services in support of the PRs operations.

1.2 Purpose of this Report

1.2.1 The location of the Application Site and the indicative scheme for the proposed development is shown in **Figure 1.1** and **Figure 1.2** respectively.

1.2.2 This Geotechnical Planning Review Report provides the following assessment to support the planning application for the PRs:

- Summary of the available geotechnical information for the Application Site;
- Initial review of the geotechnical issues relating to the proposed development; and
- Proposed works and the corresponding impact on the existing slope features.

GIU Ref.	Year	Contractor	Report Title
21370	1996	Geotechnics & Concrete Engineering (Hong Kong) LTD.	Restoration of Tseung Kwan O Landfills Provision of Monitoring Holes in Tseung Kwan O Stage II/III Landfill Ground Investigation Report
24046	1991	Gammon (Hong Kong) Limited	Project No. 5021 Dr Tseung Kwan O Landfill Stage III Phase I Geotechnical Submission - Borrow Area

3.6.2 Most of the GIs were completed prior to the construction of the TKOL II/III. As the TKOL II/III was carried out later than most of the exiting ground investigation, only limited GIs provides information on waste fill and capping fill thicknesses.

3.6.3 TKOL II/III was modelled by GI information extracted from GIU and supplemented by the as-built drawing nos. STG2/STE/DRW/001, 011 and 012/R and NDD/6235 to 6242 of the landfill site enclosed in **Appendix E**. From the information available, the landfill comprises approximately 1.35m thick fill capping layer overlaying the waste body. For the northeast part of TKOL II/III, the waste fill is mainly underlain by Completely/Highly Decomposed Volcanic rocks (C/HDV); while the southwest part of TKOL II/III, due to the historical reclamation works, marine mud and alluvium with limited thickness may be found below the waste fill.

3.7 Existing Man-made Features

3.7.1.1 A total of 5 nos. registered man-made features that overlap or are in close proximity with the Application Site are recorded in the GEO Slope Information System (SIS). A summary of the feature registration numbers, responsible maintenance parties and current study status retrieved from the Landslip Prevention Measures Information System (LPMIS) for these features are provided in **Table 3-2**. The feature extent and locations are presented in **Figure 3.3**.

Table 3-2 Summary of Existing Features

Existing Feature	Maintenance	Maximum Height (m)	Length (m)	Average Angle (degree)
12SW-A/F67	EPD	32	440	20
12SW-A/F68	EPD	28	396	25
12SW-A/F70	EPD	20	210	20
12SW-A/F72	EPD	28	470	25
12SW-A/F73	EPD	30	145	25
12SW-A/F96	EPD	8	200	35
12SW-A/C 183	EPD	6	215	55
12SW-A/C 184	EPD	6	120	70
12SW-A/C 185	EPD	6	50	45
12SW-A/C 186	EPD	6	80	40

The detail descriptions of the registered features are presented as follows:

3.7.2 Feature No. 12SW-A/F67

The feature is a southwestern-facing soil fill slope, located in the western portion of TKOL II/III. The slope portion is about 32m high with a slope angle of 20°.

The northern portion of the feature is overlapping with the Application Site at the **Middle Platform**. The southern portion of the feature is overlapping with the Application Site at the **Lower Platform**.

Classification of Consequence-to-life Category under GEO Technical Guidance Note No. 15 is reviewed with the proposed facilities under PRS development. The crest facility is originally footpath with very low traffic density which belongs to Facility Group 4, where the proposed development at Middle Platform (i.e. Pony Paddock & Pavilion I) is classified as “Lightly Used Building” under Facility Group 2(a). The toe facility is originally manned substation which belongs to Facility Group 1(a), where the proposed development at Lower Platform (i.e. Reception and Hospitality Lounges) will not change the Facility Group 1(a) for toe facility due to the presence of manned substation. The Consequence-to-life Category remains unchanged as 1.

Classification of Economic Consequence under WBTC No. 13/99 is also reviewed with the proposed facilities under PRS development. The economic consequence of this feature is classified as Category A due to the presence of manned substation where slope failure could affect the substation and lead to loss of the service for a considerable period of time. With the proposed PRS development in Middle and Lower Platforms, the economic consequence of this feature will still be controlled by the manned substation and hence remains Category A.

Accordingly, the stability of this feature shall be studied at detailed design stage with target FoS of 1.4.

3.7.3 Feature No. 12SW-A/F68

The feature is a southwestern-facing soil fill slope, located in the western portion of TKOL II/III. The slope portion is about 28m high with a slope angle of 25°.

The southern portion of the feature is overlapping with the Application Site at the Middle Platform.

As per GEO Technical Guidance Note No. 15, Classification of Consequence-to-life Category is reviewed taking into account the proposed facilities under PRS development. The original facilities at crest and toe of the feature are district open space and road/footpath with very low traffic density respectively; as both facilities at toe and crest belongs to Facility Group 5, the GEO SIS has recorded a Consequence to Life Category 3 for the feature. With the development of PRS, the crest facility would stay as road with very low traffic density, even after the proposed upgrading work of the existing access road. The toe facilities will be the proposed PRS at Middle Platform (i.e. Horse Paddock & Pavilion I), which shall be classified as “Lightly Used Building” under Facility Group 2(a). As a result, the Consequence to Life Category will be changed from Category 3 to Category 1.

Classification of Economic Consequence under WBTC No. 13/99 is also reviewed with the proposed PRS development. The economic consequence of this feature is originally classified as Category B as its failure will affect the existing access road which is considered as rural road. With the proposed PRS development in Middle Platform and the upgrading work of the existing access road, the economic consequence of this feature is classified to be Category A for its failure affecting the structures of the proposed PRS development, which could cause excessive structural damage.

Accordingly, the stability of this feature shall be studied at detailed design stage with target FoS of 1.4.

3.7.4 Feature No. 12SW-A/F70

The feature is a southwestern-facing soil fill slope, located in the western portion of TKOL II/III. The slope portion is about 20m high with a slope angle of 20°.

The southern portion of the feature is overlapping with the Application Site at the Middle Platform.

Classification of Consequence-to-life Category is reviewed as per GEO Technical Guidance Note No. 15. The crest facility is originally undeveloped green belt and the toe facility is originally the road/footpath with very low traffic density where both facilities are under Facility Group 5. Consequence-to-life is originally considered to be Category 3 for this feature. With the development of PRS, at the crest of the feature, utility trenches have been proposed as part of the PRS development, but for Consequence-to-life Category assessment the ground is treated as

remote area, which is under Facility Group 5. The toe facility would remain as road with low traffic density even with the upgrading of existing access road. However, since this feature sits at crest of Feature No. 12SW-A/F96 and overlook the proposed PRS at Middle Platform (i.e. Horse Paddock & Pavilion I), which shall be classified as “Lightly Used Building” under Facility Group 2(a). Accordingly, the Consequence-to-life Category will be changed from Category 3 to Category 1.

Classification of Economic Consequence under WBTC No. 13/99 is also reviewed with the proposed PRS development. The economic consequence of this feature is originally classified as Category B as its failure will affect the existing access road which is considered as rural road. After the development of PRS and upgrading works of access road, the access road at the toe of the feature would remain as rural road. The facility at the crest of the feature will be utility trenches, which means failure of the slope affects essential services that could cause loss of that service for an extended period. In this regard, the economic consequence after PRS development is considered to be changed to Category A.

Accordingly, the stability of this feature shall be studied at detailed design stage with target FoS of 1.4.

3.7.5 Feature No. 12SW-A/F72

The feature is a southwestern-facing soil fill slope, located in the middle portion of TKOL II/III. The slope portion is about 6m high with a slope angle of 55°.

The feature is not overlapping with any of the platforms but the proposed utility trenches as part of the PRS development will sit on top of this feature.

Classification of Consequence-to-life Category is reviewed as per GEO Technical Guidance Note No. 15. Both the crest and toe facilities are originally road/footpath with very low traffic density, which is under Facility Group 5. Consequence-to-life is originally considered to be Category 3 for this feature. With the development of PRS, utility trenches have been proposed at the crest and toe of the feature and for Consequence-to-life Category assessment the ground is still treated as remote area, which is under Facility Group 5. However, considering this feature sits at crest of Feature No. 12SW-A/F68 and overlook the proposed PRS at Middle Platform (i.e. Horse Paddock & Pavilion I), which shall be classified as “Lightly Used Building” under Facility Group 2(a). Accordingly, the Consequence-to-life Category will be changed from Category 3 to Category 1.

Classification of Economic Consequence under WBTC No. 13/99 is also reviewed with the proposed PRS development. The economic consequence of this feature is originally classified as Category B as its failure will affect the existing road/footpath which is considered as rural road. After the development of PRS, the facility at the crest and toe of the feature will be utility trenches, which means failure of the slope affects essential services that could cause loss of that service for an extended period. In this regard, the economic consequence after PRS development is considered to be changed to Category A.

Accordingly, the stability of this feature shall be studied at detailed design stage with target FoS of 1.4.

3.7.6 Feature No. 12SW-A/F73

The feature is a southwestern-facing soil cut slope, located in the eastern portion of TKOL II/III. The slope portion is about 30m high with a slope angle of 20°.

The northern portion of the feature is overlapping with the Application Site at the upper platform.

Classification of Consequence-to-life Category is reviewed as per GEO Technical Guidance Note No. 15. Both the crest and toe facilities are originally road/foot path very low traffic density which belongs to Facility Group 5. Consequence-to-life is originally considered to be Category 3 for this feature. With the development of PRS, the toe facility would remain as road with very low traffic density even with the upgrading of existing access road. For the crest facility, it will comprise PRS

development at Upper Platform which has Facility Group 2(a) structures like Staff Block/Room. Accordingly, the Consequence-to-life Category would be changed to Category 1.

Classification of Economic Consequence under WBTC No. 13/99 is also reviewed with the proposed PRS development. The economic consequence of this feature is classified as Category B as its failure will affect the existing access road which is considered as rural road. After the development of PRS and upgrading works of access road, the access road at the toe of the feature would remain as rural road. The facility at the crest of the feature will be PRS development at Upper Platform (e.g. Staff Block/Room etc.), where failure of the slope will lead to excessive structural damage of the PRS development in Upper Platform. Therefore, the Economic Consequence after PRS development shall be changed to Category A.

Accordingly, the stability of this feature shall be studied at detailed design stage with target FoS of 1.4.

3.7.7 Feature No. 12SW-A/F96

The feature is a northeastern-facing soil fill slope, located in the eastern portion of TKOL II/III. The slope portion is about 8m high with a slope angle of 35°.

The feature is located along the edge of the Application Site at the Middle Platform.

Classification of Consequence-to-life Category is reviewed as per GEO Technical Guidance Note No. 15. The crest facility is originally district open space, which is deemed as lightly used open-air recreation area under Facility Group 3 and the toe facility is originally road/footpath with very low traffic density under Facility Group 5. Consequence-to-life is originally considered to be Category 3 for this feature. After the development of PRS, the crest facility would remain as road with very low traffic density even with the upgrading of existing access road. For the toe facility, it will be PRS development at Middle Platform (i.e. Horse Paddock & Pavilion I), which shall be classified as “Lightly Used Building” under Facility Group 2(a). Accordingly, the Consequence-to-life Category would be changed to Category 1.

Classification of Economic Consequence under WBTC No. 13/99 is also reviewed with the proposed PRS development. The economic consequence of this feature is originally classified as Category B as its failure will affect the existing access road which is considered as rural road. After the development of PRS and upgrading works of access road, the access road at the crest of the feature would remain as rural road. The facility at the toe of the feature will be PRS development at Middle Platform (i.e. Horse Paddock & Pavilion I), where failure of the slope will lead to excessive structural damage of the PRS development in Lower Platform. Therefore, the Economic Consequence after PRS development shall be changed to Category A.

Accordingly, the stability of this feature shall be studied at detailed design stage with target FoS of 1.4.

3.7.8 Feature Nos. 12SW-A/C 183, 184, 185, 186

Feature Nos. 12SW-A/C 183, 184, 185 and 186 are found to be located outside the Application Site to the north.

Initial studies have been carried out following the GEO Technical Guidance Note No.15 (TGN15) – Guidelines for Classification of Consequence-to-Life Category of Slope Features requirement on the extreme travel distance of landslide debris for those features. The minimum distance between the Application Site boundary and the features’ crests were found to be 10.5m. As per TGN No. 15’s guidance, with a travel angle of 30 degrees projecting from the slope crest and feature height of 6m, the possible extreme travel distance of landslide is estimated to be 10.4m, which is slightly smaller than the distance between feature crest and Application Site boundary; therefore, the Features Nos. 12SW-A/C 183, 184, 185 and 186 will not affect or be affected by the proposed PRS development.

3.8 Stage 2 Study Report

4.3 Natural Terrain Hazard Mitigation Strategy

- 4.3.1 Following the Geotechnical Assessment Report that were done by B&V in 2004, a ‘no-build zone’ was established for the Site as passive natural terrain hazard mitigation measure and was defined as one meter further away from the calculated debris run-distances, outside which no development will be affected by any potential natural terrain hazard. The proposed extent of the ‘no-build zone’ by B&V in 2004 can be found in **Figure 1.2**.
- 4.3.2 The NTHS report by Morden in 2023 had reviewed and validated this “No-build Zone” for the Upper Platform only, which was considered to be reasonable since the Middle and lower Platforms will not be affected by natural terrain hazard based on the initial screening.
- 4.3.3 Additionally, at the time of writing this report, a preliminary review on the previous studies has been carried out with the recent landslide events, GEO Incident Nos. 2024/05/3754, 2024/05/3722 and 2024/05/3769, for the PRS development area as shown in **Figure 1.2**. This review report (our Report Ref: REP-002-01) has been submitted to GEO checking panel for endorsement (Case G92A). The findings suggest that the previously adopted design event volumes remain valid, and thus the ‘no-build zone’ was established in a reasonably conservative manner and is considered still valid for the purpose of current assessment. The extent of the natural terrain catchment covered in the review report is presented in **Figure 4-1**.
- 4.3.4 As indicated in **Figure 1.2**, the entire Middle and Lower Platforms are located outside the ‘no-build zone’ and will not be affected by natural terrain hazard. However, it should be noted the ‘no-build zone’ encroaches slightly into the Upper Platform in the north and part of the proposed EVA/Driveway, ancillary E&M facilities, and wash box facilities located within the ‘no-build zone’. With the consideration of the operation arrangement of the proposed PRS at Upper Platform, the access road in risk of being damaged and/or blockage of the road by landslide debris could lead to impact to the PRS’s daily operation thus horse’s health and safety. Mitigation measure in the form of concrete retaining wall will be initially proposed along those facilities located within the ‘no-build zone’. The need to relocate or mitigate the EVA, ancillary E&M facilities and wash box facilities shall be further reviewed at the later stage of the project, taking into account the GEO Report No. 138 (2nd Edition) requirement and the operational need of the project.
- 4.3.5 Additional, two (2) boulders within natural terrain area have also been recommended to be removed or in-situ stabilized as a precautionary measure based on the previous studies. This requirement should also be reviewed at the later stage.

5.2 Impact on Existing Features

- 5.2.1 The load limits as mentioned in **Section 5.1.3** have been used to check the impact on stability of the existing man-made features affecting or being affected by the Application Site, including Feature nos.: 12SW-A/F 67, 12SW-A/F 68, 12SW-A/F 70, 12SW-A/F 73 and 12SW-A/F96.
- 5.2.2 The required factor of safety (FoS) of those concerned features affecting or being affected by the Application Site is determined based on the “Consequence-to-life” and “Economic Consequence” categories in accordance with the guidelines provided in GEO TGN No. 15 and WBTC No. 13/1999. A FoS of up to 1.4 was found to be required for all the above-mentioned features affecting or being affected by the Application Site.
- 5.2.3 The preliminary stability assessment suggested the FoS of the existing features nos. 12SW-A/F 67, 12SW-A/F 68, 12SW-A/F 70, 12SW-A/F 73 and 12SW-A/F96 affecting or being affected by the Application Site are up to the required value of 1.4 and is considered to be satisfactory to the current standard. A sensitivity of the slope stability check for increased development load from 40kPa to 50kPa for Middle Platform **and additional surcharge due to EPD’s proposed access road widening** also suggested the FoS of all features affecting or being affected Middle Platform **and EPD’s proposed access road widening** is still up the required standard of 1.4. The potential of adopting a higher load of 50kPa for the development in Middle Platform will be investigated in detail at a later stage of the project.

6. Conclusion and Recommendation

6.1 Conclusion and Recommendation

- 6.1.1 A geotechnical planning review has been conducted for the HKJC Public Riding School (PRS) at the three 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 within the restored landfill site (TKOL II/III) in Tseung Kwan O that may affect, or be affected by, natural terrain of man-made slopes or retaining wall features in accordance to GEO Advice Note for Planning Application under Town Planning Ordinance (Cap. 131). The Indicative Scheme of the Development Site comprises various structures and stables spread across three platforms.
- 6.1.2 The review has been carried out based on the findings of desk studies, aerial photo interpretation (API) and site inspection of TKOL II/III and the adjacent natural terrain catchments. TKOL II/III is located at the toe of the few catchments.
- 6.1.3 The Natural Terrain Hazard Study covered the engineering geological assessment, natural terrain hazard review, natural terrain hazard assessment and hazard mitigation strategy has been carried out for TKOL II/III, which indicates there is potential natural terrain hazard at the natural terrain catchments overlooking TKOL II/III. The ‘no-build zone’ has thus been delineated for TKOL II/III, with localised in-situ stabilization of boulders.
- 6.1.4 Schematic plans of PRS development have been proposed. The structures are proposed on the platforms and will adopt a stepped-raft foundation to follow the elevation of the terrain and limit excavation depth to within 500mm.
- 6.1.5 The planned development load at the three platforms has been limited to 50kPa for Upper and Lower Platforms and 40kPa for Middle Platform. However, the preliminary slope stability assessment suggested the FoS of the existing landfill slopes are still satisfactory even with 50kPa load at all the platforms. The potential of adopting a higher load (50kPa) at Middle Platform will be explored in detail at the later stage of the project.
- 6.1.6 In conclusion, the proposed redevelopment is considered to be feasible from the geotechnical perspective.

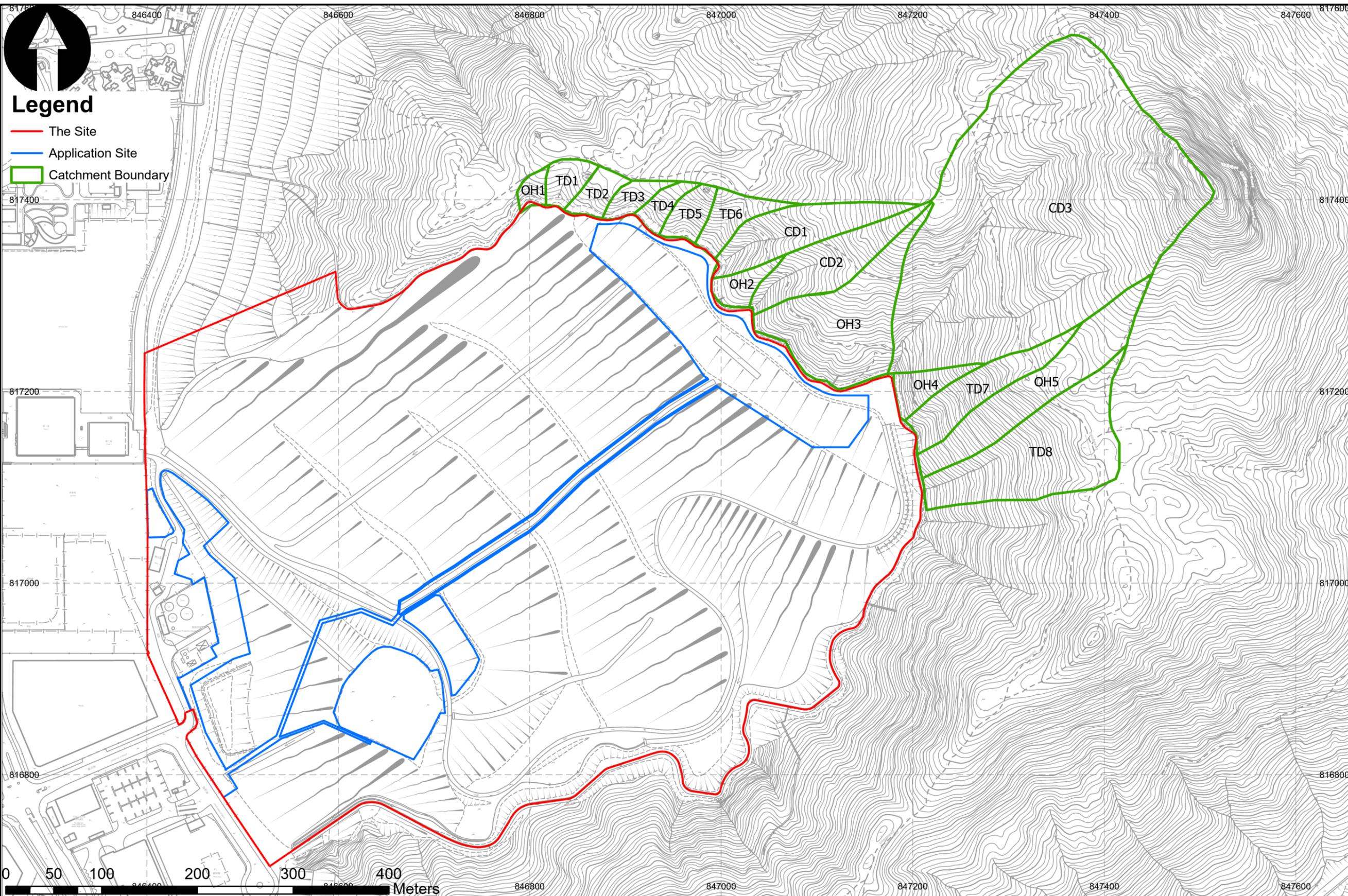
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Legend

- The Site
- Application Site
- Catchment Boundary



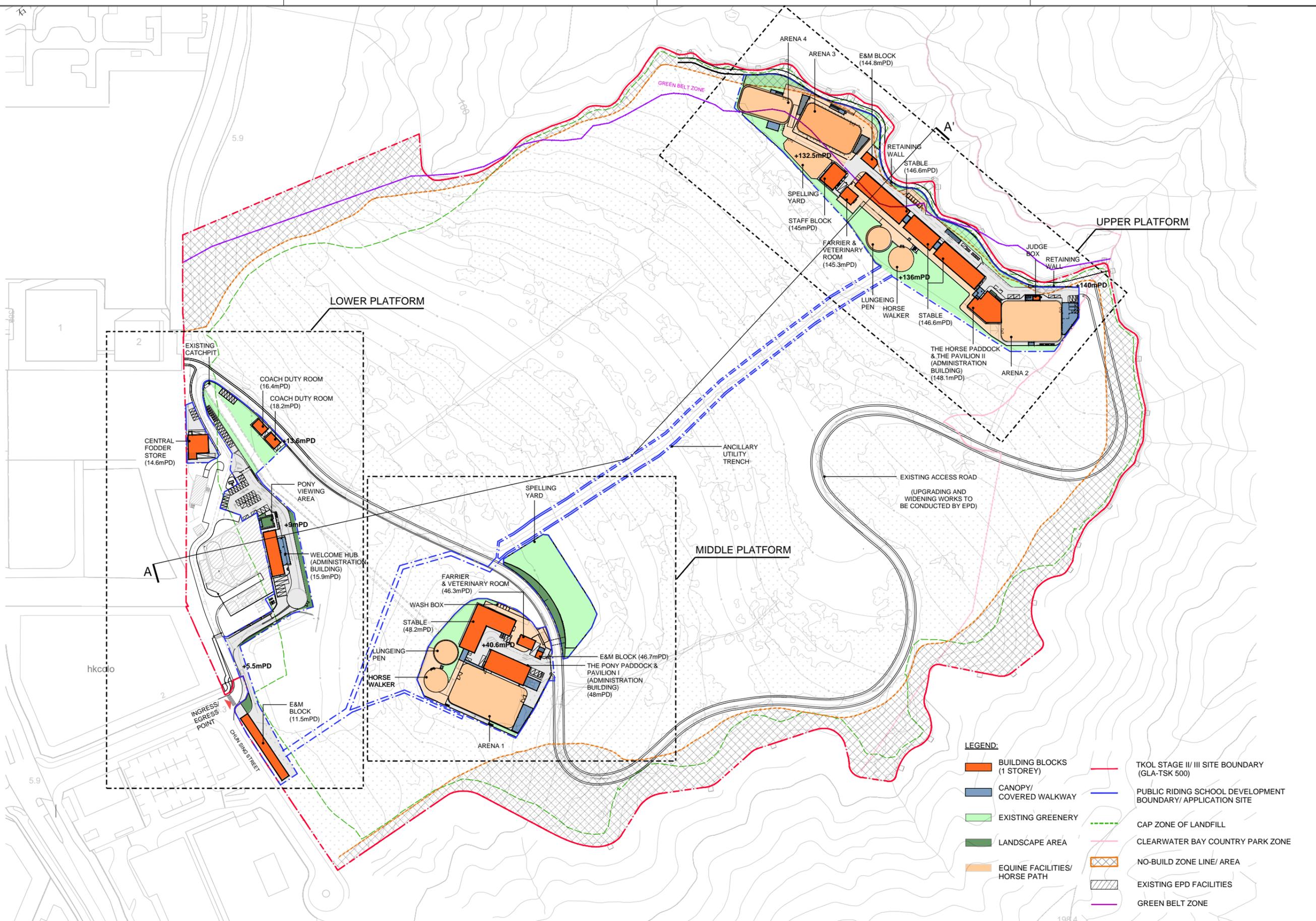
Job Title
Proposed Development of New Public Riding School at the Restored Tseung Kwan O Stage II/III Landfill (TKOL II/III)

Drawing Title
Location Plan of Natural Terrain Catchments

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Job No. 304521	Figure No. FIGURE 4.1

Attachment 6

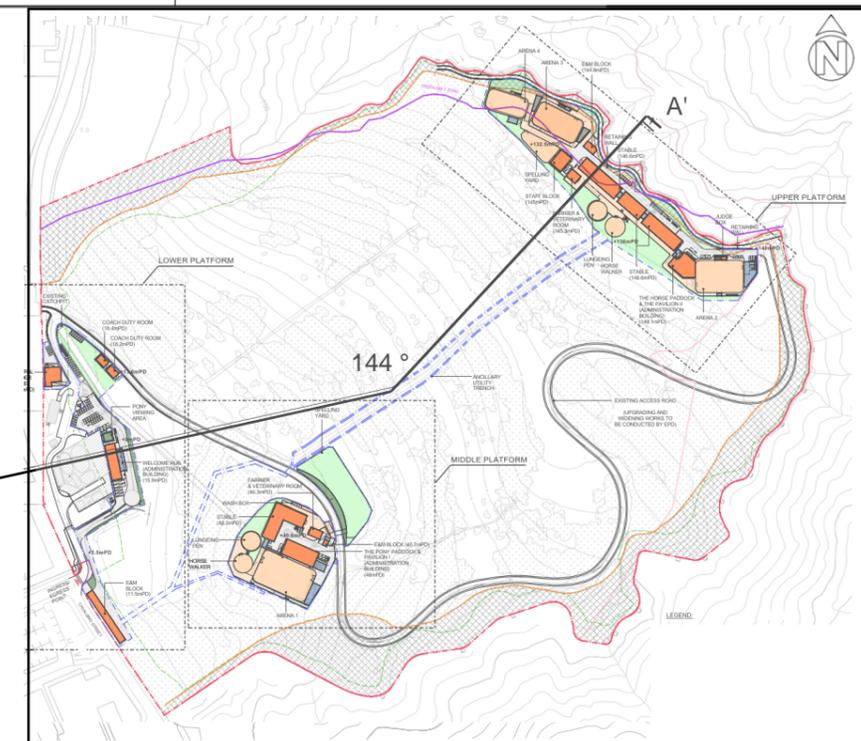
REVISED APPENDIX 1: CONCEPTUAL
ARCHITECTURAL DRAWINGS AND
INDICATIVE ARTIST'S IMPRESSION



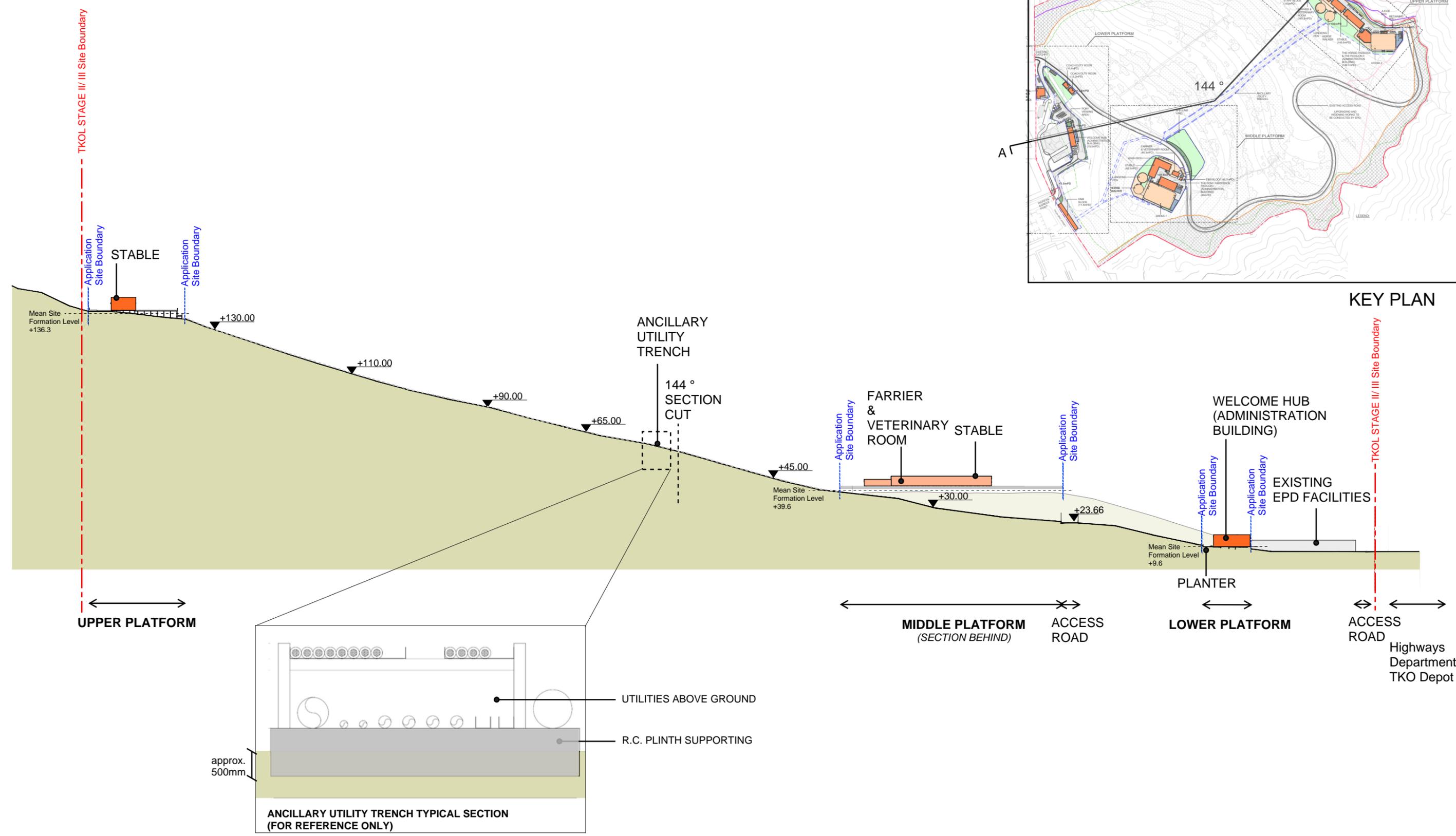
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Indicative Master Layout Plan

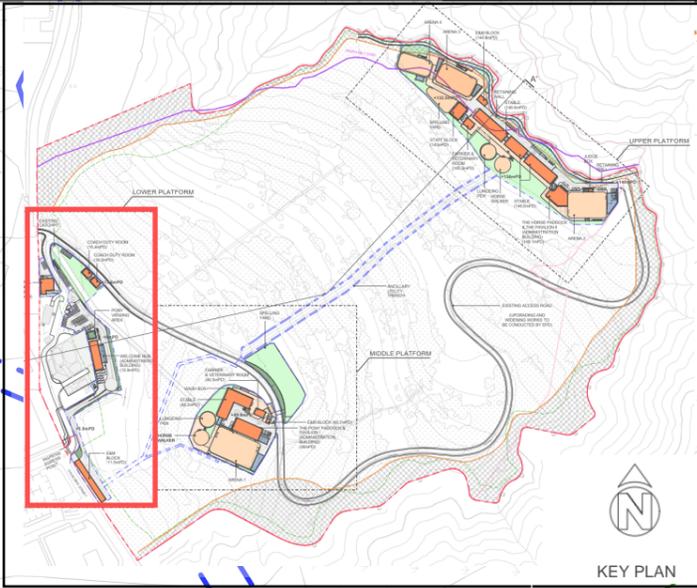
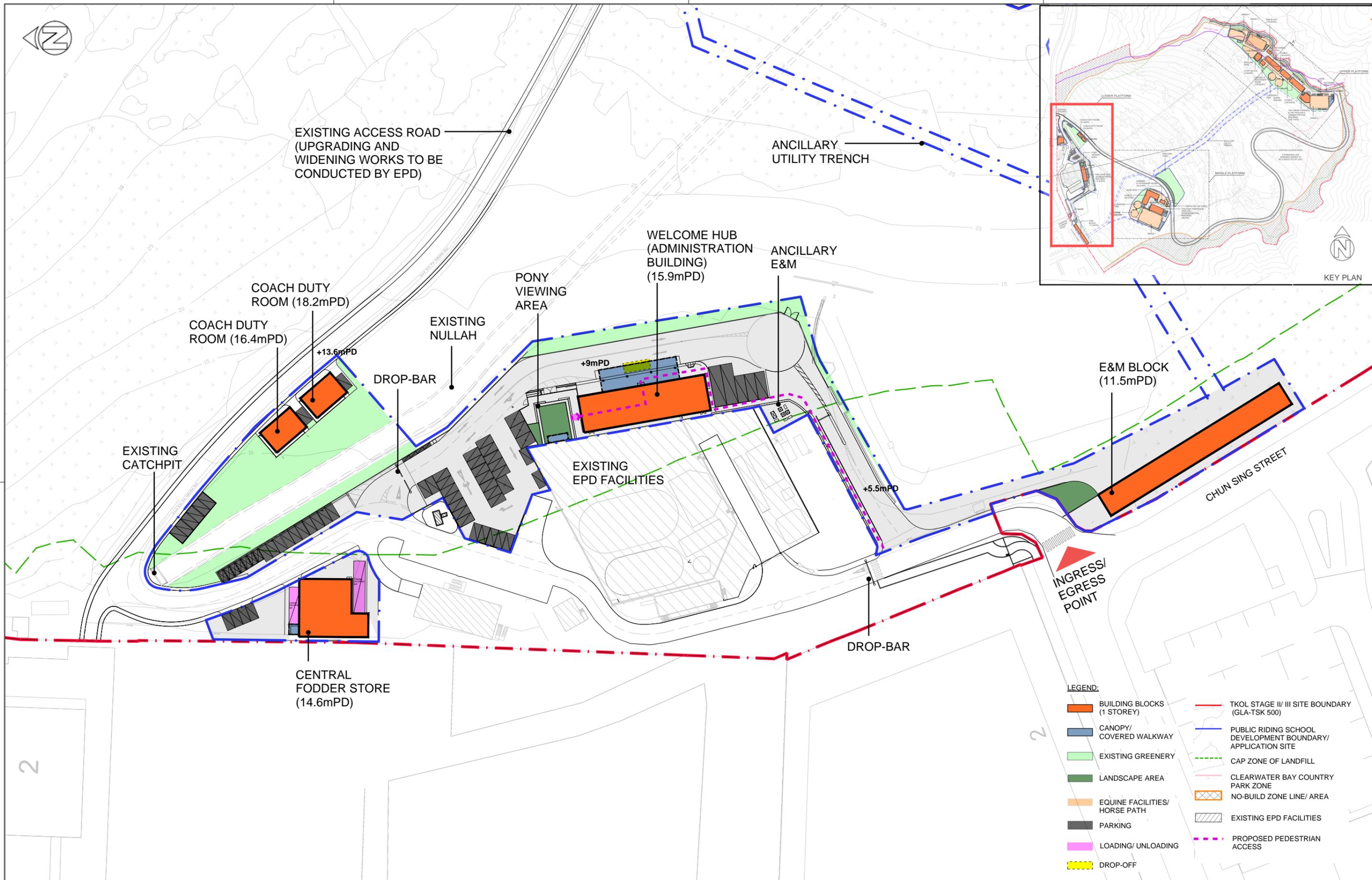
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KEY PLAN



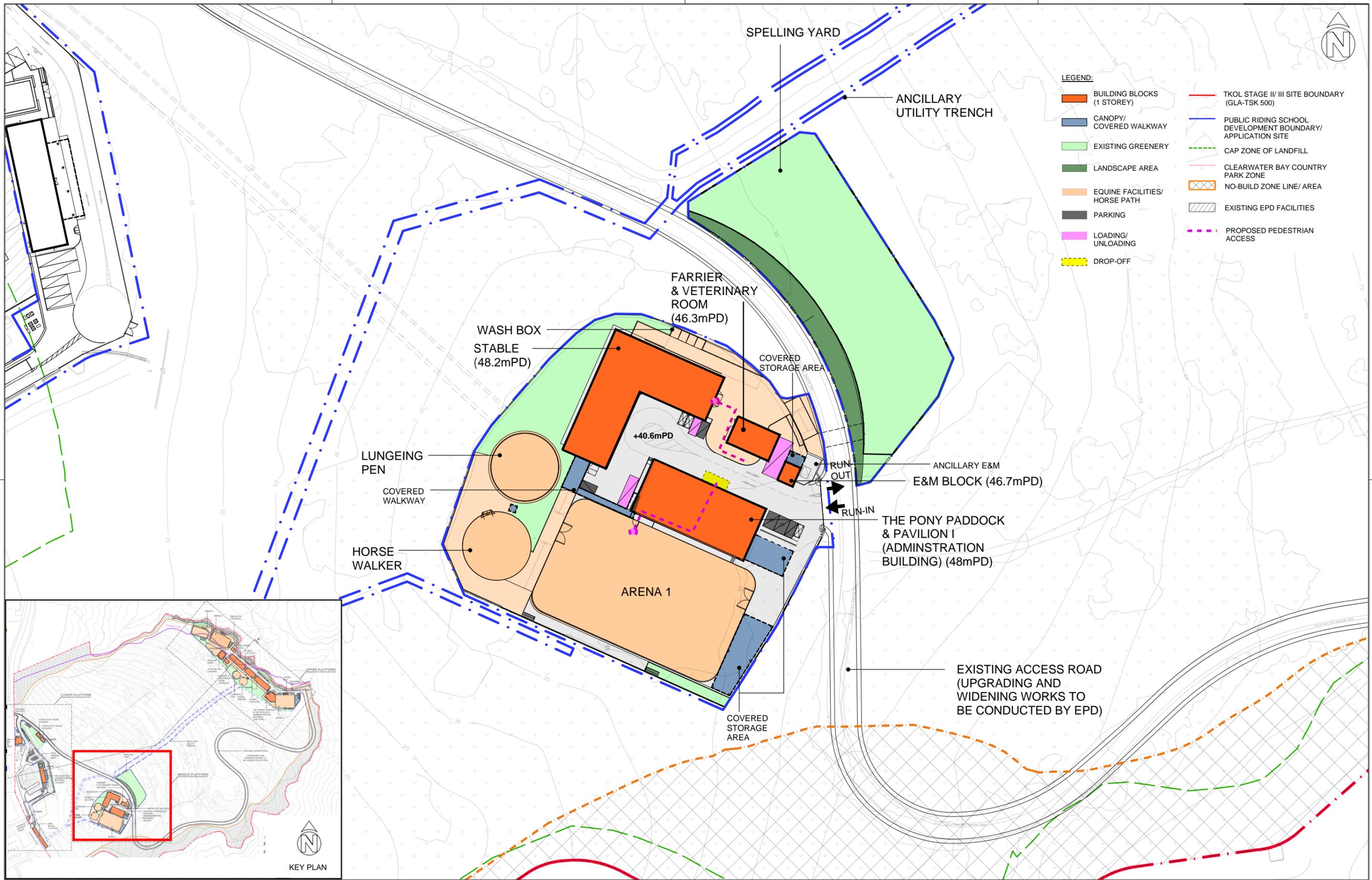
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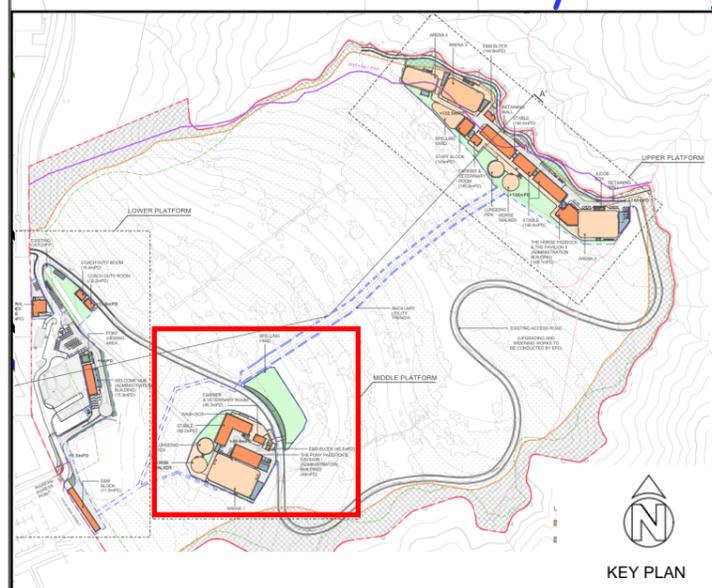
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Ground Floor Plan - Lower Platform

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Scale	Figure		
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- LEGEND:**
- BUILDING BLOCKS (1 STOREY)
 - CANOPY/ COVERED WALKWAY
 - EXISTING GREENERY
 - LANDSCAPE AREA
 - EQUINE FACILITIES/ HORSE PATH
 - PARKING
 - LOADING/ UNLOADING
 - DROP-OFF
 - TKOL STAGE II/ III SITE BOUNDARY (GLA-TSK 500)
 - PUBLIC RIDING SCHOOL DEVELOPMENT BOUNDARY/ APPLICATION SITE
 - CAP ZONE OF LANDFILL
 - CLEARWATER BAY COUNTRY PARK ZONE
 - NO-BUILD ZONE LINE/ AREA
 - EXISTING EPD FACILITIES
 - PROPOSED PEDESTRIAN ACCESS



KEY PLAN

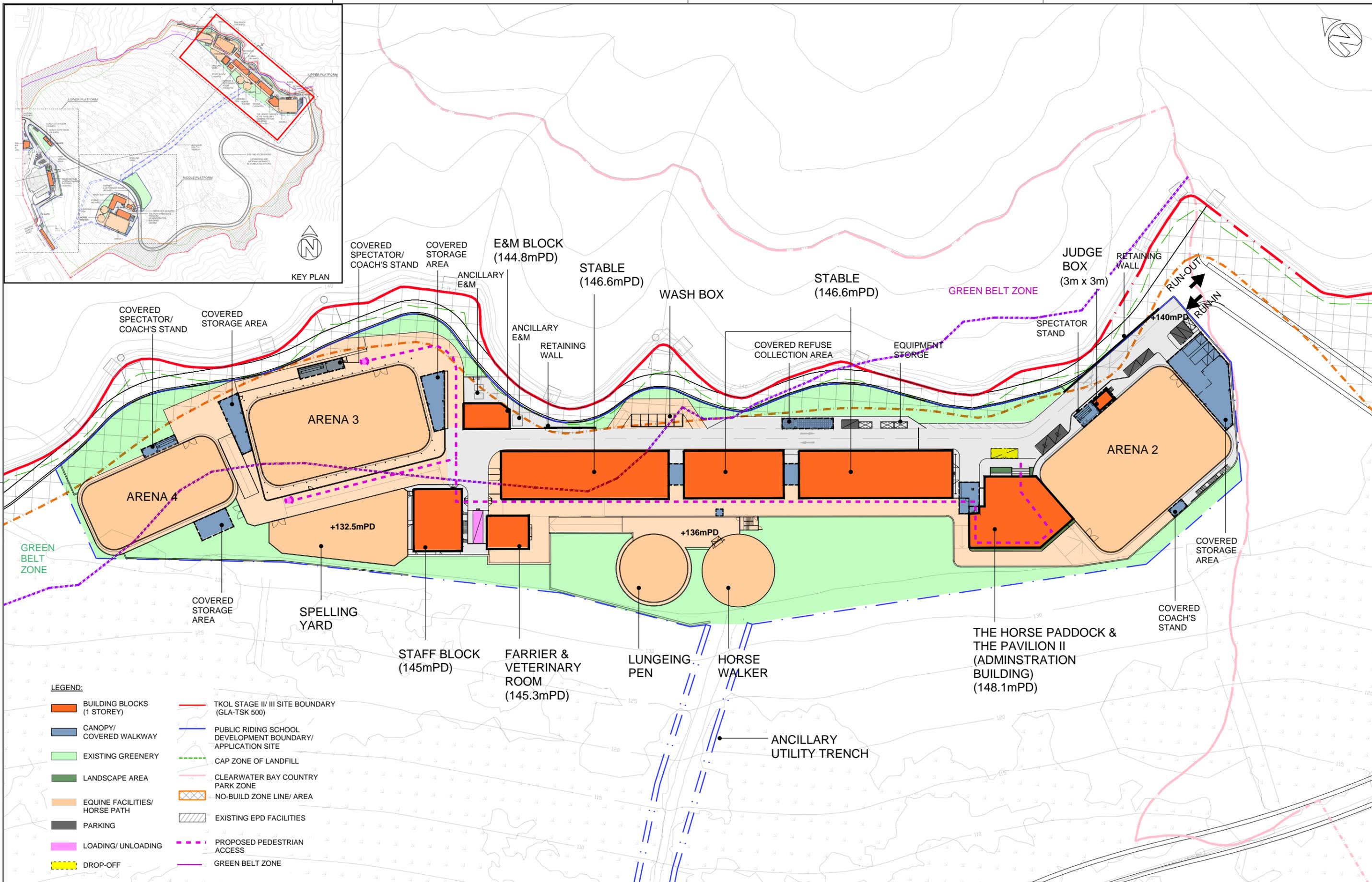
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Ground Floor Plan - Middle Platform

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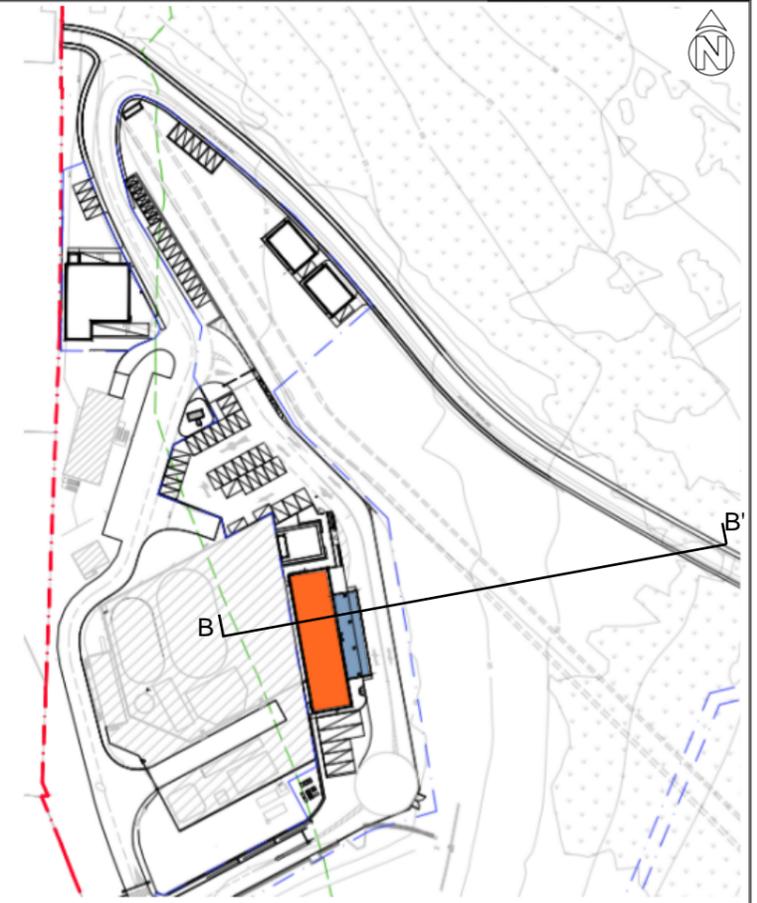
WONG TUNG 王董



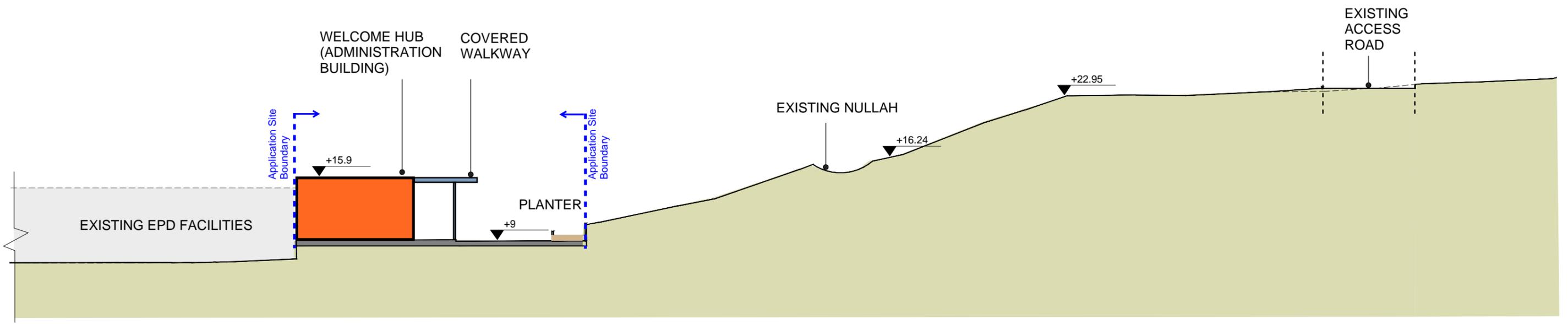
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Ground Floor Plan - Upper Platform

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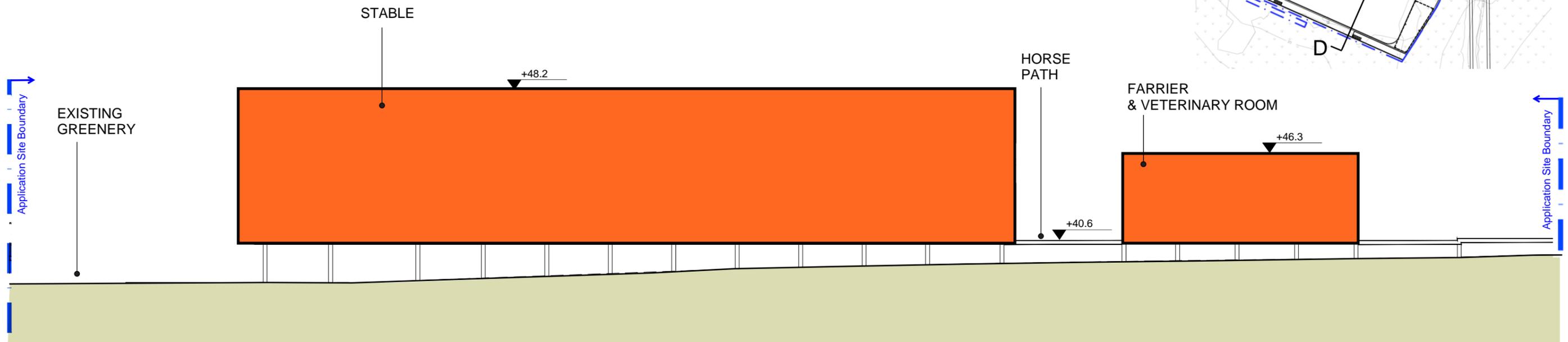
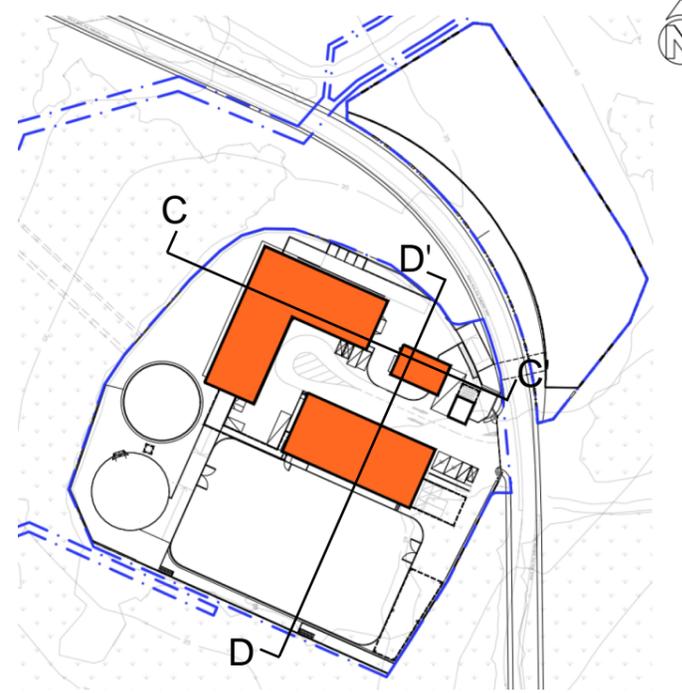
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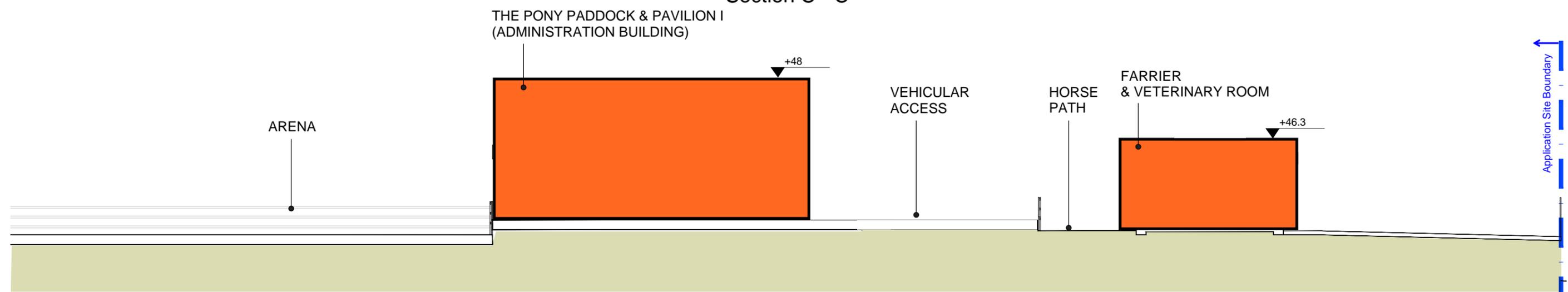
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Indicative Lower Platform Section

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Section C - C'



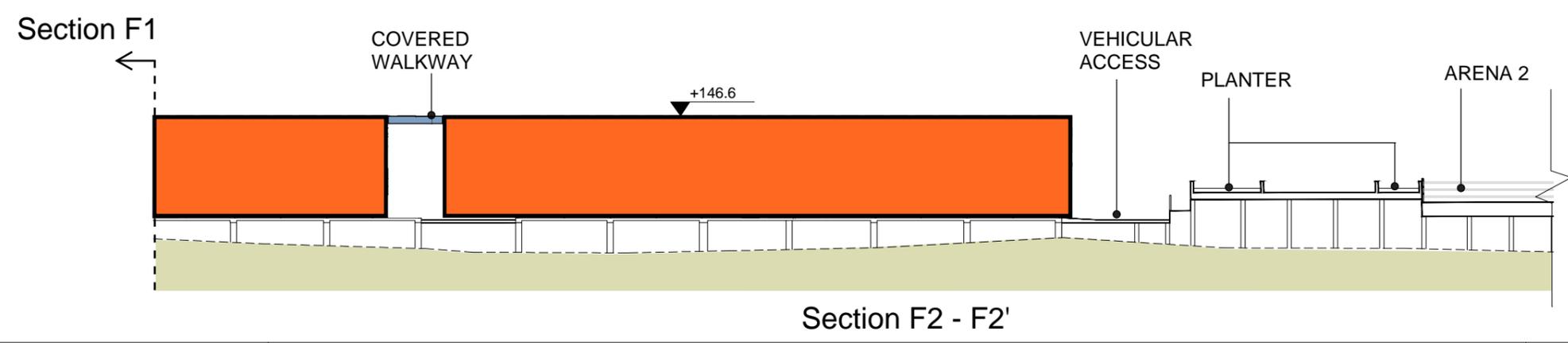
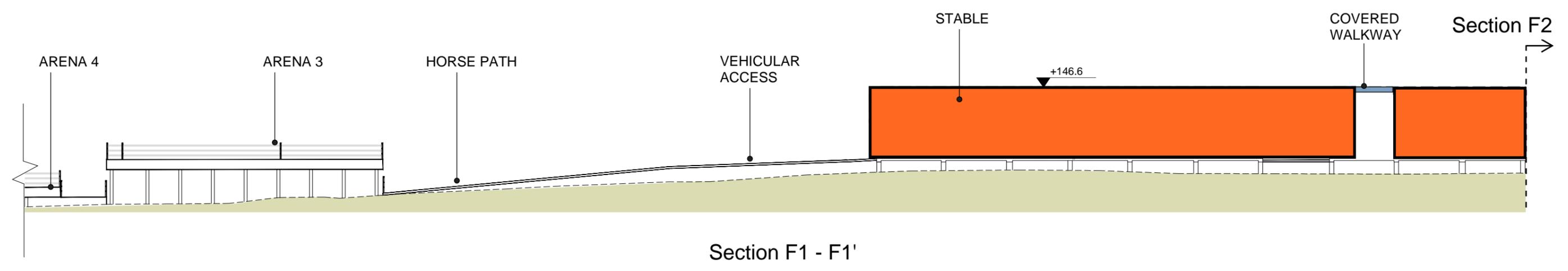
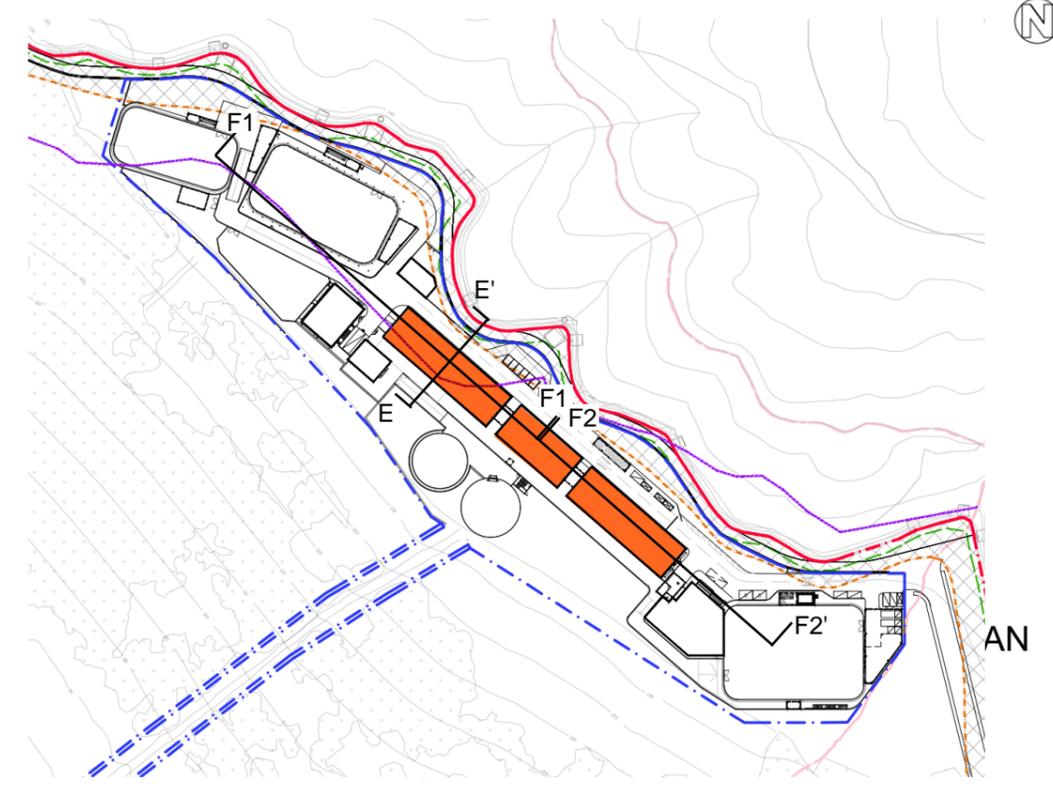
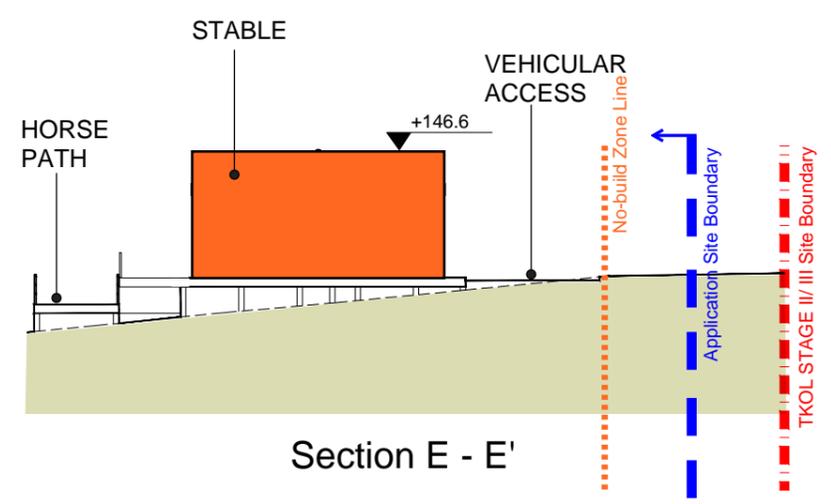
Section D - D'



Title

Indicative Middle Platform Section

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Indicative Upper Platform Section

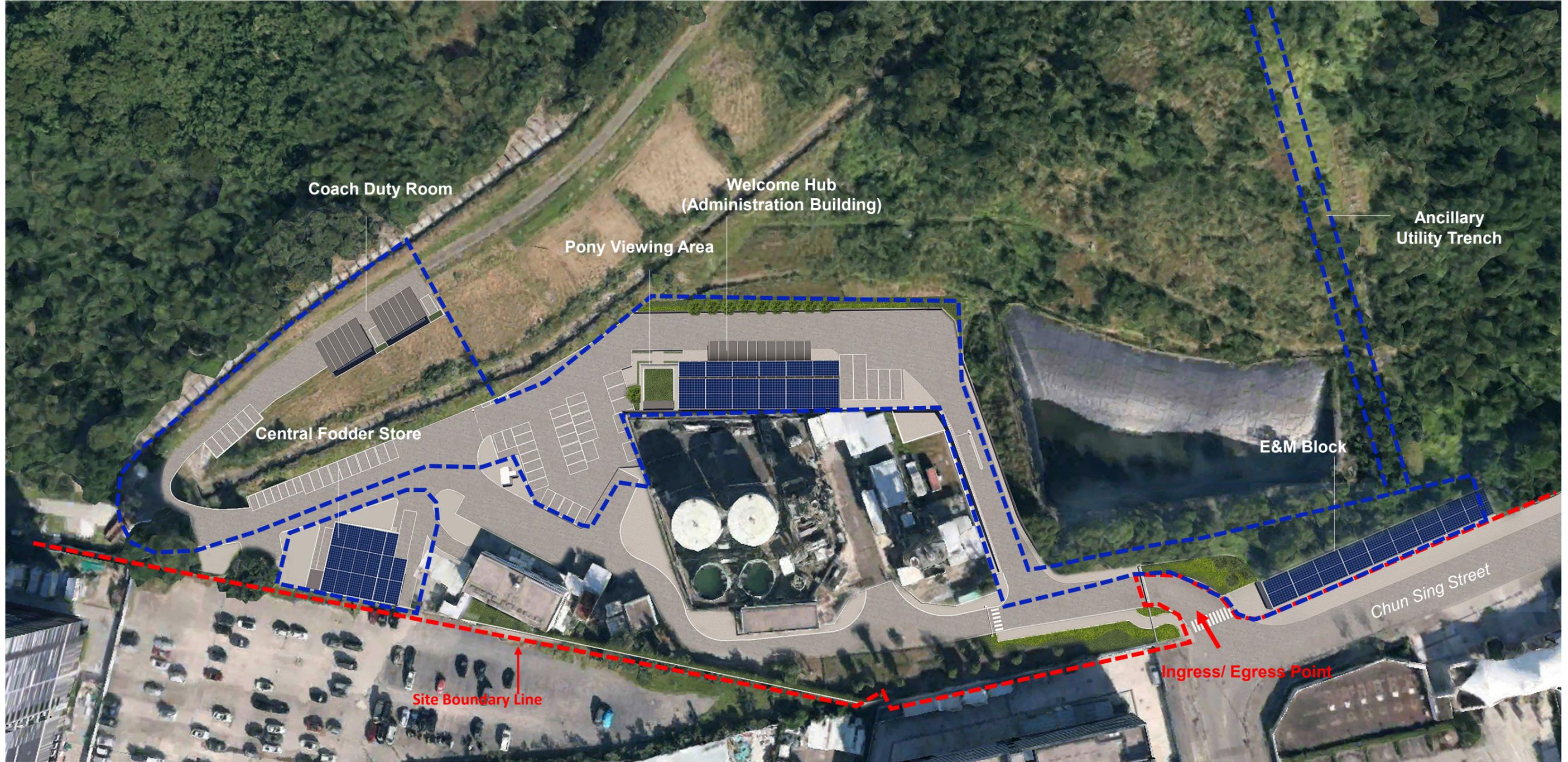
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Title

Supplementary Drawings - Artist's Impression (for reference only)
The Proposed Riding School

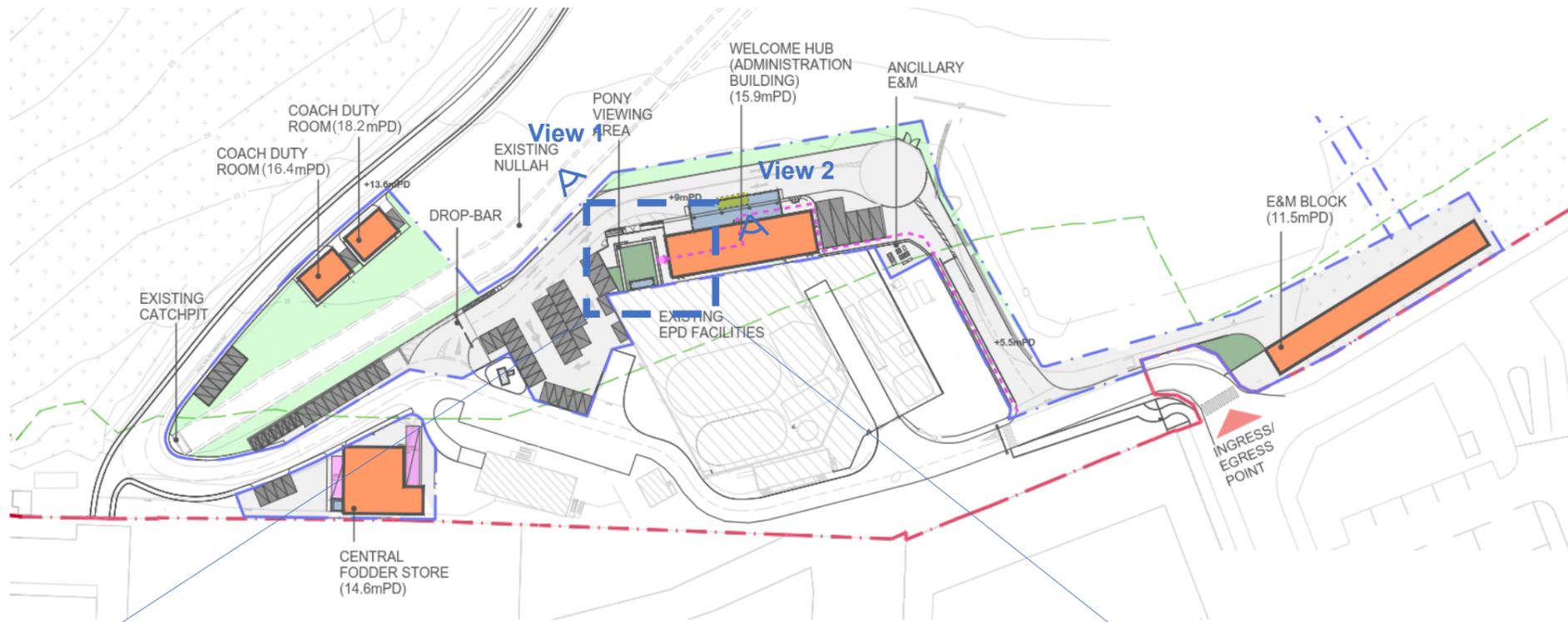
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Title

Supplementary Drawings - Artist's Impression (for reference only)
Lower Platform

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Scale	Figure		Appendix 1 (Fig. 2.2)
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View 1: Pony Viewing Area



View 2: Welcome Hub



WONG TUNG 王董

Title

Supplementary Drawings - Artist's Impression (for reference only)
Lower Platform

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Scale	Figure		
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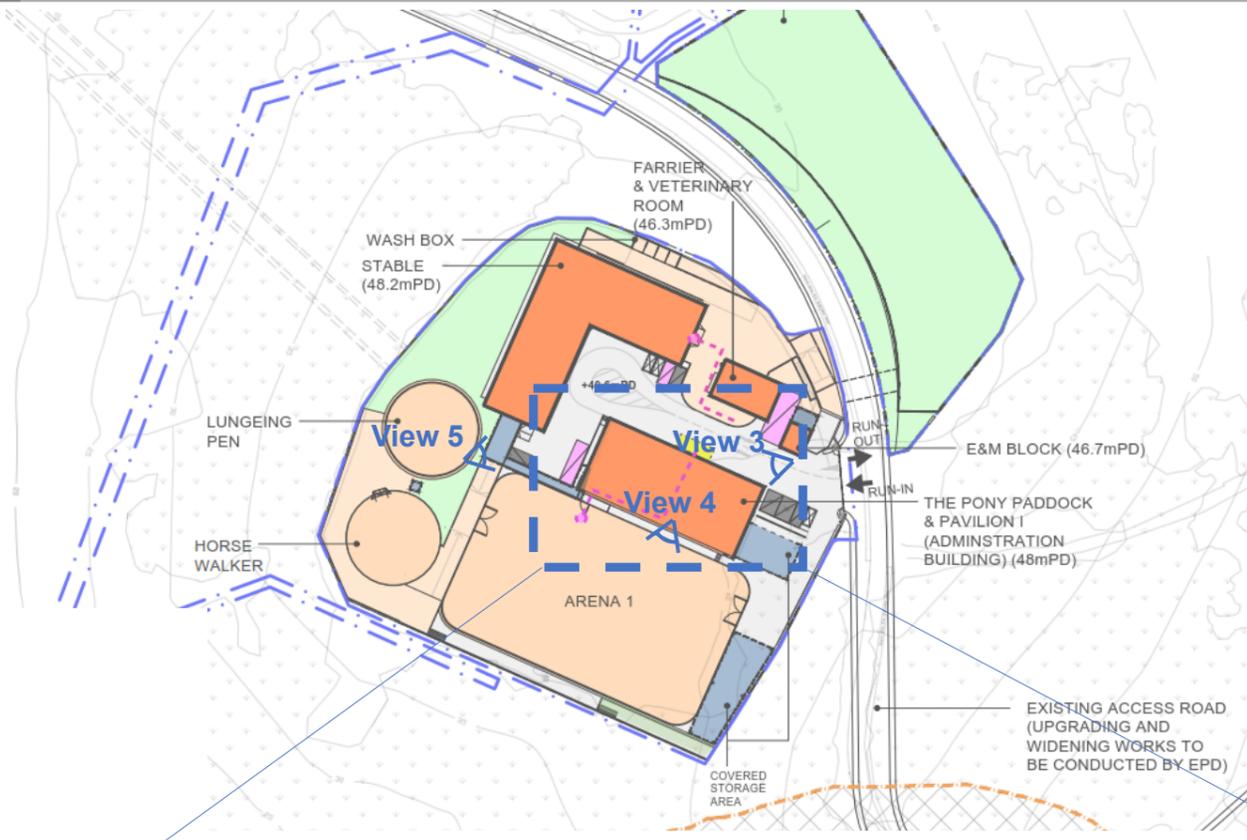


WONG TUNG 王董

Title

Supplementary Drawings - Artist's Impression (for reference only)
Middle Platform

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Scale	Figure		Appendix 1 (Fig. 2.4)
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View 4: The Pony Paddock & Pavilion I



View 3: The Pony Paddock & Pavilion I

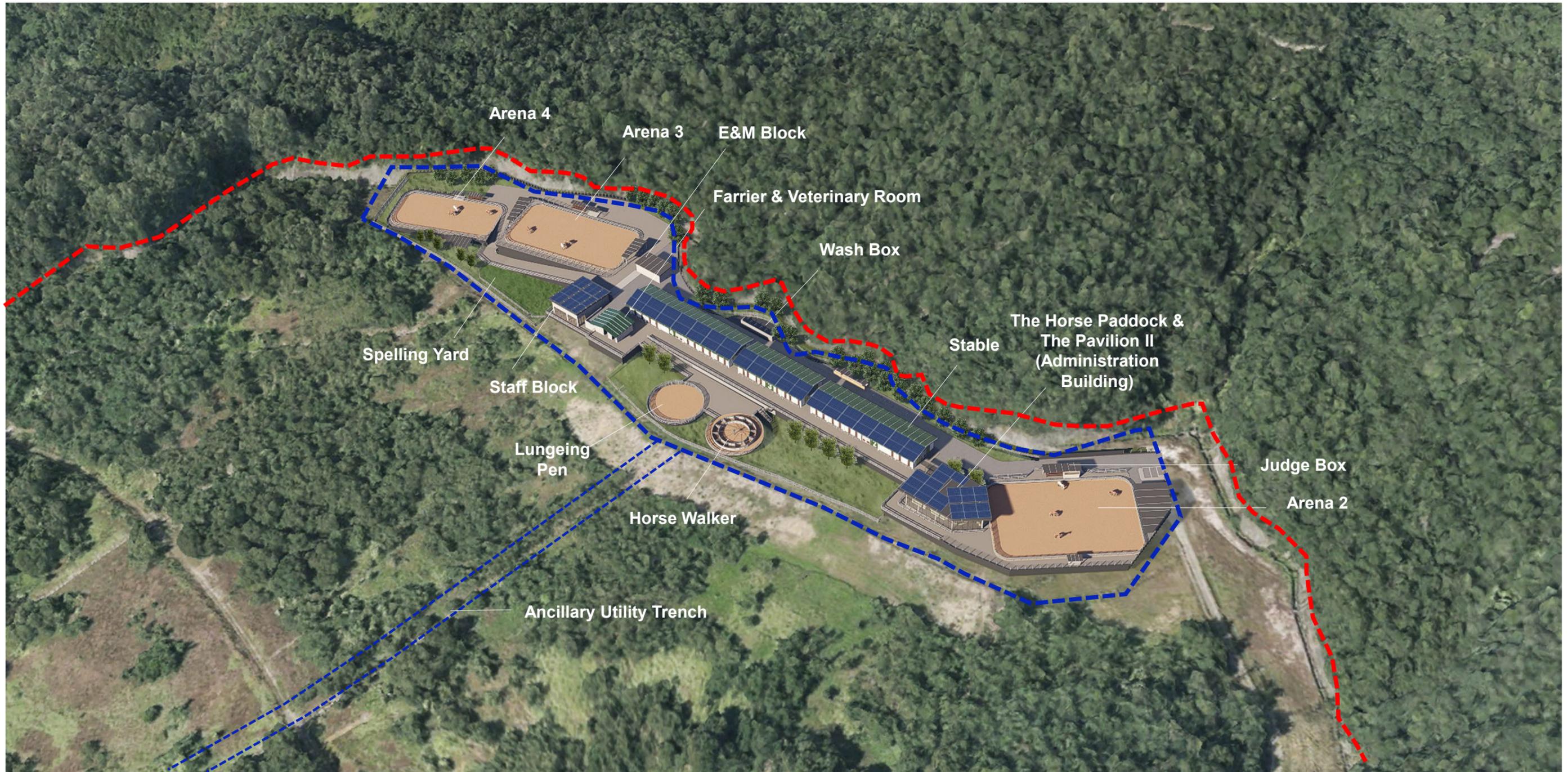


View 5: Covered Walkway



Title
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 Middle Platform

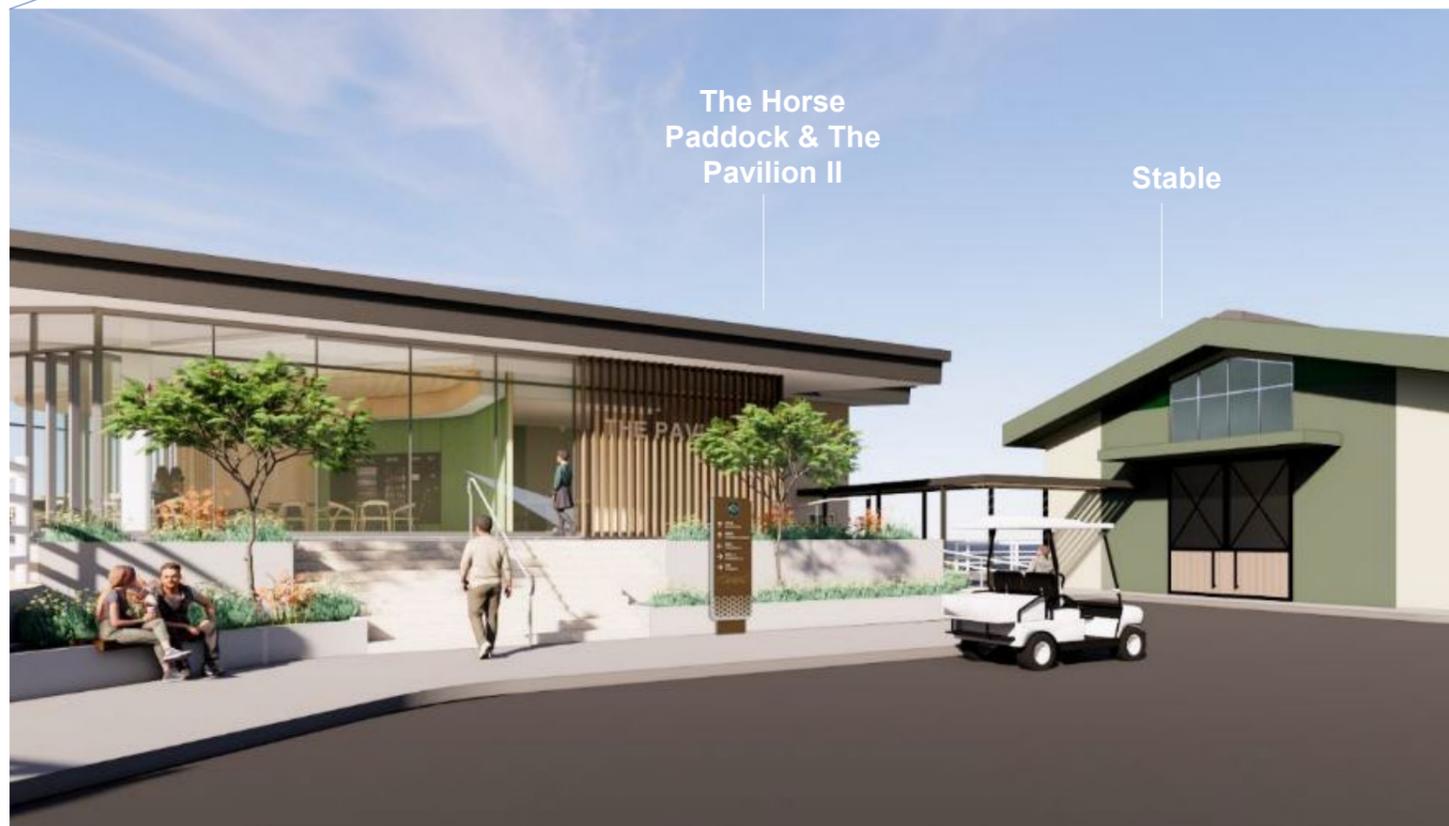
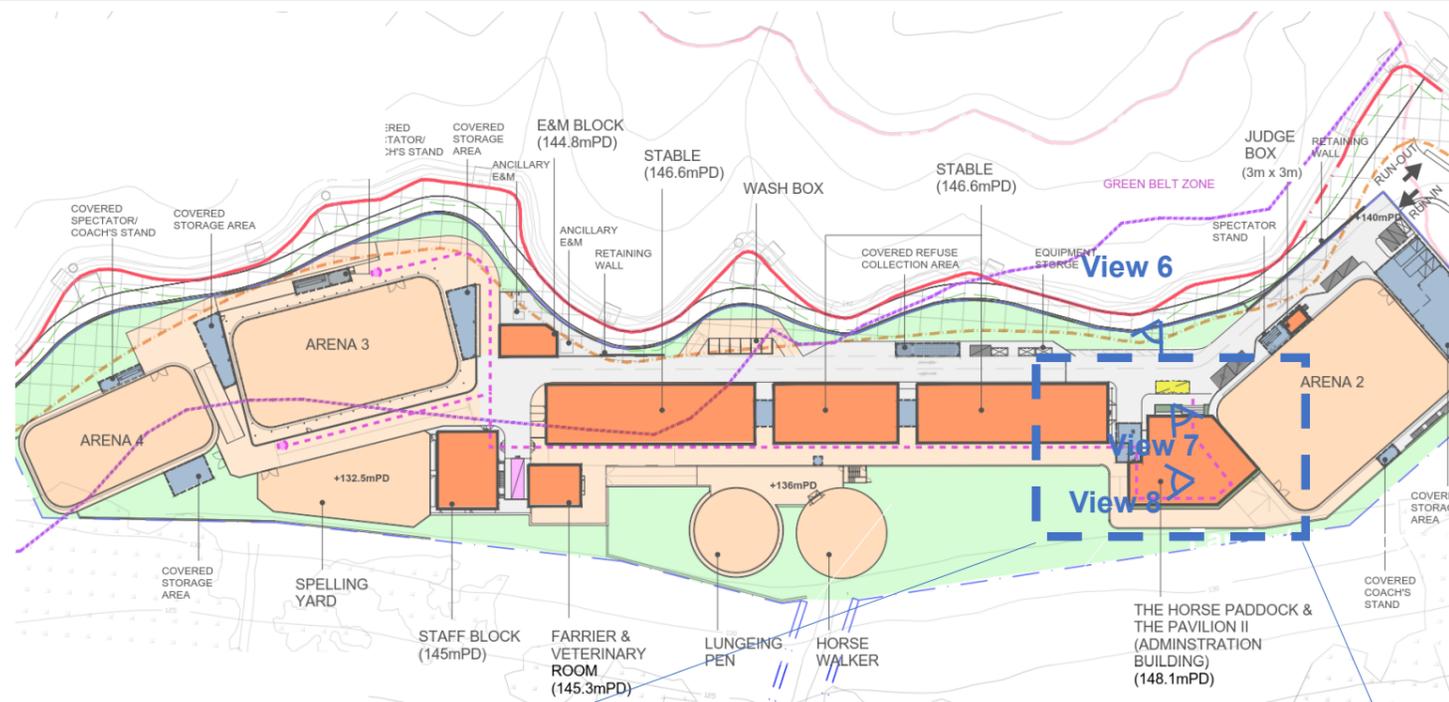
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Supplementary Drawings - Artist's Impression (for reference only)
Upper Platform

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Rev	0	Date	FEB 2026
Scale	Figure		Appendix 1 (Fig. 2.6)
N/A			



View 6: The Horse Paddock & The Pavilion II



View: 7 The Horse Paddock & The Pavilion II



View 8: The Horse Paddock & The Pavilion II



Title

Supplementary Drawings - Artist's Impression (for reference only)
Upper Platform

Checked	SKW	Drawn	RYT
Rev	0	Date	FEB 2026
Scale	Figure		Appendix 1 (Fig. 2.7)
N/A			

Attachment 7

SUPPLEMENTARY INFORMATION ON
ACTIVITIES AT THE PROPOSED PUBLIC
RIDING SCHOOL IN TSEUNG KWAN O

TKOPRS Activities / Experience for Community Benefit

Riding lessons

Group lessons

Type	Age	Weight	Duration
Pony Lesson	6 – 14	Below 48kg	45 minutes per session
Horse Lesson	15 or above	Below 70kg	60 minutes per session

- 3 to 6 riders with similar levels in each class for equestrian riding and training
- Available in Cantonese or English
- One lesson per week on a regular timeslot
- Contacting beginners on waiting list to join a package of 20-weeks introductory course
- Assessing the riding skills of experienced rider to offer a space in a suitable level of class



Private lessons / Semi-private lessons

- Same age and weight limit of group lessons for all applicants on waiting list
- 1 rider in a private lesson for 30 or 45 minutes per session
- 2 riders in a semi-private lesson for 45 minutes per session
- Only available at Tuen Mun PRS during non-peak hours on weekdays by email booking from 8:30 a.m. on Wednesday to make the application for next week's lesson on a first come, first served basis



Stable Tours

- 20 – 40 participants for 60 minutes per session at \$5 per person
- Viewing of equestrian sports video
- Understanding of horse's daily life
- Observation of stable operations
- Group photo-taking with Shetland ponies
- 3 months in advance on-line booking



Stable Management

- Comprehensive care, health monitoring and daily operation skills for managing horses and equestrian facilities
- Enhancement of equine care, welfare, horse handling and safety
- Part of curriculum in 20-week introductory course for 45 or 60 minutes per session
- Scheduled classes held at regular intervals for regular riders
- Professional training for British Horse Society (BHS) Exam



Equine Events

- Local horse show events for Dressage (盛裝舞步賽) and Show Jumping (場地障礙賽) at regular intervals
- A comprehensive test of a horse's and rider's versatility, fitness and training
- A progressive goal for riders to encourage partnership, communication and trust between horse and rider
- Providing theory workshop to introduce the rules and etiquette of horse show events
- Training opportunity to become an elite rider representing the team of Hong Kong, China
- All members of the public are welcome to come along and watch the events in person



Open Day

- Promoting and deepening the community's appreciation and understanding of equestrian sport with riding demonstrations
- Providing a thrilling hands-on equestrian experience for pony riding and horse simulator under the guidance
- Observation of routine horse caring with introduction of farrier work
- Various game booths and photos with Shetland ponies
- Annual event with free admission for all ages



Riding for the Disabled

- Operated by a non-profit-making organization of Riding for the Disabled Association Limited (RDA) in three public riding schools
- Providing free therapeutic riding sessions for children and adults with disabilities to build their self-confidence and improve their concentration and self-discipline
- An opportunity for the volunteers to work in the community with people and animals
- Offering training with development plan for athletes to compete in Para Equestrian



Seasonal Day Camps and Pony Activities

- Providing immersive equestrian experiences for children during the school break in New Year, Easter and Summer
- Different activities and training of riding, horsemanship, stable tasks, games on horseback, educational and safety session
- Themed-based and recreational pony activities at regular intervals on weekends, such as Own A Shetland Pony and Mounted Games
- Special training programme for Children Challenge Cup and Inter-school Horse Show
- Supporting and assisting Hong Kong Pony Club to organize training, test and camp for its members

