

**APPLICATION FOR PERMISSION**  
**UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE**

**APPLICATION NO. A/TKO/134**

**Applicant** : HKJC Public Riding School Limited represented by Townland Consultants Limited

**Site** : Government Land, Tseung Kwan O Landfill Stage II/III, Area 105, Tseung Kwan O

**Site Area** : About 46,500m<sup>2</sup>

**Land Status** : Government Land

Allocated to Environmental Protection Department (EPD) under Temporary Government Land Allocation (TGLA) No. GLA-TSK 500 for the purposes of restoration works and recreational, sports and cultural afteruse of Tseung Kwan O Landfills up to 16.8.2028

**Plan** : Approved Tseung Kwan O Outline Zoning Plan (OZP) No. S/TKO/32

**Zoning** : (i) “Open Space” (“O”) (about 40,190 m<sup>2</sup> or 86.6%)  
(ii) “Green Belt” (“GB”) (about 6,100 m<sup>2</sup> or 13%)  
(iii) “Other Specified Use” annotated “Industrial Estate” (“OU(IE)”) (about 210 m<sup>2</sup> or 0.4%)<sup>1</sup>

**Application** : Proposed Place of Recreation, Sports or Culture (Public Riding School) with Ancillary Facilities

## **1. The Proposal**

- 1.1 The applicant seeks planning permission for proposed place of recreation, sports or culture (public riding school) (PRS) with ancillary facilities at the application site (the Site), which falls within an area largely zoned “O” (86.6%) and partly zoned “GB” (13%) on the OZP (**Plans A-1 and A-2**). According to the Notes of the OZP, ‘Place of Recreation, Sports or Culture’ is a Column 2 use for both “O” and “GB” zones which requires planning permission from Town Planning Board (the Board). It is currently vacant and mainly covered by grass and under aftercare works by contractor of EPD.

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<sup>1</sup> About 210m<sup>2</sup> (i.e. 0.4%) of the Site falls within the “OU(IE)” zone, which is considered as minor boundary adjustment in zoning boundaries in accordance with the covering Notes of the OZP and is not included in the planning assessment.

1.2 The Site is accessible via Chun Yat Street and Chun Sing Street. The Site comprises of three relatively flat platforms and an ancillary utility trench within the Tseung Kwan O (TKO) Landfill Stage II/III (the restored Landfill Site) (**Plans A-1 and A-2**). The applicant intends to develop the Site into a PRS for general public at these platforms namely Lower Platform (6mPD), Middle Platform (40mPD), and Upper Platform (140mPD) (**Drawing A-1**). The Lower Platform is located at Chun Yat Street and will be served as the welcome gateway of the PRS, mainly including visitor arrival centre, two coach duty rooms, parking facilities, and a pony viewing area for the public. All visitors will be transferred to other platforms by using dedicated PRS-operated vehicles. The Middle Platform will provide riding lessons for beginners and persons with disabilities. The Upper platform will provide riding lessons for advance levels. About 80 horses/ponies will be accommodated within stables at Middle and Upper Platforms. An ancillary utility trench (with a width of about 1.5m to 3m) connecting these three platforms is also proposed to accommodate essential utilities services (i.e. water mains, electricity cables and ducts, sewage pipe and other essential service infrastructure) to support operation of the PRS. Majority of the proposed PRS falls within “O” zone and only one E&M block and a portion of the stable in the Upper Platform fall within “GB” zone (**Drawing A-1**). Master layout plan, indicative artist’s impressions and section plan are shown in **Drawings A-1 to A-5**.

1.3 The proposed PRS across three platforms involves 17 one-storey buildings, including stables, pavilions, administration blocks, farrier and veterinary rooms and some open-air areas for pony viewing area, arenas, spelling yards and horse walkers are also proposed. The major development parameters of the proposed development are as follows:

<b>Site Area</b>	<b>43,700m<sup>2</sup></b>
<b>Gross Floor Area</b>	<b>9,000m<sup>2</sup></b>
Domestic	200m <sup>2</sup> #
Non-Domestic	8,800m <sup>2</sup>
<b>Plot Ratio</b>	<b>0.194</b>
<b>Site Coverage</b>	<b>20.9%</b>
Domestic	0.4%
Non-Domestic	20.5%
<b>No. of Blocks</b>	<b>17</b>
Domestic	2
Non-Domestic	15
<b>Building Height (BH)</b>	
- Absolute BH (m)	4.5 to 7.7
<b>No. of Storey</b>	<b>1</b>
<b>Parking Spaces and Loading/Unloading (L/UL) Bay</b>	
Private Cars	<b>64 66</b> (including 8 for accessible parking)
Motorcycle	4
Golf Cart	14
Coach Parking	2
Shuttle Parking	3
General Layby	1
L/UL Bay	6

# Two coach duty rooms for staff overnight accommodation

### Operation Arrangement

- 1.4 According to the applicant, opening hours of the PRS are proposed from 7am to 12pm and 2pm to 9pm on weekdays, and from 7am to 12pm and 2pm to 6pm on weekends. Hours remain unchanged on public holidays but will be adjusted during hot weather in accordance with relevant horse welfare guidelines. It is anticipated that the proposed PRS will accommodate about 40,000 visitors annually across various activities, including structured riding lessons (both traditional and simulator-based), guided stable tours, educational stable management sessions, annual equine events (such as dressage and showjumping), family-friendly open days, therapeutic riding programmes for people with disabilities, and seasonal day camps with hands-on pony activities.

### Technical Assessments

- 1.5 The applicant has submitted technical assessments including Traffic Impact Assessment (TIA), Environmental Assessment (EA), Geotechnical Planning Review Report (GPRR), Drainage Impact Assessment (DIA), Sewerage Impact Assessment (SIA), Water Supply Study (WSS), Visual Impact Assessment (VIA) and Landscape Master Plan & Tree Preservation and Removal Proposal (LMP&TPRP) in support of the application.

### Traffic Aspect

- 1.6 According to the TIA, visitors of the proposed PRS are expected to arrive mainly by public transport. The applicant proposes three traffic improvement measures outside the Site, including (i) cycle parking spaces near the end of the cycle track on Chun Yat Street to accommodate visitors arriving by bicycle; (ii) a cautionary pedestrian crossing at Chun Yat Street; and (iii) a new bus stop on Chun Sing Street for existing bus routes to facilitate visitors to conveniently connect between the PRS and MTR LOHAS Park Station (**Drawing A-6**).

### Geotechnical Aspect

- 1.7 According to the GRPP, a No-Build Zone will be delineated at the northern portion of the Upper Platform to safeguard the proposed PRS from potential natural terrain hazards (**Drawing A-1**). The Lower and Middle Platforms fall outside the No-Build Zone. Mitigation measures such as retaining wall will be further explored at a later stage.

### Landscape and Visual Aspects

- 1.8 According to the submitted LMP&TPRP, there are 62 existing trees (including 58 in “O” zone and four in “GB” zone) within the Site in direct conflict with the PRS, which are proposed to be felled due to on sloping ground or with poor form/health/structural condition(s). A total of 62 new trees of native or exotic species are proposed to be planted in a compensation ratio of 1:1 in terms of quantity (**Drawing A-7**). According to the VIA, visual impact from six selected viewpoints, including TKO Waterfront Park, TKO Cross Bay Bridge, Shek Kok Road, Junction of Wan O Road and Wan Po Road, Chun Kwong Street and High Junk Peak, has been assessed. The overall visual impact would be negligible (**Drawings A-8 and A-9**).

- 1.9 In support of the application, the applicant has submitted the following documents:
- (a) Application Form with Supplementary Planning Statement (**Appendix I**) (SPS) received on 6.2.2026
  - (b) Further Information (FI) received on 18.3.2026 and (**Appendix Ia**) 20.3.2026\*  
*\*accepted and exempted from publication*

## **2. Justifications from the Applicant**

The justifications put forth by the applicant in support of the application are detailed at Application Form, SPS and FI at **Appendices I** and **Ia**. They can be summarised as follows:

- (a) the Government has all along encouraged to develop gainful afteruses at restored landfill sites, particularly for recreational and environmental uses. There has been a growing public participation of equestrian sports since the 2008 Olympic and Paralympic Games. The proposed PRS in TKO not only supports applicant's commitment in making equestrian sports accessible to all by balancing geographical distribution of equine facilities across the city, but also aligns with the Government's vision of converting restored landfill into a community asset;
- (b) the proposed PRS is in line with Government's policies in promoting sports in the community and supporting elite sports development, and in-principle supported by Culture, Sports and Tourism Bureau (CSTB). The proposed PRS, offering wide range of educational, interactive activities/experiences, aims to promote equine culture to the wider community and provide cutting-edge equestrian facilities and training platforms to nurture riders in excelling in local and international competitions;
- (c) the proposed PRS, being the fourth PRS in Hong Kong, will offer a wide variety of riding lessons and equine-related activities for individuals aged 6 and above, catering to all skill levels with rates and charges making reference to the existing three PRS. A pony viewing area, which is unique to the proposed PRS, is provided at the Lower Platform for the public other than riders to be in close proximity with the ponies during operating hours of the PRS;
- (d) the proposed PRS is in line with the planning intention of the "O" zone, supporting compatible active recreational uses that benefit the community. The proposal also complies with the Town Planning Board Guidelines for Application for Development within Green Belt zone under section 16 of the Town Planning Ordinance (TPB PG-No.10) and will not undermine the integrity of the "GB" zone or the adjacent Clear Water Bay Country Park (CWBCP);
- (e) the PRS facilities have been strategically designed and carefully sited to minimise visual and environmental impacts on the "GB" zone. By adopting low-rise, low-density buildings and open-air arenas with low-profile fencing, the development blends seamlessly into the natural landscape and preserve the area's visual integrity. The number of structures within the "GB" zone has been kept to a minimum, with only one building block and a portion of the stable falling within "GB" zone. Compensatory native trees will be planted at areas falling within "GB" zone to enhanced amenity value and to serve as landscape buffer between the PRS and the existing woodland. The site layout also ensures that the PRS has adequate separation

distance from ecologically sensitive areas such as over 150m the CWBCP;

- (f) the PRS is compatible with surrounding land uses in terms of scale, function, and character. Access between three platforms will be via shared-use of the existing restricted access road, which will undergo upgrading and widening works by EPD to facilitate operation and aftercare of the restored Landfill Site;
- (g) Sai Kung District Council (SKDC) was consulted on 6.1.2026, and members expressed unanimous support, recognizing the PRS’s potential to optimise land use, promote equestrian sports, create jobs, and provide local recreational facilities;
- (h) Hong Kong Physically Handicapped and Abled-Bodied Association expressed strong support on the application. The proposed PRS will offer accessible recreational and educational opportunities for persons with disabilities and will further enhance social inclusion and community wellbeing; and
- (i) regarding the public comment received, the proposed PRS will provide riding lessons and equine related activities at an affordable level for general public. Layout of the PRS has been carefully planned with three platforms, to respond to the technical constraints on restored landfill.

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

As the Site involves government land only, the “owner’s consent/notification” requirements as set out in the Town Planning Board Guidelines on satisfying the “Owner’s Consent/Notification” Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31B) are not applicable.

### **4. Town Planning Board Guidelines**

TPB-PG No. 10 is relevant to the application. The relevant assessment criteria are detailed at **Appendix II**.

### **5. Background**

The restored Landfill Site was operated as a waste disposal site between 1989 and 1994. Upon its completion, it was allocated to EPD for implementation of comprehensive restoration works, which were completed in January 1999. It is now in the aftercare period undertaken by EPD’s restoration contractor. Most of the Landfill Site has been zoned as “O” since the first OZP gazetted on 11.12.1992. The restored Landfill Site has been allocated to EPD for the purposes of restoration works and recreational, sports and cultural afteruse from 1997 until 2028. EPD proposes to extend the current TGLA for another 25 years up to 2053 to allow for continued monitoring of the aftercare works.

### **6. Previous Application**

There is no previous application at the Site.

## **7. Similar Application**

There is no similar application within ‘O’ and ‘GB’ zones in the vicinity of the Site.

## **8. The Site and Its Surrounding Areas (Plans A-1 and A-2, aerial photo on Plan A-3 and site photos on Plans A-4a and A-4b)**

### 8.1 The Site:

- (a) is located on three very gentle man-made flat platforms, which were formed by EPD for development;
- (b) is accessible via run-in/out at Lower Platform at Chun Sing Street. These three platforms are connected by the vehicular access road with restricted access; and
- (c) is surrounded by landfill man-made hydroseeded slope and clusters of trees with angle range between 20 and 35 degrees within the restored Landfill Site, covered by densely vegetation.

### 8.2 The surrounding areas have the following characteristics:

- (d) to the immediate west of Lower Platform is the existing EPD facilities, including administration building, leachate treatment plant and Landfill Gas Flaring/ Utilisation Plant; further west across Chun Sing Street are mainly data centre/industrial buildings of the TKO InnoPark and across Wan Po Road is LOHAS Park;
- (e) to the east is the CWBCP, which is densely vegetated; and
- (f) to the further south is South East New Territories Landfill, which ceased operation in 2021 and is now under restoration.

## **9. Planning Intentions**

9.1 The planning intention of the ‘O’ zone is primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

9.2 The planning intention of the ‘GB’ zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone.

## **10. Comments from Relevant Government Departments**

10.1 The following government departments have been consulted and their views on the application are summarised as follows:

### **Policy Aspect**

10.1.1 Comments of the Secretary for Culture, Sports and Tourism (SCST):

- (a) in-principle support is given 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
- (b) formal policy support will be considered when detailed development, financial and operational proposal are submitted later on.

### **Land Administration**

10.1.2 Comments of the District Lands Officer/Sai Kung, Lands Department (DLO/SK, LandsD):

- (a) no objection to the application from land administration perspective;
- (b) the proposed PRS is located within TGLA No. GLA-TSK500 allocated to EPD for the purposes of restoration works and recreational, sports and cultural afteruse of TKO Landfills up to 16.8.2028; and
- (c) other advisory comments are at **Appendix IV**.

### **Traffic**

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

- (a) no objection to the application; and
- (b) should the application be approved, an approval condition on the design, construction and implementation of traffic improvement measures, including the proposed cycle parking facilities, pedestrian crossing and the additional bus stop as indicated in **Drawing A-6** of the TIA, at the cost of the applicant to the satisfaction of C for T or of the Board is required.

### **Geotechnical Aspect**

10.1.4 Comments of the Head of Geotechnical Engineering Office, Civil Engineering and Development Department (H(GEO), CEDD):

- (a) no adverse comment on application; and
- (b) should the application be approved, an approval condition on the submission of a natural terrain hazard study (NTHS) and implementation of the mitigation measures identified therein is required.

### **Environment**

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

- (a) no objection to the application from environmental planning perspective and no comment from restored landfill point of view;
- (b) his detailed comments are at **Appendix III**; and
- (c) should the application be approved, an approval condition on the submission of a detailed landfill gas hazard assessment prior to the commencement of construction works and implementation of the mitigation measures identified therein is required.

### **Leisure Services**

#### 10.1.6 Comments of the Director of Leisure and Cultural Services (DLCS):

- (a) no comment on the application; and
- (b) there is no plan to develop the subject “O” zone.

### **Urban Design, Visual and Landscape**

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

##### Urban Design and Visual

- (a) no comment from visual and urban design perspectives;
- (b) the submitted VIA concludes that the visual impact induced by the proposed development is expected to be negligible as compared to the existing condition. Based on the VIA findings, and noting that the proposed development is generally low-rise and low-density, significant adverse visual impact arising from the proposed development is not anticipated;

##### Landscape

- (c) the Site mostly falls within “O” zone and a small part falls within “GB” zone. According to aerial photo taken in 2024, the Site is situated in an area of upland and hillside landscape characterised by man-made hydroseeded slopes and clusters of trees;
- (d) from site photos (**Plans A-4a** and **A-4b**), the Site is generally hydroseeded with grass. Based on the Tree Treatment Schedule attached to the application, no distinctive landscape resources are found on Site;
- (e) 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, there is no strong

view on the proposed felling of this tree, subject to detailed justifications to be provided for tree felling application submission stage. For tree compensatory planting, 62 new trees are proposed to be planted on Site;

- (f) in view of the above, no significant adverse landscape impact arising from the proposed development is anticipated; and
- (g) other advisory comments are at **Appendix IV**.

### **Building Matters**

10.1.8 Comment of the Chief Building Surveyor/New Territories East (2) and Rail, Buildings Department (CBS/NTE2 & Rail, BD):

the Site is situated on unleased land and exempt from the provisions of the Buildings Ordinance.

### **Fire Safety**

10.1.9 Comments of the Director of Fire Services (D of FS):

- (a) no specific comments on the application. Detailed fire safety requirement will be formulated upon receipt of referral of application via relevant licensing authority; and
- (b) other advisory comments are at **Appendix IV**.

### **District Officer's Comments**

10.1.10 Comments of the District Officer (Sai Kung), Home Affairs Department (DO(SK), HAD):

- (a) 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; and
- (b) according to SKDC meeting held on 6.1.2026, most DC Members welcomed the development of TKO PRS proposal.

10.2 The following government departments have no comment on the application, and their advisory comments, if any, are at **Appendix IV**:

- (a) Project Manager (East), CEDD;
- (b) Chief Highway Engineer/New Territories East, Highways Department;
- (c) Director of Agriculture, Fisheries and Conservation (DAFC);
- (d) Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD);
- (e) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD); and
- (f) Director of Electrical and Mechanical Services (DEMS).

## **11. Public Comment Received during the Statutory Publication Period**

The application was published for public inspection on 13.2.2026. During the public inspection period, a public comment from an individual objecting to the application was received mainly on the grounds that there is no justification in dedicating such a large public land serving community recreational needs to the exclusive use; the proposed layout which involves three separate locations leading to increased vehicular traffic and limiting alternative recreational opportunities at the landfill; the proposed development would destroy the green barrier especially for those living nearby; and despite a rapid growth in population in the area, only an elite sport is being prioritised with no low-cost recreational options (**Appendix V**).

## **12. Planning Considerations and Assessments**

12.1 The application is to seek planning permission for the proposed PRS across three relatively flat platforms within the restored Landfill Site, which is largely zoned “O” (86.6%) with a minor portion zoned “GB” (13%) on the OZP. The applicant intends to develop the fourth PRS at the restored Landfill Site in view of growing demand of equestrian sports and rising demand for equestrian facilities.

### Planning Intentions

12.2 The planning intention of “O” zone which is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. The proposed PRS, regarded as a ‘Place of Recreation, Sports or Culture’ use, is in line with planning intention of “O” zone, and make use of the restored Landfill Site to provide horse riding and equestrian related programmes to the general public. DLCS has no plan to develop the subject “O” zone. The proposed PRS could provide leisure and recreational facilities at the Site for general public. While the Landfill Site was decommissioned and restored, and EPD will continue monitoring its aftercare works, part of the restored Landfill Site could be developed into gainful use for public enjoyment. The proposal is supported in principle by SCST. DO(SK), HAD also advises that the proposed PRS is welcomed by most of the SKDC members.

12.3 The planning intention of the “GB” zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone. An area of about 6,100m<sup>2</sup> (about 13%) falls within “GB” zone, which is located at the fringe of the Upper Platform formed by EPD within the boundary of the restored Landfill Site. The proposed PRS will not further encroach onto the adjacent “GB” zone. Adverse impact on the “GB” zone is therefore not anticipated. The application is generally in line with relevant criteria of TPB PG-No. 10. DAFC has no comment on the proposed PRS.

### Compatibility with the Surroundings

12.4 The Site is predominantly surrounded by densely vegetated areas, except for existing developments including data centre, industrial building to its west and high-rise residential developments located further west across Wan Po Road and further northeast (**Plan A-1**). The proposed layout, mainly in open arenas, with all building

blocks of one-storey and with a PR of 0.194 is considered not incompatible with the surroundings.

### Visual and Landscape Aspects

- 12.5 Based on the VIA findings and the photomontages (**Drawings A-8** and **A-9**), the massing, scale and BH of the building structures of the proposed PRS would not generate significant adverse visual impact arising from the proposed PRS. According to the LMP (**Drawing A-7**), a total 62 new trees will be planted which will achieve a 1:1 compensation ratio in terms of number as detailed in paragraph 1.8 above. CTP/UD&L, PlanD has no comment on the proposed PRS from urban design, visual and landscape perspectives.

### Technical Aspects

- 12.6 According to the TIA, visitors of the PRS are expected to arrive by public transport. To improve pedestrian accessibility, three traffic improvement measures as mentioned in paragraph 1.6 above. For internal transport, three platforms will be connected by an existing restricted access road, which will undergo upgrading and widening works by EPD to a minimum width of 6m to facilitate operation and aftercare of the restored Landfill Site, as well as serving as an emergency vehicular access of the PRS. Parking spaces are provided at the Lower Platform and PRS-operated vehicles will be responsible for transferring visitors between platforms. C for T has no objection to the application. An approval condition requiring the design, construction and implementation of traffic improvement measures proposed in the TIA at the cost of the applicant, is recommended in paragraph 13.2(a) below.
- 12.7 According to the EA, no adverse air quality, noise, ecology, water, waste management, sewage, land contamination and landfill gas hazards impact on the proposed PRS and surrounding developments in both construction and operation stages is anticipated. The applicant submitted other technical assessments including DIA and WSS in support of the application. All relevant government departments consulted including DEP, DAFC, CE/MS, DSD and CE/C, WSD have no objection to or no adverse comment on the application. To address EPD's concern on landfill gas hazards, an approval condition requiring the submission of a detailed landfill gas hazard assessment prior to the commencement of construction works and implementation of the mitigation measures identified therein is recommended in paragraph 13.2(b) below. For geotechnical aspect, H(GEO), CEDD has no adverse comment on the application and an approval condition requiring the submission of NTHS and implementation of mitigation measures as identified therein is recommended in paragraph 13.2(c) below. The proposed PRS will not cause adverse environmental, drainage and sewerage impacts and would not adversely affect slope stability.

### Public Comment

- 12.8 Regarding the adverse public comment on the application on the grounds as stated in paragraph 11 above, the applicant has provided responses, as stated in paragraph 2(i) above. Concerned government departments' comments and planning considerations and assessments in paragraphs 12.1 to 12.7 above are also relevant.

### **13. Planning Department's Views**

- 13.1 Based on the assessments made in paragraph 12 above and having taken into account the public comments mentioned in paragraph 11, the Planning Department has no objection to the application.
- 13.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 27.3.2030, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The following conditions of approval and advisory clauses are also suggested for Members' consideration:

#### Approval Conditions

- (a) the design, construction and implementation of traffic improvement measures, including the cycle parking facilities, pedestrian crossing and the additional bus stop proposed in the Traffic Impact Assessment at the cost of the applicant, to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (b) the submission of a detailed landfill gas hazard assessment prior to the commencement of construction works and implementation of the mitigation measures identified therein to the satisfaction of the Director of Environmental Protection or of the Town Planning Board; and
- (c) the submission of a natural terrain hazard study and the implementation of the mitigation measures identified therein, to the satisfaction of the Director of Civil Engineering and Development or of the Town Planning Board.

#### Advisory Clauses

The recommended advisory clauses are attached at **Appendix IV**.

- 13.3 There is no strong reason to recommend rejection of the application.

### **14. Decision Sought**

- 14.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 14.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.
- 14.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

**15. Attachments**

<b>Appendix I</b>	Application Form with SPS dated 6.2.2026
<b>Appendix Ia</b>	FI received on 18.3.2026 and 20.3.2026
<b>Appendix II</b>	TPB-PG No. 10 for ‘Application for Development within “Green Belt” zone under section 16 of the Town Planning Ordinance’
<b>Appendix III</b>	Government Department’s Detailed Comments
<b>Appendix IV</b>	Recommended Advisory Clauses
<b>Appendix V</b>	Public Comment
<b>Drawing A-1</b>	Master Layout Plan
<b>Drawings A-2 to A-4</b>	Indicative Artist’s Impressions
<b>Drawing A-5</b>	Section Plan
<b>Drawing A-6</b>	Proposed Traffic Improvement Measures
<b>Drawing A-7</b>	Landscape Master Plan
<b>Drawings A-8 and A-9</b>	Photomontages
<b>Plan A-1</b>	Location Plan
<b>Plan A-2</b>	Site Plan
<b>Plan A-3</b>	Aerial Photo
<b>Plans A-4a and A-4b</b>	Site Photos

**PLANNING DEPARTMENT  
MARCH 2026**