

**Minutes of the 11th Meeting of
the Tuen Mun District Council**

Date: 12 September 2025 (Friday)

Time: 9:00 a.m.

Venue: Tuen Mun District Council (TMDC) Conference Room

Present :

Mr KWAN Ke-lin, Michael, JP (Chairman)	District Officer (Tuen Mun), Home Affairs Department and TMDC Chairman
The Hon LAU Ip-keung, Kenneth, SBS, MH, JP	TMDC Member
Mr CHAN Yau-hoi, BBS, MH, JP	TMDC Member
Mr TSUI Fan, MH	TMDC Member
Ms CHING Chi-hung, MH, JP	TMDC Member
Mr CHAN Manwell, Leo, MH	TMDC Member
Ms SO Ka-man	TMDC Member
Mr WAN Tin-chong, MH	TMDC Member
Mr TSANG Hin-hong, MH	TMDC Member
Mr KAM Man-fung	TMDC Member
Mr MO Shing-fung	TMDC Member
Mr YIP Man-pan, MH	TMDC Member
Ms LAI Ka-man	TMDC Member
Mr HO Jun-hang, Benton	TMDC Member
Mr LI Chiu-hung	TMDC Member
Mr LAM Tik-fai	TMDC Member
Ms CHAN Mang-yi, Vincci	TMDC Member
Mr CHAN Ho-ting, Mac	TMDC Member
Dr CHAN Kwai-wao	TMDC Member
Mr CHAN Tsim-heng	TMDC Member
Ms MAK Mei-yee, Pamela	TMDC Member
Mr CHUI King-hang	TMDC Member
Mr FUNG Pui-yin	TMDC Member
Mr FUNG Yuk-fung, MH	TMDC Member
Mr TSANG Hing-chung	TMDC Member
Mr IP Chun-yuen	TMDC Member
Mr CHENG Yin-kwan, Andy	TMDC Member
Mr TSOI Shing-hin	TMDC Member
Mr TSE Wing-hang	TMDC Member
Ms TSE Yuk-ling	TMDC Member

Mr KWONG Man-tik	TMDC Member
Mr CHUNG Kin-fung	TMDC Member
Mr WONG Man-kit, Timothy (Secretary)	Senior Executive Officer (District Council), Tuen Mun District Office, Home Affairs Department
By Invitation :	
Ms CHONG Yan-yeo, Belinda	Principal Assistant Secretary (Planning & Lands)7, Development Bureau
Ms CHEUNG Man-yan, German	Assistant Secretary (Planning)8, Development Bureau
Mr LAU Chun-tat	Deputy Head of Civil Engineering Office (Port & Land), Civil Engineering and Development Department
Ms YUNG Chi-wai, Esther	Chief Engineer/ Land Works, Civil Engineering and Development Department
Mr LEE Hing-chi, Jerry	Senior Engineer/1, Civil Engineering and Development Department
Ms LO Shuet-yeo, Zoe	Senior Engineer/7, Civil Engineering and Development Department
Ms CHEUK Hau-kwan, Elsa	Assistant Director of Planning/Territorial, Planning Department
Ms TING Suet-yi, Doris	Chief Town Planner/Strategic Planning, Planning Department
Ms PUN Lim-shuet, Paulina	Senior Town Planner/Strategic Planning 6, Planning Department
Ms WAN Hoi-ying	Senior Town Planner/Strategic Planning 7, Planning Department
Mr LEUNG Hoi-fun	Associate Director (Deputy Project Manager), Ove Arup & Partners Hong Kong Limited
Dr LEUNG Kam-shing	Associate Director (Town Planning), Ove Arup & Partners Hong Kong Limited
Ms Wingki Kwok	Associate Director (Public Relations and Engagement), Ove Arup & Partners Hong Kong Limited
Mr WONG Lai-chi	Acting Senior Environmental Protection Officer (Regional West)1, Environmental Protection Department
Ms HO Chui-hang, Edith	Senior Engineer/Tuen Mun, Drainage Services Department
Mr CHAN Pui-shing, Michael	Project Coordinator/Tuen Mun, Drainage Services Department
Mr Louis KUNG	Head of Service Delivery (Kowloon & NT), Citybus Limited
Mr Jonathan CHU	Senior Property & Facilities Manager, Citybus Limited

Ms Penny CHUNG

Corporate Affairs Manager - Stakeholder Engagement,
Citybus Limited

In Attendance :

Miss CHEN Wai-tik, Wendy

Assistant District Officer (Tuen Mun)1, Home Affairs
Department

Mr CHU Man-chung, Man

Assistant District Officer (Tuen Mun)2, Home Affairs
Department

Mr LAU Yu-hang, Henry

Senior Liaison Officer (1), Tuen Mun District Office,
Home Affairs Department

Ms HUNG Mei, Eunice

Senior Liaison Officer (2), Tuen Mun District Office,
Home Affairs Department

Mr FOK Tsz-hin, Geoff

Senior Liaison Officer (3)(Atg.), Tuen Mun District Office,
Home Affairs Department

Miss FONG Yuen-wah, Irene

Senior Liaison Officer (4), Tuen Mun District Office,
Home Affairs Department

Mr CHUNG Lok-chin

Chief Engineer/West 3,
Civil Engineering and Development Department

Ms HON Hin-yan

Chief School Development Officer (Tuen Mum),
Education Bureau

Mr CHAU Man-sang

Chief Health Inspector (Tuen Mun)1,
Food and Environmental Hygiene Department

Ms LO Kit-man

Senior Housing Manager/Tuen Mun & Yuen Long 1,
Housing Department

Mr MA Wai-hing

District Commander TMDIST, Hong Kong Police Force

Mr CHAN Yik-chun

PCRO TMDIST, Hong Kong Police Force

Mr MA Ching-ho

OC DIS TMDIST, Hong Kong Police Force

Mr LEE Chi-keung, Kenneth

District Lands Officer /Tuen Mun (District Lands Office,
Tuen Mun), Lands Department

Mr TSANG Sze-ming

Senior Estate Surveyor/West (District Lands Office, Tuen
Mun), Lands Department

Ms TSENG Chieh, Elsa

District Leisure Manager (Tuen Mun),

Leisure and Cultural Services Department

Mr AU Hei-fan, Raymond

District Planning Officer, Tuen Mun & Yuen Long West,
Planning Department

Ms HO Yuen-ming, Agnes

District Social Welfare Officer (Tuen Mun),
Social Welfare Department

Mr CHEUNG Chi-yeung, Fabian

Chief Transport Officer, New Territories North West,
Transport Department

Ms YEUNG Pui-man, Michelle (Assistant Secretary)

Executive Officer I (District Council)1,
Tuen Mun District Office, Home Affairs Department

I. Opening Remarks

The Chairman welcomed all Members present to the 11th meeting of the seventh term TMDC and extended a warm welcome to representatives from government departments in attendance. Due to the typhoon, the meeting originally scheduled for 8 September was rescheduled to be held today. The Chairman expressed his gratitude to all Members and colleagues from government departments for their understanding and cooperation.

II. Absence from Meeting

2. The Secretary reported that the Secretariat had received no applications for leave of absence from Members. Apart from Mr Kenneth YIP, who was unable to attend the meeting due to suspension of duties from 10 to 16 September, the remaining 31 Members attended the meeting.

III. Confirmation of the Minutes of the 10th Meeting held on 14 July 2025

3. The Chairman stated that the draft minutes of the captioned meeting had been circulated to all attendees for review on 5 September. Subsequently, the Secretariat did not receive any revision proposals. As no other amendments were proposed by Members present, the Chairman declared the minutes approved.

IV. Discussion Items

(A) Development Proposal for Lung Kwu Tan Reclamation and the Re-planning of Tuen Mun West Area (TMDC Paper No. 44/2025)

4. The Chairman welcomed Ms Belinda CHONG, Principal Assistant Secretary (Planning & Lands)7, and Ms German CHEUNG, Assistant Secretary (Planning)8 of the Development Bureau (DEVB); Mr LAU Chun-tat, Deputy Head of Civil Engineering Office (Port & Land), Ms Esther YUNG, Chief Engineer/ Land Works, Mr Jerry LEE, Senior Engineer/1, and Ms Zoe LO, Senior Engineer/7 of the Civil Engineering and Development Department (CEDD); Ms Elsa CHEUK, Assistant Director of Planning/Territorial, Ms Doris TING, Chief Town Planner/Strategic Planning, Ms Paulina PUN, Senior Town Planner/Strategic Planning 6, and Ms WAN Hoi-ying, Senior Town Planner/Strategic Planning 7 of the Planning Department (PlaD); and Mr LEUNG Hoi-fun, Associate Director (Deputy Project Manager), Dr LEUNG Kam-shing, Associate Director (Town Planning), and Ms Wingki Kwok,

Associate Director (Public Relations and Engagement) of Ove Arup & Partners Hong Kong Limited, to the meeting.

5. Ms Belinda CHONG of the DEVB briefed Members on the preliminary development proposal for the Lung Kwu Tan reclamation and the re-planning of Tuen Mun West Area. She pointed out that the two locations were adjacent to the Northern Metropolis, Hong Kong International Airport, and the Pearl River Delta region, offering an excellent geographical position. The Government proposed to reclaim approximately 190 hectares of land near the shore, along with the re-planning of the existing approximately 111 hectares of land, providing a total of about 301 hectares of developable land. It aimed to create a “Smart and Green Industrial Port” with an industry-led approach, promoting the development of four core industries with growth potential, namely green/new energy, advanced construction, circular economy and modern logistics/River Trade Terminal. In addition, the Public Cargo Working Area currently located in Area 16, Tuen Mun, would be relocated to Tuen Mun West to unlock the development potential of the original site. A two-month public engagement activity commenced on 1 August, and subject to the allocation of capital works expenditure and financing arrangements, the Government would consider further refining the land use based on the public feedback collected. It was expected that the reclamation works at Lung Kwu Tan would commence in early 2028.

6. Ms Doris TING of the PlanD presented the paper’s content in detail with the aid of PowerPoint slides (see Enclosure 1).

7. Mr Kenneth LAU declared that he was a representative of the indigenous inhabitants of Lung Kwu Tan and owned property there. He thanked the Government for previously consulting the Tuen Mun Rural Committee to gauge rural representatives’ views on the development and for responding to public aspirations by reducing the offshore reclamation extent to a minimum, thereby lessening the impact on residents. He considered that the proposals, particularly the projected creation of 35 000 jobs, would have a positive long-term impact on Tuen Mun. He raised three main concerns: (i) although the Government had planned to build a sea crossing bridge and widen Lung Mun Road to four lanes, Lung Mun Road was a key route for residents travelling to other areas. He worried that upon completion of the “Smart and Green Industrial Port”, traffic congestion on Wong Chu Road and around the Tuen Mun-Chek Lap Kok Tunnel would worsen, affecting residents’ daily travel; (ii) the sea crossing bridge should be sited at least 800 metres from Lung Kwu Tan Village to minimise the impact of odour, dust and noise from passing vehicles; and (iii) the Lung Kwu Tan area, already dominated by heavy industries, and home to facilities such as a coal-fired power plant, landfills and sludge incinerators, could see further

environmental and quality-of-life impacts from reclamation. He suggested that any future incineration facilities adopt advanced low-emission technology.

8. Mr TSANG Hing-chung welcomed the Lung Kwu Tan development but remained deeply concerned about the traffic capacity of the future new development area. He noted that traffic around the Tuen Mun–Chek Lap Kok Link roundabout and Lung Mun Road was already severely congested, and was concerned that the road network would be unable to cope with the substantial increase in traffic upon completion of the new area. In this connection, he said a four-lane sea crossing bridge would effectively divert traffic and reduce impact on Lung Kwu Tan residents. He also observed that the left side of the reclamation area included numerous waterfront berths and public facilities, and suggested adding public landing facilities to facilitate public access. Finally, he proposed that the Government set up a stakeholder liaison group to enhance information flow and exchange.

9. Mr CHUNG Kin-fung supported development proposal for the “Smart and Green Industrial Port”, particularly the green/new energy concept, which aligned with national development directions. He noted that the four core industries were expected to generate about 35 000 jobs, which would boost local employment, promote industrial diversity and create a wider range of job types. On traffic, he stressed that to support the proposal, the Government must expedite the construction of Tuen Mun Bypass and Route 11 and the widening works of Nim Wan Road to avoid a repeat of the congestion that followed the opening of the Tuen Mun–Chek Lap Kok Link due to the delayed Tuen Mun Western Bypass. He also urged that the sea crossing bridge be located at least 800 metres from Lung Kwu Tan Village to minimise environmental impact on villagers.

10. Mr LAU Chun-tat of the CEDD gave a consolidated response to Members' enquiries as follows:

- (i) Regarding the reclamation project, the CEDD was conducting the relevant environmental impact assessment (EIA). Upon completion, the EIA report would be submitted to the Environmental Protection Department (EPD) for approval under statutory procedures. Works would only commence after an environmental permit was obtained. During construction, contractors must strictly comply with permit conditions as well as all requirements set out in the EIA report. The project would mainly use marine transport; where land transport was required, temporary traffic arrangements would be formulated in close consultation with stakeholders;

- (ii) Regarding traffic improvements, the Government proposed building a sea crossing bridge linking the reclamation area with Lung Mun Road, together with widening Lung Mun Road and upgrading related junctions to accommodate additional traffic;
- (iii) The sea crossing bridge would have a design speed of 80 km/h, helping to divert heavy and other vehicles currently using Lung Kwu Tan Road, thereby reducing traffic load there, especially near Lung Kwu Tan Village. The CEDD would study the feasibility of extending the bridge further seaward, while balancing route alignment, speed limits and diversion effectiveness;
- (iv) Junction improvements would be carried out along Lung Mun Road between Castle Peak Power Station and the Lung Fu Road roundabout. The Government was also studying enhancements to the road network around the Lung Fu Road roundabout to ease congestion; and
- (v) As regards the suggestion to provide public landing facilities, the Government was open to the idea and would consider it after gathering further views.

11. Mr Fabian CHEUNG of the Transport Department (TD) stated that the Government had formulated traffic improvement measures for Tuen Mun in the short, medium and long term. In the long term, Route 11 and the Tuen Mun Bypass were progressing in an orderly manner. For medium-term measures, widening works for Lung Fu Road and Hoi Wing Road were underway. The Highways Department (HyD) carried out investigation in 2021, and the works were gazetted in 2024, which was now proceeding under established procedures. For short-term measures, junction improvement works had been implemented at Ming Kum Road and Lung Mun Road to achieve traffic diversion. Among these, works at the Ming Kum Road/Tsing Tin Road junction were completed in 2022; works at the Lung Mun Road/Wu Shan Road junction were substantially completed in July 2025; and works at the Ming Kum Road/Shek Pai Tau Road junction were expected to commence in the second half of 2025.

12. Mr Andy CHENG noted that prefabricated building components produced in the future Lung Kwu Tan reclamation area would be transported via Lung Mun Road, the Lung Fu Road roundabout and Wong Chu Road. He worried that traffic accidents on these major roads could cause severe congestion, potentially delaying

projects and raising costs in the long term. He suggested that (i) Lung Mun Road be directly connected to Tuen Mun Bypass and northern trunk roads such as Yuen Long Highway to enhance connectivity with other transport network in Hong Kong; (ii) the feasibility be studied of a northern connection to the expressway via Nim Wan Road; and (iii) the DEVB and the Transport and Logistics Bureau strengthen coordination to comprehensively enhance the resilience and efficiency of the road network.

13. Mr LAM Tik-fai supported the Government's planning and development proposals for Lung Kwu Tan and Tuen Mun West. He observed that Lung Kwu Tan currently relied solely on Tuen Mun as its main access, resulting in unidirectional traffic flow. He proposed that the Government study the feasibility of linking Lung Kwu Tan with Ha Pak Nai and Nim Wan Road to connect with the road network in Tin Shui Wai area, thereby easing pressure on Yuen Long Highway, Tuen Mun Road, Wong Chu Road, Lung Fu Road, and Lung Mun Road.

14. Mr YIP Man-pan welcomed the proposal to re-plan Tuen Mun West and supported relocating the Public Cargo Working Area from Area 16, Tuen Mun, to the Tuen Mun West reclamation site. He considered the proposal responsive to residents' long-standing aspirations and urged multi-faceted consideration of the original site's future use to avoid infill developments. While noting the TD's ongoing junction improvements, he remained concerned about chronic congestion on Wong Chu Road. He worried that future development might outpace transport infrastructure and recommended that long-term planning include a careful assessment of traffic flow in Wong Chu Road area, with corresponding measures.

15. Mr LAU Chun-tat of the CEDD responded that the four core industries would primarily use marine transport for large items. For land transport, the Government proposed constructing a sea crossing bridge, widening Lung Mun Road, and upgrading related junctions to accommodate additional traffic. He stressed that the CEDD would maintain close coordination with relevant departments, and align with road improvement works on key sections such as Deep Bay Road and Nim Wan Road (including the northern and southern sections), to enhance overall road network resilience.

16. Mr CHUI King-hang expressed concern that reclamation works might cause water pollution, affecting capture fisheries industry, and urged the Government to enhance communication with the industry on reclamation oversight and construction methods. He was also concerned that during the reclamation period, vessels might move to the Tuen Mun Typhoon Shelter, exacerbating berth shortages if the Public Cargo Working Area in Area 16, Tuen Mun, had not yet been relocated. Therefore,

he recommended that engineering vessels be properly berthed in waters such as the Hei Ling Chau Typhoon Shelter, with improved planning for berthing and public landing facilities, as well as ancillary facilities of piers. Besides, he suggested the Government strengthen supervision of engineering vessel movements, and called for good planning for berthing spaces for the development area. He also hoped that the development proposal would promote leisure fishing and guided eco-tours with an aim of boosting the Tuen Mun economy.

17. Mr KAM Man-fung supported the overall plan, believing the four new core industries would create more jobs for Tuen Mun residents and foster local employment. However, he remained deeply concerned about traffic, noting that congestion on Wong Chu Road could only be temporarily eased by measures like road widening, while a lasting solution would depend on the commissioning of Tuen Mun Bypass. Therefore, he hoped its opening would align with the development timeline of Lung Kwu Tan and Tuen Mun West, and urged closer inter-departmental coordination to ensure transport infrastructure would keep pace with development.

18. Mr LAU Chun-tat of the CEDD gave a consolidated response to Members' enquiries as follows:

- (i) The Lung Kwu Tan reclamation area had been reduced from over 200 hectares proposed in early 2020 to about 145 hectares. More advanced and eco-friendly construction methods were under study, including non-dredged reclamation and the use of silt barriers to minimise sediment dispersion and water quality impacts. He stressed that the project must pass an EIA and secure an environmental permit before commencement. All EIA-recommended mitigation measures would be strictly enforced. During reclamation, contractors would implement temporary marine traffic management to avoid obstructing sea traffic. Contractors would also maintain close liaison with stakeholders to coordinate marine traffic; and
- (ii) Regarding transport, Members' views on Tuen Mun Bypass and Route 11 were noted and the CEDD would maintain close communication with the HyD.

19. Ms Elsa CHEUK of the PlanD gave a supplementary response to Members' enquiries as follows:

Action
<p>(i) Following relocation of the Public Cargo Working Area in Area 16, Tuen Mun, to Tuen Mun West, the PlanD planned to study the feasibility of integrating and re-planning the land use of the four hectares of waterfront land released. Potential uses included recreational open space, housing, and community facilities compatible with the surrounding area, to optimise the use of this valuable waterfront resource; and</p> <p>(ii) The Government was open to incorporating leisure and tourism elements, such as landing facilities, into the new industrial park. The proposed recreational open space in the “Smart and Green Industrial Port” would cover about 12 hectares, which would be comparable to Tuen Mun Park. Together with the proposed green channel along the coastline of the Lung Kwu Tan reclamation area, this would provide a high-quality and accessible community environment for local residents and workers in the area.</p>

20. Ms SO Ka-man endorsed the “Smart and Green Industrial Port” concept and raised two concerns: (i) upon the proposed development, road traffic to and from Lung Kwu Tan/Tuen Mun West was projected at around 3 000 person-trips per hour. Minor junction improvements alone would be inadequate to support the industrial park’s overall development. She proposed drawing on Chinese Mainland experience to study the feasibility of widening roads to three lanes per direction to boost capacity; and (ii) as the plan included cycle tracks in Lung Kwu Tan/Tuen Mun West, she urged long-term extension of cycle track network to nearby areas (e.g. Lau Fau Shan) to upgrade Lung Kwu Tan Village and promote urban-rural integration.

21. Mr WAN Tin-chong welcomed the Government’s consultation with the TMDC on preliminary proposals for the Lung Kwu Tan reclamation and the re-planning of Tuen Mun West. He viewed the industry-led, infrastructure-first approach as a sound starting point but shared concerns about traffic impact. Regarding industrial planning, he noted that since the 1990s, northward industrial relocation had caused severe hollowing out of local manufacturing. He worried the “Smart and Green Industrial Port” could face similar talent drain. To retain entry-level, mid-career and senior talents, he urged stronger talent planning, including encouraging vocational institutions to enhance industry-specific training.

22. Mr TSOI Shing-hin stated that the first batch of lands from the Lung Kwu Tan reclamation was expected to be released in 2029. He enquired whether this would include sites for modern logistics/river trade terminals and the circular economy zone.

Given the relocation of the Public Cargo Working Area in Area 16, Tuen Mun, he sought clarity on the relocation timeline and urged close coordination to avoid a repeat of the planning issues of sports ground in Area 16, Tuen Mun. With an incinerator to be constructed in Tsang Tsui, he proposed introducing low-value material recycling industries to promote the development of the industry.

23. Mr CHAN Yau-hoi pointed out that the Lung Kwu Tan reclamation plan had been discussed for many years. He was concerned about the potential impact of the plan on the environment and traffic. Regarding the environment, as the West New Territories Landfill had already been expanded to its third phase, he believed it would be detrimental to the long-term development of the district. He urged the Government to commit to closing the landfill on schedule and using incineration to handle waste. As for traffic, he hoped that while promoting industrial development, the Government would comprehensively consider the impact of the four major industries on traffic flow. He believed that the project was also a good opportunity to improve Tuen Mun's traffic and suggested that the Government thoroughly review the existing road network, especially the design of the Tuen Mun-Chek Lap Kok Link roundabout, to reduce future inconvenience for road vehicles entering and exiting the airport area. At the same time, he was concerned about the overall congestion in Tuen Mun town centre and emphasised the need to coordinate the construction and opening times of the sea crossing bridge and Tuen Mun Bypass to avoid exacerbating traffic congestion in the district.

24. Mr LAU Chun-tat of the CEDD gave a consolidated response to Members' enquiries as follows:

- (i) Regarding traffic, the proposed land uses were estimated to generate around 35 000 jobs. Current worker commutes peaked earlier, while logistics movements concentrated between 10:00 a.m. and 12:00 noon or in the early afternoon, so the peak periods were not expected to overlap;
- (ii) Large items would primarily be transported by sea. Landside improvements included building a sea crossing bridge, widening Lung Mun Road, and upgrading relevant junctions to ease congestion. Combined with the planned Tuen Mun Bypass and existing Tuen Mun-Chek Lap Kok Link, overall traffic in Tuen Mun was expected to remain acceptable;
- (iii) Cycle tracks were proposed within individual development zones; and

(iv) As for project timeline, the Lung Kwu Tan reclamation was scheduled to commence in 2028, with the Tuen Mun West reclamation to follow later.

25. Ms Belinda CHONG of the DEVB added that the Bureau had maintained close communication with the relevant policy bureaux and would actively support land planning initiatives.

26. Mr FUNG Pui-yin agreed with the recommendations in the paper, noting that relocating the Public Cargo Working Area in Area 16, Tuen Mun, responded to public sentiment and reduced noise pollution. He enquired about the specific relocation timetable. On promoting local employment, he asked whether the Government would organise recruitment events to attract residents to work within the district. He also expressed concern about traffic congestion on roads such as Wong Chu Road, warning that increased commuter flows in the future could hinder emergency vehicles, such as ambulances, if these roads were blocked. In addition, he asked about the number of lanes on the proposed sea crossing bridge and whether cycle tracks could be connected to it. He further suggested leveraging the area's geographical advantages to enhance overall connectivity, facilities, and both transportation and recreational functions.

27. Ms LAI Ka-man suggested that the Government install green and smart devices, such as smart street lamps or solar-powered lamps, along Lung Kwu Tan Road as a pilot zone to promote green and smart economic development, thereby boosting the economy and tourism. She pointed out that Tuen Mun town centre already experienced heavy vehicle traffic in the morning, causing severe congestion. To address this, she proposed building a railway to relieve traffic pressure, reduce accidents triggered by extreme weather, and ensure seamless connection between Tuen Mun Bypass and the Lung Kwu Tan area, thereby enhancing overall traffic efficiency.

28. Mr IP Chun-yuen noted that many Members were concerned about the long-term planning of Lung Mun Road, Lung Fu Road, and Wong Chu Road. He was particularly concerned that, during the reclamation period, heavy vehicles passing through the already congested Tuen Mun town centre and Wong Chu Road areas could further exacerbate traffic conditions. As a short-term measure, he proposed that heavy vehicles heading to the reclamation site avoid using Wong Chu Road.

29. Ms Vincci CHAN raised concerns about the industry-oriented approach and talent development strategy mentioned by the DEVB. She observed that the “Smart and Green Industrial Port” concept spanned three regions, the Tuen Mun District, the Hong Kong Special Administrative Region, and the Greater Bay Area. Thus, she suggested collaboration with the education sector to launch targeted talent training programmes in secondary schools, tertiary institutions, and universities.

30. Mr LAU Chun-tat of the CEDD gave a consolidated response to Members’ enquiries as follows:

- (i) Members’ concerns regarding traffic in the Tuen Mun District had been noted, and relevant feedback would be forwarded to the HyD for follow-up. For the road network from the northern section of Nim Wan Road to Lau Fau Shan, the Department would coordinate engineering arrangements with relevant departments;
- (ii) The proposed sea crossing bridge would be a two-way, four-lane structure. The current design did not include a cycle track, primarily due to significant elevation differences between Lung Mun Road (near Castle Peak Power Station) and the reclamation site, which posed technical challenges. Adding a cycle track would substantially increase costs;
- (iii) As for railways, the Government considered that the projected traffic demand from the proposed development did not justify the construction of a railway; and
- (iv) The reclamation works would primarily rely on sea transport. Where land transport was necessary, contractors would schedule material deliveries during off-peak hours where possible. Appropriate temporary traffic management measures would be implemented to minimise impacts on surrounding roads. Close liaison would be maintained with stakeholders throughout construction to ensure disruption to traffic was kept to a minimum.

31. Mr CHAN Tsim-heng noted the beautiful scenery along the route from Lung Kwu Tan to Ha Pak Nai. He proposed extending the road northward from Lung Kwu Tan to connect with Pak Nai / Lau Fau Shan, and urged the departments to consider the railway proposal and study the feasibility of building a railway in Tuen Mun West in the future. Regarding talent development, he highlighted that the industrial park’s

development would take time and recommended early coordination with the Education Bureau, including planning industry-specific training from the secondary school level, to attract major enterprises to Hong Kong.

32. Ms Pamela MAK enquired about the travel time savings upon completion of the proposed sea crossing bridge, the timetable for releasing the site of Public Cargo Working Area in Area 16, Tuen Mun, and the estimated area of the first batch of reclaimed land to be delivered in 2029. Regarding industry planning, she observed that both the Northern Metropolis and Tuen Mun West involved the logistics industry. The former emphasised innovation and technology, while the latter was adjacent to Hong Kong International Airport and the Pearl River Delta. She sought clarification on their distinct industry positioning and potential for complementarity.

33. Mr TSUI Fan supported the development proposal and endorsed its overall direction and positioning but raised four key concerns: (i) given the scope of Members' suggestions and departmental responses, the Government should update Members and stakeholders on implementation progress every three to six months; (ii) promoting industrial growth could not rely solely on relocating workers from legacy industries; otherwise, it would hinder genuine upgrading and new job creation; (iii) the Government should explore the feasibility of tourism development after landfill restoration; and (iv) he supported the addition of public landing facilities for emergency diversion to enhance resilience during major traffic incidents.

34. Mr Benton HO stated that Lung Kwu Tan and Tuen Mun West, adjacent to the Northern Metropolis and Pearl River Delta, enjoyed a prime location. He supported developing the "Smart and Green Industrial Port" but expressed environmental concerns over reclamation. He cautioned that using reclamation lands for "green" purposes (e.g., circular economy / renewable energy) raised concerns of greenwashing and urged careful consideration. Regarding the sea crossing bridge, he accepted widening Lung Mun Road from one to two lanes per direction but asked why Lung Kwu Tan Road could not simultaneously expand from two to four lanes to boost general traffic efficiency. He also urged the departments to note the high construction cost of the bridge and adverse visual and landscape impacts, necessitating rigorous traffic demand and feasibility assessment.

35. Dr CHAN Kwai-wao supported the "Smart and Green Industrial Port" proposal, viewing it as aligned with Hong Kong's broader industrial strategy. He agreed with the exclusion of residential development. Besides, he noted that the proposed land uses could generate approximately 35 000 jobs, and that Members were

concerned about traffic; therefore, he suggested adding staff dormitories within the park to increase its appeal to workers.

36. Ms Elsa CHEUK of the PlanD gave a consolidated response to Members' enquiries as follows:

- (i) The positioning of the "Smart and Green Industrial Port" was developed through comprehensive research. The area, enjoying extensive waterfront land, excellent sea and land connectivity, and proximity to the airport and Greater Bay Area, presented significant potential. The proposal integrated global industrial trends, relevant Government policies, market surveys, and input from relevant policy bureaux and departments;
- (ii) Industrial focus varied by location and strengths. The Northern Metropolis, near Shenzhen's innovation hubs, prioritised industrialisation and technological innovation. Tuen Mun West, with its airport proximity and large waterfront sites, targeted high-growth industries requiring substantial space and coastal access;
- (iii) The proposed circular economy differed from traditional recycling by promoting upcycling, i.e. transforming waste into high-value products. For example, local plastic and construction waste would be manufactured into high-value-added cooling or sound-absorbing materials through advanced technique to enhance the industrial chain of the recycling industry and advance Hong Kong's circular economy; and
- (iv) The Government was open to supporting facilities such as dormitories, to be planned in detail once land uses were confirmed. Beyond industrial plots, the park would include retail, training, and dining amenities to diversify jobs and support holistic growth.

37. Mr LAU Chun-tat of the CEDD gave a consolidated response to Members' enquiries as follows:

- (i) Regarding the sea crossing bridge, the Department had engaged Lung Kwu Tan Village representatives and residents, securing their support. The bridge would divert heavy vehicles, substantially easing congestion on Lung Kwu Tan Road, especially the section near the

village, and reducing noise disturbance. Currently the sea crossing bridge was in preliminary design stage. The Department would explore the feasibility of adapting innovative materials (e.g., S690/S960 high-strength steel) in the next detail design stage to minimise bridge deck and bridge pier dimensions, thereby lessening visual impact;

- (ii) The connection between the reclamation area and Lung Mun Road involved widening a segment from two to four lanes (i.e. two lanes per direction) and linking it to the sea crossing bridge, creating a seamless four-lane corridor to increase capacity;
- (iii) Preliminary estimates indicated that travelling from Lung Mun Road (near Castle Peak Power Station) to the reclamation area and Lung Kwu Tan via the sea crossing bridge would save approximately one minute compared to the current Lung Kwu Tan Road route. This was due to a design speed of 80 km/h and fewer traffic signals;
- (iv) The Department aimed to commence the Lung Kwu Tan reclamation in 2028 and deliver the first land parcel in 2029. However, the exact deliverable area was yet to be finalised; and
- (v) The Government remained open to public landing facilities and would conduct further studies.

38. Ms Belinda CHONG of the DEVB stated that public engagement was underway on the preliminary proposals for the Lung Kwu Tan reclamation and the re-planning of Tuen Mun West, including industry-related land use consultations with relevant policy bureaux and organisations. For suggestions from Members beyond land planning, such as future industrial development direction, talent development, and policy support, the relevant policy bureaux would give comprehensive consideration.

(B) Proposal for Prompt Initiation of Land Resumption Process in Area 16 for Sports Ground Construction

(TMDC Paper No. 45/2025)

(Written Responses from the Transport Department, the District Lands Office, Tuen Mun, and the Drainage Services Department)

(Written Response from the Environmental Protection Department)

(Written Response from the District Lands Office, Tuen Mun)

(Written Response from Citybus Limited)

39. The Chairman announced that regarding the captioned paper, the Secretariat had received written responses from the TD, the District Lands Office, Tuen Mun (DLO), the Drainage Services Department (DSD), the EPD and Citybus Limited (Citybus), respectively, which were circulated to all Members via email prior to the meeting for review.

40. The Chairman welcomed Mr Fabian CHEUNG, Chief Transport Officer, New Territories North West of the TD; Mr Kenneth LEE, District Lands Officer /Tuen Mun, and Mr TSANG Sze-ming, Senior Estate Surveyor/West, of the DLO; Ms Edith HO, Senior Engineer/Tuen Mun, and Mr Michael CHAN, of the DSD; Mr WONG Lai-chi, Acting Senior Environmental Protection Officer (Regional West)1 of the EPD; Mr Louis KUNG, Head of Service Delivery (Kowloon & NT), Mr Jonathan CHU, Senior Property & Facilities Manager, and Ms Penny CHUNG, Corporate Affairs Manager - Stakeholder Engagement of Citybus, to the meeting.

41. Mr IP Chun-yuen, the first proposer of the paper, stated that the proposal to build a sports ground and recreational area in Area 16, Tuen Mun, was discussed at the TMDC meeting as early as 2008 and was supported by several Members at the time, who believed it would help improve local facilities and boost the economy. The Leisure and Cultural Services Department (LCSD) submitted a design proposal for the site in 2009, planning to build an outdoor sports ground that could accommodate 5 000 spectators. The original site was the bus depots of Citybus and The Kowloon Motor Bus Co. (1933) Ltd. (KMB), and the project could only proceed after the depots were relocated. Although the Government promised to expedite the plan in 2017 and coordinated with the bus companies, construction had yet to commence. In this regard, he expressed dissatisfaction with Citybus's repeated delays in relocation and proposed the following requirements: (i) Citybus must vacate the relevant site by the first half of 2026; (ii) transportation subsidies be provided to primary and secondary school students in Tuen Mun to subsidise their participation in cross-district competitions; and (iii) the Government should impose strict penalties to prevent Citybus from further delaying the relocation plan.

42. Mr CHAN Yau-hoi stated that the issue of reclaiming the Area 16 site had been discussed at the TMDC for many years. In this regard, he enquired with the DLO whether KMB, which had already agreed to relocate, could be prioritised to move to the Ho Wo Street site. He also expressed concerns about Citybus's relocation schedule, including specific relocation plans and measures, to ensure relocation by

2027 would proceed as planned. In addition, regarding the suspected oil pollution discharged from the drainage outlet next to Citybus's Tuen Mun bus depot into Tuen Mun River, he enquired with the EPD about the test results and subsequent handling arrangements.

43. Mr LAM Tik-fai noted that, based on records, the planning of Area 16 had been discussed at the TMDC and the District Facilities Management Committee meetings since 2008, including details such as seating capacity. As of 2025, discussions were still focused on the relocation schedule of the tenants, reflecting a severe lag in progress, which he deemed unsatisfactory. Regarding the paper's mention that Citybus could only vacate and return the Area 16 site by 2027 at the earliest, he urged the Government to finalise and establish a relocation schedule to ensure the project planning could proceed as planned.

44. Mr Fabian CHEUNG of the TD stated that Area 16 was currently primarily used by Citybus and KMB for parking, washing, and maintenance to support daily bus services. Due to the need for a certain area for depot facilities, the Department had been actively coordinating to find suitable alternative sites. The government land at Ho Wo Street faced certain technical limitations, with Citybus's relocation site located within a large drainage reserve area, while KMB's relocation site was situated above the Tuen Mun-Chek Lap Kok Tunnel and had a large number of trees and plants. After active communication and coordination with relevant government departments, the issue of KMB's relocation site had been properly resolved, and KMB had subsequently commenced relocation work. The Department would actively assist the bus companies, hoping to address all technical issues and problems related to ancillary facilities, in order to vacate Area 16 as soon as possible to proceed with subsequent projects.

45. Mr Kenneth LEE of the DLO stated that regarding Citybus's application to use the government land at the northern end of Ho Wo Street under a short term tenancy (STT) for the relocation of its bus depot, the Department issued a proposal to Citybus on 22 August 2025. Subsequently, Citybus accepted the STT proposal on 8 September 2025. The DLO would maintain close contact with relevant departments, including the TD, so that Citybus might commence the relocation work of its bus depot as soon as possible.

46. Mr TSANG Hin-hong pointed out that the Tuen Mun District had experienced a persistent shortage of sports facilities for over a decade, with students still required to travel across districts to participate in sports events, which was a situation that remained unimproved. He believed the current number of facilities was insufficient

to meet future demands for promoting sports in the community, supporting elite sports, promoting Hong Kong as a centre for major international sports events, continually affecting schools and local residents. Accordingly, he urged the Government to accelerate the construction of the additional sports ground to address the basic needs of the industry, schools, and students in the district.

47. Mr KAM Man-fung stated that although Tuen Mun's current population exceeds 500 000, it fell short of the standard of one standard sports ground per 250 000 residents. He noted that matters related to the site in Area 16, Tuen Mun, had been discussed repeatedly at the District Facilities and Works Committee (DFWC) meetings, yet each report highlighted the slow progress of Citybus's relocation, with the Government merely stating it would expedite related matters. The LCSD previously indicated that the bus depot must be fully vacated before funding could be sought, expected no earlier than 2027, with construction requiring a further three to four years, meaning the sports ground might not be operational until 2031 at the earliest. He therefore suggested that the Government explore ways to streamline administrative procedures to shorten the timeline and urged all relevant departments to enhance coordination to complete the project at the earliest opportunity.

48. Mr CHUI King-hang observed that oil pollution was detected in Tuen Mun River over a year and a half ago. As a stakeholder in the maritime sector, he expressed concern over water quality and enquired with relevant departments and Citybus regarding the oil leakage from the depot, the substances involved, and the remedial measures in place. He strongly urged Citybus to cooperate fully and expedite the relocation of the bus depot.

49. Mr FUNG Yuk-fung expressed support for the views in the paper. He highlighted that KMB would complete its relocation within the year, whereas Citybus's progress remained unacceptably slow. He stressed that Citybus must promptly resolve the oil leakage issue and must not use it as a pretext for further delay. Furthermore, he called on Citybus to provide a clear relocation timeline and formulate concrete implementation measures.

50. Mr Mac CHAN supported the earliest possible reclamation of the Area 16 site and believed Citybus should establish a firm relocation schedule. He pointed out that the chronic shortage of large sports grounds had compelled students to travel across districts for years, which was a far from ideal situation. He also raised concerns about Citybus's ongoing use of the site and sought updates from the EPD on the investigation and follow-up regarding the suspected leakage. As a major tenant

of government land, Citybus should adhere strictly to tenancy conditions. He also urged the Government to strengthen oversight of short term tenancies.

51. Mr FUNG Pui-yin noted that, according to government documents, the Area 16 site was originally scheduled for handover in 2020. Delays in relocation had disrupted surrounding development, making it fallen behind planning timelines. For instance, Regency Bay was completed and occupied in 2021, yet Citybus's depot remained in place, causing noise and light pollution that affected residents' daily lives. Further delays risked exacerbating impacts on livelihood. With ongoing government investment in beautifying Tuen Mun River, he believed proper planning could prevent such pollution. As Tuen Mun's population continued to grow, demand for sports grounds would only increase, and he hoped Citybus would actively cooperate to resolve the relocation impasse.

52. Mr MO Shing-fung cited written responses from the TD, the DLO and the DSD, indicating that Citybus was expected to vacate and return the bus depot site in Area 16 by 2027 at the earliest. Having been raised multiple times in DFWC meetings, he now sought confirmation of the exact relocation date and requested that government experts and Citybus engineers explain the technical challenges involved, such as those for relocating drainage infrastructure and water mains. He also enquired about Citybus's planned remedial and restoration works to address oil pollution, along with the associated timeline.

53. Mr YIP Man-pan requested that Citybus and relevant government departments submit progress and follow-up reports at every TMDC meeting they attended, enabling Members to remain informed and keeping Tuen Mun residents updated.

54. Mr CHAN Yau-hoi asked the Chairman whether the TMDC could continue to follow up the issue of the Area 16 site. He observed that relevant departments and Citybus frequently failed to send representatives to DFWC meetings, hindering the committee's ability to track relocation and project progress effectively.

55. Mr Fabian CHEUNG of the TD confirmed that the Department had noted all Members' views. On site selection and timelines, the Government had secured a site at the northern end of Ho Wo Street. Citybus had applied to the DLO for a short term tenancy, and the DLO had sent the proposed STT to Citybus on 22 August 2025. He assured Members that the process was proceeding smoothly. Regarding pollution, relevant departments would continue appropriate follow-up with Citybus.

56. Ms Edith HO of the DSD stated that, following notification by Members, the Department promptly inspected the site and confirmed oil entering Tuen Mun River. The EPD had been notified for follow-up and investigative support. A joint inspection was subsequently conducted at the depot, and the EPD was actively managing the case. The DSD stood ready to provide further assistance to the EPD as required.

57. Mr WONG Lai-chi of the EPD reported that, in response to oil discharge from a drainage outlet near Citybus's Tuen Mun depot into Tuen Mun River, multiple site inspections had been conducted. Deficiencies were identified in the depot's treatment facilities, prompting a formal warning to Citybus to rectify the situation. In collaboration with other departments, oil-absorbent mats were immediately installed at the outlet to prevent further discharge into Tuen Mun River. Water samples had been collected from the depot for laboratory analysis. Should sufficient evidence be established, enforcement action would be taken under the Water Pollution Control Ordinance, with ongoing coordination with other departments.

58. Ms Penny CHUNG of Citybus explained that, upon detecting anomalies in the grease trap, Citybus immediately initiated serious follow-up, including investigation and remedial action. Following notification from the EPD, Citybus had cooperated fully with the investigation and had undertaken cleaning, inspection, and repairs based on findings. She emphasised that Citybus treated the matter with utmost seriousness, would enhance management protocols, including regular visual inspection of the river, and would continue to support the EPD's investigation and follow-up efforts.

59. Mr Louis KUNG of Citybus, gave a consolidated response to Members' enquiries as follows:

- (i) Citybus operated 33 bus routes in Northwest New Territories, carrying approximately 76 000 passengers daily. The depot was essential for daily operation, maintenance, and public service;
- (ii) Citybus acknowledged the Government's relocation plan and had, over many years, worked closely with the TD and others to identify suitable sites, having evaluated numerous locations, some as small as slightly over 1 000 square metres. Given the depot's scale, site selection could not be compared to small temporary parking areas and must account for essential facilities, potential light and noise impacts on the community, and traffic implications;

Action
(iii) The site at Ho Wo Street, Tuen Mun, for relocation was constructed atop a box culvert with a hollow structure. Due to the special structure, Citybus, before relocation, must ensure that over 100 buses and associated facilities (including fuelling stations, bus washing machines, and small buildings) could operate safely;
(iv) Given the stringent design and engineering assessment requirements, which were time-intensive, Citybus apologised to all present;
(v) Citybus had accepted the DLO's tenancy arrangement and was currently coordinating detailed design and engineering procedures with the DSD, the DLO, the HyD, and others. The hollow structure necessitated more complex technical and safety validations than standard sites;
(vi) Citybus and its professional consultants were actively addressing departmental requirements, for example reviewing assessments and submitting supplementary information, with the aim of completing all preparatory work prior to relocation to ensure timely handover of the existing site; and
(vii) Citybus would intensify collaboration with the TD and other agencies, seeking opportunities to compress the construction period, and committed to full cooperation in advancing relocation and coordination arrangements.

60. The Chairman acknowledged that technical challenges remained in the relocation process and recognised the depot's importance to residents' daily commuting needs. He welcomed the decision to retain the replacement site within the Tuen Mun District, which would help preserve local jobs. Given that site identification had been underway for many years, he requested that the departments and Citybus provide timely updates and report the latest progress to Members as technical issues were addressed and resolved.

V. Items for Information

(A) Report by the Tuen Mun District, HKPF (TMDC Paper No. 47/2025)

61. Mr MA Wai-hing, District Commander TMDIST, reported on the district's crime situation, covering crime figures and trends from January to July 2025. Between January and July 2025, the TMDIST recorded a total of 2 977 criminal cases, representing a decrease of 448 cases compared with the same period in 2024. The detection rate for the same period in 2025 reached 31.2%, an increase of 3.4 percentage points over the 27.8% recorded in 2024. Compared with 2024, the principal rise was in indecent assault cases, which increased from 45 to 55, of which 54 had already been detected. The Police would step up patrols in busy commercial areas to deny criminals the opportunity to offend. Another notable increase was in missing motor vehicles, which rose from 27 cases in the corresponding period last year to 34 cases, primarily in remote areas of the northern New Territories. Among these, reported missing motorcycles rose by nine to 16. In response, the Police launched Operation SKYHAWK, deploying drones for low-altitude night-time surveillance supported by ground patrols. As soon as suspicious persons were identified, the Police Tactical Unit would be immediately dispatched to the scene. Since the operation began, the number of missing motor vehicles had fallen. The largest decreases, when compared with the same period in 2024, were in shop theft followed by miscellaneous theft, due chiefly to the high detection rates achieved by the Police. Overall, deception remained the predominant crime from January to July 2025, with 1 605 cases accounting for 53.9% of all crimes in the district. This was followed by shop theft and miscellaneous theft. The crime pattern and ranking in the Tuen Mun District remained consistent with the territory-wide situation, indicating that the district's crime profile closely mirrored that of Hong Kong as a whole.

62. Mr MA Wai-hing, District Commander TMDIST, continued that the Regional Technology and Financial Crime Units, established in mid-August 2025, would consolidate the handling of various crime reports including deception, money laundering, and the use of dummy account. In the longer term, this was expected to enhance investigative efficiency significantly. The Police would continue their efforts to strengthen both the prevention and detection of crime.

VI. In-house Matters

(A) Members Joining or Resigning from Committees and Working Groups under TMDC

63. The Secretary reported that Ms LAI Ka-man joined the Community Involvement, Culture and Recreation Committee on 16 July 2025; Mr YIP Man-pan joined the Working Group on Tuen Mun Major Activities (WGTMMA) on 6 August 2025; and Mr Andy CHENG withdrew from the WGTMMA on 8 August 2025.

(B) Reports by Committees
(TMDC Paper Nos. 48 to 52/2025)

64. The Chairman requested Members to peruse the five captioned reports. As Members had no other comments, the Chairman announced that the reports were endorsed.

(C) Reports by Working Groups
(TMDC Paper Nos. 53 to 54/2025)

65. The Chairman requested Members to peruse the two captioned reports. As Members had no other comments, the Chairman announced that the reports were endorsed. The Chairman highlighted that two major activities, namely Vespre Tuen Mun 2025 and Tuen Mun Beach Festival 2025, would take place in October 2025. He hoped that these activities would boost the local economy and urged all Members to lend their support and actively participate.

VII. Any Other Business and Date of Next Meeting

66. The Chairman announced the meeting closed at 11:41 a.m. The next meeting would be held on 10 November 2025.

Tuen Mun District Council Secretariat
Date: November 2025
File Ref: HADTMDC/13/25/DC/25

土地用途預算

Land Use Budget

新發展土地總面積
Total Area of New Developable Land 301 公頃
301 ha

建議發展四個具增長潛力核心產業
Proposed four core industries with growth potential

綠色 / 新能源
Green / New Energy

54 公頃
54 ha

先進建造業
Advanced Construction

47 公頃
47 ha

循環經濟
Circular Economy

32 公頃
32 ha

現代物流業 / 內河碼頭
Modern Logistics / River Trade Terminal

41 公頃
41 ha

核心產業
Core Industries

174 公頃
174 ha

龍鼓灘填海和重新規劃中門西地區
Lung Kau Tan Reclamation and the Re-planning of Tuen Mun West Area



規劃重點

Planning Highlights

1 具增長潛力的核心產業

Core Industries with Growth Potential

綠色 / 新能源
Green / New Energy



以現代化的園區式發展，形成群聚效應，有利產業協作
Modern park-type development, create clustering effect, foster synergy amongst industries

先進建造業
Advanced Construction



大面積土地支撐中低密度園區發展，並容納大型建設
Large land area supports park-type development of lower density and accommodating large-scale facilities

循環經濟
Circular Economy



可發展成綠色產業，具潛能進行智慧化建設
Can develop into green industries, with potential for smart production

現代物流業 / 內河碼頭
Modern Logistics / River Trade Terminal



促進創新，為香港經濟帶來增長潛力，幫助邁向碳中和
Promote innovation, enhance the growth momentum of the economy and advance towards decarbonisation

龍鼓灘填海和重新規劃中門西地區
Lung Kau Tan Reclamation and the Re-planning of Tuen Mun West Area

創造約 35,000 個就業機會，進一步推動屯門區內居住平衡
Create about 35,000 job opportunities, promoting home-job balance within Tuen Mun district

規劃重點

Planning Highlights

龍鼓灘 Lung Kau Tan

綠色 / 新能源
Green / New Energy

儲存和製造設施 (例如生物柴油、綠色甲醇、綠氫、液化氫) 及 10公頃策略性儲備用地

Storage and production facilities (e.g. biodiesel, green methanol, green ammonia, liquefied hydrogen) and 10 ha strategic reserve

配合政府推動發展新貨物的政策方向

In support of Government's policy direction to promote development of new energy

先進建造業 Advanced Construction

先進建造業園區，研發、測試、認證、生產及儲存、其他相關支援用途等，以及10公頃策略性儲備用地

Advanced construction industry park: research & development, testing, certification, production and storage, other related supporting uses, and 10 ha strategic reserve

配合政府加強香港先進建造技術的區域領先地位

In support of Government's efforts to strengthen Hong Kong's leading regional position in the adoption of advanced construction technologies

龍鼓灘填海和重新規劃中門西地區
Lung Kau Tan Reclamation and the Re-planning of Tuen Mun West Area

1 具增長潛力的核心產業

Core Industries with Growth Potential

屯門西 Tuen Mun West

循環經濟 Circular Economy

回收再造業相關設施、園林廢物回收處理設施及其他循環經濟產業

Recycling-related facilities, yard waste treatment & recycling facilities and other circular economy industries

支持實現政府《香港資源循環藍圖2035》公布的目標，提升回收業的產業鏈，及促進本地綠色低碳循環經濟

In support of achieving the target of the Government's Waste Blueprint for Hong Kong 2035, enhance the industry chain of the recycling industry and advance the development of local green and low-carbon circular economy

現代物流業 / 內河碼頭 Modern Logistics / River Trade Terminal

保留內河碼頭部分用地 (約35公頃) 作現代物流 / 內河碼頭用途，以維持內河貨運，同時提供規劃彈性容許土地作其他現代物流業用途；另預留約4公頃土地重置中門西公眾貨物裝卸區，以約2公頃土地整合現有棕地作業

To retain part of the lot of the River Trade Terminal (around 35 ha) to be used for Modern Logistics / River Trade Terminal for continual river trade while providing flexibility to allow the land to be used for other modern logistics uses; another 4 ha for relocation of the Tuen Mun Public Cargo Working Area, and 2 ha for consolidating existing brownfields operations

配合政府鞏固香港作為國際航運中心及國際物流中心的地位

In support of Government's policy to consolidate Hong Kong's position as an international maritime centre and international logistics hub

龍鼓灘填海和重新規劃中門西地區
Lung Kau Tan Reclamation and the Re-planning of Tuen Mun West Area

規劃重點

Planning Highlights

1 具增長潛力的核心產業

Core Industries with Growth Potential

屯門西 Tuen Mun West

循環經濟 Circular Economy

回收再造業相關設施、園林廢物回收處理設施及其他循環經濟產業

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規劃重點

Planning Highlights

改善交通連接

Improvement of Transport Connectivity

跨海橋 Sea-crossing Bridge

興建連接龍鼓灘填海區至現有龍門路的跨海橋

Construction of a sea-crossing bridge to link up Lung Kau Tan reclamation area with existing Lung Mun Road

- 提供更直接的路線通往龍鼓灘和爛角咀一帶

Provide a more direct route to Lung Kau Tan development area and Lung Kau Tan Village

- 減低龍鼓灘附近龍門路的交通負荷

Reduce road traffic along Lung Kau Tan Road near Lung Kau Tan Village

龍鼓灘填海和重新規劃中門西地區
Lung Kau Tan Reclamation and the Re-planning of Tuen Mun West Area

改善龍門路

Upgrading of Lung Mun Road

改善連接龍鼓灘/屯門西至屯門市中心的龍門路，包括擴闊一段長約1.5公里的龍門路，以應付龍鼓灘/屯門西發展新增的交通需求

Upgrade existing Lung Mun Road connecting LK1/TMW to Tuen Mun Town Centre including widening a 1.5 km section of Lung Mun Road to support additional traffic demand arising from LK1/TMW development

龍鼓灘填海和重新規劃中門西地區
Lung Kau Tan Reclamation and the Re-planning of Tuen Mun West Area

規劃重點

Planning Highlights

3 打造新一代產業園區

Creating a New Generation Industry Park

提供綜合設施

Provision of mixed facilities

包括公共交通交匯處、行人和單車徑、公共休憩空間 / 美化市容地帶、其他支援產業園區工作人口的配套設施等

Including public transport interchange, pedestrian walkway and cycle track, communal open space / amenity areas, and other supporting facilities for the working population of the industry park, etc.

提升環境容量

Enhancing environmental capacity

保留天然海灘及前方水體，提供兩條綠化步道、引人生態海岸線、增加美化 / 綠化帶建設

Preservation of natural beach and water bodies; provision of two green channels; introduction of ecological shorelines and increase in amenity/green landscape

智慧及綠色基礎設施

Smart and Green Infrastructure

利用山丘作天然屏障，設有綠色走廊以保留開放視線、減低新發展對現有鄉村的視覺影響

Using natural valley as buffer; retain visual openness through green corridors; reduce visual impact to existing village; residents can benefit from the enhanced community facilities, open space, and diversified job opportunities

and diversified job opportunities

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規劃重點 Planning Highlights

4 重新規劃改造以提升土地效益 Re-planning for Maximizing Planning Gain

重整現有的棕地作業 Reorganisation of existing brownfield operations

按各產業重整現有棕地作業，並促進棕地作業升級轉型，配合區內核心產業發展
Re-organisation of the brownfield operations according to the industries and to facilitate their upgrading in line with the development of the core industries in the area



龍鼓灘填海和重新規劃中門西地區
Lung Kwu Tan Reclamation and the Re-planning of Tuen Mun West Area

搬遷屯門公眾貨物裝卸區至屯門西 Relocation of Tuen Mun Public Cargo Working Area (PCWA) to Tuen Mun West

釋放屯門第16區約4公頃土地發展潛力，用作與鄰近非工業地區更具兼容性的用途
Free up development potential of around 4 ha in Tuen Mun Area 16 for more compatible uses with neighbouring non-industrial areas



龍鼓灘填海和重新規劃中門西地區
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下一步 Next Steps

於2025年8月1日展開為期兩個月的公眾參與活動
A two-month public engagement exercise commenced on 1 August 2025

進行地區巡迴展覽和與相關持份者舉行簡介會
District-oriented roving exhibitions & briefing sessions to relevant stakeholders

進一步深化有關土地用途建議，並進行相關詳細工程設計／技術評估，以制訂發展大體方案
Further refine the land use proposal and conduct detailed engineering design / technical assessments for formulating a Recommended Outline Development Plan

計劃明年內展開規劃和其他法定程序
Plan to commence planning and other statutory procedures within next year

視乎政府工務工程開支預算的分配及融資安排，現階段的目標是希望在2028年初展開龍鼓灘的填海工程，及在2029年產出首批用地
Subject to the funding allocation for the Government's public works projects and financing arrangement, we aim to commence reclamation works in LKT in early 2028 with the first batch of land to be available in 2029



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龍鼓灘·屯門西
智綠產業港
Lung Kwu Tan - Tuen Mun West
Smart and Green Industrial Port

謝謝 Thank You

