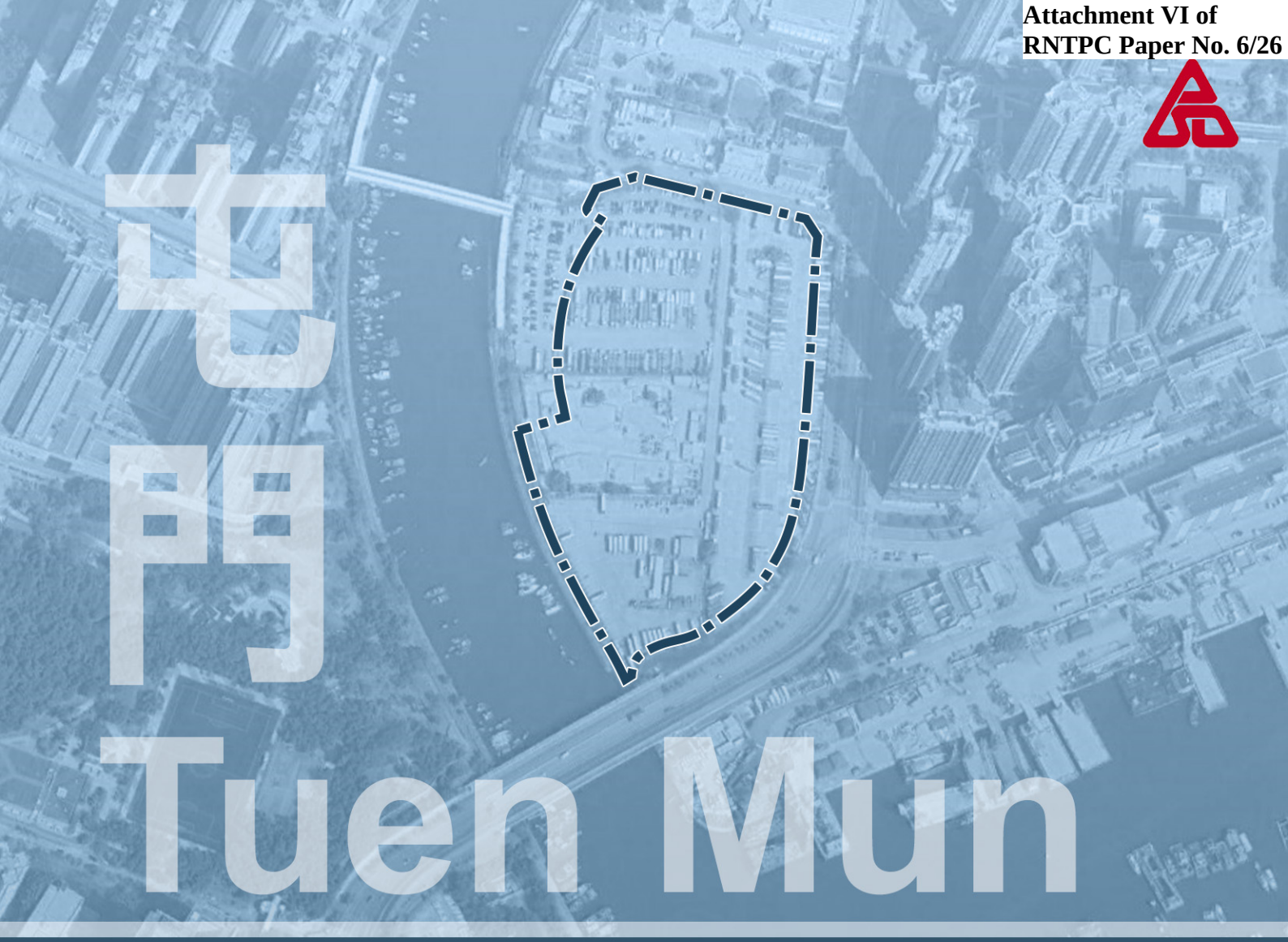

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

PLANNING STATEMENT

June 2026

URBIS Limited
in association with

Land Marker (1980) H.K. Co., Ltd.
EnviroSolutions & Consulting Ltd

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Planning Statement

(Doc. Ref. No.: ASD31-DOC-001)

Prepared by:
URBIS Limited

Prepared by:	Tsz Ching Tam	18 June 2026 **Date**
Checked by:	*David Morkel*	18 June 2026 **Date**
Approved for Issue by:	*David Morkel*	18 June 2026 **Date**

EXECUTIVE SUMMARY

This report is submitted on behalf of Architectural Services Department ("ArchSD") of the Government of The Hong Kong Special Administrative Region in respect of a proposed Government sports ground, open space and fee-paying public vehicle park at Tuen Mun Area 16, New Territories.

Most of the Site is zoned as "Government, Institution or Community" ("G/IC") with a small area falling within an "Open Space" ("O") zone in the Approved Tuen Mun Outline Zoning Plan (OZP) No. S/TM/41.

The Site has an area of approximately 56,200 sq.m and is currently in use as a Kowloon Motor Bus (KMB) Bus Depot, Citybus Depot, Construction Industry Council (CIC) Tuen Mun Training Ground and as a carpark operated by a private operator. It comprises Government land currently leased under short-term tenancies (STTs) to the Kowloon Motor Bus Company; Citybus Limited; the Construction Industry Council; and Pinnacle Carpark Management Limited. There have been no previous planning applications on the Site.

The Proposed Project will consist of the following components:

- Public vehicle park on the G/F;
- Open space on the G/F;
- Main sports pitch on the 1/F;
- Secondary sports pitch on the 1/F; and
- Spectator stand and ancillary facilities on 1/F to 3/F.

The Proposed Project will be a maximum of 4-storey high with a building height of approximately +40 mPD at the main roof level of the spectator stand.

According to the OZP (Para (c) of the Remarks in the Schedule of Uses), the "G/IC" zone is subject to a maximum building height (BH) of 3 storeys (excluding basement floor(s)).

The Town Planning Board (TPB) 'Definition of Terms' classes a public car park as falling within the Term 'Public Vehicle Park (excluding container vehicle)'. According to the OZP Schedule of Uses, 'Public Vehicle Park (excluding container vehicle)' is a Column 2 use within the "O" zone.

The TPB 'Definition of Terms' classes a sports ground as falling within the Term 'Place of Recreation, Sports or Culture'. According to the OZP Schedule of Uses, 'Place of Recreation, Sports or Culture' is a Column 2 use within the "O" zone.

This report establishes that the proposed sports ground and open space with public vehicle park in Area 16, Tuen Mun:

- Comprises land uses all permitted or permissible under the Approved Tuen Mun OZP No. S/TM/41;
- Requires an additional storey for enhanced ease of internal circulation within the spectator stand;
- Possesses a number of other important planning gains, not least:
  - Providing much-needed additional parking for public use;
  - Addressing short fall in sports ground provision with regard to HKPSG Standards
- Is acceptable on environmental and technical grounds;
- Has been designed and will be constructed with all appropriate mitigation measures, so as to eliminate any adverse impacts to existing residents and users of the surrounding area;
- Has strong Government policy support in terms of promoting sports and has received in-principle support from the Tuen Mun District Council.

內容摘要

由香港特別行政區政府建築署（「建築署」）代表提交，就新界屯門第16區擬建的政府運動場、公共休憩用地及收費公共停車場申請規劃許可。該地段大部分在屯門分區計劃大綱圖（OZP）第S/TM/41號中被列為「政府、機構或社區」（「G/IC」）用途地帶，另有一小部分屬於「休憩用地」（「O」）地帶。

擬議的項目面積約 56,200 平方米，目前用作九龍巴士巴士車廠、城巴車廠、建造業議會屯門訓練場及由私人營運者管理的停車場。該地盤為政府土地，現以短期租約形式租予九龍巴士有限公司、城巴有限公司、建造業議會及 Pinnacle Carpark Management Limited。此地盤此前未有任何規劃申請記錄。

擬議項目包括以下組成部分：

- 地面公共停車場；
- 休憩用地；
- 一樓的主運動場；
- 一樓的副運動場；
- 一樓至三樓的觀眾席及附屬設施。

擬議項目的最高建築物高度為 4 層，觀眾席主屋頂高度約為+40 米基準高度（mPD）。

根據分區計劃大綱圖（用途表備註第(c)段），「G/IC」地帶的最高建築物高度（不包括地庫樓層）為 3 層。根據城市規劃委員會（城規會）的「詞彙釋義」，公共停車場屬於「公共停車場（貨櫃車除外）」範疇。根據分區計劃大綱圖用途表，「公共停車場（不包括貨櫃車）」在「O」地帶內屬於第 2 欄用途。城規會的「詞彙釋義」將運動場列為「康樂、體育或文化場所」範疇。根據分區計劃大綱圖用途表，「康樂、體育或文化場所」在「O」地帶內屬於第 2 欄用途。

本申請確立屯門第 16 區擬建的運動場及公共休憩用地連公共停車場：

- 所包括的土地用途，全部屬於屯門分區計劃大綱核准圖編號 S/TM/41內經常准許或可申請准許的用途；
- 建議增加一層，以優化觀眾看台內部的通行便利性；
- 達致分區計劃大綱圖說明書第7.7段所述作為批准輕微高度放寬的準則，即：
- 並具備多項其他重要的規劃增益，包括但不限於：
  - o 提供公眾急需的額外泊車位；
  - o 按照《香港規劃標準與準則》的標準，解決運動場地供應的不足；
- 在環境及技術層面上均可接受；
- 設計及建造時納入適當的緩解措施，以消除對周邊現有居民及使用者的任何不利影響；
- 獲得政府在促進體育發展方面的政策支持，並已取得屯門區議會的原則性支持。
- 在設計及施工中採取所有適當緩解措施，以消除對周邊地區現有居民及使用者的任何不利影響；

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1 INTRODUCTION

1.1 BACKGROUND OF THE SITE

1.1.1 This report is submitted on behalf of Architectural Services Department ("ArchSD") of the Government of The Hong Kong Special Administrative Region in respect of a proposed Government sports ground, open space and fee-paying public vehicle park at Tuen Mun Area 16, New Territories.

1.1.2 The Site on which the project is proposed has an area of approximately 56,200 sq.m.

1.1.3 The Site is bounded by Tuen Yee Street on the North, Hoi Wong Road on the east/southeast and Tuen Mun River on the West (**Figures 1.1** and **1.2** refer). The Site is currently in use as a Kowloon Motor Bus (KMB) Bus Depot, Citybus Depot, Construction Industry Council (CIC) Tuen Mun Training Ground and as a carpark operated by a private operator.

1.1.4 Most of the Site is zoned as "Government, Institution or Community" ("G/IC") with a small area falling within an "Open Space" ("O") zone in the Approved Tuen Mun Outline Zoning Plan (OZP) No. S/TM/41 (**Figure 1.4-1.5** refers).

1.2 LAND STATUS

1.2.1 The Site comprises Government land currently leased under short-term tenancies (STTs) to Kowloon Motor Bus Company (KMB) (STT No. STT981), Citybus Limited (Citybus) (STT No. STT1092), the Construction Industry Council (STT No. STT1004) and Pinnacle Carpark Management Limited (STT No. STTM0044) (**Figure 1.6** refers).

1.2.2 The four STTs on the Site are due to lapse at different times. Lands Department and relevant Government departments will coordinate with the tenants to ensure an orderly handover of the parts of the site upon the construction of the Proposed Project in Q1 2028.

1.2.3 The STTs for the car park, KMB and CIC are expected to lapse by Q1 2028 and these sites will be returned to Government. KMB is currently relocating its bus depot to the alternative Government land at Ho Wo Street and will be returning the STT site to the government in Q1 2026 (Committees Meetings Discussion Paper 5/2026). As for Citybus, the alternative Government land at Ho Wo Street has been handed over to Citybus in Oct 2025 for the purpose of relocating their bus depot (Tuen Mun District Council, 2025).

1.3 PLANNING HISTORY

1.3.1 There have been no previous planning applications on the Site.

1.4 PURPOSE AND STRUCTURE OF THIS PLANNING STATEMENT

1.4.1 The Statement provides a comprehensive overview of the indicative project scheme; the rationale and need for the project and planning justifications and merits. It also details all relevant planning, landscape design and technical considerations.

1.4.2 Contents are as follows:

- Chapter 2 describes the site context and features;
- Chapter 3 describes the OZP land use provisions, development parameters & requirements;
- Chapter 4 describes the project development proposal;
- Chapter 5 summarises the technical assessments that have been carried out;
- Chapter 6 outlines the planning merits and justifications for the project;
- Chapter 7 describes Government policy support for the project and community support for it;

- Chapter 8 describes the implementation proposals for the project; and
- Chapter 9 summarises the findings of the Planning Statement and identifies the decision sought from the TPB.

2 SITE CONTEXT AND FEATURES

2.1 SITE LOCATION AND EXISTING CONDITION

2.1.1 The Site covers an area of approximately 56,200 sq.m and is located in Tuen Mun Area 16. The Site comprises an area of flat, reclaimed land lying at approximate elevations ranging from +4.8 mPD to +10.0 mPD.

2.1.2 The Site is bounded by Tuen Yee Street to the north, with elevations between +4.7 mPD and +5.2 mPD. To the east and south, it is bordered by Hoi Wong Road, with elevations ranging from +4.8 mPD to +10.0 mPD. The riverside promenade along the Tuen Mun River Channel defines its western boundary at an elevation of +4.1 mPD.

2.1.3 The Site is generally open and unbuilt on except for a small number of temporary structures associated with the Citybus depot and Construction Industry Council.

2.1.4 Existing site conditions are illustrated in **Figure 2.1** and the surrounding development is illustrated in **Figures 2.2 and 2.3**.

2.2 TREES, VEGETATION AND SIMAR SLOPES

2.2.1 There are in total 140 trees meeting Government criteria for recognition (i.e. >95mm dbh) within the tree survey area which includes a 2-meter offset from the Site boundary. These comprise 21 different species and consist of a mix of native and non-native species as well as dead trees.

2.2.2 The most commonly found species is *Leucaena leucocephala* which is recognised by the Government as being an undesirable invasive weed species. Among the 140 trees, 42 are non-invasive trees. All of the remaining 98 trees are dead (2 trees) or invasive non-natives (96 trees).

2.2.3 The Tree Protection and Removal Proposal (TPRP) for the project has been formulated and agreed by ArchSD.

2.2.4 The Tree Survey Plan and tree schedule for the Site are included in Appendix B for information.

2.2.5 There is one SIMAR slope registered in the Government's Slope Maintenance Responsibility Information System at the southern boundary of the Site, namely, 5SE-D/F33 (**Figure 2.4** refers). This is a soil slope and is managed by the Highways Department. The slope is partly vegetated.

2.3 SURROUNDING EXISTING LAND USE AND DEVELOPMENT CONTEXT

2.3.1 In a broader context, the Site is bounded by Hoi Wong Road to the east, extending southward, and is situated adjacent to the Tuen Mun River Channel to the west. On the opposite (western) bank of the Channel lies the Wu Shan Riverside Park and Wu Shan Recreation Playground (**Figure 1.4** refers).

2.3.2 To the north, there are low-rise Government, Institutional, and Community (GIC) facilities, including the Castle Peak Bay Fire Station and Castle Peak Bay Ambulance Depot, which are zoned as "Government, Institution or Community" ("G/IC"). Next to the GIC facilities stands the Tuen Mun Community Green Station (under demolition), zoned as "Other Specified Uses" ("OU") annotated "Commercial/Residential Development with Public Transport Interchange". Further north, the Tuen Mun Swimming Pool (under demolition) is zoned as "Other Specified Uses" ("OU") (**Figure 1.4** refers).

2.3.3 To the east, on the opposite side of Hoi Wong Road, are the high-rise residential developments of Regency Bay and Siu On Court, zoned as "Residential" ("R(A)") (**Figure 1.4** refers).

2.3.4 The Tuen Mun Cargo Handling Area is located to the southeast and south of the Site, across Hoi Wong Road, and is zoned as "Other Specified Uses" ("OU") (**Figure 1.4** refers).

2.3.5 To the southwest of the Site, across the Tuen Mun River Channel, is the Wu Shan Recreation Playground, while to the northwest lies Wu Shan Riverside Park, both zoned as "Open Space" ("O") (**Figure 1.4** refers).

Existing Development Context and Building Height Profiles

2.3.6 Surrounding development, land uses, existing and permitted BHs and topography within the close vicinity have been considered when designing the proposed sports facility and its structures. **Table 2.1** below illustrates the land use zonings as well as existing and permitted BHs of surrounding developments within a 125m distance of the Site (**Figure 1.4** also refers).

Table 2.1 Land Uses, Existing and Permitted BHs of the Surrounding Developments

Surrounding Development	OZP Land Use Zoning	Existing/Proposed BH (above ground level)	Permitted BHs as stipulated in OZP (No. S/TM/4140)
Regency Bay Tower 1	"R(A)22"	99.2m	100 mPD
Regency Bay Tower 2	"R(A)22"	92.8m	100 mPD
Siu Tsui Court	"R(A)26"	91.8-98.3m	100 mPD
Castle Peak Bay Fire Station	"OU"	21.9m	5 storeys
Castle Peak Bay Ambulance Depot	"OU"	21.9m	5 storeys
Tuen Mun Public Cargo Working Area Office	"OU"	12.6m	3 storeys
Wu Shan Recreation Playground	"O"	Not Applicable	Not Applicable
Wu Shan Riverside Park	"O"	Not Applicable	Not Applicable
Sun Tuen Mun Centre	"OU"	150m	100 mPD
MTR Tuen Mun Depot	"OU"	14.5m	20 mPD
Glorious Garden	"R(A)15"	82.4m	85 mPD

2.3.7 The Castle Peak Bay Fire Station and Ambulance Depot, also located to the north of the Site, have an above-ground building height of approximately 21.9m.

2.3.8 Regency Bay, located to the east of the Site and zoned "R(A)22" on the No. S/TM/41 OZP, is the closest residential development within a 125m distance. Regency Bay comprises two residential blocks with above-ground building heights of 99.2m and 92.8m, respectively.

2.3.9 Siu Tsui Court, zoned as "R(A)26", is being developed under the Government's Home Ownership Scheme. The development consists of two residential blocks and has been completed in March 2025 (per Hong Kong Housing Authority, 2025). Both Regency Bay and Siu Tsui Court form part of a proposed larger cluster of high-density residential developments within the "R(A)" zone of the Tuen Mun OZP.

2.3.10 The Tuen Mun Public Cargo Working Area is located to the southeast of the Site, facing the Tuen Mun Typhoon Shelter. The majority of that area is used for open storage and ground-level loading/unloading operations. The area also includes an office building with an above-ground building height of approximately 12.6m.

2.3.11 As the Wu Shan Recreation Playground and Wu Shan Riverside Park, located to the west of the Site, on the opposite side of the Tuen Mun River Channel, are serving as public open spaces (zoned "O") without buildings, no significant buildings are located within the open space.

2.3.12 Sun Tuen Mun Centre, located further west beyond Wu Shan Riverside Park, has an above-ground building height of approximately 150m, adjacent to the MTR Tuen Mun Depot with an above-ground building height of approximately 14.5m. To the northwest, also across the channel, Glorious Garden stands next to the MTR Depot and has an above-ground building height of approximately 82.4m.

2.3.13 Based on the analysis above, the indicative scheme for the proposed sports ground and open space has been designed with consideration for surrounding existing building height profiles, particularly in relation to the nearby high-density residential developments of Regency Bay and Siu Tsui Court.

Future Development Context and Building Height Profiles

2.3.14 According to the Approved Tuen Mun OZP No. S/TM/41, there is planned high-rise mixed commercial/residential development at a proposed MTR railway station site (A16 Station) ("A16 Station Development"). To facilitate the Proposed Project, the A16 Station Development site has been rezoned on the OZP to "OU" annotated "Commercial/Residential Development with Public Transport Interchange" with a maximum building height of 174mPD (**Figure 1.4** refers).

2.3.15 The A16 Station Development Site is currently occupied by the Tuen Mun Swimming Pool, Hoi Wong Road Garden, Tuen Mun Community Green Station, a portion of the Tuen Mun River promenade (east bank), the landing of an existing footbridge across the Tuen Mun River Channel, a temporary carpark, part of the Construction Industry Council Training Ground, and a section of public road. To enable the future development, the existing Tuen Mun Swimming Pool will be reprovisioned at the practice greens of the Tuen Mun Golf Centre, and the Tuen Mun Community Green Station will be relocated.

2.3.16 A rezoning study commissioned by the MTR Corporation Limited (MTRCL) concluded that the A16 Station Development Site, which will have a total domestic Gross Floor Area (GFA) of 366,678sq.m (providing approximately 8,100 residential flats) and a non-domestic GFA of 31,100sq.m, is technically feasible (TPB Paper No. 10882). The indicative overall conceptual layout plan proposes the development of eighteen residential/commercial buildings with a maximum building height of 174mPD. The development is scheduled for phased completion by 2039.

2.3.17 The A16 MTR Station itself, a three-storey structure, will be constructed to the northwest of the Site adjacent to the riverside promenade. The viaduct for the MTR Tuen Mun South Extension railway line will cross the Tuen Mun River Channel to the west of the Site (**Figure 1.4** refers). The proposed station and viaduct will be above part of the existing riverside promenade on the east bank of the Tuen Mun River Channel. The A16 Station is scheduled for completion in 2030. **Figure 2.5** reflects the existing MTRCL's site construction work progress, with photomontages illustrating the proposed MTRCL development.

3 OZP PROVISIONS, PARAMETERS & REQUIREMENTS

3.1 INTRODUCTION

3.1.1 This section of the Planning Statement identifies the provisions and requirements of the Outline Zoning Plan (OZP) No. S/TM/41 as well as the development parameters for the Site defined within the plan.

3.2 OUTLINE ZONING PLAN INTENTION

3.2.1 The majority of the Site is currently zoned "Government, Institution or Community" ("G/IC"); with a small area falling within an "Open Space" ("O") zone under Approved Tuen Mun OZP No. S/TM/41 (**Figure 1.4** refers). Area falls within the "O" zone would be use for passive recreational purposes only.

3.2.2 The planning intention for the "G/IC" zone is stated in the relevant Schedule of Uses of the OZP as being 'primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments' .

3.2.3 The planning intention for the "O" zone is stated in the relevant Schedule of Uses of the OZP as being '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'.

3.3 LAND USE AND DEVELOPMENT PERMITTED UNDER THE OZP

Sports Ground

3.3.1 The Town Planning Board 'Definition of Terms' classes a sports ground as falling within the Term 'Place of Recreation, Sports or Culture.'

3.3.2 According to the OZP Schedule of Uses 'Place of Recreation, Sports or Culture' inter alia is always permitted as of right (under Column 1) for the "G/IC" zone.

3.3.3 According to the OZP Schedules of Uses 'Place of Recreation, Sports or Culture' is a Column 2 use within the "O" zone. "Open Space' is always permitted as of right (under Column 1) in the "O" zone.

Public Vehicle Park

3.3.4 The Town Planning Board 'Definition of Terms' classes a public vehicle park as falling within the Term 'Public Vehicle Park (excluding container vehicle).'

3.3.5 According to the OZP Schedule of Uses 'Public Vehicle Park (excluding container vehicle)' inter alia is always permitted as of right (under Column 1) for the "G/IC" zone.

3.3.6 According to the OZP Schedule of Uses 'Public Vehicle Park (excluding container vehicle)' is a Column 2 use within the "O" zone. 'Open Space' is always permitted as of right (under Column 1) in the "O" zone.

Open Space

3.3.7 Para 7(a) of the Notes of the OZP states that open space is a use always permitted under the Plan except in specified circumstances (not applicable here).

3.4 DEVELOPMENT PARAMETERS STATED IN THE OZP

3.4.1 The following development parameters stipulated in the OZP are relevant to this proposed project.

3.4.2 According to the Approved Tuen Mun OZP No. S/TM/41, the "G/IC" zone is subject to a maximum building height (BH) of 3 storeys (excluding basement floor(s)) (**Figure 1.4** refers).

3.4.3 There is no development or building height restriction within the "O" zone, according to the Remarks appended to the OZP Schedule of Uses.

3.5 URBAN DESIGN CONSIDERATIONS IN THE EXPLANATORY STATEMENT OF THE OZP

3.5.1 A number of urban design considerations stipulated in the Explanatory Statement (ES) of the OZP are relevant to this proposed project. These are described below, correspondent measure to these considerations will be elaborated in Chapter 4 and Chapter 6.

- According to Para 7.2 of the ES, "The site adjoining Tuen Ma Line Tuen Mun Station and the planned Tuen Ma Line Tuen Mun Area 16 station (the A16 station) site are centrally located in the Tuen Mun New Town and its southern gateway respectively and forming focal points of Tuen Mun New Town with their own retail and supporting facilities…Gradually descending height bands from the highest height bands towards the fringe of Tuen Mun New Town are proposed. In general, the proposed building height bands help preserve views to the ridgelines, achieve a stepped height profile, and maintain visual permeability and wind penetration and circulation. To avoid monotonous townscape and to reflect the existing building height profile, height variations are proposed where appropriate."
- According to Para 7.4 of the ES, the height restrictions for "G/IC" zones stipulated in terms of terms of number of storey(s) (i.e. three storeys in the case of the Site) "have been incorporated into the Plan with a view to maintaining visual and spatial relief to the Area as appropriate".

4 DEVELOPMENT PROPOSAL

4.1 INTRODUCTION

4.1.1 This section of the Planning Statement describes the indicative development proposal.

4.2 INDICATIVE DEVELOPMENT PROPOSAL

4.2.1 The Proposed Project is a new sports ground; open space and public vehicle park comprising 4 storeys with a BH of approximately +40 mPD at the main roof level of the spectator stand.

4.2.2 The Proposed Project will consist of the following components:

- Spectator stand and ancillary facilities;
- Main sports pitch;
- Secondary sports pitch;
- Public vehicle park; and
- Open space.

4.2.3 The indicative scheme, showing the proposed layout of the building and land uses on different floors are illustrated in **Figures 4.1-4.4** and a section drawing in **Figure 4.5.**

4.2.4 The components of the Proposed Project are summarised in **Table 4.1** below.

Table 4.1 Proposed Land Uses by Floor

Floor	Main Use
Sports Ground & Open Space with Public Vehicle Park	
G/F	Public Vehicle Park, Open Space, Drop-off, Ticket Office & Lobby Area and Ancillary Facilities (E&M rooms, toilets)
1/F	Sports Pitches, Spectator Stand and Ancillary Facilities (E&M rooms, toilets, changing rooms)
2/F	Spectator Stand and Ancillary Facilities (E&M rooms, toilets)
3/F	Spectator Stand and Ancillary Facilities (E&M rooms, toilets)

4.2.5 These components are described further below.

Ground Floor

4.2.6 **Figure 4.1** illustrates the ground floor plan of the proposed scheme, which primarily comprises the proposed public vehicle park, drop-off & lobby area and open space.

Sports Ground

4.2.7 The drop-off & lobby area will include an entrance lobby, a ticket office, a taxi drop-off zone, and other ancillary facilities e.g. toilets and E&M rooms.

Public Vehicle Park

4.2.8 The public vehicle park will consist of a car park management and Shroff office, a storeroom, guard booth and other ancillary facilities. Parking provision will be detailed in Table 4.5: Provision of Internal Transport Facilities below.

Open Space

4.2.9 Open space of not less than 5,620 sq.m will consist of landscape areas with sitting-out facilities. New passive recreational facilities and dense amenity planting will be provided along the Tuen Mun River Channel in the area zoned "O" (see Landscape Proposal **Figure J.4**).

4.2.10 The proposed landscape design enhances the visual and spatial continuity along the river edge through structured planting and open view corridors. It provides a green buffer that contributes positively to the pedestrian realm and supports the delivery of high-quality, accessible public urban space at street level.

First Floor

4.2.11 The first-floor plan, shown in **Figure 4.2**, will mainly accommodate the main sports pitch, a secondary sports pitch; ancillary facilities such as changing rooms and toilets. The secondary pitch can be made available for public use during match days (in the main sports pitch) to maximise public benefit.

4.2.12 Three grand staircases will serve as the main entrances to the sports ground — two facing Tuen Yee Street and one facing the Tuen Mun River adjacent to the promenade. A secondary exit is also available at the southeastern edge of the sports ground, facing Hoi Wong Road.

Main Sports Pitch

4.2.13 The main sports pitch will incorporate facilities including one 11-a-side football pitch; an eight-lane, 400m all-weather synthetic athletics track; two high-jump runways with landing areas; one pole-vault runway with landing area; two javelin-throw areas; two long-jump and triple-jump runways with landing pits; two hammer- and discus-throw cages; two shot-put throwing areas; and a set of steeplechase facilities. These facilities complies with the International Amateur Athletic Federation and International Association of Athletics Federations (IAAF) standards and requirements. A floodlighting system consists of approximately four free-standing floodlights each of approximately 48 m in height above pitch level will also be installed to provide adequate illumination.

Secondary Sports Pitch

4.2.14 The secondary sports pitch will include an infield 7-a-side football pitch, a four-lane athletics track, and dedicated areas for long jump, triple jump, pole vault, shot put, high jump, discus and hammer throw, and javelin throw. A floodlighting system consists of approximately four free-standing floodlights, each approximately 48 m in height above pitch level will also be installed.

Second and Third Floor

4.2.15 As depicted in **Figures 4.3 and 4.4**, the second and third-floor plans consist of the spectator stands providing seating areas for visitors with a clear view of the sports grounds. Amenities including toilets will be provided.

4.2.16 The total GFA for the Proposed Project is approximately 50,300 sq.m. Its building development parameters are illustrated in **Table 4.2**.

Table 4.2 Development Parameters of the Indicative Building Scheme

Proposed Scheme	Development Parameters
Applicant	Architectural Services Department HKSAR (Represented by URBIS Limited)
Site Area (sq.m)	Approximately 56,200 sq.m
Total Gross Floor Area (GFA)	50,300 sq.m
Sports ground GFA	20,500 sq.m
Public Vehicle Park GFA	29,800 sq.m
Proposed Building Height	Approximately +40 mPD at main roof level /

Proposed Scheme	Development Parameters
	Total 4 storeys (incl G/F)
Built Site Coverage	71.5%
Site Coverage of Spectator Stand	8.87%
Maximum Capacity of Spectator Stand	5000 spectators
Completion Year	2032
Open Space Provision	Not less than 5,620 sq.m
Remark: (I) Development parameters are indicative in nature and are subject to further refinement at detailed design stage. (II) The GFA of the at-grade carpark will be exempted as per PNAP APP-2.	

4.3 SITE PLANNING AND LAYOUT PRINCIPLES

4.3.1 The planning and layout of the proposed sports ground and building has taken into account the following design considerations:

Design Rationale and Compliance with Guidelines

4.3.2 The proposed building aims to create a harmonious built environment that complies with all relevant guidelines, regulations and standards. These include conformity with the principles set out in the prevailing Approved Tuen Mun OZP No. S/TM/41.

Building Height

4.3.3 The building height restrictions on surrounding developments set out in the OZP range from 3 storeys to +174 mPD (**Figure 1.4** refers). To optimize the utilisation of the Site for use as a sports ground and car parking facilities, the proposed Spectator Stand adopts a maximum building height of approximately +40.0 mPD at the main roof level of the spectator stand, consisting of four storeys (i.e. ground plus three). There will also be approximately eight floodlights with maximum elevations of approximately 59.8 mPD. This proposed height is, therefore, significantly less than the prevailing building heights in the surrounding area and will not be incompatible with the existing urban design context.

4.3.4 Stadium configurations with not less than 3 storeys are widely adopted at other sports grounds in Hong Kong (**Table 4.3**). These configurations have therefore been used as benchmarks for the proposed project. To accommodate the proposed capacity of 5,000, a four-storey configuration (3 storey spectator stand atop one storey aboveground carpark) has been adopted. The floor-to-floor height of the proposed scheme has referenced to precedent sports ground design in Hong Kong, including Kai Tak Youth Sports Ground and the redevelopment of Yuen Long Sports Ground, which are generally between 4 and 6m (**Appendix E**).

Table 4.3 Sports Ground of Similar Scale

Name	Site Area	GFA	Building Height	Capacity
Redevelopment of Yuen Long Stadium	Approx. 30,200 sq.m	Approx. 31,000 sq.m	4 storeys (excluding basement) +30.5mPD	6000
Tsueng Kwan O Sportsground	Approx. 60,000 sq.m	Approx. 11,000 sq.m	3 storeys (no basement) +30.5mPD	3500
Kai Tak Youth Sports Ground	Approx. 28, 200 sq.m	NA	4 storeys (no basement)	5000

Name	Site Area	GFA	Building Height	Capacity
			+31.00 mPD	

4.3.5 The current proposal represents only a refinement of the three-storey stadium scheme presented in Oct 2022 to Tuen Mun District Council, and results in no change to the overall building height of that scheme. The design parameters of an OZP-compliant three storey and proposed four storey schemes are illustrated in **Table 4.4**.

Table 4.4 Comparative Analysis of Three-storey and Four-storey Scheme

Perimeters	Three-storey Scheme	Four-storey Scheme
Site Area (sq.m)	Approximately 56,200 sq.m	Approximately 56,200 sq.m
Gross Floor Area (GFA)	48,200	50,300
Proposed Building Height	Approximately +40 mPD at main roof level / Total 3 storeys (incl G/F)	Approximately +40 mPD at main roof level / Total 4 storeys (incl G/F)
Maximum Capacity of Spectator Stand	5,000 spectators	5,000 spectators
Remark: (I) Development parameters are indicative in nature and are subject to further refinement at detailed design stage. (II) The GFA above includes GFA of the at-grade carpark which will be exempted as per PNAP APP-2.		

4.3.6 The revised Proposed four storey scheme and the need to seek a minor relaxation of building height restrictions was presented to the District Council District Facilities and Works Committee Discussion Paper in May 2025 (TMDC Paper Ref. HAD TMDC/13/25/DFWC/25) and no objection was recorded in the meeting.

4.3.7 The indicative height of the proposed floodlights is based on the design of the floodlights at Tseung Kwan O Sports Ground, which are approximately 48m in height above ground level. The preliminary reference design elevation of 59.8 mPD of the floodlights in the Proposed Scheme, will be subject to detailed design at the design and build stage.

Architectural Layout

4.3.8 The architectural layout of the sports ground follows guidance from the Asian Football Confederation (AFC) on standard stadium orientation, adopting a north-south axis for pitches, consistent with international best practices.

4.3.9 The spectator stand is strategically positioned on the western side of the Site, adjacent to the Tuen Mun River. This orientation minimises exposure to the afternoon sun from the west, reducing direct glare, thereby enhancing the viewing experience for spectators.

4.3.10 Locating the stand on the western side of the site also:

- Preclude the establishment of restricted sight line between the massing of adjacent buildings, namely Siu On Court and Regency Bay Tower. The distance between Siu On Court/ Regency Bay and the spectator stand is available in **Figure 4.8.**
- The passageway between the spectator stands and Siu On Court / Regency Bay Tower also enhances air flow and ventilation.

4.3.11 The structures of the sports ground have been set back by not less than 10m from the kerb of Hoi Wong Road and Tuen Yee Street (**Figure 4.8**). The setback distance represents an optimised buffer derived from footprint-constrained calculations aligned with International Association of Athletics

Federations (IAAF) and AFC Standards, which define the area required for sport pitches and tracks.

4.3.12 The relatively constrained site area and adherence to the mandatory dimensional requirements set forth in the AFC and IAAF Standards does not allow for breaking the long western frontage of the sports ground into smaller units. In addition, a separate car parking block would require additional land for circulation purposes. Maintaining a continuous sports ground, with two sports pitches, on the first floor above a ground-level car park therefore optimises the limited site footprint.

Public Vehicle Park At-grade

4.3.13 Given that the Public Vehicle Park (PVP) is designed to accommodate heavy goods vehicles and coaches, the required floor-to-floor height, circulation space, and ramp gradients are significantly greater than those for private car parking. Constructing an underground PVP to meet such requirements would likely necessitate an additional basement level to accommodate the same number of vehicles, resulting in substantial engineering and cost implications. Locating the PVP at-grade therefore minimises the impact of geotechnical issues and optimises land use efficiency within the site. There is a well-recognised under-provision of sports grounds in Tuen Mun, and the District Council has actively urged for the timely construction of this facility. Incorporating an underground carpark would introduce further construction complexity, resulting in longer lead times that will jeopardise the timely delivery of the project.

4.3.14 In light of the above, the provision of the carpark at ground level is considered the most appropriate solution based on land use efficiency, fiscal prudence, avoidance of delay, and timely provision of urgently needed community facilities.

Parking Provision

4.3.15 The Proposed Project will provide parking spaces for public use over 24 hours daily. These will include private car parking spaces; parking spaces for medium / heavy goods vehicles; spaces for light goods vehicles; and motorcycle parking spaces. An automated parking system will be adopted to maximise private car parking provision. All parking spaces will be located on the ground floor of the proposed building.

4.3.16 The Proposed Project will also include a taxi drop-off area, two ambulance parking spaces, a loading / unloading bay accommodating coaches and team buses, and a parking area providing parking spaces for staff/officials.

4.3.17 Parking and drop-off provision is summarised in **Table 4.5** below.

Table 4.5 Provision of Internal Transport Facilities

Internal Transport Facilities	No.
Ancillary Parking & Loading/Unloading (L/UL)	
Staff Parking Spaces	30*
Coach Parking	2
Ambulance	2
Loading/Unloading Spaces and lay-bys:	
Taxi/VIP	2
Coaches	10
Public Vehicle Park	
Private Car Parking Spaces	460
Light Goods Vehicle Parking Spaces	60
Medium/Heavy Goods Vehicle Parking Spaces	65
Coach Parking Spaces	6

Internal Transport Facilities	No.
Motorcycle Parking Spaces	40

**20 nos. for exclusive use for LCSD during events.*

Landscape Design

4.3.18 The Landscape Design Proposal is provided in **Appendix D**. The purpose of the Landscape Design Proposal is to provide a quality landscape setting for the Proposed Project and to maximise both recreational and greening opportunities.

4.3.19 It seeks to provide a seamless transition from the surrounding urban landscape, particularly between the Site and Hoi Wong Road, while strengthening the linkage between the riverfront and the sports ground by allowing public access to the existing inaccessible STT lot (**Figure 4.9**). The design supports a variety of outdoor and sports activities, enhancing public enjoyment and fostering community interaction. Tree planting will help to mitigate visual impacts of built structures in views from the surrounding area.

4.3.20 The landscape design proposal for the project will provide the key benefits below;

- A high quality landscape setting for the project;
- High quality open space area with passive recreational facilities within the local community;
- New open space, entrance plazas and grand staircase which will make an important contribution to "provide better streetscape/good quality street level public urban space".
- Where possible, visual mitigation for the built structures of the project and present an attractive appearance for the development when viewed from adjacent areas;
- Enhanced walkability and east-west pedestrian circulation between the riverside promenade and Hoi Wong Road
- Additional vegetation and biodiversity to a site that currently has almost no green cover. A tree compensation ratio of 1:1 by number of trees planted to trees lost on the Site;
- Enhanced sustainability by the use of sustainable hard materials and a native and biodiverse planting palette;
- A selection of plant species that will be tolerant to salt spray and wind and with reference to the 'Theme Plants for Tuen Mun' from the Greening Master Plan and 'Recommended Tree List for Tuen Mun District' from the Greening Master Plan GMP and based on Development Bureau's 'Street Tree Selection Guide'.

Visual Mitigation Measures

4.3.21 The building design of the Proposed Project has been carefully designed with respect to impacts on the visual impacts from surrounding key viewpoints. The proposed building has taken into account visual mitigation measures such as tree planting, amenity landscape and greening etc. in order to minimize the visual impact of the proposed building (**Appendix A** refers).

4.3.22 The floodlights will operate after nightfall until venue closure, generally from 6 PM to 11 PM.

4.3.23 During event days, the operation of the floodlights will be based on the needs of the event organizers. The floodlights will be switched off prior to venue closure at 11 PM.

4.3.24 Mitigation measures will be implemented by adopting lighting with varying levels of luminosity. It is acknowledged that detailed design, including glare control and lighting orientation, will be further detailed at the design-and-build stage and to minimise visual or amenity impact on the surrounding environment.

5 TECHNICAL ASSESSMENTS

5.1 INTRODUCTION

5.1.1 Technical assessments have been undertaken to assess the potential impact of the proposed building with respect to landscape, visual impact, and air ventilation. Relevant legislation, standards and guidelines were taken into account when carrying out the impact assessments. The findings are presented in Appendices A to D and are summarised below.

5.2 SUMMARY OF SIMPLE VISUAL APPRAISAL – APPENDIX A

5.2.1 A number of characteristics of the existing visual environment serve to determine the significance of visual impacts resulting from the Proposed Project. These include:

- the current visually incoherent characteristics of the Site (which the Proposed Project will mitigate, thus offsetting in part its overall visual impacts);
- its existing urban context
- the future visual context provided by the A16 MTR Station and Tuen Mun Extension viaduct to be completed in 2030; and
- potentially, residential/commercial development in Area 16 which may be completed in 2039.

5.2.2 Visual receivers at five of the seven viewpoints (VP2; VP4; VP5; VP6 and VP7) will experience **Slight** resultant visual impacts due mainly to the high visual sensitivity of receivers and their proximity to the Proposed Project. Visual receivers at all other viewpoints (VP1 and VP3) will experience **Negligible** resultant visual impacts due to the low visual sensitivity of receivers (VP1) or obstruction caused to existing and future views (VP3). A summary of the visual impacts noted above is provided in **Table 5.1**.

Table 5.1 Summary of Appraisal of Significance of Visual Impacts

VP	Number of Visual Receivers	Approx. Distance Between Visual Receivers & Nearest Source(s) of Impact	Receiver Sensitivity	Magnitude of Change	Impact Significance during Operation Phase (with Mitigation)
VP1	Few	~120m (At +9.2mPD)	Low	Slight	Negligible
VP2	Very Many	~29m (At +5mPD)	Low	Slight	Slight
VP3	Many	~103m (At +4mPD)	Medium	Negligible	Negligible
VP4	Very Many	~30m (At +4.9mPD)	Low	Slight	Slight
VP5	Many	~134m (At +155mPD)	High	Slight	Slight
VP6	Many	~125m (At +4mPD)	High	Slight	Slight
VP7	Many	~160m (At +3.9mPD)	High	Slight	Slight

5.2.3 On those occasions when the floodlights are in operation, the additional nighttime illumination in the cityscape will give rise to visual impacts which are slightly increased, although this will be only on a temporary and intermittent basis.

5.2.4 The appraisal of visual impact has taken account of proposed visual mitigation measures including the conformity of the building scheme with height profiles in the surrounding urban environment (OM1); sensitive aesthetic architectural design and chromatic treatment of built structures (OM2); and amenity landscape areas and greenery (OM3).

5.2.5 For these reasons, the overall significance of the visual impact resulting from the Proposed Project is considered to be **Slight**, and the Proposed Project, with appropriate mitigation measures in place, will result in insignificant visual effects to most of the identified key public viewing points.

5.3 TREE ASSESSMENT SCHEDULE – APPENDIX B

5.3.1 The Tree Protection and Removal Proposal (TPRP) for the project is already formulated and agreed by ArchSD. The Tree Survey Plan and tree schedule for the Site are included in Appendix B for information.

5.3.2 That survey includes a 2-meter offset from the Site boundary. The most commonly found species is *Leucaena leucocephala* which is recognised by the Government as being an undesirable invasive weed species. Among the 140 trees, 42 are non-invasive trees (plus 2 dead trees within Site) (36 trees within the Site; 8 trees within the 2-meter offset from the Site boundary).

5.3.3 36 of these trees, including 2 dead trees, are located within the Site, and 8 are within the 2-meter offset outside the site boundary. All of the remaining 98 trees are invasive non-natives.

5.4 SUMMARY OF AIR VENTILATION ASSESSMENT – APPENDIX C

5.4.1 A quantitative Air Ventilation Assessment (AVA) – Initial Study of the A16 Rail + Property Development, to the north of the Site, was previously conducted by MTRCL. Finding suggested with mitigation measures, the performances of the conceptual scheme on pedestrian wind environment are in general comparable with the Baseline Scheme under both annual and summer conditions (RNTPC Paper No. 4/22).

5.4.2 An Air Ventilation Assessment – Expert Evaluation ("AVA-EE") has been conducted to evaluate the wind performance for the Proposed Project. Based on the findings of the AVA-EE which incorporated the planned A16 Rail +Property Development, annual prevailing wind comes from NNE, ESE and SE directions and wind would flow at pedestrian level along Han Kwai Street and Hoi Wong Road, while summer prevailing wind comes from SE, SSE and S directions. And air corridors along the river channel and Hoi Wong Road would facilitate wind flow towards the site and inner area.

5.4.3 Mitigation measures including semi-open building layout, provision of open area, and increase in building permeability have been incorporated in the Proposed Project to improve the air ventilation performance. The wind penetration through the Site is generally good and no areas or locations of excessive wind or insufficient ventilation have been identified. With consideration of the existing topography, location of existing and planned developments and provision of mitigation measures, it is considered that the Proposed Scheme would not have significant adverse air ventilation impact on the downwind area and surrounding environment.

5.5 SUMMARY OF LANDSCAPE PROPOSAL – APPENDIX D

5.5.1 The Landscape Design Proposal is provided in Appendix D. The purpose of the Landscape Design Proposal is to provide a quality landscape setting for the Proposed Project and to maximise both recreational and greening opportunities.

5.5.2 The proposed planting arrangement satisfies the minimum compensatory requirement of a 1:1 ratio as stipulated in DevB Technical Circular (Works) No. 4/2020 and the Tree Preservation and Removal Proposal has been approved by ArchSD Tree Works Vetting Panel (1) on 6 June 2025.

5.5.3 Among the 42 non-invasive trees as mentioned in section 5.3, 1 tree (outside the site boundary but within the 2-meter offset) will be retained.

5.5.4 A total of 43 compensatory trees is proposed to be planted within the Site, including 41 trees to be felled (34 trees within the Site; 7 trees within the 2-meter offset from the Site boundary) and 2 dead trees within Site (Table 5.2). This is equivalent to a 1:1 compensatory ratio in terms of quantity.

5.5.5 DEVB TC(W) No. 4/2020 Appendix C recommends compensation for removed tree at a rate of 1:1 in terms of number (quantity) and, if sufficient growing space can be identified, further planting with an objective to achieve 1:1 compensation by DBH (quality), which is the aggregate Diameter at Breast Height of all affected trees. Due to the limited site area, a total of 43 compensatory trees are therefore proposed to be planted which meets the compensatory tree ratio of a minimum 1:1 in terms of quantity, as required under DevB TC(W) No. 4/2020.

5.5.6 The existing trees on the current site are generally of poor quality, exhibiting undesirable health conditions, irregular shapes, and limited ecological value. In contrast, the proposed compensatory trees will be purposefully planted within designated areas, including passive recreational zones. This planned composition will enhance the ecological and landscape quality of the site by introducing a curated mix of healthy tree species, shrubs, and ground-level planting (including native species). These improvements will contribute to a more resilient and biodiverse habitat, thereby addressing the qualitative aspect of compensation for the existing loss of any habitat.

Table 5.2 Summary of Tree Impact & Tree Compensation

Categories	Within Site	Within 2m Buffer Zone	Total
No. of Invasive Tree (*Leucaena leucocephala*)**	77	19	96
No. of Non-Invasive Tree	34	8	42
No. of Dead Tree	2	0	2
Total			**140**
No. of Invasive Tree to be Fell	77	19	96
No. of Non-Invasive Tree to be Fell	34	7	41
No. of Retained Tree	0	1	1
No. of Compensatory Tree	36*	7	43

* 2 dead trees (within site) will be compensated.
** Under DEVBTC(W)4/2020 *Leucaena leucocephala* is considered a self-seeded weed tree and can be removed w/o compensation.

5.5.7 The landscape proposal, incorporating compensatory tree planting, will contribute to mitigating both landscape and visual impacts. Opportunities for a range of recreational activities are provided, including passive seating space and futsal.

5.6 SUMMARY OF SEWAGE IMPACT ASSESSMENT

5.6.1 A Sewage Impact Assessment (SIA) was conducted in 2023 to evaluate the sewage flow of the Proposed Project. Given the seating capacity of the sports ground remains unchanged as 5000, which is equivalent to the assumed population in the SIA, the findings of the SIA remain valid.

5.6.2 It is expected that the total peak sewerage flow of 0.0029 m3/s will be generated from the full operation of the Proposed Project. Sewage from the Proposed Project would be diverted to public sewerage system on Tuen Yee Street via two proposed new Terminal Manholes (i.e. TM-01 and TM-02). The result of sewerage impact assessment indicates that the existing sewerage system shall have sufficient capacity to cope with the flow generated from the Proposed Project. As such, no mitigation measures are needed for improvement.

5.7 SUMMARY OF PRELIMINARY ENVIRONMENTAL REVIEW

5.7.1 A Preliminary Environmental Review (PER) conducted in 2023 assessed emissions, including air quality, noise, water quality, and waste management, for the Project's construction and operational phases. It proposed mitigation measures to minimise pollution, environmental disturbance, and nuisance.

Noise

5.7.2 No direct line of sight from the planned A16 development to the spectator stand will be anticipated with the provision of the roof truss and the solid concrete steps for forming the spectator stands. Provided that the project proponent will maintain the mitigation measures committed in the PER as described in para 5.7.4, the building height of four storeys is expected to have a minimal impact from noise perspective, including noise source from event days and normal days.

5.7.3 The predicted noise level from representative noise sensitive receivers, namely Regency Bay Tower 2 and Glorious Garden Block 6, indicated that the maximum predicted noise levels would comply with the noise criterion during daytime/evening time. Therefore, significant noise impacts from sports activities are not anticipated. The quantitative fixed noise assessment also indicated that the fixed noise impact to MTRCL A16 Development shall comply with the fixed noise criterion of 60 dB(A) with the incorporation of the Site.

5.7.4 The mitigation measures are as follow:

- Directional loudspeakers in the PA system, pointing away from nearby NSRs
- A PA system control panel to control volume across different zones of the sports ground, minimising noise nuisance to nearby residents.
- Sound absorption panels on the inner surface of the spectator stand canopy to avoid noise reflection.
- Control of cumulative fixed noise from all Project sources (e.g., fixed plants, audience, and public-address system) to comply with Hong Kong Planning Standards and Guidelines (HKPSG).

5.7.5 Consequently, no adverse noise impact on nearby NSRs is anticipated.

Air

5.7.6 A 10m buffer distance (refer to **Figure 4.8**) from the kerbs of Hoi Wong Road and Tuen Yee Street is required to avoid fresh air intake within the buffer zone or air sensitive uses (including air-sensitive uses such as spectator stands, soccer fields, running tracks, sports grounds, snack kiosks, benches etc.).

5.7.7 Air sensitive uses shall also be located away from the parking lot and its driveways and exhausts (if any) as far as practicable to avoid vehicular emission impact on the air sensitive uses. As such, the air quality impact on the Project Site due to vehicular emission will be minimal.

5.7.8 The proposed PVP will align with requirements stipulated in ProPECC PN2/96 for the design, maintenance and operation of the ventilation systems for minimisation of the air pollution impact from the parking spaces. Hence, no insurmountable impact in the nearby sensitive receivers is expected.

5.7.9 EV charging facilities will be provided in the proposed vehicle park of the Proposed Project, based on the latest EV charging requirements in the "Joint Circular on Green Government Buildings" to reduce tailpipe emissions.

5.7.10 The Project Site is not subject to any chimney emission impact, as confirmed by on-site visit that there is no existing chimney within the 200m assessment area. No odor problem associated with the Tuen Mun River is expected during operation phase.

Land Contamination

5.7.11 The Site, comprises Government land currently leased under four STTs (refer Para. 1.3.1), no vehicle maintenance, repairing, and/or refuelling activities, oil stains nor leakages were identified upon site inspections in the car park. No signs of oil stains nor leakages are observed from the CIC Training Ground and KMB Bus Depot. Therefore, no potential land contamination issues are anticipated from these areas, apart from the Citybus depot. Remediation measures, if required, will be conducted by Citybus upon land resumption.

5.7.12 On the Citybus Bus Depot, the area was used as a diesel fueling station, bus cleaning station and for other bus maintenance activities. Two above ground diesel storage tanks (ASTs) were located on the Citybus Depot each with a capacity of 13,635 L. The ASTs were stored within a secondary containment area surrounded by a concrete levee in good condition. However, an oil stain was identified inside and outside the concrete levee. Underground oil pipelines were identified, connecting the oil tanks to the diesel fueling station. Two plastic containers for the storage of diesel exhaust fluid were also located within the petrol fueling area. Oil stains were observed underneath the two plastic containers.

5.7.13 Citybus have acknowledged their obligations to carry out Soil Contamination Assessment (i.e. Land Contamination Assessment) and associated remediation measures as part of the decommissioning and demolition of oil storage facilities upon land resumption, in accordance to land clauses in STT No. 1092, to demolish and remove at their own expenses before handing over the site to DLO. If remediation is required, a Remediation Action Plan (RAP) and Remediation Report (RR) shall be prepared to demonstrate adequate clean-up upon completion of the remediation.

Water Quality

5.7.14 All sewage and surface runoff arising from the Proposed Project should be collected and diverted to the public sewerage and drainage system via proper connections. With proper mitigation measures taken, adverse water quality impact during operation phase as a result of sewage generation and surface runoff is minimised.

5.8 SUMMARY OF TRAFFIC AND TRANSPORT IMPACT

5.8.1 A Traffic Impact Assessment has been conducted to demonstrate that the traffic generated by the Proposed Project can be accommodated by the surrounding road network, without inducing any significant adverse traffic impact. The assessment covers current and projected future traffic conditions, pedestrian level of service, public transport capacity and overall parking demand.

Vehicular Circulation and Internal Parking Provision

5.8.2 The Site consists of a public carpark and two bus depots held under STTs. The spectator capacity under the proposed scheme in this report remains identical to that of a 3-storey OZP-compliant scheme. The Site is approximately 1,050m west of Tuen Mun Road, a major arterial road connecting Tuen Mun with Kowloon and other parts of HKSAR. The Site is also well-connected to the surrounding Tuen Mun District via Hoi Wong Road, Wong Chu Road, Hoi Wing Road and Tuen Mun Heung Sze Wui Road, etc. (refer to **Figure 4.6**).

5.8.3 The Proposed Project will include a vehicular run-in and run-out at Tuen Yee Street where left and right-turn movements are allowed. There are two vehicular accesses connecting Tuen Yee Street and the PVP/Sportsground drop-off area, comprising one ingress (11m wide) and one egress (11.5m wide) (refer to **Figure 5.1**). Upon completion of the MTR Tuen Mun South Extension, it is proposed by MTRCL that Tuen Yee Street will be widened to a single 4-lane carriageway with junction improvement at its junction with Hoi Wong Road (refer to **Appendix G**). Consequently, vehicular circulation will be managed in two phases: one before the road improvement works at Tuen Yee Street and another after their completion. Following the completion of the single 4-lane carriageway of Tuen Yee Street, right-turn movements will no longer be permitted. Vehicles exiting from the proposed egress onto Tuen Yee Street will be allowed to left-turn movement only (refer to **Figure 5.1**).

Trip Generation and Traffic Flow

5.8.4 Although the Proposed Project will generate additional traffic trips, the traffic assessment confirms that the surrounding road network is capable of absorbing the increase in traffic induced by the Proposed Project. Critical junctions have been identified and assessed under projected scenarios, and the findings indicate that they will continue to operate within their design capacities. As such, the development is not expected to cause any adverse impact on overall traffic conditions, with acceptable operational performance maintained by the critical key junctions.

Pedestrian Flow, Circulation and Public Transport Services

5.8.5 The assessment also confirms that the pedestrian infrastructure will provide sufficient capacity to accommodate estimated pedestrian flows by 2034.

5.8.6 The sports ground and pitches on the first floor will be accessible via three grand staircase entrances—one located near the junction of Tuen Yee Street / Hoi Wong Road, and the other at the western end of Tuen Yee Street. The riverfront plaza next to the Promenade serves as the western entrance to the Site. A secondary exit is also available at the southeastern edge of the sports ground, facing Hoi Wong Road.

5.8.7 At the elevated level, pedestrian footbridges currently cross the Tuen Mun River Channel (approximately 110m from the Site) and also Hoi Wong Road (approximately 125m from the Site). These footbridges provide connections to the at-grade pedestrian network, facilitating seamless access between elevated and ground-level routes (refer to **Figure 4.9**).

5.8.8 At-grade pedestrian access is provided via the promenade, Tuen Yee Street and Hoi Wong Road, which are supported by an at-grade footway network on both sides of the road. Given the fact that the Site is currently inaccessible to the public due to its STT lots, these pedestrian connections will enhance accessibility to key public transport facilities, including the Tuen Mun Swimming Pool Light Rail Transit Station, located approximately 180 meters from the site entrance, as well as bus and Green Minibus (GMB) stops along Hoi Wong Road, Hoi Chu Road and Hoi Wing Road (refer to **Figure 4.7**). In the future, the Tuen Mun A16 MTR Station (under construction) and public transport terminus at Tuen Mun Land Lot 569 at Hoi Chu Road (to be constructed) will further improve connectivity. The anticipated mode of transport taken by spectators is available in **Figure 4.7**.

5.8.9 Public transport demand assessment has been conducted for the Proposed Project. It is revealed that strengthening of existing public transport services might be required to cope with the surge of passengers. To cope with the special event days of the Proposed Development, special traffic arrangements, such as special bus services, could be implemented as a mitigation measure during special event days by the respective event organizers. This would be efficient and effective to enhance crowd arrival and dispersal when special event held at the Proposed Project. While detailed arrangements are subject to the future event organizer's management plans during the operational stage, they will be further reviewed and considered in accordance with the requirements and approval processes of relevant authorities.

5.8.10 Taking the above into account, the Proposed Project is considered technically feasible and justified from traffic engineering perspective.

5.9 OVERVIEW

5.9.1 As stated above, technical assessments have been undertaken with respect to landscape, visual, air ventilation, traffic and associated environmental impacts. These assessments all demonstrate that the Proposed Project will not generate immitigable impacts on the surrounding environment or on residents or users of the surrounding area.

6 PLANNING MERITS AND JUSTIFICATIONS

6.1 INTRODUCTION

6.1.1 This section of the Planning Statement establishes the planning merits and justifications for the Proposed Project.

6.1.2 The Proposed Project has been conceived as an initiative that will contribute to the wellbeing of the community by providing facilities that respond to identified district needs, including the provision of sports grounds, the need for public parking facilities and the enhancement of open space, connectivity and local amenity.

6.1.3 It should be noted that the proposed 4-storey scheme represents a refinement of an OZP-compliant 3-storey scheme, primarily involving internal reconfiguration associated with the introduction of an additional concourse level. The overall building height and external form will remain unchanged. In this regard, the key planning merits and justifications underpinning an OZP-compliant 3-storey scheme remain applicable and achievable under the current proposal. Accordingly, this chapter of the Planning Statement is structured as follows:

6.1.4 Section 6.2 demonstrates that the proposed scheme remains in conformity with the OZP requirements and that the proposed four-storey height arises from an internal reconfiguration rather than any material change in the overall development parameters.

6.1.5 Section 6.3 describes the targeted enhancements to the spectator stand arising from the 4-storey configuration.

6.1.6 Sections 6.4 to 6.7 demonstrate that the established planning merits of an OZP-compliant 3-storey scheme remain fully achievable and realisable under the current proposal.

6.1.7 Sections 6.8 to 6.9 outline other planning gains and merits provide by the Proposed Project.

6.2 COMFORMITY WITH OZP

6.2.1 The indicative scheme for the Proposed Project, which comprises a sports ground, public vehicle park and open space, is in line with the prevailing OZP planning intentions for the Site, as set out below.

Increase in Building Height

6.2.2 Under the OZP, the building height restriction for the "G/IC" zone is stipulated in terms of number of storeys rather than mPD. The proposed project therefore relates to an increase in storeys from 3 to 4, although the overall building height remains unchanged at approximately +40 mPD, which is identical to an OZP-compliant 3-storey scheme.

6.2.3 It should be noted that the proposed increase in number of storeys arises from a refinement in the internal configuration of the spectator stand through the introduction of an additional concourse level, rather than any material change to the overall building massing or external form. The development parameters and visual profile of the Site therefore remain essentially consistent with an OZP-compliant scheme. In this regard, the planning merits underpinning an OZP-compliant 3-storey scheme remain fully achievable under the proposed configuration.

6.2.4 The height of the Proposed Project remains significantly lower than the existing and permitted residential developments in the vicinity (as described in Chapter 2). The building height restriction in the OZP is intended to define the Site as an area providing relief from, or reduction in, prevailing building heights and urban densities in the surrounding area. The development will continue to perform its intended role in this urban context and maintain the planned hierarchy of building heights

as envisaged in the OZP.

6.2.5 The indicative scheme for the Proposed Project, which comprises a sports ground, public vehicle park and open space is therefore in conformity with the height profiles which are the planning intention of the prevailing OZP for the Site.

Use as Sports Ground

6.2.6 The OZP planning intention of the "G/IC" zone in which the proposed Site is stated to be '*primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments*." The proposed sports ground is permitted under Column 1 of the Schedule of Uses as a 'Place of Recreation, Sports or Culture' (as defined in the TPB 'Definition of Terms').

6.2.7 The OZP planning intention of the "O" zone on which a small area of the Proposed Project will lie, is stated to be *'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 sports ground is a Column 2 use under the relevant OZP Schedule of Uses as a 'Place of Recreation, Sports or Culture'.

6.2.8 Therefore, like an OZP-compliant scheme, the Proposed Project therefore complies in principle with the broad planning intention of the OZP in this regard.

Use as Public Vehicle Park

6.2.9 According to the OZP, within the "G/IC" zone, the proposed 'Public Vehicle Park (excluding container vehicle)' is permitted under Column 1 of the Schedule of Uses.

6.2.10 The OZP also states that within the "O" zone, the proposed 'Public Vehicle Park (excluding container vehicle)' is a Column 2 use under the Schedule of Uses.

6.2.11 Therefore, like an OZP-compliant scheme, the Proposed Project therefore complies in principle with the broad planning intention of the OZP in this regard.

Use as Open Space

6.2.12 Para 7(a) of the Notes of the OZP states that open space is a use always permitted under the Plan except in specified circumstances (not applicable here) (**Figure 3.3** refers). Hence, the provision of open space is in conformity with the planning intention of the OZP.

6.2.13 Therefore, like an OZP-compliant scheme, the Proposed Project therefore complies in principle with the broad planning intention of the OZP in this regard.

6.3 FOUR STOREY SPECTATOR STAND

Enhanced Spectator Circulation

6.3.1 Under an OZP-compliant 3-storey scheme, the spectator stand would contain one fewer concourse levels that the proposed 4-storey scheme and also relatively higher floor-to-floor heights. As a result, spectators seated within the seating tiers above the 2/F concourse would primarily rely on downward movement through the exits to reach the concourse circulation levels.

6.3.2 The proposed 4-storey configuration introduces an additional concourse level at 3/F level within the same overall building envelope. This arrangement provides an additional circulation route, allowing spectators to disperse upwards to the 3/F concourse, in addition to the downward route towards the 2/F concourse and associated staircases.

6.3.3 Under an OZP-compliant 3-storey arrangement, the reliance on a single downward movement path could result in heavy crowding at concourse entrances during busy periods (i.e. half-time, dispersal,

etc.). Providing an additional concourse level and an alternative upward dispersal route will therefore enable spectator movement to be distributed across multiple circulation levels (**Figures 4.1 to 4.5** refer). This can help ease congestion and reduce crowd pressure at exits at 2/F level during peak circulation periods. This proposed arrangement is therefore preferable from a spectator circulation and operational safety perspective, subject to future detailed D&B design This represents a targeted enhancement to an OZP-compliant 3-storey scheme, involving an internal reconfiguration, without a material change to the overall building envelope or elevation of an OZP-compliant scheme.

Greater Flexibility in Internal Arrangement

6.3.4 The 4-storey scheme also provides greater flexibility for future fit-out and contractor arrangements, while maintaining the same overall building envelope and accommodating a spectator capacity of 5,000. This represents a targeted enhancement involving an internal reconfiguration, without a material change to the overall building envelope or elevation of an OZP-compliant 3-storey scheme.

6.4 AMALGAMATING FRAGMENTED SITES AND REALISING PLANNING INTENTION OF OZP

6.4.1 The areas currently zoned as "O" and "G/IC" within the Site are occupied by four STTs (**Figure 1.5**). These uses represent temporary arrangements that do not align with the long-term planning intention of the OZP for the provision of open space along the river corridor and for GIC facilities serving the needs of local residents. The Proposed Project provides an opportunity to rationalise the existing fragmented land parcels by amalgamating four STT sites into a single comprehensively planned development comprising the sports ground and associated landscape open space.

6.4.2 In a 3-storey OZP-compliant scheme, part of the "O" zone along the river edge was occupied by the building footprint, whereas in the proposed 4-storey scheme, the building will be set back from the "O" zone (**Figure 1.4**), allowing the riverfront edge within the area zoned "O" to be reconfigured for landscape open space along the promenade, and replacing the existing temporary parking and temporary uses. In this respect, the proposal will not only remove interim uses that are inconsistent with the longer-term planning intention,

6.4.3 The amalgamation of the existing STT sites will also enable a more coherent site layout to be achieved, which will facilitate the realisation of the provision of open space and thereby supporting improved pedestrian connectivity and better integration between the sports ground, the riverfront promenade and the surrounding streets, as illustrated in **Figure 4.9**. In this sense, the proposed 4-storey scheme is an improvement on a 3-storey OZP-compliant scheme. Taken together, by amalgamating a number of fragmented sites, the Proposed Project can be regarded as a step towards realizing in a comprehensive manner the land use intention of the OZP.

6.5 PROVISION OF STREETSCAPE AND ASSOCIATED WALKABILITY BENEFITS

Enhanced Streetscape

6.5.1 The project will provide landscape areas along the edge of the Site, featuring shade trees, low-level planting, and seating opportunities along the promenade (**Fig. J.4 of the Landscape Proposal**). Shade trees and low-level planting will assist in moderating the perceived building mass at street level and will improve the pedestrian experience through increased greenery and visual relief, thereby improving the overall visual amenity of the site, as illustrated in **Fig 4.5** and **4.9** of the Simple Visual Appraisal.

6.5.2 The project will also create a number of high-quality paved entrance areas. These spaces, and particularly that on the corner of Hoi Wong Road and Tuen Yee Street, will create new nodal points in the surrounding urban realm, helping to reinforce local identity and placemaking attributes.

6.5.3 In addition, the semi-open design of the Public Vehicle Park - as shown in **Fig 4.5** of the Simple Visual Appraisal - provides opportunities for vertical landscape treatments using weeping plants to improve the aesthetic appeal of the neighbourhood.

Walkability and Connectivity

6.5.4 The Proposed Project and the open space of the MTRCL A16 station will strengthen east-west pedestrian connectivity along the Tuen Mun Channel, integrating into the local open space network. This will enable pedestrians to connect from the existing Wu Shan Riverside Park, Wu Shan Recreation Playground and promenade on the western side of the Tuen Mun Channel, across the pedestrian bridge to the new Riverfront Plaza developed as part of the MTRCL A16 station development. From there, pedestrians can continue through the open space surrounding the Site to the streetscape along Tuen Yee Street and Hoi Wong Road (**Fig 4.9** refers). The Riverfront Plaza, located at the northeast corner of the project, will serve as an urban node and focal point on Hoi Wong Road, creating a visually appealing and inviting public space that enhances the urban environment.

6.5.5 Moreover, the proposed Plaza in the northwestern corner of the Site will also provide a link to the planned riverside promenade that forms part of the planned MTRCL A16 station development significantly enhancing north-south walkability. This creates an accessible pedestrian corridor along the promenade, linking the western promenade with the broader open space network.

6.5.6 As well as enhancing the connectivity of open spaces, the project will significantly enhance east-west walkability by creating walkable and shaded pedestrian routes from Lung Mun Oasis and Glorious Garden in the west to Hoi Wong Road and Tuen Mun Swimming Pool LRT Station (refers to **Fig 4.9**). These pedestrian pathways promote safe and comfortable access across the site, encouraging sustainable transportation by facilitating non-vehicular movement to key transit nodes. This will offer benefits for sustainable transportation in the area.

Contribution to Cyclability

6.5.7 The project is also located adjacent to the cycle track along the Tuen Mun River Channel promenade and Hoi Wong Road, which forms part of the Tuen Mun to Yuen Long section of the New Territories Cycle Track Network. This 60-kilometer network provides a continuous cycling route connecting Tuen Mun to Ma On Shan, serving recreational cyclists (CEDD, 2025). By integrating with this existing cycling infrastructure, the project will enhance the overall cycling environment through the provision of supporting amenities, including a landscaped area and public toilets. These facilities will improve accessibility and convenience for cyclists, encouraging greater use of the cycle track and promoting cycling as a sustainable mode of transport.

6.6 PROVISION OF BUILDING SEPARATION AND SETBACKS

6.6.1 The substantial setbacks (of not less than approx. 180m) between the spectator stand and nearby residential towers (including Regency Bay Tower, Siu On Court, Glorious Garden and Siu Tuen Mun Centre) will help to preserve visual openness and allow air movement across the Site (**Fig. 4.8** refers), thereby contributing to local air ventilation and visual permeability as supported by the Simple Visual Appraisal and Air Ventilation Assessment (**Appendix A&C**).

6.6.2 The structures of the sports ground have also been set back by not less than 10m from the kerb of Hoi Wong Road and Tuen Yee Street. The building footprint has been determined by having regard to the dimensional requirements of the IAAF and the AFC standards with regard to the sports pitches and athletics tracks. The inclusion of setback creates a transitional buffer (no less than setback provided in the OZP-compliant scheme) which helps to reduce the perceived mass of the built forms at street level and enhances the usability of adjoining pedestrian areas (**Figure 4.8** refers).

6.7 ADDITIONAL OPEN SPACE TO ENHANCE TOWNSCAPE AND LOCAL AMENITIES

6.7.1 The building footprint has been determined with refence to the dimensional requirements of the IAAF and the AFC standards, the site layout inherently incorporates substantial areas of open and unbuilt space. This provides an opportunity to incorporate additional open space and recreational areas within the project. The proposed landscaped open space will accommodate a range of facilities supporting

both passive and active recreation, thereby enhancing the overall amenity and townscape of the Site.

6.7.2 The site is strategically located close to five private housing estates and the public housing development at Siu Tsui Court, thereby enhancing access to open space for the local community. Furthermore, the planned MTRCL commercial and residential development to the north of the site, which includes a public transport interchange, is expected to introduce an additional 8,148 residential units, accommodating approximately 22,000 residents (TPB Paper No. 10882). This will place further demands on local open space. The proposed open space will therefore serve a diverse range of users, including pedestrians, joggers, cyclists and pet owners.

6.7.3 The provision of additional open space aligns with the Government's strategic objectives to enhance both the quality and quantity of open spaces and community facilities. As outlined in the 'Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 (Hong Kong 2030+) Final Report' published in 2021 and the updated HKPSG Chapter 4 in December 2025, the Government has recommended a new, enhanced per capita open space standard of 3.5 sq.m per person. This project contributes to these policy directions by enhancing open space provision and recreational opportunity in Tuen Mun.

6.8 ADDITIONAL PUBLIC PARKING PROVISION

6.8.1 Members of the Tuen Mun District Council have advocated the provision of additional private car parking spaces through the adoption of automated parking systems (Tuen Mun District Council 2020, Doc. No. 94/2020) and have expressed concern regarding the shortage of parking spaces in the District (Tuen Mun DC Paper Ref. HAD TMDC/13/25/DC/23). The issue of illegal parking in the District has also been a key concern, prompting the Police to implement law enforcement actions to address this problem (Tuen Mun DC Paper Ref. HAD TMDC/13/25/TTC/24).

6.8.2 Apart from the public aspiration for additional parking spaces, the existing temporary carpark under short-term tenancy at the subject site will be displaced, resulting in a shortage in parking spaces. To enhance the provision of car parking facilities, it is proposed to provide a pubic vehicle park (PVP) for private cars, goods vehicles, coaches and motorcycles in the Proposed Project. The Proposed Project should therefore be regarded as a planning gain that delivers additional permanent parking spaces to address local parking demand and alleviate illegal parking issues. No insurmountable traffic impact is anticipated, as described in Section 5.8.

6.8.3 EV charging devices will also be installed to encourage a more sustainable mode of transportation. The provision of EV chargers supports green mobility and the Government's vision to drive Hong Kong towards the vision of 'Zero Carbon Emissions • Clean Air • Smart City', as outlined in the 'Roadmap on Popularization of Electric Vehicles'. The integration of EV charging stations within the public vehicle park will also help alleviate pressure on existing charging networks and support wider adoption of electric vehicles in the area.

6.9 ADDRESSING SHORT-FALL IN SPORTS GROUND PROVISION WITH REGARD TO HKPSG

6.9.1 There is currently one sports ground in Tuen Mun District, namely, the Tang Siu Kin Sports Ground. This has a seating capacity of 1,500.

6.9.2 According to the Controlling Officer's Reports by LCSD, the average usage rate of sports grounds in Hong Kong each year was 99% between 2016 to 2020 (Audit Commission HKSAR, 2021) indicating significant demand for and use of these facilities. According to the 2021 Census, Tuen Mun District has a population of 506,879 (Census and Statistics Department, 2021) and has been planned to accommodate a population of 707,000 in the future. The Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 4 (para 1.14.13) stipulates a recreational provision of one sports ground / sports complex per 200,000-250,000 population. Therefore, to accommodate the needs of the existing population, Tuen Mun required two sports grounds in 2023.

6.9.3 The proposed sports ground in this Report will therefore help to address the shortfall in active recreational provision in Tuen Mun District with regard to current Government planning standards. It will cater for the strong demand of schools, sports associations and the local community for sports facilities (Home Affairs Bureau HKSAR, 2017). With a seating capacity of around 5,000, the proposed sports ground will be able to host large-scale athletics and football competitions. There is therefore a pressing social need for and planning merit to the project in order to ensure that the population of Tuen Mun has access to the minimum acceptable level of sports facilities provision prescribed by Government.

6.10 CONCLUSION

6.10.1 It is submitted that the Proposed Project is supported by a range of planning merits and justifications. The proposed 4-storey scheme represents a refinement of an OZP-compliant 3-storey scheme arising from internal reconfiguration, rather than any significant change to the building mass or height.

6.10.2 Indeed, the proposed 4-storey configuration will provide enhancements in terms spectator circulation and operational arrangements, through the introduction of an additional concourse level.

6.10.3 Established planning merits of an OZP-compliant 3-storey scheme remain fully achievable and realisable under the current proposal.

6.10.4 Possesses a number of other important planning gains, not least:

- Providing much-needed additional parking for public use;
- Addressing short fall in sports ground provision with regard to HKPSG Standards

6.10.5 Taken as a whole, the Proposed Project may be considered fully justified in terms of its planning advantages and merits.

7 GOVERNMENT POLICY SUPPORT & SUPPORT FROM COMMUNITY

7.1 INTRODUCTION

7.1.1 The Proposed Project will further Government policy in a number of areas and in this sense will be of considerable benefit to Hong Kong. These policy areas are described below.

7.2 GOVERNMENT POLICY ON PROMOTING SPORTS PARTICIPATION BY THE PUBLIC

7.2.1 In recent years, the Government has expressed its commitment to enhancing the provision of sports and recreation facilities to promote and facilitate public participation in sports across Hong Kong.

7.2.2 The Proposed Project was one of the 26 projects announced under the "Five-Year Plan for Sports and Recreation Facilities" (the Five-Year Plan) in 2017. In the 2017 Policy Address Para 219, the Government announced the Five-Year Plan in order to "increase the provision of sports facilities, and will spend a total of $20 billion in the coming five years to launch 26 projects to develop new or improve existing sports and recreation facilities". As of September 2024, 21 out of the 26 projects under the Five-Year Plan have obtained funding approval from the Legislative Council (LC Paper No. CB(3)750/2024(01)).

7.2.3 The 2022 Policy Address Para 90 stated that "The Culture, Sports and Tourism Bureau will map out a 10-year development blueprint for sports and recreation facilities, providing about 30 diversified facilities by phases, such as sports centres, swimming pools, sports grounds and parks." The 10-year Development Blueprint for Sports and Recreation Facilities aims to expedite the provision of sports and recreation infrastructure across Hong Kong through a two-phase implementation plan.

7.2.4 The 2023 Policy Address Para 151 states that "CSTB will continue to implement the 10-year Development Blueprint on Sports and Recreation Facilities, providing sports and recreation facilities such as sports centres, sports grounds and parks…"

7.2.5 The priority to promote sports development was reiterated in the 2024 Policy Address, where the Chief Executive stated in Paragraph 125:

7.2.6 "The Government will continue to foster sports development by promoting sports in the community, supporting elite sports, maintaining Hong Kong as a centre for major international sports events, enhancing professionalism, and developing sports as an industry".

7.2.7 In providing a significant new sporting venue orientated to both community sport as well as professional international sport, the Proposed Project will tangibly contribute the achievement of the policy objectives under the Five-Year Plan for Sports and Recreation Facilities.

7.3 GOVERNMENT COMMITMENT TO OPEN SPACE PROVISION

7.3.1 One of the strategic directions in the 'Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 (Hong Kong 2030+)' Final Report published in 2021 is to enhance liveability in a compact high-density city. The Government is aiming to improve the quality and quantity of open spaces and community facilities and HAS recommended an enhanced per person ratio for open space of 3.5 sq.m, which has been adopted in the existing HKPSG Chapter 4 in December 2025.

7.3.2 The Report suggested at page 36 "Such changes allow Hong Kong to better meet the growing aspirations for a more age-friendly, family friendly and livable city, while allowing some margin to cater for new policies in these aspects in the future."

7.3.3 Hong Kong 2030+ also specifies the need for an inclusive city, where quality open spaces are accessible

within walking distances and equipped with inclusive design. The Strategy identifies the need to "Enhance easy reach of people to job opportunities and community and leisure facilities" and "Promote universal and inclusive design in the public realm and public facilities" (at page 12).

7.3.4 The proposed open space component of the sports ground aligns with this policy direction by incorporating passive and active leisure facilities for all ages. Strategically located within approximately 400 metres of five private housing estates, it will serve as a local open space accessible to the community. This inclusive design supports the Government's commitment to increasing accessible, high-quality open spaces that enhance liveability.

7.4 GOVERNMENT POLICY ON RELEASING LAND DEVELOPMENT POTENTIAL

7.4.1 The Government has set out its intention in recent years to optimise the use of existing land to unleash development potential by adopting the 'single site, multiple use' (SSMU) model. During The Legislative Council Panel on Development in 2023 (LC Paper No. CB(1)950/2023(01)), Development Bureau stated "We will continue to take forward the six pilot projects under the SSMU model on government sites, and will continue to adhere to this development concept in providing sports, recreational, cultural and social welfare facilities for the community."

7.4.2 The 2021 Policy Address Para 28 (Supplement Chapter IV) states that the Government will "Pursue more vigorously the 'single site, multiple use' model to facilitate multi-storey Government, Institution or Community (GIC) projects"

7.4.3 Together, they clearly demonstrate the priority that Government places on constructing multi- use sports, recreational and institutional facilities. The integration of sports ground, open space and public vehicle park in this project will clearly assist in fulfilling the 'single site, multiple use' policy commitment to unleash land potential.

7.5 LOCAL COMMUNITY AND DISTRICT COUNCIL SUPPORT

7.5.1 The District Facilities and Management Committee of Tuen Mun District Council was initially consulted on the scope of the Proposed Project in November 2008, and February, April and June 2009 respectively. Members have expressed support to the project.

7.5.2 The District Facilities Management and Environmental Hygiene Committee (DFMEHC) of the Tuen Mun District Council was consulted on the scope of the planning concept in October 2022. Members made enquiries regarding the provision of one-sided spectator stands and expressed concern about the efficiency of post-event crowd dispersal and potential traffic implications associated with entrance and exit arrangements. Suggestions were also made to enhance accessibility, including the provision of an additional entrance/exit near the Children's Playground and the consideration of a bus lay-by or pick-up/drop-off area on Hoi Wong Road. The Chairman concluded that "DFMEHC supported the planning concept of the captioned proposal and hoped that relevant work would begin soon" (**Appendix F**) (TMDC Paper Ref. HAD TMDC/13/25/DFMEHC/22).

7.5.3 The current proposal has taken into account these views expressed by Members. The auditorium-style spectator stand is located on the side furthest from nearby residential developments, representing a spatial arrangement that accommodates the required spectator capacity while minimising potential noise impact, as detailed in Chapter 4. In response to concerns regarding accessibility and dispersal, steps and access ramps are provided along Hoi Wong Road to facilitate pedestrian connectivity and improve circulation efficiency.

7.5.4 During the TMDC meeting held on 20 May 2025 (TMDC Paper Ref. HAD TMDC/13/25/DFWC/25), members were informed of the requirement to submit an application to Town Planning Board to seek a minor relaxation of the building height restriction. Members made enquiries regarding the timeframe required for processing the application and the potential for expediting the construction programme. No objection to the proposed application approach was recorded at the meeting.

7.6 GOVERNMENT POLICY ON EXPEDITING CAR PARK CONSTRUCTION

7.6.1 The proposed at-grade car park arrangement is in alignment with the latest Government policies aimed at reducing project inefficiencies typically associated with underground car park development. As outlined in the Legislative Council Panel on Development – Key Tasks of the Development Bureau (DevB, 2025), "the construction time can also be shortened as the time for constructing a two-storey above-ground carpark is approximately one year shorter than constructing a two-storey underground carpark" (para. 17(b)).

7.6.2 The 2025 Policy Address therefore announced incentives for car parks to be built above ground, with the stated policy objective being to support development that "balances considerations such as urban design against construction costs and time" (DevB, 2025). The revised policy as promulgated under PNAP APP-2 18 (b), effective from 1 November 2025, allows for GFA exemption for both private and public car parks up to two storeys.

7.6.3 In view of these updated policy directions and efficiency objectives, the provision of an at-grade car park is considered not only technically appropriate but also policy-compliant, effectively avoiding the need for additional underground levels while enhancing construction efficiency and time certainty.

7.7 CONCLUSION

7.7.1 In summary, it is submitted that the project will tangibly further Government policy in the following areas:

- Promoting sports participation by the public;
- Commitment to open space provision; and
- Releasing land development potential; and
- Commitment to cost-efficient policy directions with regard to parking provision.

7.7.2 In addition, it has recorded in-principle support from District Council members who represent the interests of the local community. Together, the above demonstrates the value and importance of this project both to the locality but also more widely to Hong Kong as a whole.

8 IMPLEMENTATION

8.1 PROGRAMME AND PHASING

8.1.1 Site formation and construction works on the sports ground are tentatively planned to commence in 2028 and to be completed by 2032.

8.1.2 Upon confirmation of the timetable for the bus companies to relocate their depots and complete site clearance works, Leisure and Cultural Services Department and Transport Department will continue to advance the "Tuen Mun Area 16 Sports Ground, Open Space and Public Vehicle Park" project. This includes proceeding with tendering the works, seeking funding approval from the Finance Committee of the Legislative Council, and commencing construction upon approval of the funding allocation. The construction works are expected to take approximately four years to complete (HKSAR Tuen Mun District Council, 2026).

8.2 RESPONSIBILITY FOR CONSTRUCTION AND MANAGEMENT

8.2.1 The entire project will be under the management by the HKSAR Government Property Agency and HKSAR Leisure and Cultural Services Department.

8.2.2 The sports ground will be operated and maintained at the cost of Leisure and Cultural Services Department and will be available for public use on non-competition days from 0700-2300 hours.

8.2.3 The fee-paying public vehicle park will be operated and maintained by the HKSAR Government Property Agency and will be usable by the public for 24 hours a day.

8.2.4 The detailed design of the project, including structural features, architecture, landscape, utilities, drainage, etc. as well as necessary regulatory and Lease submissions will be made in the future, at the appropriate point in time.

9 CONCLUSION AND DECISION SOUGHT

9.1 CONCLUSION

9.1.1 The Proposed Project is a new sports ground, open space with public vehicle park, acting as a new facility to promote community health and wellbeing in Tuen Mun District.

9.1.2 The Proposed Project will consist of the following components:

- Public vehicle park on the G/F;
- Open space on the G/F;
- Main sports pitch on the 1/F;
- Secondary sports pitch on the 1/F; and
- Spectator stand and ancillary facilities on 1/F to 3/F.

9.1.3 The new sports ground is needed to meet the minimum required-provision of sports grounds in Tuen Mun District (as defined by the HKPSG Chapter 4) and additional parking is required to redress the need identified by the District Council, for additional parking provision in thedistrict.

9.1.4 This report establishes that the proposed sports ground and open space with public vehicle park in Area 16, Tuen Mun:

- Comprises land uses all permitted or permissible under the Approved Tuen Mun OZP No. S/TM/41;
- Requires an additional storey for enhanced ease of internal circulation within the spectator stand;
- Realises the OZP intention to create an area of open space along the Tuen Mun River Channel (currently occupied by parking);
- Possesses a number of other important planning gains, not least:
  - Providing much-needed additional parking for public use;
  - Addressing short fall in sports ground provision with regard to HKPSG Standards
- Is acceptable on environmental and technical grounds;
- Has been designed and will be constructed with all appropriate mitigation measures, so as to eliminate any adverse impacts to existing residents and users of the surrounding area;
- Has strong Government policy support in terms of promoting sports and has received in-principle support from the Tuen Mun District Council.

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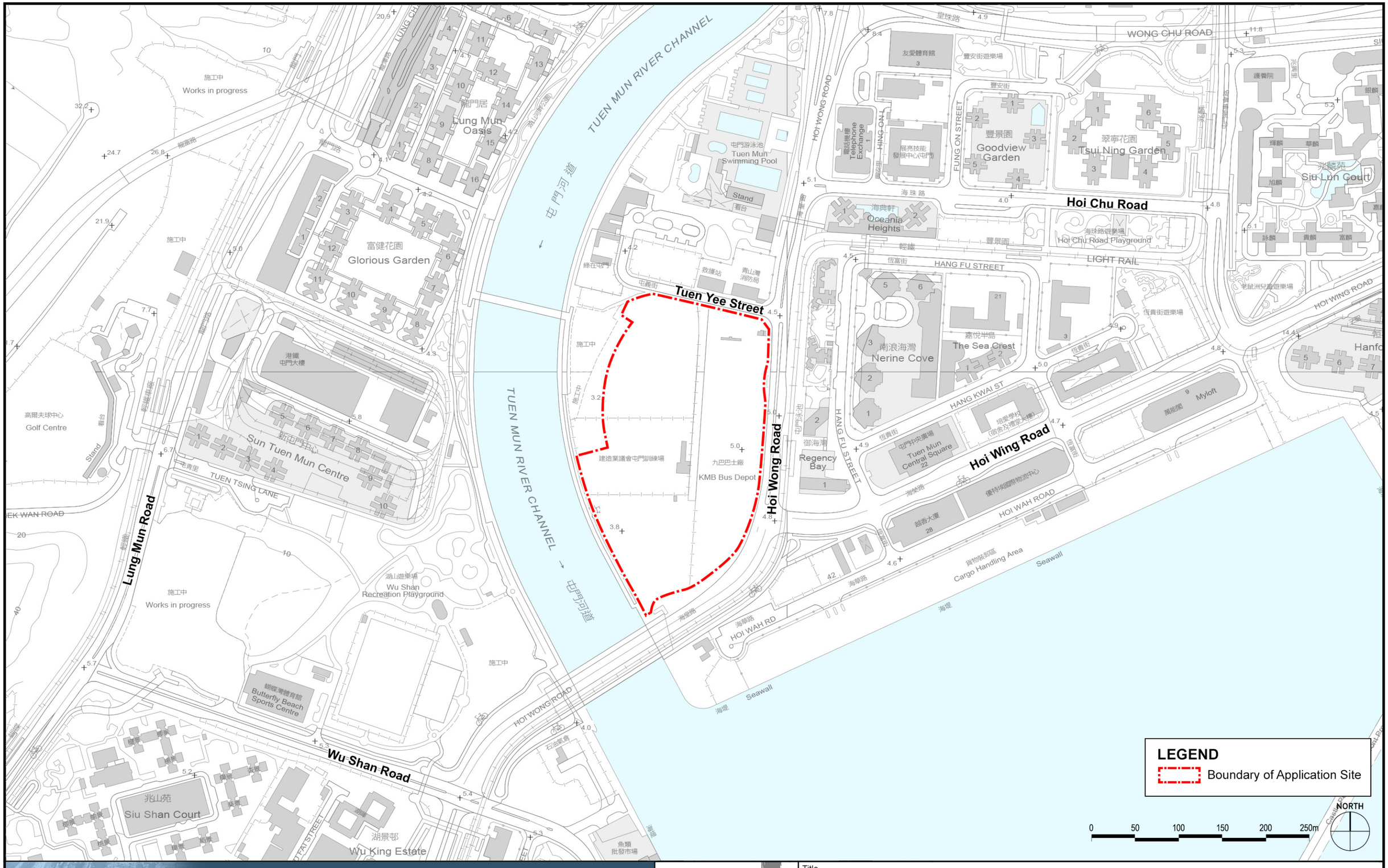
Figures



LEGEND

Boundary of Application Site

0 50 100 150 200 250m

NORTH

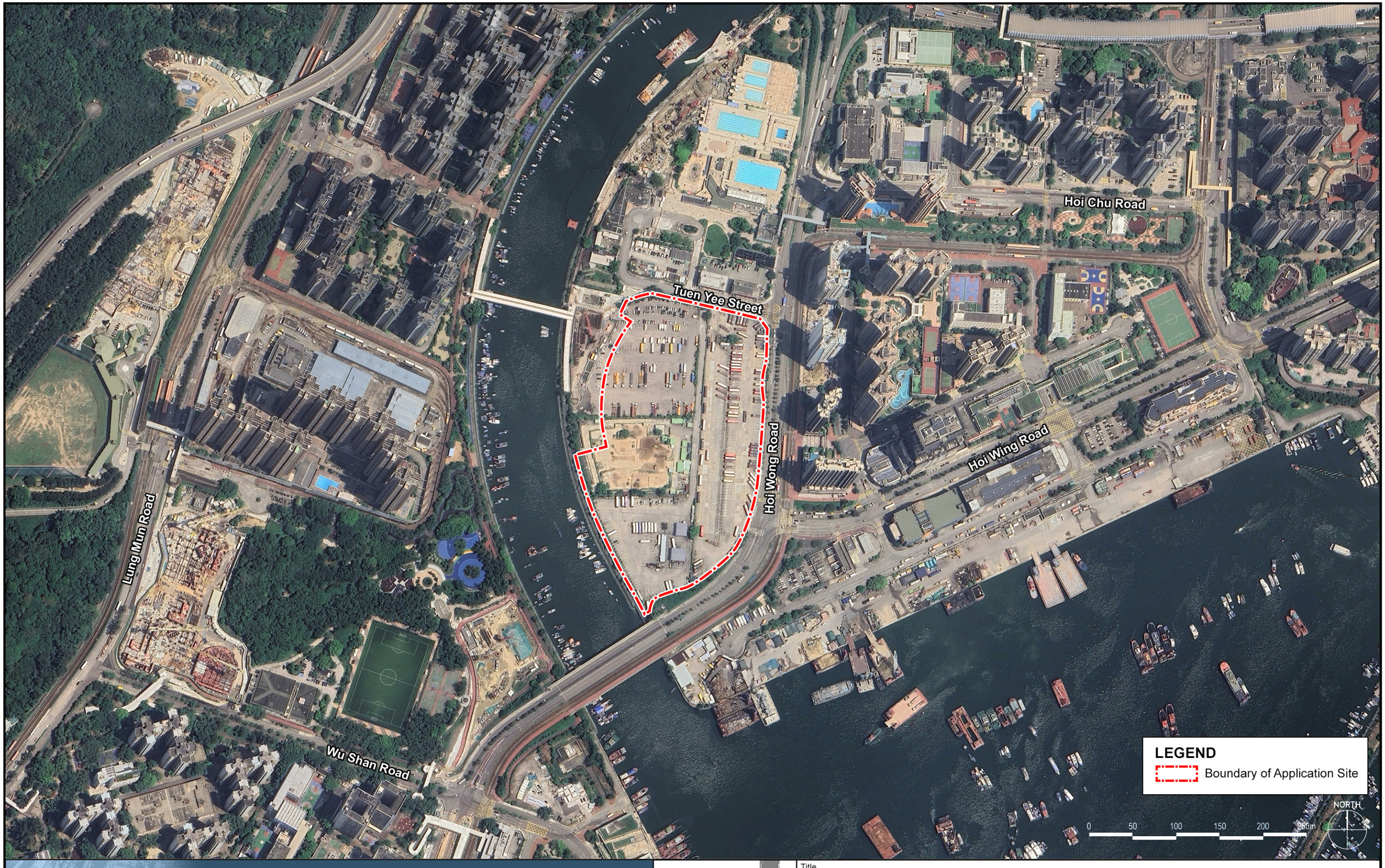
屯門 Tuen Mun

Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Ubis 雅邦 Limited

Title			
Site Location on Base Map			
Scale	1:4,000 @ A3	Date	February 2026
Figure No.	**1.1**		



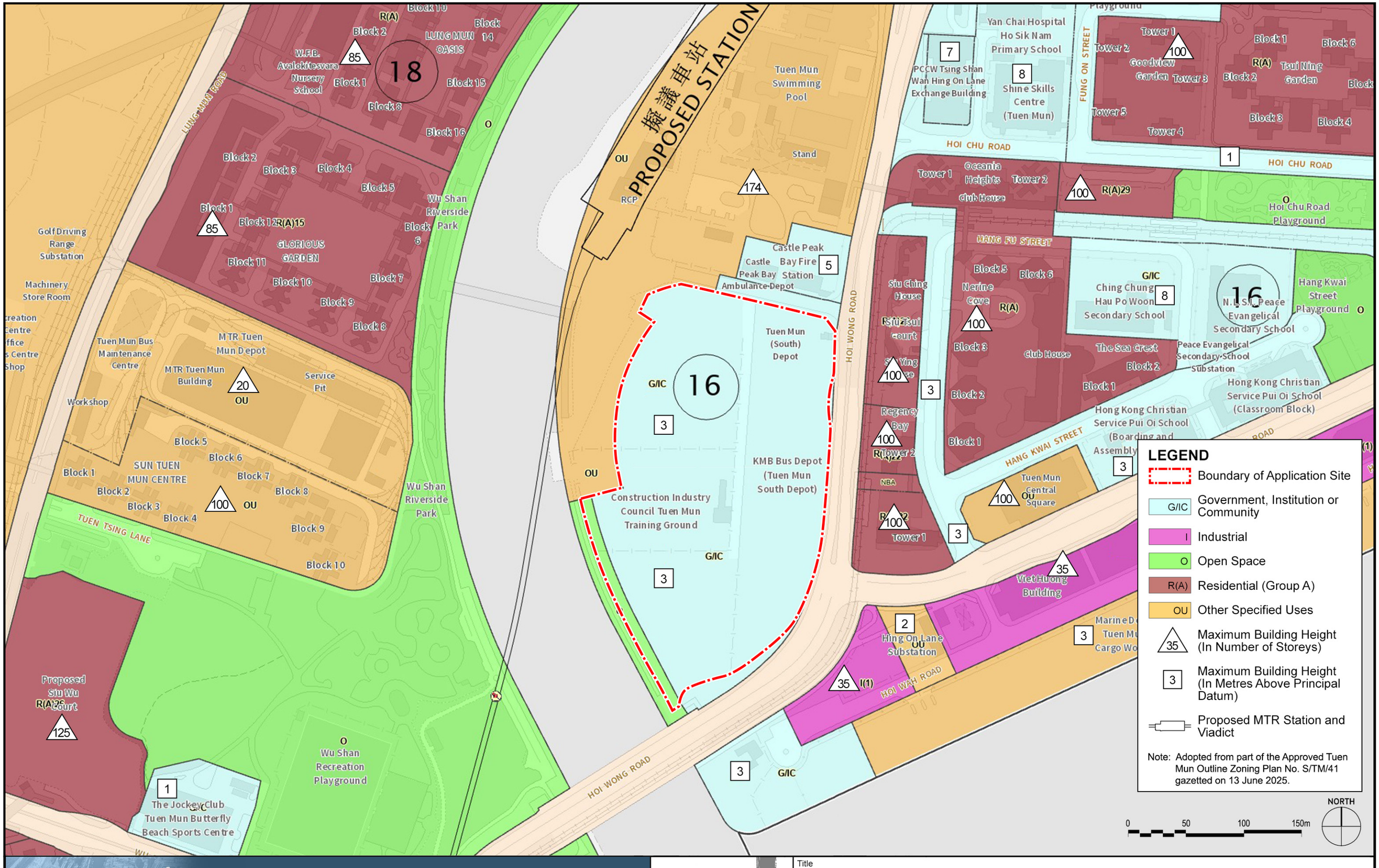
Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Title: Site Location on Aerial Photo

Scale	Date	Figure No.
1:4,000 @ A3	February 2025	1.2



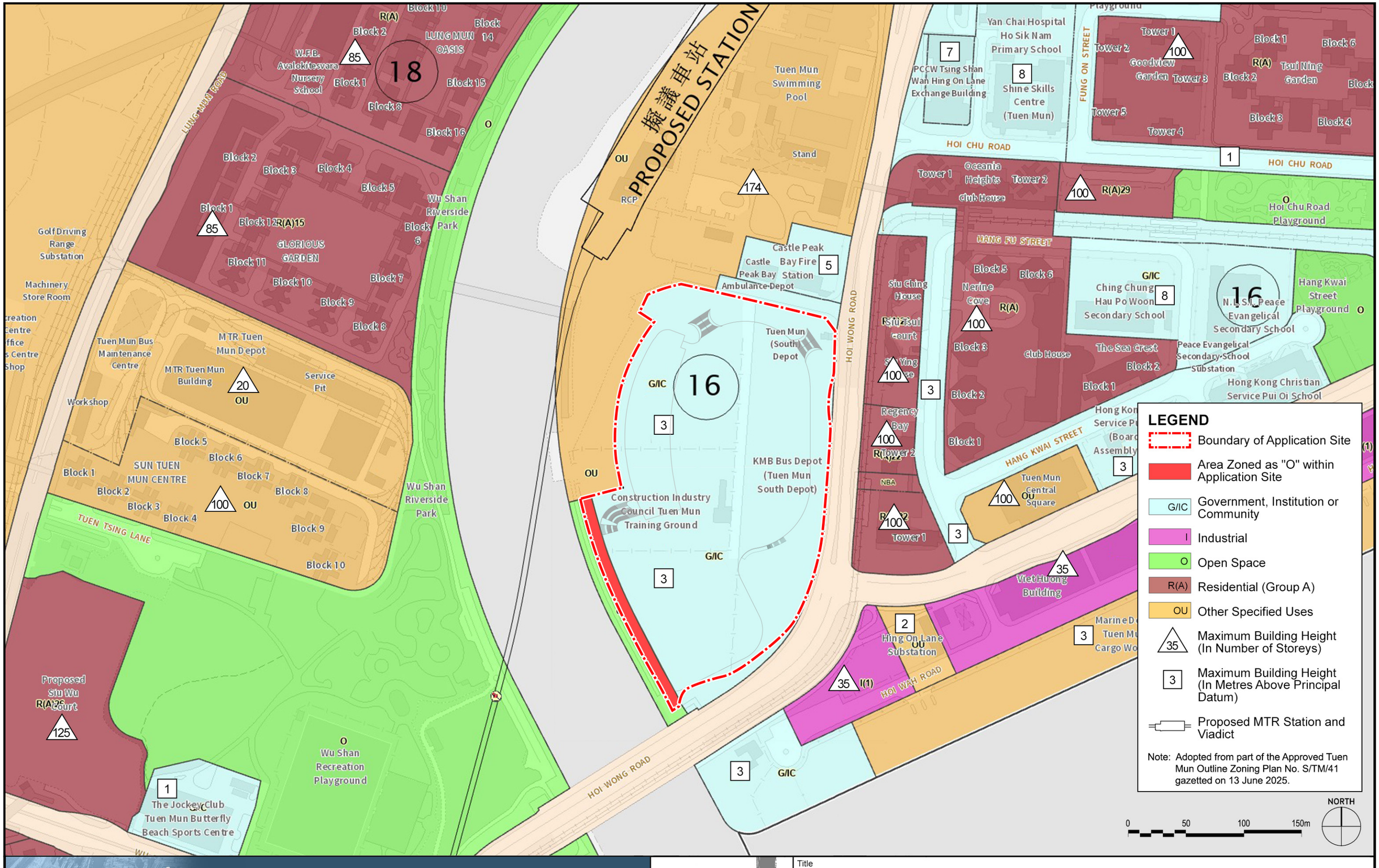
Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Title: Outline Zoning Plan

Scale	Date	Figure No.
1:3,000 @ A3	October 2025	**1.3**



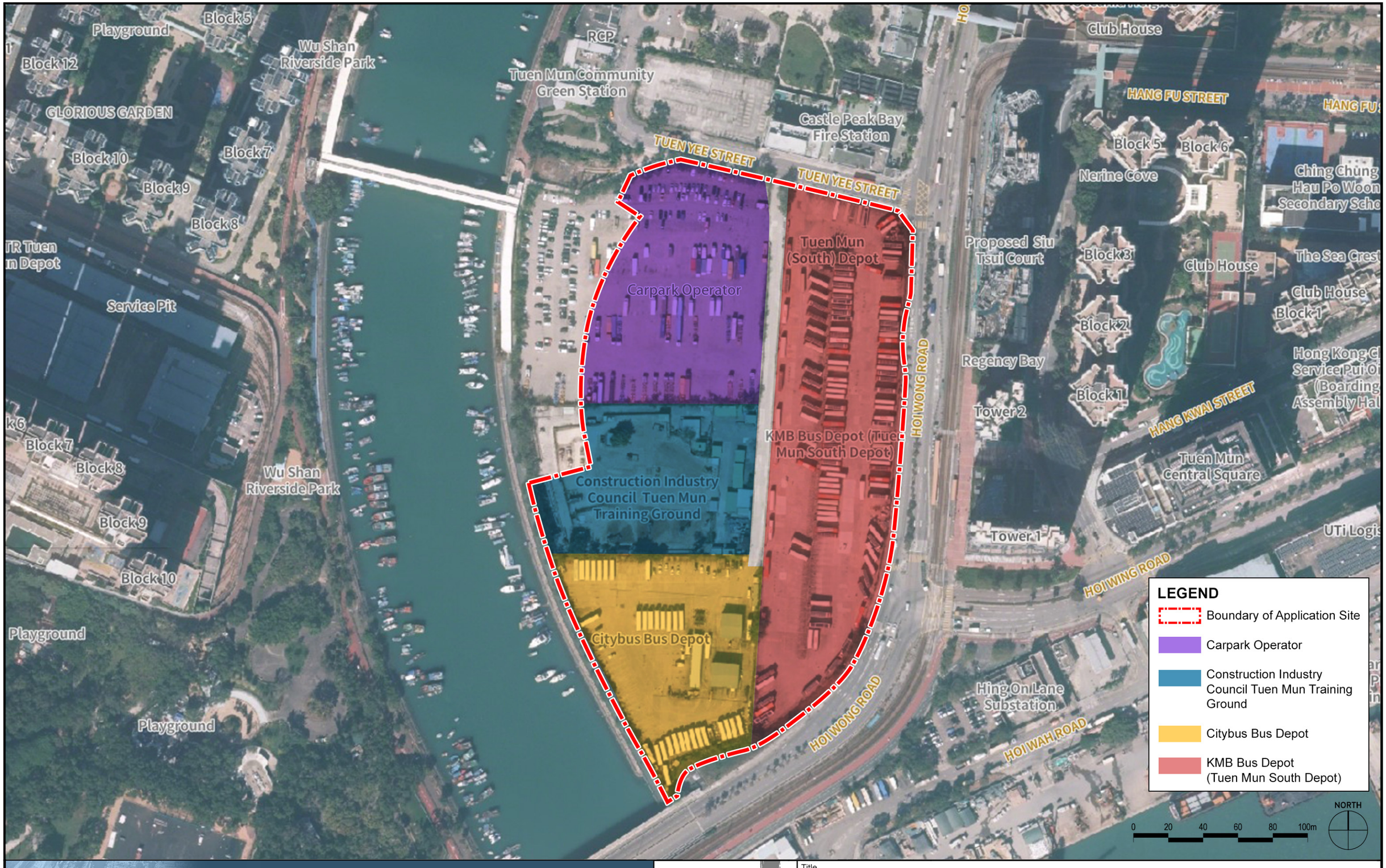
Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Title: Overlay of OZP and Building Footprint

Scale	Date	Figure No.
1:3,000 @ A3	March 2026	1.4



Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

屯門 Tuen Mun

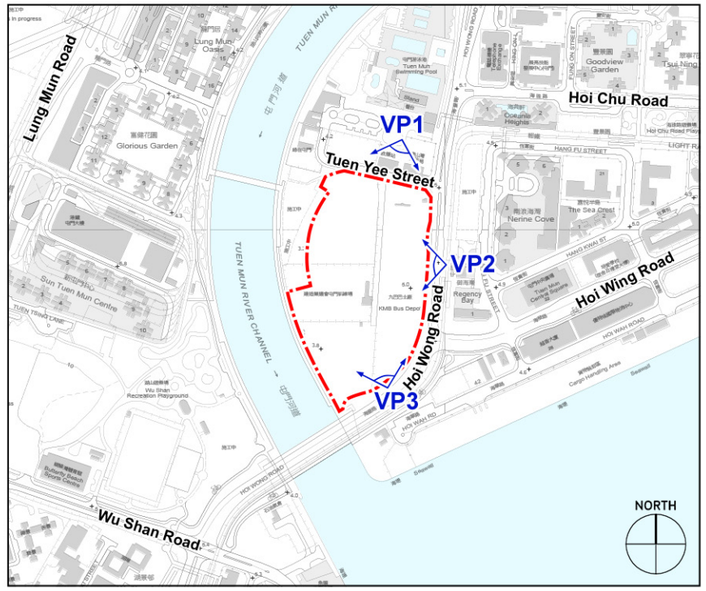
Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Title: STT Allocations

Scale	Date	Figure No.
1:2,000 @ A3	January 2025	**1.5**

VP1

VP2



KEY PLAN

VP3

Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

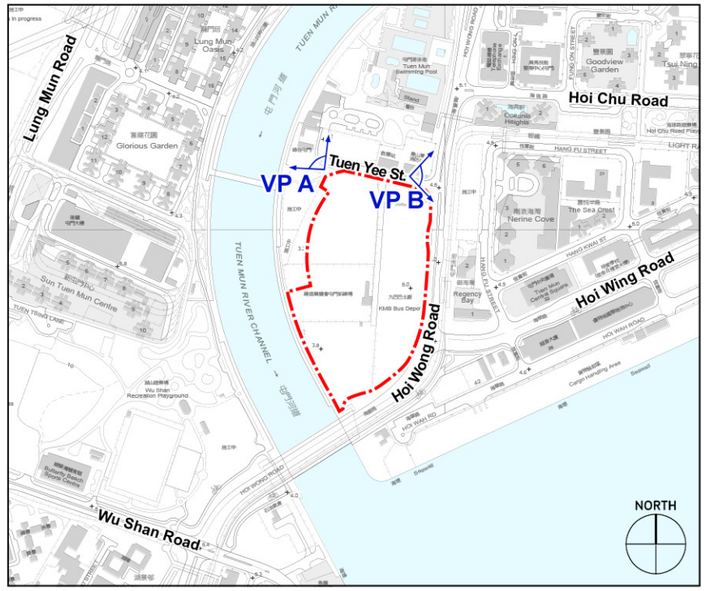
Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

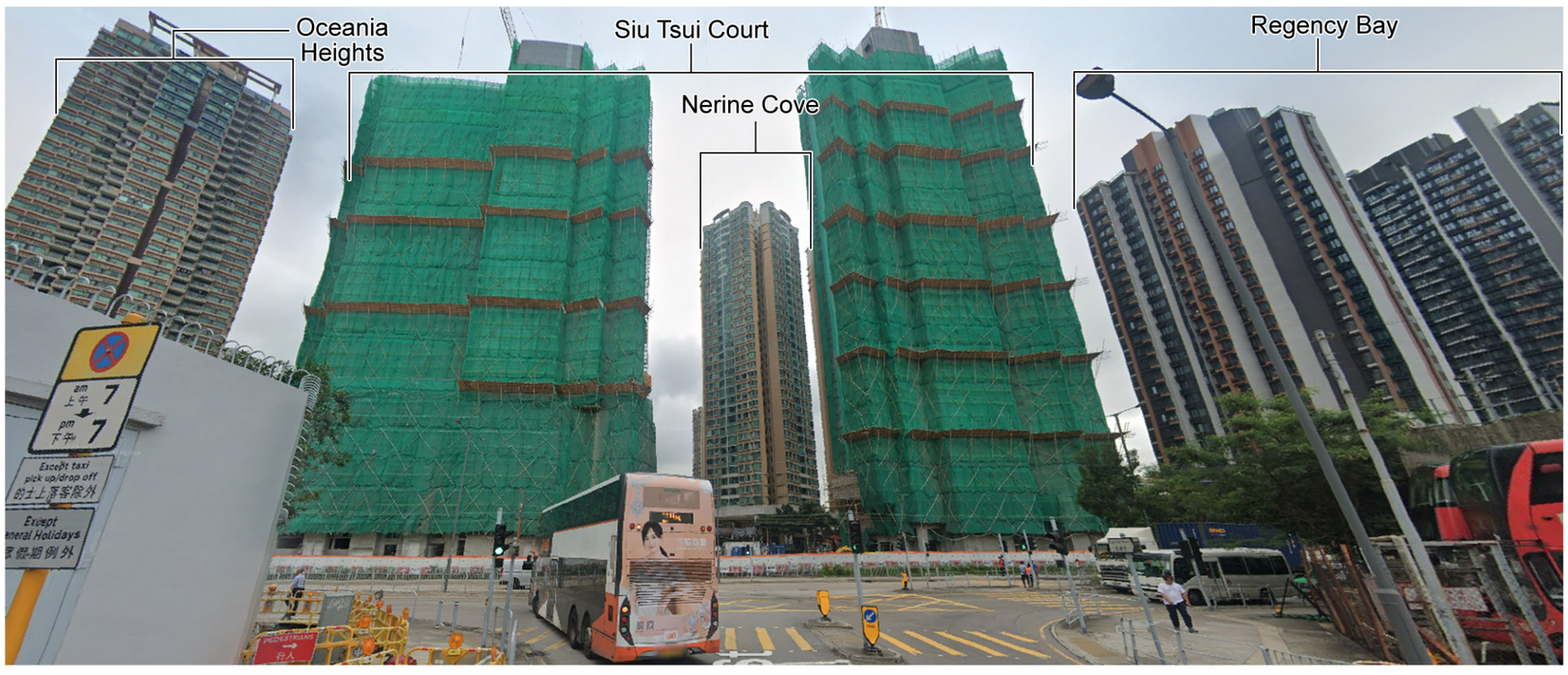
Title: Existing Site Condition

Scale	Date	Figure No.
N.T.S. @ A3	February 2025	2.1

VP A



KEY PLAN



VP B (Source: Google Earth, 2025)

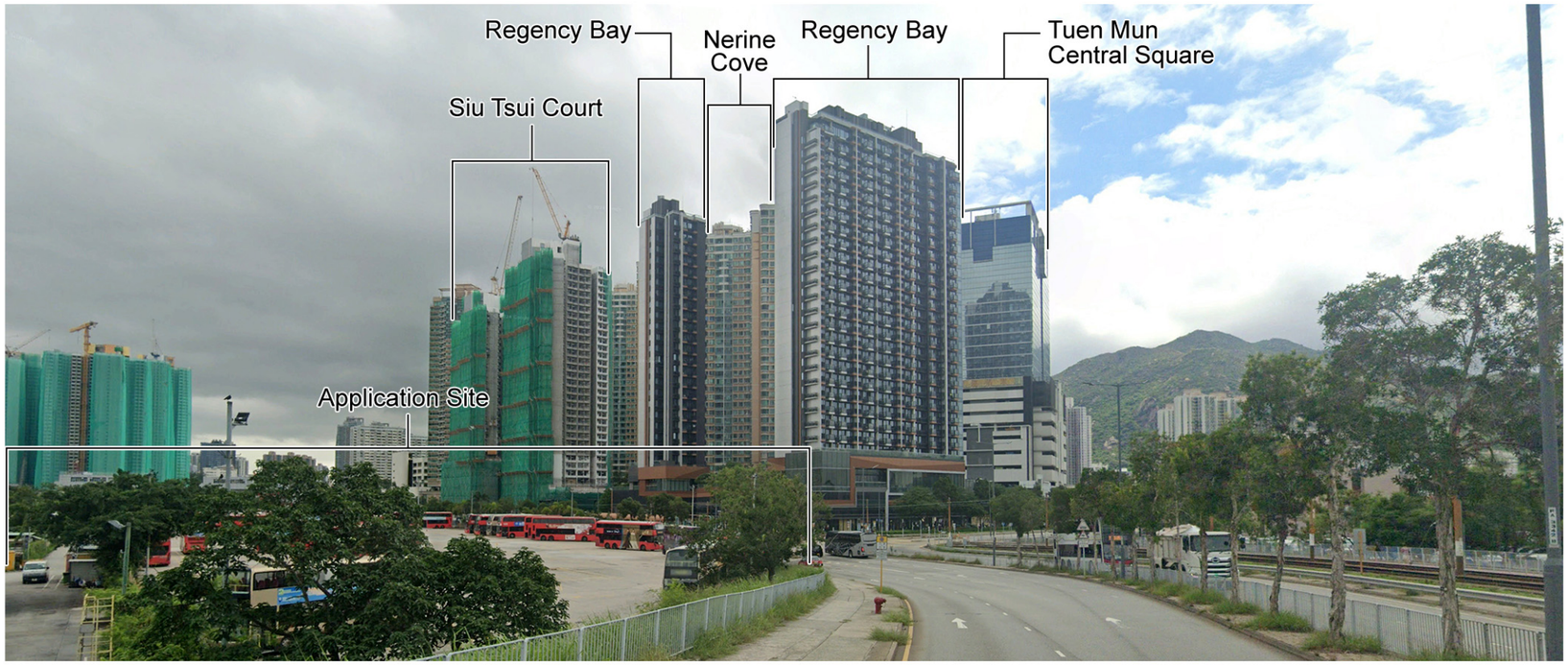
Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

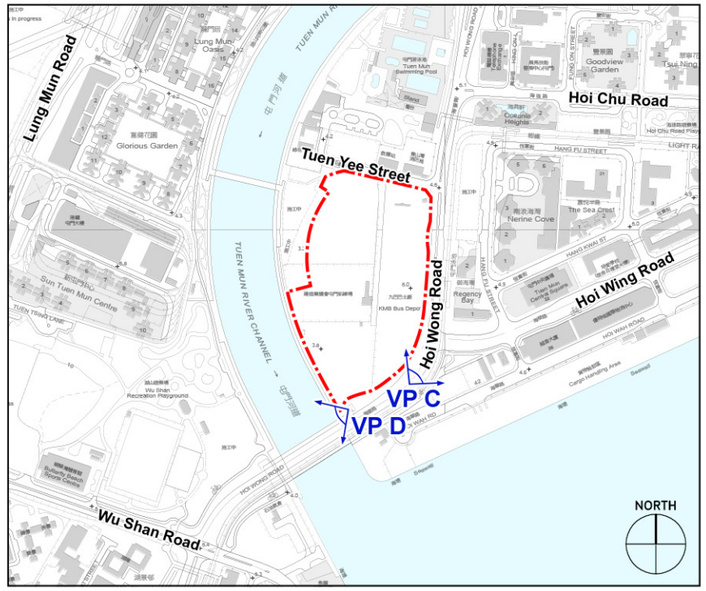
Tuen Mun 屯門

Title: Surrounding Land Use & Development Context - 1 of 2

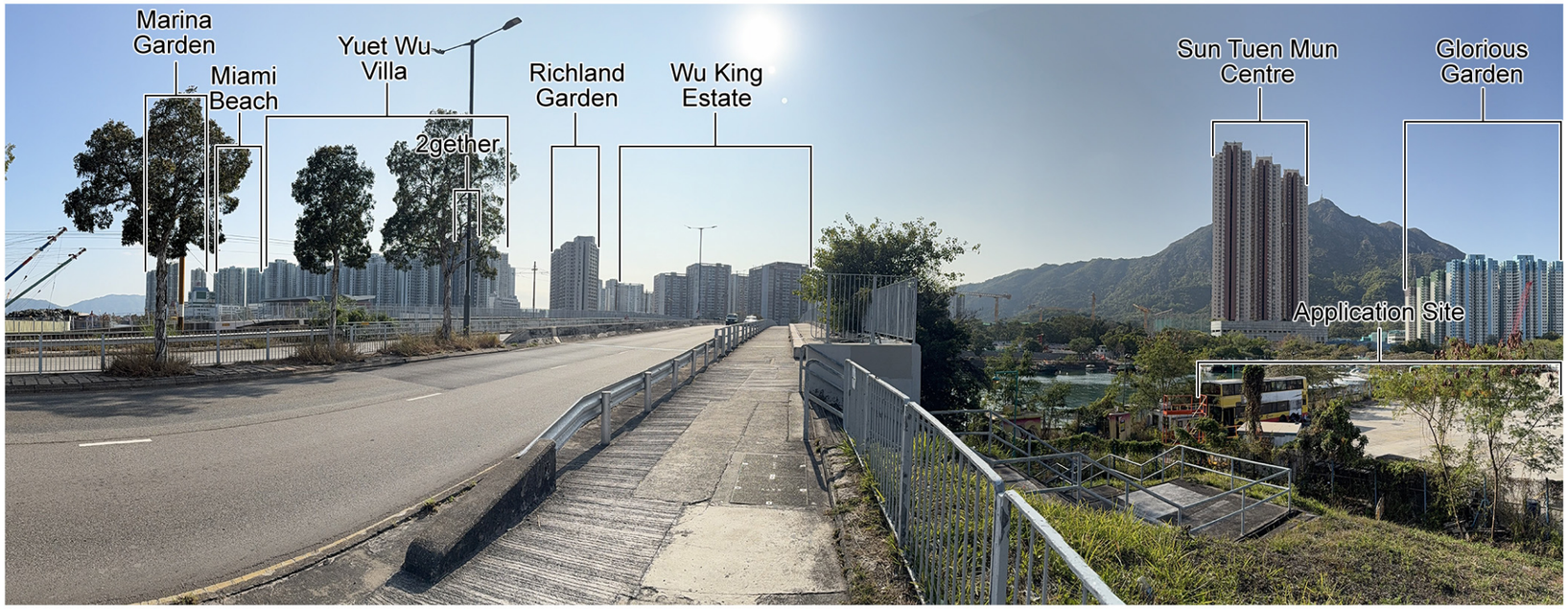
Scale: N.T.S. @ A3 | Date: March 2025 | Figure No.: **2.2**



VP C (Source: Google Earth Pro, 2025)



KEY PLAN



VP D

Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

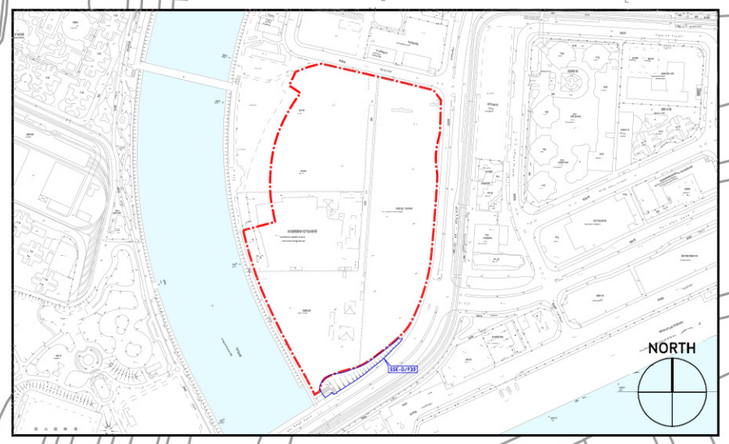
Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Title: Surrounding Land Use & Development Context - 2 of 2

Scale	Date	Figure No.
N.T.S. @ A3	March 2025	**2.3**

All figures and drawings shows an indicative scheme only



城巴巴士廠
Citybus Bus Depot

Cycling Track

HOI WONG ROAD

5SE-D/F33

興安里變電站
Hing On Lane Substation

停車場
Car Park

單車徑

海華路
HOI WAH ROAD

LEGEND

Boundary of Application Site

Simar Slope

NORTH

0 10 20 30 40 50m

屯門 Tuen Mun

Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

雅邦 Urbis Limited

Title: Simar Slope

Scale	Date	Figure No.
1:750 @ A3	April 2025	**2.4**

Existing Site Condition of MTRCL Site

Photomontage of A16 Station Property Development

Photomontage of the Exterior of A16 Station

Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Title	Existing Condition and Photomontage of MTRCL's Site		
Scale	N.T.S. @ A3	Date	October 2025
Figure No.	**2.5**		

All figures and drawings shows an indicative scheme only

LEGEND

10m Buffer Distance from Road Kerb

TUEN MUN RIVER

E&M

Ancillary

Ancillary Carpark

E&M

Plaza

Public Vehicle Park

Public Vehicle Park

+4.7

OUT

E&M

Open Space

IN

TUEN YEE STREET

Plaza

Open Space

D

HOI WONG ROAD

0 10 20 30 40 50m

NORTH

Tuen Mun 屯門

Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

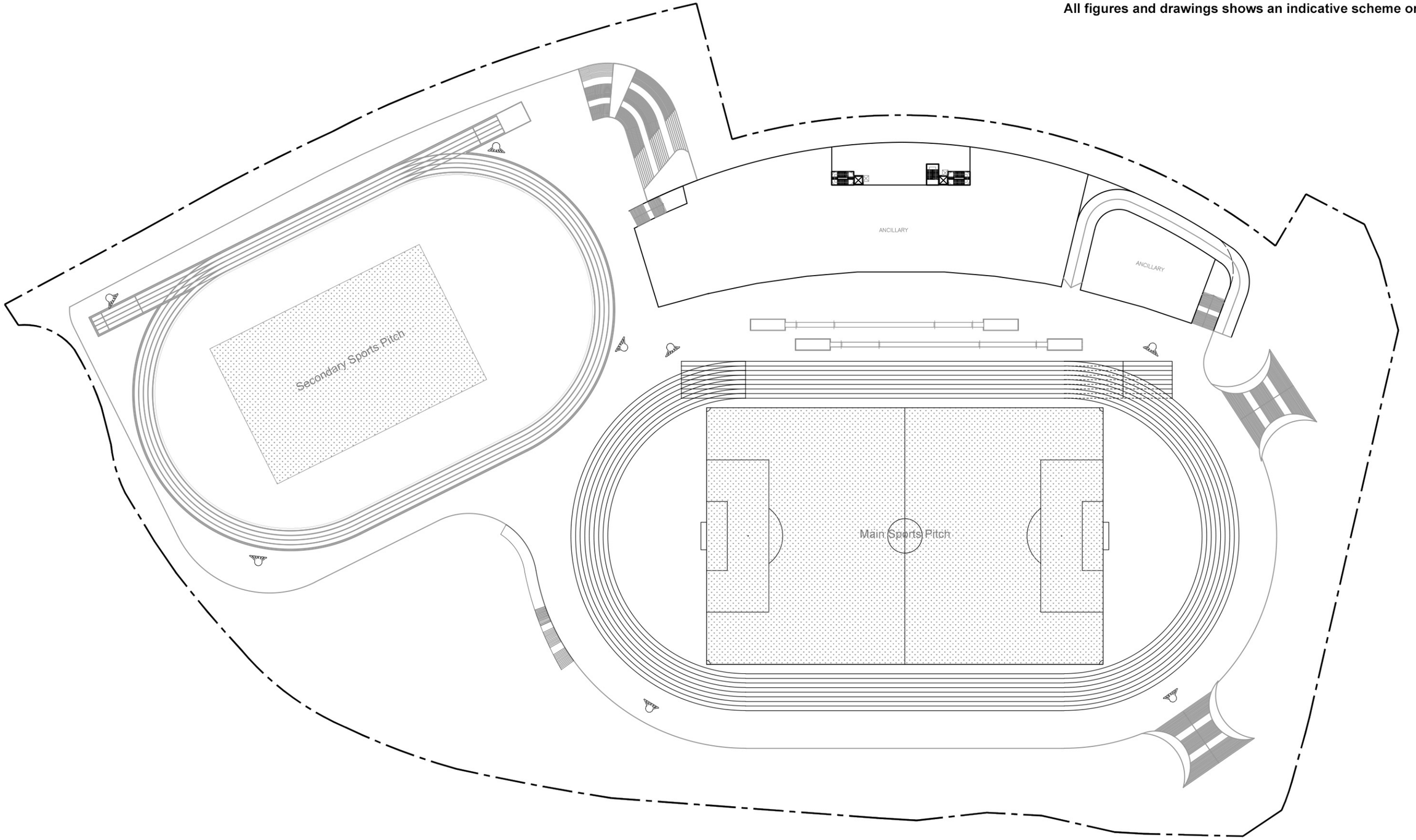
Ubis 雅邦 Limited

Title

Proposed G/F Layout Plan

Scale	Date	Figure No.
1:1,000 @ A3	January 2026	**4.1**

All figures and drawings shows an indicative scheme only



Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

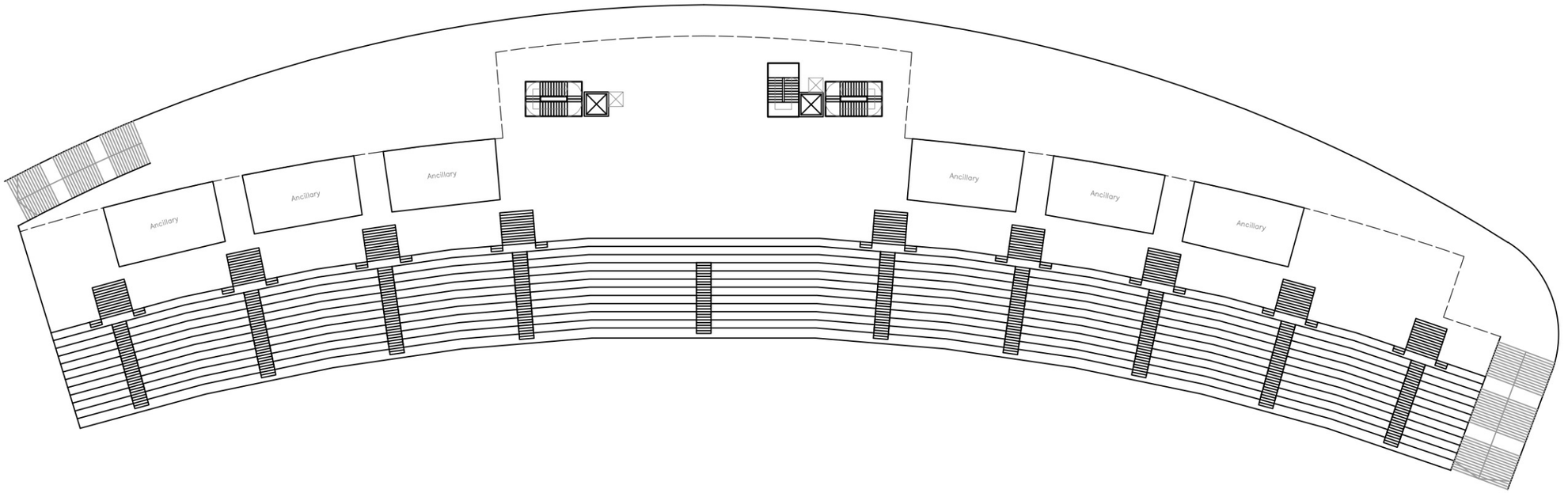
Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Title: Proposed 1/F Layout Plan

Scale	Date	Figure No.
1:1,000 @ A3	November 2025	**4.2**

All figures and drawings shows an indicative scheme only



0 10 20 30m NORTH

Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

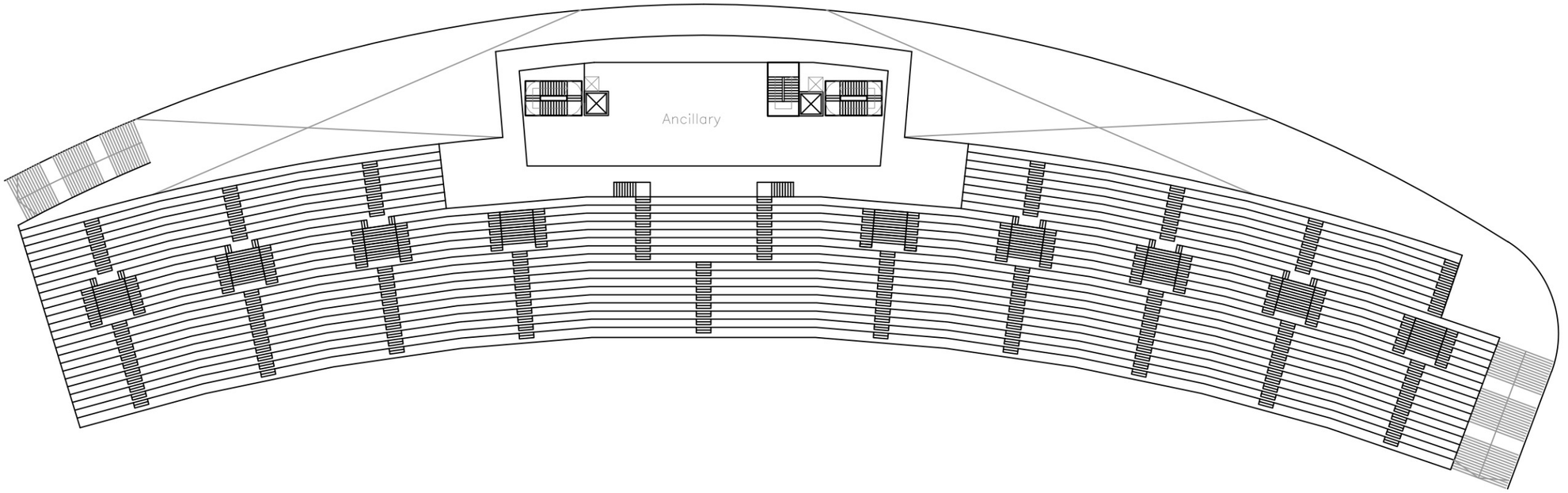
Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Title: Proposed 2/F Layout Plan

Scale	Date	Figure No.
1:500 @ A3	November 2025	**4.3**

All figures and drawings shows an indicative scheme only



0 10 20 30m NORTH

Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

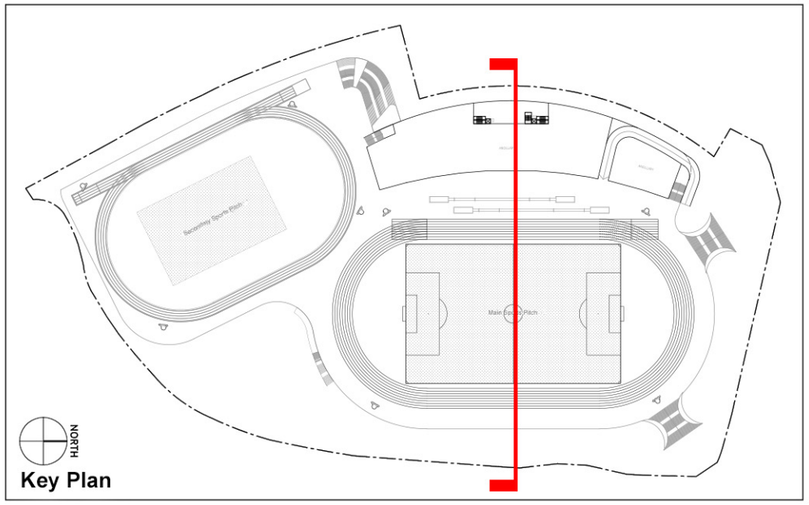
Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

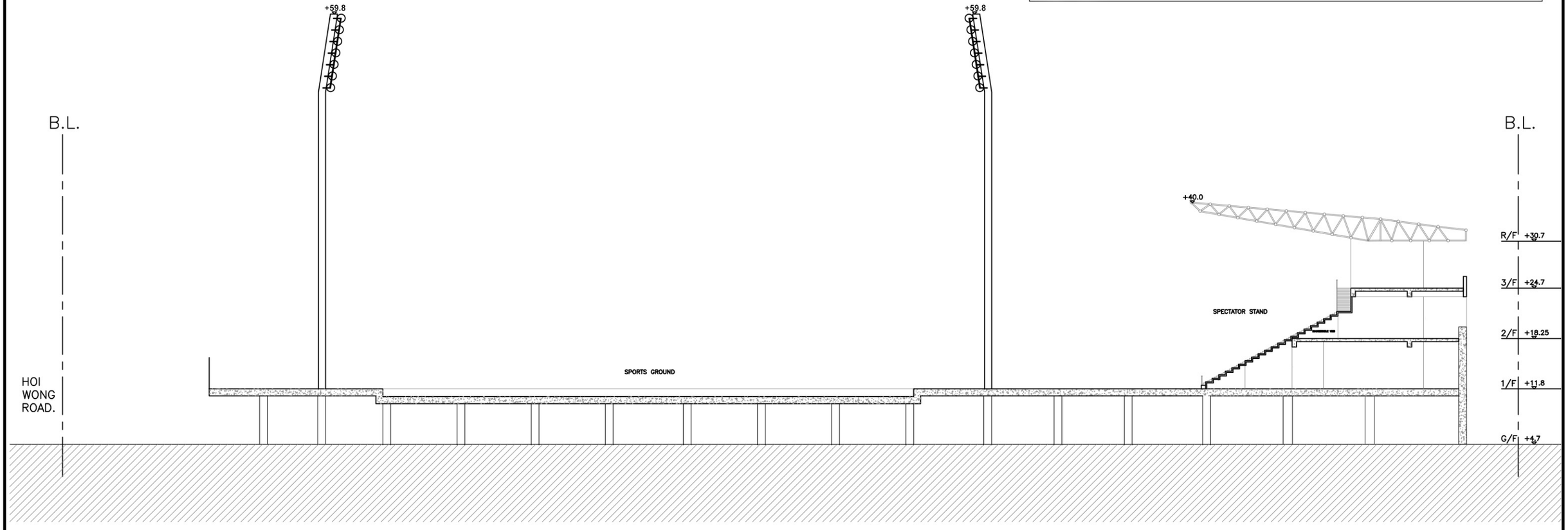
Title: Proposed 3/F Layout Plan

Scale	Date	Figure No.
1:500 @ A3	November 2025	**4.4**

All figures and drawings shows an indicative scheme only



Key Plan



Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

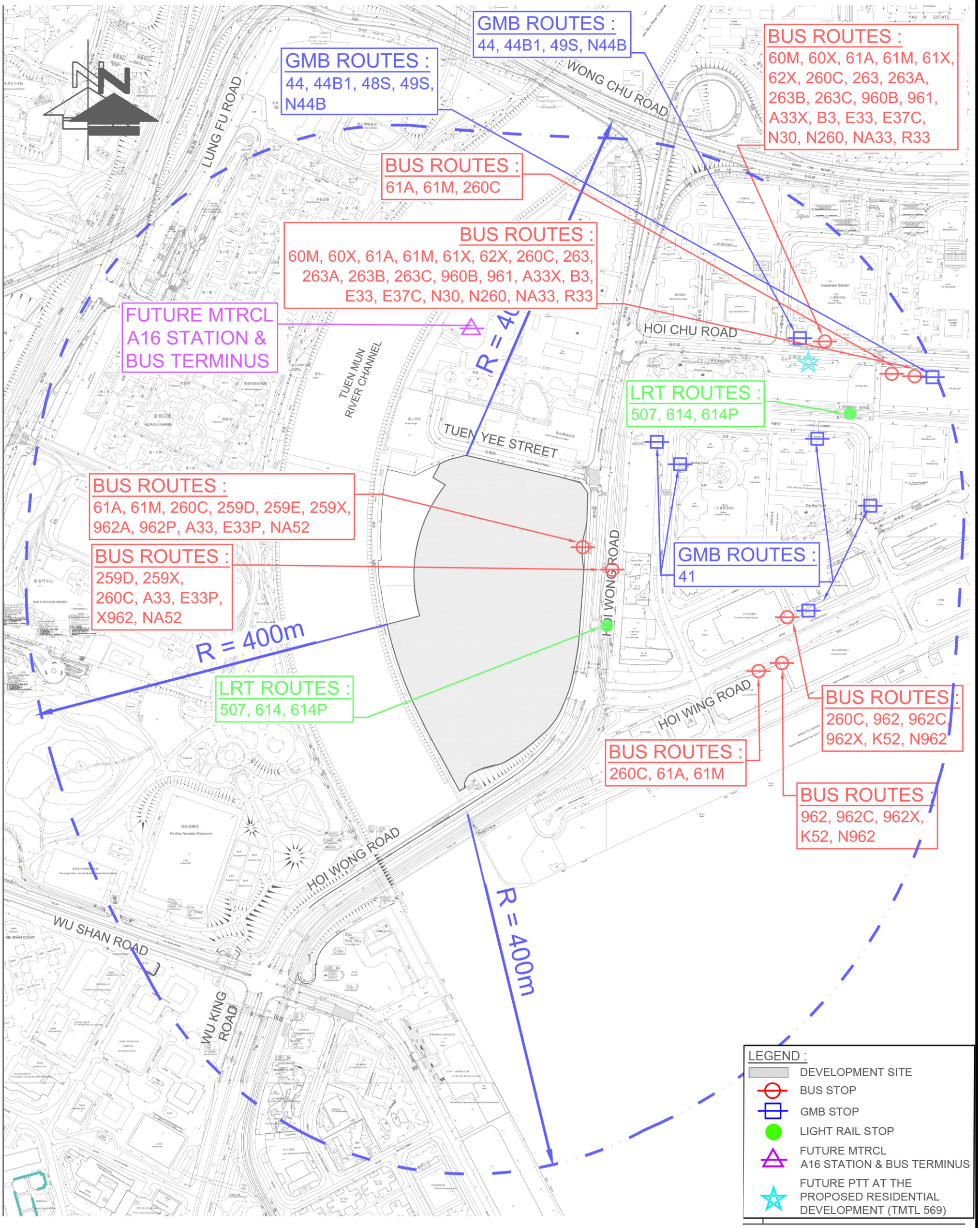
Title: Section Drawing

Scale: N.T.S. @ A3

Date: Februauy 2026

Figure No.: **4.5**

All figures and drawings shows an indicative scheme only



Remark: The under construction MTR A16 station in Tuen Mun Area 16, is expected to open for service in 2030.

Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Title: Public Transport in the Vicinity

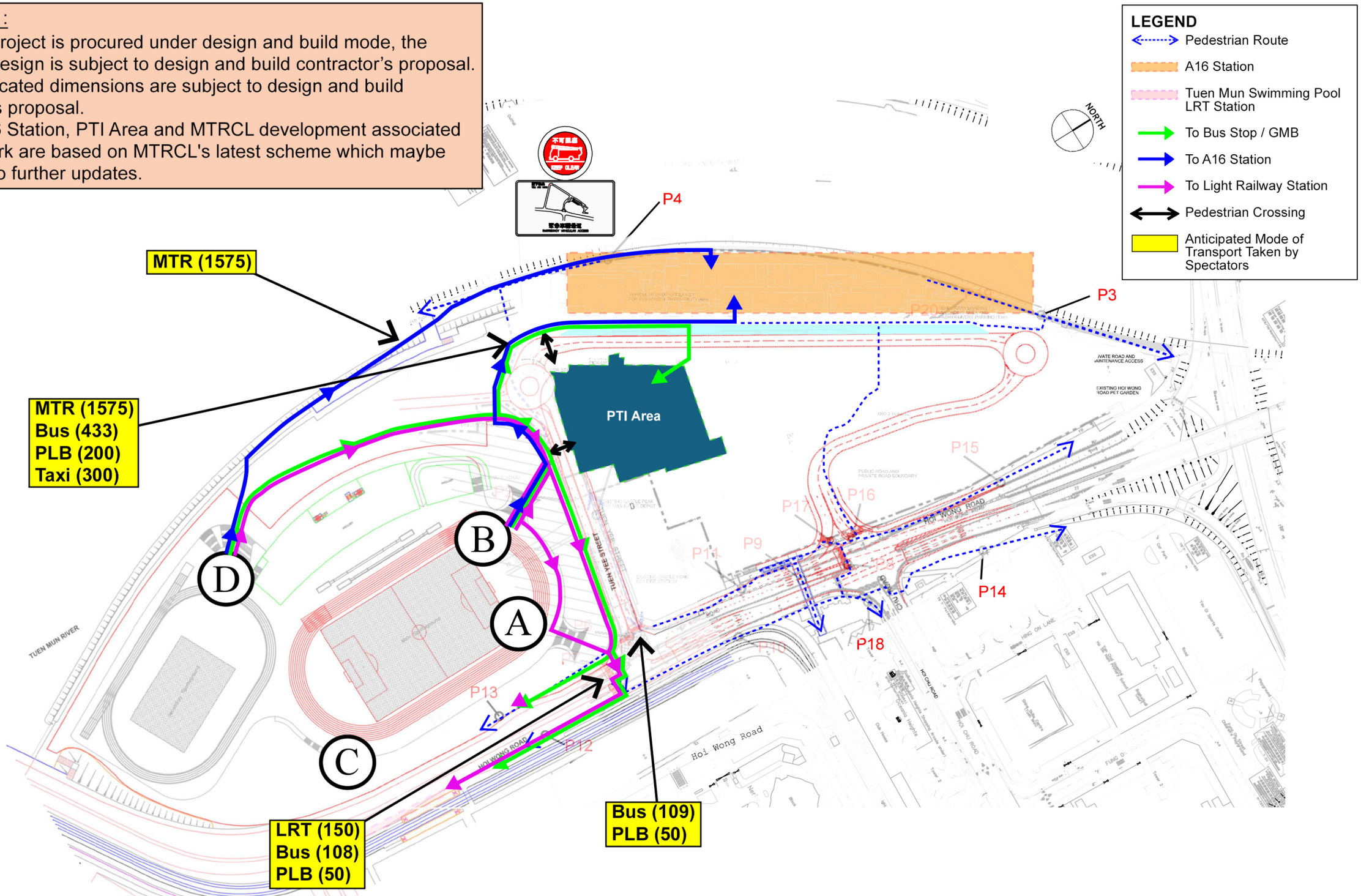
Scale	Date	Figure No.
1:4,000 @ A3	February 2026	4.6

REMARKS :

1 - As the project is procured under design and build mode, the reference design is subject to design and build contractor's proposal.

2 - The indicated dimensions are subject to design and build contractor's proposal.

3 - The A16 Station, PTI Area and MTRCL development associated road network are based on MTRCL's latest scheme which maybe subjected to further updates.



Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Ubis 雅邦 Limited

Title	Proposed Pedestrian Routing – Post MTRCL Development Scenario
Scale	N.T.S. @ A3
Date	February 2026
Figure No.	**4.7**

All figures and drawings shows an indicative scheme only

Glorious Garden

218m

238m

Sun Tuen Mun Centre

62m

187m

61m

185m

Siu On Court

Regency Bay Tower 2

Regency Bay Tower 1

LEGEND

Distance from Building Block

Distance from Spectator Stand

10m Buffer Distance from Road Kerb

NORTH

0 20 40 60 80 100m

Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Title: Setback at G/F

Scale: 1:2,000 @ A3

Date: February 2026

Figure No.: **4.8**

REMARKS :

1 - As the project is procured under design and build mode, the reference design is subject to design and build contractor's proposal.

2 - The indicated dimensions are subject to design and build contractor's proposal.

3 - The proposed local open space by MTRCL is based on MTRCL's latest scheme which maybe subjected to further updates.

Wong Chu Road

Wu Shan Riverside Park

TUEN MUN RIVER CHANNEL

屯門河道

Lung Mun Oasis

MTRCL DEVELOPMENT

Oceania Heights

Lung Mun Road

Glorious Garden

MTR Tuen Mun Depot

Tuen Yee Street

Siu Tsui Court

Sun Tuen Mun Centre

Tuen Tsing Lane

Regency Bay

Hing On Lane Substation

Wu Shan Recreation Playground

Hoi Wong Road

The Jockey Club Tuen Mun Butterfly Beach Sports Centre

Wu Shan Road

Buddhist Leung Chik Wai College

Siu Shan Court

Po Leung Kuk Tang Yuk Tien College

Wu King Estate

Tuen Mun Wu Hong Family Medicine Clinic

Fish Marketing Organization Castle Peak Wholesale Fish Market

LEGEND

- Boundary of Application Site
- MTR Station
- Pedestrian Connections
- Existing Footbridge
- Existing Crossing
- Existing Open Space
- Proposed Local Open Space by MTRCL *Note: As illustrated in TPB Reference No. R/S/TM/36 Plan H-6a-14
- Footpath/Cycle Track to be provided by MTRCL
- Existing footpath / Cycle Track

Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Title: Pedestrian Connectivity to Open Space

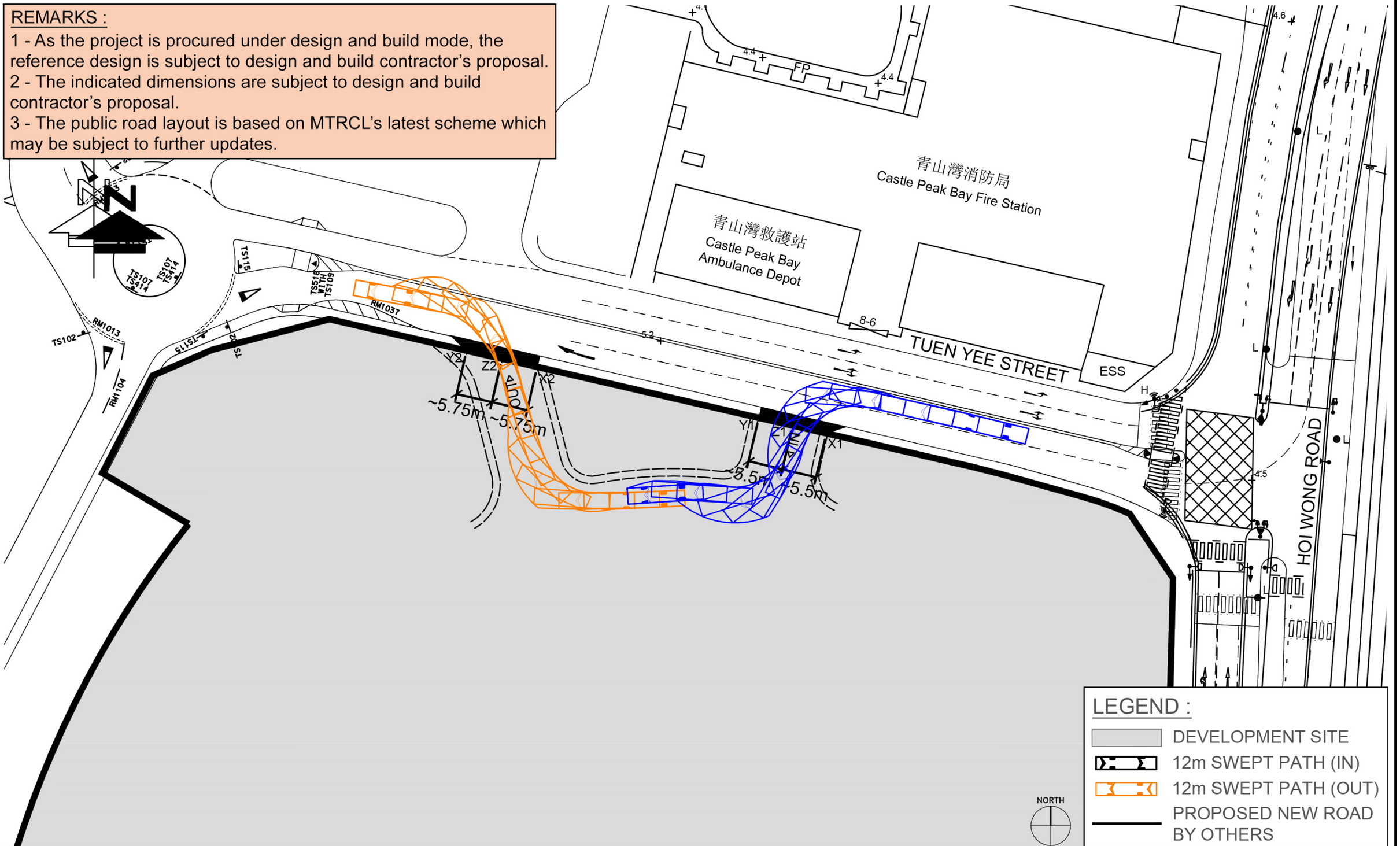
Scale	Date	Figure No.
1:3,000 @ A3	February 2026	4.9

REMARKS :

1 - As the project is procured under design and build mode, the reference design is subject to design and build contractor's proposal.

2 - The indicated dimensions are subject to design and build contractor's proposal.

3 - The public road layout is based on MTRCL's latest scheme which may be subject to further updates.



LEGEND :

- DEVELOPMENT SITE
- 12m SWEPT PATH (IN)
- 12m SWEPT PATH (OUT)
- PROPOSED NEW ROAD BY OTHERS

Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Ubis 雅邦 Limited

Title			
Proposed Vehicle Access			
Scale	N.T.S. @ A3	Date	April 2026
Figure No.	**5.1**		

Appendix A

Simple Visual Appraisal

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

SIMPLE VISUAL APPRAISAL

(Doc. Ref. No.: ASD31-DOC-003)

Prepared by:
URBIS Limited

Prepared by :	*Tsz Ching Tam*	13 February 2026 **Date**
Checked by :	*David Morkel*	20 February 2026 **Date**
Approved for Issue by:	*David Morkel*	20 February 2026 **Date**

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1 INTRODUCTION

1.1 BACKGROUND AND CONTEXT

1.1.1 This Simple Visual Appraisal is prepared on behalf of Architectural Services Department ("ArchSD") of the Government of The Hong Kong Special Administrative Region, (the Applicant), in support of building a proposed new sports ground and open space with public vehicle park in Tuen Mun Area 16.

1.1.2 The proposed development site for the Project (the "Site") covers an area of approximately 56,200 sq.m. The Site is bounded by Hoi Wong Road to the south and east, by the Tuen Mun River to the west, and Tuen Yee Street to the north (**Figure 1.1** refers).

1.1.3 The Site is currently in use as a Kowloon Motor Bus (KMB) Bus Depot, Citybus Depot, Construction Industry Council (CIC) Tuen Mun Training Ground and as a carpark operated by LHN Parking.

1.1.4 Most of the Site is zoned as "Government, Institution or Community" ("G/IC") with a small area falling within an "Open Space" ("O") zone in the Approved Tuen Mun Outline Zoning Plan (OZP) No. S/TM/41 (**Figure 1.2** refers).

1.2 PURPOSE OF THE SIMPLE VISUAL APPRAISAL

1.2.1 The primary purpose of this report is to demonstrate that the proposal is acceptable under the Approved Tuen Mun Outline Zoning Plan (OZP) No. S/TM/41, with reference to an assessment of visual impact resulting from the proposed project.

1.2.2 The OZP (No. S/TM/41) specifies that there is a building height restriction of 3 storeys within the "G/IC" zone (**Figure 1.2** refers).

1.2.3 To enhance the ease of use, the spectator stand has incorporated an additional storey to reduce the floor-to-floor height, resulting in a shorter vertical travel path for spectators seated in the middle row of each storey. This has resulted in a maximum required building height of 4 storeys for the spectator stand.

1.2.4 In this case, during consultations by the Applicant as part of the design process, correspondence with Design and Landscape Section of the Planning Department has stated that "in view of the low-rise nature and the surrounding contact, a full VIA in accordance with TPB PG No.41 may not be considered necessary. **A simple visual appraisal** commensurate with the proposed development having regard to its locality (e.g. its riverfront setting) and scale, etc. may be relevant" dated November 2020. For this reason, this assessment is presented as a Simple Visual Appraisal (SVA).

1.2.5 The methodology of this SVA references the requirements set out in the 'Town Planning Board Guidelines on the Submission of Visual Impact Assessment (VIA) for Planning Applications to the Town Planning Board' (TPB PG-No. 41A). The principles and methodological approach adopted in this review are broadly those set out in TPB PG-No. 41A but for the SVA, the appraisal of visual changes at each viewpoint has been abbreviated.

1.3 STRUCTURE OF THE SIMPLE VISUAL APPRAISAL

1.3.1 The SVA is structured as follows:

1.3.2 Section 1 (above) introduces and describes the project background and context of this Simple Visual Appraisal, as well as the project's purpose;

1.3.3 Section 2 outlines the methodology for the appraisal of visual impacts;

1.3.4 Section 3 identifies the visual baseline and existing visual conditions surrounding the Site, as well as Key Public Viewing Points;

1.3.5 Section 4 proposes visual mitigation measures for the Proposed Project and then provides a Simplified Visual Appraisal, which broadly identifies the potential visual impact of the Proposed Project; and

1.3.6 Section 5 summarises the findings of this Simple Visual Appraisal.

2 METHODOLOGY

2.1 INTRODUCTION

2.1.1 The methodology for this Simple Visual Appraisal (SVA) broadly follows the approach set out in the 'Town Planning Board Guidelines on the Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board' (TPB PG-No. 41A).

2.1.2 Assessment of visual impacts is not an objective science but is based upon a structured and reasoned evaluation of predicted impacts, informed by professional judgement and experience.

2.1.3 The methodology adopted for this SVA consists of:

- Identification of baseline visual conditions (visual envelope, visual attractors/detractors, Key Public Viewing Points);
- Formulation of visual mitigation proposals;
- Broad appraisal of visual impact at each Key Public Viewing Point; and
- Assessment of overall visual impact.

2.1.4 These stages are described in more detail below.

2.2 IDENTIFICATION OF BASELINE VISUAL CONDITIONS

Visual Envelope

2.2.1 The Visual Envelope ("VE") is the area from which the development on Site will be clearly visible as an identifiable feature from Key Public Viewing Points. Beyond this distance, it is assumed that the detail of the installation will not be discernible to the naked eye.

2.2.2 According to TPB GN 41A, Paragraph 4.3, the Visual Envelope (VE) should be determined having regard to the size of the proposed development, the distance of the development and its potential visibility from the selected public viewing points, and the actual site and surrounding topographical conditions by ground inspection.

2.2.3 In this case, to incorporate Key Public Viewing Points with unobstructed views of the spectator stand, a nominal offset of 160m from the Site has been used to define the Primary Visual Envelope.

Visual Elements

2.2.4 The Appraisal will identify key visual elements which together form the overall visual environment seen by viewers at Key Public Viewing Points, including any visual resources, visual attractors or detractors.

Key Public Viewing Points

2.2.5 In accordance with TPB PG-No.41A, visual impact assessment should primarily assess the impact on public viewers from the most affected or representative public viewing points. Public Viewing Points are key strategic and popular local vantage points accessible to the public. Local viewing points should be determined with reference to the setting of the project and views of local significance.

2.2.6 Key Public Viewing Points, according to TPB PG-No. 41A Para 4.5, "could be kinetic or static. They include key pedestrian nodes, popular areas used by the public or tourists for outdoor activities, recreation, rest, sitting-out, leisure, walking, sight-seeing, and prominent travel routes where travellers' visual attention may be caught by the Proposed Project."

2.2.7 Common examples of Key Public Viewing Points include:

- key public destinations and nodes;

- popular areas frequently used by the public or tourists for different purposes, e.g. outdoor activities, recreation, rest, etc.; and
- prominent travel routes where travellers' visual attention may be caught by the proposed installation.

Sensitivity of Public Viewers

2.2.8 The sensitivity of the public viewers from the viewing points is qualitatively assigned a 'high', 'medium' or 'low' rating, taking into account their activity and the importance or perception of value attached to their views. (For the purposes of this report 'public viewers' are regarded as synonymous with 'visually sensitive receivers', the term otherwise used in the professional discipline of landscape and visual impact assessment).

2.3 FORMULATION OF VISUAL MITIGATION PROPOSALS

2.3.1 Sources of visual impact are, where possible, subject to specific mitigation proposals so that the significance of the impacts is reduced. Mitigation measures can be part of the project design (e.g. the location of buildings; colour treatment of building façades, etc.) or can be added to the basic project design (e.g. tree planting to screen a development).

2.4 APPRAISAL OF VISUAL IMPACT AT EACH KEY PUBLIC VIEWING POINT

Effects of Visual Changes

2.4.1 Under the TPB PG-No. 41A, the effects of the visual changes on the assessment area as experienced by public viewers shall be appraised. The 'effects of visual change' are the manifestation of the Proposed Development in the visual environment of the assessment area. (For the purposes of this report, they are assumed to be synonymous with 'magnitude of change', the term otherwise used in the professional discipline of landscape and visual impact assessment.)

2.4.2 The EFFECT of visual change depends on a number of factors, including the physical extent of the change and the visual context of the change. Only impacts of the completed project are assessed (as the construction phase impacts are not required to be assessed under TPB PG-No. 41A). Impacts are also assessed on the assumption that the mitigation measures are all in place and the planting fully mature.

2.4.3 In accordance with TPB PG-No. 41A, the Simple Visual Appraisal will consider the following aspects (although in an abbreviated form):

- Visual Composition
- Visual Obstruction; and
- Visual Change

Appraisal of Significance of Visual Impact

2.4.4 Visual impacts are assessed in terms of their significance, according to the accepted professional approach. The significance of visual impacts is a function of the effects of visual change and the sensitivity of key public viewers at Key Public Viewing Points. It should be noted that visual impacts may represent changes that may be positive or adverse.

2.4.5 **Table 2.1** below shows the matrix used to assess the significance of visual impacts on public viewers at each Key Public Viewing Point. By synthesizing the sensitivity of the public viewers at Key Public Viewing Points and the effects of visual changes, the matrix is a means of categorizing the continuous spectrum of potential impact from little or no impact ('Negligible') at the bottom left of the matrix to the maximum possible impact ('Significant') at the top right. All impacts are negative unless expressly stated otherwise.

Table 2.1: Matrix for Appraisal of Visual Impact on Public Viewers

		Sensitivity of Pubilc Viewers		
		Low	**Medium**	**High**
Effects of Visual Changes	**Substantial**	Slight / Moderate*	Moderate / Significant*	Significant
	Moderate	Slight / Moderate*	Moderate	Moderate / Significant*
	Slight	Negligible / Slight*	Slight / Moderate*	Slight / Moderate*
	Negligible	Negligible	Negligible	Negligible

Note:
All impacts are deemed to be negative unless expressly stated to be positive.

2.4.6 Photomontages showing existing and future views of the Proposed Project from all viewpoints will be produced to illustrate potential visual changes.

2.5 ASSESSMENT OF OVERALL VISUAL IMPACT

2.5.1 Based on the approach above, the overall visual impact of the proposed installation will be synthesised and assessed with a view to determining the visual acceptability of the proposed project (with or without mitigation), having due regard to:

- the identified sensitivity of key public viewers, visual attractors/distractors and visual amenities to be affected;
- the effect, extent and duration of impact, together with any resultant improvement or degradation in the visual character of the area; and
- the planning intention and known planned developments of the area.

2.5.2 As a result, a single summary assessment of the overall significance of the visual impacts is made based on the following thresholds as stated in the TPB PG-No. 41A :

- **Beneficial** if the project will complement the visual character of its setting, and/or will improve overall visual quality;
- **Negligible** if the assessment indicates that there will be no noticeable effects or insignificant visual effects caused by the project
- **Slight** if there will be slight adverse visual effects caused by the project;
- **Moderate** if there will be some adverse visual effects caused by the project, but these can be eliminated, reduced or moderated to a certain extent by design/mitigation measures; and;
- **Substantial** if the adverse effects are considered too excessive and obstructive, and significant modification is required to mitigate the impact.

2.6 CONCLUSION

2.6.1 This section of the SVA has presented the methodology and steps, which the SVA will follow, broadly referencing to the requirements of TPB PG-No. 41A.

2.6.2 The following chapter will set out the visual baseline conditions within the identified Primary Visual Envelope. It will describe the Key Public Viewing Points at which the proposed project will be particularly visible to public viewers and will identify their sensitivity to visual change.

3 VISUAL BASELINE CONDITIONS

3.1 INTRODUCTION

3.1.1 This chapter of the SVA describes the visual baseline conditions identified via desktop study and onsite survey, undertaken in February 2025.

3.2 VISUAL BASELINE

Primary Visual Envelope

3.2.1 The Primary Visual Envelope in this case has been determined as 160m to encompass Key Public Viewing Points at the public promenade on the western side of the Tuen Mun River Channel, which will a key view of the Project, thus ensuring a more representative and complete visual appraisal (**Figure 3.3** refers).

3.2.2 The Primary Visual Envelope extends northward towards from the Site towards the Tuen Mun Swimming Pool (currently under demolition), including the Castle Peak Bay Fire Station and Ambulance Depot. To the east, it takes in the Regency Bay residential development and residential development at Siu On Court. It extends southward to include Hoi Wong Road and also includes the public promenade on both sides of the Tuen Mun River Channel (**Figure 3.3** refers).

3.2.3 At a number of locations within the Primary Visual Envelope, there will be 'visual shadows' from which the Project will not be visible due to the obstruction by buildings between potential public viewers and the Proposed Project, although these are not considered in detail for the purposes of this appraisal.

Existing Visual Elements

3.2.4 The existing visual context is shaped by the combined composition of all the visual elements which come into sight of public viewers at Key Public Viewing Points (**Figure 3.1-3.2** refers). The key visual elements, including positive visual elements i.e. "visual attractors" and those with negative visual qualities i.e. "visual detractors" are listed below.

3.2.5 Key Positive Visual Elements/ Visual Attractors include:

- Tuen Mun River Channel;
- Backdrop of surroundings ridgelines of Castle Peak to the west; and
- Planting at the promenade on the western bank of the Tuen Mun River Channel;

3.2.6 Key Negative Visual Elements / Visual Detractors include:

- Ongoing construction works for the MTR A16 Station and residential development; and
- Ongoing construction works for the MTR viaduct across the Tuen Mun River Channel.

3.3 KEY PUBLIC VIEWING POINTS AND VIEWER SENSITIVITY

3.3.1 Key Public Viewing Points within the Primary Visual Envelope have been identified based on the number and frequency of visitors. They are set out in **Table 3.1** and shown in **Figure 3.3.**

Table 3.1: Key Public Viewing Points

Key Public Viewing Point (VP)	Description of Location
VP1	Footbridge across Hoi Wong Road
VP2	MTR LRT Tuen Mun Swimming Pool Light Rail Stop

Key Public Viewing Point (VP)	Description of Location
VP3	Tuen Mun Riverside Promenade (East Side)
VP4	Hoi Wong Road Westbound
VP5	Footbridge across Tuen Mun River Channel
VP6	Tuen Mun Riverside Promenade (West Side)
VP7	Promenade adjacent to Wu Shan Riverside Park

3.3.2 The views at these Key Public Viewing Points are described below.

VP1: Footbridge Across Hoi Wong Road

3.3.3 This viewpoint is from a footbridge spanning Hoi Wong Road, connecting Oceania Heights to the Tuen Mun Swimming Pool to the north of the Site. It is located approximately 120m from the Site at an elevation of +9.2mPD. The existing view towards the Site features Hoi Wong Road and the adjacent light railway, with the Castle Peak Bay Fire Station situated in the right of the view to the southwest (**Figure 3.4** refers).

3.3.4 The Site is seen as a visual element in the middle distance, partially obscured by roadside tree planting. Existing features on the Site, which are visible, include parked buses which comprise a somewhat incoherent element in this view. The number of public viewers at this viewpoint is currently very few. However, it is assumed that there will be very many more public viewers after the A16 MTR station is in service in 2030. As these public viewers are pedestrians in transit, they are considered to have **Low** sensitivity to visual change.

VP2: MTRC LRT Tuen Mun Swimming Pool Light Rail Stop

3.3.5 This viewpoint is located at the MTRC LRT Tuen Mun Swimming Pool Light Rail Stop, situated north of the junction of Hoi Wing Road and Hoi Wong Road, approximately 29m from the Site at an elevation of +5mPD. The existing view towards the Site features the light railway and Light Rail Stop and Hoi Wong Road in the foreground, with the Site in the middle distance and a cluster of buildings beyond, set against the mountainous backdrop of Castle Peak, forming the distant background (refer to **Figure 3.5**).

3.3.6 The Site appears as a visual element in the middle distance of the view, partially obscured by the Light Rail Stop and street trees. Existing features on the Site include parked red double-decker buses, which introduce distracting visual elements and contribute to a sense of incoherence within the view. The number of public viewers at this viewpoint is very many. As these public viewers are primarily commuters or passers-by, their view is transient and short-lived and they are considered to have **Low** sensitivity to visual change.

VP3: Tuen Mun Riverside Promenade (East Side)

3.3.7 This viewpoint is located at the existing open space of the Tuen Mun Community Green Station, adjacent to the Tuen Mun River Channel promenade, approximately 103m from the Site at an elevation of +4mPD. The existing view towards the Site includes the Tuen Mun Community Green Station in the left foreground, the Tuen Mun River Channel and promenade (currently closed) in the right foreground, extending into the middle distance and a cluster of residential buildings of the Glorious Garden in the middle distance on the right. A landscaped area with a mature tree serves as a prominent visual feature in the center of the foreground (**Figure 3.6** refers).

3.3.8 The Site in the foreground / middle distance is currently fully obscured by the Tuen Mun Community Green Station and the tree crown. The number of public viewers at this viewpoint is currently very few, however it is assumed that there will be many public viewers after the promenade is reinstated and the A16 MTR station is in service in 2030. As these public viewers will

be recreational users of the promenade and commuters, they are considered to have a **Medium** sensitivity to visual change.

VP4: Hoi Wong Road Westbound

3.3.9 This viewpoint is located at Hoi Wong Road, adjacent to the south eastern boundary of the Site, approximately 30m from the Site at an elevation of +4.9mPD. The existing view towards the Site features Hoi Wong Road with street trees in the foreground of the view, with the Site in the middle ground, and clusters of high-rise buildings and a backdrop of sky and ridgelines of Castle Peak in the background (**Figure 3.7** refers).

3.3.10 The Site in the middle ground is partially visible from this viewpoint. The existing view towards the Site includes an open area with scattered parked double-decker buses and a bus shed which introduce somewhat distracting and incoherent visual elements to this view. The number of public viewers at this viewpoint is very many. As these public viewers are primarily commuters or passer-by, their view is transient and short-lived and they are considered to have **Low** sensitivity to visual change.

VP5: Footbridge Across the Tuen Mun River Channel

3.3.11 This viewpoint is from the footbridge spanning the Tuen Mun River Channel, approximately 134m from the Site at an elevation of +155mPD. The existing view towards the Site includes the Tuen Mun River in the centre foreground, extending into the middle distance. The view of the river includes construction vessels, with clusters of buildings beyond, forming the background (**Figure 3.8** refers).

3.3.12 The Site is located in the middle distance of the view and is partially obscured by the ramp of the footbridge. Existing features on the Site include the crowns of trees and partially obscured views of parked double-decker buses, which are visible through gaps between the ramp and railings, contributing utilitarian and incoherent elements to the visual composition. The number of public viewers at this viewpoint is many. As these public viewers are mostly recreational pedestrians, they are considered to have a **High** sensitivity to visual change.

VP6: Tuen Mun Riverside Promenade (West Side)

3.3.13 This viewpoint is located on the Tuen Mun River promenade, on the western bank of the channel, to the south of Wu Shan Riverside Park, approximately 125m from the Site at an elevation of +4mPD. The existing view towards the proposed project includes the Tuen Mun River Channel in the foreground and middle distance of the view, with small fishing boats and sampans moored along the riverside in the foreground, and clusters of buildings and hillsides in the background (**Figure 3.9** refers).

3.3.14 The Site is visible across the Tuen Mun River in the middle distance, partially obscured by promenade tree planting. Existing features on the Site include parked double-decker buses, partially visible through gaps in the tree cover, resulting in a utilitarian and incoherent element in this view. The number of public viewers at this viewpoint is many. This area serves as a popular recreational space for local residents. Given that these public viewers engage in recreational activities and have a heightened awareness of their surroundings, they are considered to have **High** sensitivity to visual change.

VP7: Wu Shan Riverside Park

3.3.15 This viewpoint is located at the Wu Shan Riverside Park on the western bank of the Tuen Mun River Channel, approximately 155m from the Site at an elevation of +3.9mPD. The existing view towards the Site includes the Tuen Mun River Channel, with construction vessels, small fishing boats, and sampans moored along the riverside in the foreground, a footbridge in the middle distance, and clusters of buildings with the open sky in the distance (**Figure 3.10** refers).

3.3.16 The Site is located across the Tuen Mun River in the middle distance, largely obscured by construction hoardings and further obscured by promenade tree planting and the ramp of a

footbridge. Existing features on the Site include glimpsed parked double-decker buses, contributing a utilitarian and incoherent element to the visual composition. The number of public viewers at this viewpoint is many. As a popular functional public space, the Park provides local residents with a range of recreational activities along the promenade. Given that these public viewers engage in recreational activities and have an enhanced perception of their surroundings, they are considered to have **High** sensitivity to visual change.

3.4 CONCLUSION

3.4.1 This chapter of the SVA has described the visual baseline conditions within the Primary Visual Envelope and the visual characteristics of Key Public Viewing Points of the Project Site, as well as the sensitivity of the public viewers. The following chapter will set out the appraisal of visual impacts arising from the Proposed Project.

4 APPRAISAL OF VISUAL IMPACTS

4.1 INTRODUCTION

4.1.1 To be determine the visual impacts of the Proposed Project, this chapter of the SVA will appraise the significance of anticipated visual change at each Key Public Viewing Point and provide an appraisal of the overall visual impact.

4.1.2 First sources of visual impact are described and then proposed visual mitigation measures.

4.2 SOURCES OF VISUAL IMPACT

4.2.1 The Proposed Project is a new sports ground; open space and public vehicle park comprising 4 storeys with a BH of approximately +40 mPD at the main roof level of the spectator stand.

4.2.2 The Proposed Project will consist of the following components:

- Spectator stand and administrative facilities building
- Approx 8 No. floodlights;
- Main sports pitch;
- Secondary sports pitch;
- Public vehicle park; and
- Open space.

4.2.3 The indicative design of the Project, showing the proposed layout of the building and land uses on different floors are illustrated in **Figures 4.1** and a section drawing in **Figure 4.2.** The land uses of each floor are described in **Table 4.1.**

Table 4.1: Proposed Land Uses by Floor

Floor	Main Use
Sports Ground & Open Space with Public Vehicle Park	
G/F	Public Vehicle Park, Open Space, Drop-off & Lobby Area and Ancillary Facilities
1/F	Sports Pitches, Administrative Facilities and Ancillary Facilities
2/F	Spectator Stand and Ancillary Facilities
3/F	Spectator Stand and Ancillary Facilities

4.3 PROPOSED VISUAL MITIGATION MEASURES

4.3.1 Visual mitigation measures seek to reduce or eliminate the potential visual impacts of the Proposed Project. The following visual mitigation proposals listed in **Table 4.2** will be introduced as part of the development of the Project, as shown on the Visual Mitigation drawing (**Fig 4.3** refers).

Table 4.2: Visual Mitigation Measures

ID No.	Visual Mitigation Measures
OM1	Conformity of Structures with Height Profiles in Surrounding Urban Environment
OM2	Sensitive Aesthetic Architectural Design and Chromatic Treatment of Built Structures
OM3	Vegetation on and around the Proposed Project's Structures

4.3.2 **OM1: Conformity with Height Profiles in Surrounding Urban Environment –** The building height restrictions for surrounding developments defined in the prevailing OZP, range from 3 storeys to +174 mPD (**Figure 1.2** refers). To optimize the utilization of the Site for the provision of a sports ground and car parking facilities, the proposed Spectator Stand and Administrative Facilities Building adopts a building height of approximately +40.0 mPD at the main roof level of the spectator stand with four storeys (i.e. ground plus three) as well as approximately eight floodlights with top heights of approximately +59.8 mPD. This proposed height is therefore significantly less than the prevailing building height profile in the surrounding area and will not cause any visual incompatibility with the existing urban design context.

4.3.3 **OM2: Sensitive Aesthetic Architectural Design** - Sensitive finishes and façade treatments (see **Figure 4.7**) can help to reduce the visual weight of the Proposed Project's structures and blend them into the surrounding environment. Building materials will have the appearance of being lightweight and building finishes will be in visually recessive neutral colours and will not include visually intrusive materials or elements. Finishing materials will take due consideration of form, colour, micro- and macro-textures, and reflectivity / light absorbance to avoid glare. Materials and colour tones / building design will be explored further at the detailed design stage (possibly by a D&B contractor) to minimise the visual impact of built structures and to promote visual harmony with their surroundings.

4.3.4 **OM3: Vegetation on and around the Proposed Project's Structures** – Tree, shrub and groundcover planting will be provided on and around the built structures to soften, and mitigate their scale and visual mass and to enhance visual amenity by softening any hard edges of the Proposed Project. Tree and shrub planting will be provided on the 1/F parapet on the northern side of the sports ground (see **Figure 4.3**); at staircases (see **Figure 4.3**) and at the periphery of the ground leve where feasible to provide screening and reduce the visual impact of the Proposed Project. This will also improve the visual compatibility with the surrounding environment and provide visual relief and amenity for surrounding public viewers. Planting will take a number of years to fully establish and mature and so the full effects of the mitigation measures will not be seen until some 10 years after the completion of the Proposed Project.

4.4 APPRAISAL OF VISUAL IMPACT AT EACH KEY PUBLIC VIEWING POINT

VP1: Footbridge Across Hoi Wong Road

4.4.1 The Proposed Project will also introduce new built elements in the middle distance of this view, representing a small change to the existing **visual composition** of the view, as only a small part of the spectator stand will be visible behind the Castle Peak Bay Fire Station in the middle distance on the right. Floodlights will be more prominent against the skyline, but their supports are relatively slender and the arrays are fairly visually permeable structures. The Proposed Project will result in a small **visual obstruction** of the existing building cluster behind the Site. However, the overall existing urban character of the view will not be significantly impacted (**Fig. 4.4** refers).

4.4.2 The Proposed Project is therefore expected to result in a slight effect of change to the existing visual character of the view. When combined with the **Low** sensitivity of the **public viewers** at this location, the significance of resulting visual impacts will be **Negligible**. On those occasions when the floodlights are in operation, the additional nighttime illumination in the cityscape will give rise to visual impacts which are slightly increased, although this will be only on a temporary and intermittent basis.

4.4.3 After the completion of the Future A16 MTR Station in 2030 and potentially, its associated development, the significant built structures of that development will tend to offset by comparison, the visual effects of the built structures of the Proposed Project (**Fig. 4.4** refers).

VP2: MTRC LRT Tuen Mun Swimming Pool Light Rail Stop

4.4.4 The Proposed Project will introduce a new built element and landscape open space area into the middle distance of this view, which is currently characterised by an incoherent mixture of parked buses and temporary structures. This will result in an intermediate impact on the existing **visual composition** of the view. The landscape open space area will occupy the middle distance of the view, while the spectator stand and car park structure will give rise to some **visual obstruction** of existing buildings and mountain backdrop in the distance. The LRT catenary system in the foreground, combined with the public vehicle park, spectator stand and floodlights which will be visible both head-on and in profile, will partially obstruct the skyline and Castle Peak ridgeline. However, the mass of these structures are relatively slender and the arrays are somewhat visually permeable. The removal of the existing bus park and its bright colours will create a more visually coherent middle distance view. The sports ground will adopt relatively neutral colour finishes, enhancing its visual coherence, compared to the current incoherent and utilitarian quality of the view (**Fig. 4.5** refers).

4.4.5 Given that the Proposed Project will also serve to mitigate the fairly incoherent visual character of the existing site, it is therefore expected to result in a slight effect of change to the existing urban visual character of the view. When combined with the **Low** sensitivity of the **public viewers** at this location, the significance of resulting visual impacts will be **Slight**.

4.4.6 On those occasions when the floodlights are in operation, the additional nighttime illumination in the cityscape will give rise to visual impacts which are slightly increased, although this will be only on a temporary and intermittent basis.

4.4.7 After the completion of the Future A16 MTR Station in 2030 and potentially, its associated development, the significant built structures of that development will tend to offset by comparison, the visual effects of the built structures of the Proposed Project (**Fig. 4.5** refers).

VP3: Mun Riverside Promenade (East Side)

4.4.8 The presence of the future MTR viaduct in 2030 will cut across the foreground and middle distance of this view before the completion of the Proposed Project. There will be no change to the **visual composition** as views of the Proposed Developments will be obscured by the future MTR viaduct. The Proposed Developments will not be visible from this viewing point and there will therefore be no visual obstruction following the construction of MTR A16 Station. When combined with the **Medium** sensitivity of the public viewers at this location, the significance of resulting visual impacts will be **Negligible**.

VP4: Hoi Wong Road Westbound

4.4.9 The Proposed Project will introduce the deck of the sports ground and a landscape area into the foreground of the existing **visual composition** of the view, seen behind Hoi Wong Road. The middle distance of this view is currently characterised by an incoherent mix of parked buses and temporary structures and the Proposed Project will in fact create a more visually consistent middle-distance view by replacing the existing bus depot with a sports ground and landscape area. The sports ground will adopt relatively neutral colour finishes, reducing its visual effect. The Proposed Project will tend to create a more structured and organized visual composition compared to the existing incoherent and utilitarian quality of the view (**Fig. 4.7** refers). As a result, the overall urban visual character of the area will not be greatly impacted.

4.4.10 The structure of the Proposed Project will result in some **visual obstruction** of the lower parts of existing buildings in the distance, while the upper parts of the exisiting building cluster remains visible. Floodlights will be visible both head-on and in profile, and will partially obstruct the skyline and mountain backdrop. However, the mass of these structures are relatively slender and the arrays are somewhat visually permeable, mitigating their overall impact.

4.4.11 The Proposed Project will slightly reduce the visual openness of the site. However, given that it will also serve to mitigate the fairly incoherent visual character of the existing site, it is therefore expected to result in a slight effect of change to the existing visual character of the view. When combined with the **Low** sensitivity of the **public viewers** at this location, the significance of resulting visual impacts will be **Slight.**

4.4.12 On those occasions when the floodlights are in operation, the additional nighttime illumination in the cityscape will give rise to visual impacts which are slightly increased, although this will be only on a temporary and intermittent basis.

4.4.13 After the completion of the Future A16 MTR Station in 2030 and potentially, its associated development, the significant built structures of that development will tend to offset by comparison, the visual effects of the built structures of the Proposed Project (**Fig. 4.6** refers).

VP5: Footbridge Across Tuen Mun River Channel

4.4.14 The Proposed Project will introduce a new built element into the middle distance of this view which is currently characterised by the river channel in the foreground and beyond, an incoherent mixture of parked buses, temporary structures and occasional trees. It will represent a small change to the **visual composition** of the view, as due to the presence of the footbridge ramp, the Proposed Project will only be partially visible. The spectator stand and the floodlights of the sports ground will cause a small **visual obstruction** to the existing buildings in the background of the view. The spectator stand will also limit the visibility of the Kau Keng Shan ridgelines and sky. However, the overall visual character of the area will not be significantly impacted, particularly after the completion of the Future A16 MTR Station in 2030 whose viaduct in the foreground of this view, will tend to offset or obscure the visual effects of the built structures of the Proposed Project (**Fig. 4.7** refers).

4.4.15 Given that the Proposed Project will also serve to mitigate the fairly incoherent visual character of the existing site, it is therefore expected to result in a slight effect of change to the existing urban visual character of the view. When combined with the **High** sensitivity of the **public viewers** at this location, the significance of resulting visual impacts will be **Slight.**

4.4.16 On those occasions when the floodlights are in operation, the additional nighttime illumination in the cityscape will give rise to visual impacts which are slightly increased, although this will be only on a temporary and intermittent basis.

4.4.17 After the completion of the Future A16 MTR Station in 2030 and potentially, its associated development, the significant built structures of that development will tend to offset by comparison, the visual effects of the built structures of the Proposed Project (**Fig. 4.7** refers).

VP6: Tuen Mun Riverside Promenade (West Side)

4.4.18 The Proposed Project will introduce a new built element into the middle distance of this view, which is currently characterised by an incoherent mixture of parked buses, temporary structures and occasional trees.

4.4.19 This will represent a small change to the **visual composition** of the view. The spectator stand of the sports ground will cause a small **visual obstruction** to the lower levels of some existing buildings in the distance while the upper parts and majority of the existing building cluster remains visible, but will replace the incoherent mixture of existing features. The spectator stand and floodlights visible head-on and in profile will be seen against the sky.

4.4.20 Floodlights will be visible both head-on and in profile, and will partially obstruct the skyline. However, the masts of these structures are relatively slender and the arrays are somewhat visually permeable, mitigating their overall impact.

4.4.21 Generally, changes will not be entirely incompatible with the urban setting created by buildings in the background and also by the new MTR Tuen Mun South Extension viaduct which will appear in the upper parts of these views (**Fig. 4.8** refers).

4.4.22 Given that it will also serve to mitigate the fairly incoherent visual character of the existing site, as well as the totality of the above considerations, the Proposed Project will therefore result in a slight effect of change to the existing visual character of the view. When combined with the **High** sensitivity of the **public viewers** at this location, the significance of resulting visual impacts will be **Slight**.

4.4.23 On those occasions when the floodlights are in operation, the additional nighttime illumination in the cityscape will give rise to visual impacts which are slightly increased, although this will be only on a temporary and intermittent basis.

4.4.24 After the completion of the Future A16 MTR Station in 2030 and potentially, its associated development, the significant built structures of that development will tend to offset by comparison, the visual effects of the built structures of the Proposed Project (**Fig 4.8** refers).

VP7: Wu Shan Riverside Park

4.4.25 The Proposed Project will introduce a new built element in the middle distance of the view, which is currently characterised by an incoherent mixture of parked buses, temporary structures and occasional trees. However, the future MTR Tuen Mun South Extension viaduct spanning the Tuen Mun River will partially obstruct the spectator stand and the floodlights of the sports ground thus tending to offset potential visual impacts (**Fig.4.9** refers).

4.4.26 Overall, the Proposed Project will therefore represent a small change to the **visual composition** of the view. The stand of the sports ground will **obstruct** lower levels of existing buildings clusters in the distance, while the upper parts of the existing building cluster remains visible. The spectator stand and floodlights will be slightly visible against the sky.

4.4.27 Given that it will also serve to mitigate the fairly incoherent visual character of the existing site, as well as the totality of the above considerations, the Proposed Project is expected to result in a slight effect of change to the existing visual character of the view. When combined with the **High** sensitivity of the **public viewers** at this location, the significance of resulting visual impacts will be **Slight**.

4.4.28 On those occasions when the floodlights are in operation, the additional nighttime illumination in the cityscape will give rise to visual impacts which are slightly increased, although this will be only on a temporary and intermittent basis.

4.4.29 After the completion of the Future A16 MTR Station in 2030 and potentially, its associated development, the significant built structures of that development will tend to offset by comparison, the visual effects of the built structures of the Proposed Project (**Fig.4.9** refers).

4.5 CONCLUSION

4.5.1 This chapter has described the changes to the visual characteristics of each of the seven identified Key Public Viewing Points resulting from the Proposed Project. Based on the identified effect of change to these views as well as the sensitivity of the public viewers at these locations, a prediction of the significance of visual impacts has been made.

4.5.2 The following chapter provides a summary of these impacts as well as an overall assessment of the visual impact of the Proposed Project.

5 SUMMARY

5.1 SUMMARY OF VISUAL IMPACTS AND ASSESSMENT OF OVERALL VISUAL IMPACT

5.1.1 A summary of the visual impacts noted above is provided in **Table 5.1**.

Table 5.1: Summary of Appraisal of Significance of Visual Impacts

Key Public Viewing Point	Number of Public Viewers	Approx. Distance Between Visual Public Viewers & Nearest Source(s) of Impact	Public Viewer Sensitivity	Effect of Change	Impact Significance during Operation Phase (with Mitigation)
VP1	Few	~120m (At +9.2mPD)	Low	Slight	Negligible
VP2	Very Many	~29m (At +5mPD)	Low	Slight	Slight
VP3	Many	~103m (At +4mPD)	Medium	Negligible	Negligible
VP4	Very Many	~30m (At +4.9mPD)	Low	Slight	Slight
VP5	Many	~134m (At +155mPD)	High	Slight	Slight
VP6	Many	~125m (At +4mPD)	High	Slight	Slight
VP7	Many	~160m (At +3.9mPD)	High	Slight	Slight

5.1.2 A number of characteristics of the existing visual environment serve to determine the significance of visual impacts resulting from the Proposed Project. These include:

- the current visually incoherent characteristics of the Site which the Proposed Project will to a certain extent mitigate;
- its existing urban context;
- the future visual context provided by the A16 MTR Station and Tuen Mun Extension viaduct to be completed in 2030; and
- potentially, its residential/commercial development in Area 16 which may be completed in 2039.

5.1.3 Photomontages showing existing and future views of the proposed installation from VP1, VP2, VP3, VP4, VP5, VP6 and VP7 (**Figures 4.4-4.10** refer).

5.1.4 Public viewers at five of the seven viewpoints (VP2; VP4; VP5; VP6 and VP7) will experience **Slight** resultant visual impacts due mainly to the high visual sensitivity of receivers and their proximity to the Proposed Project.

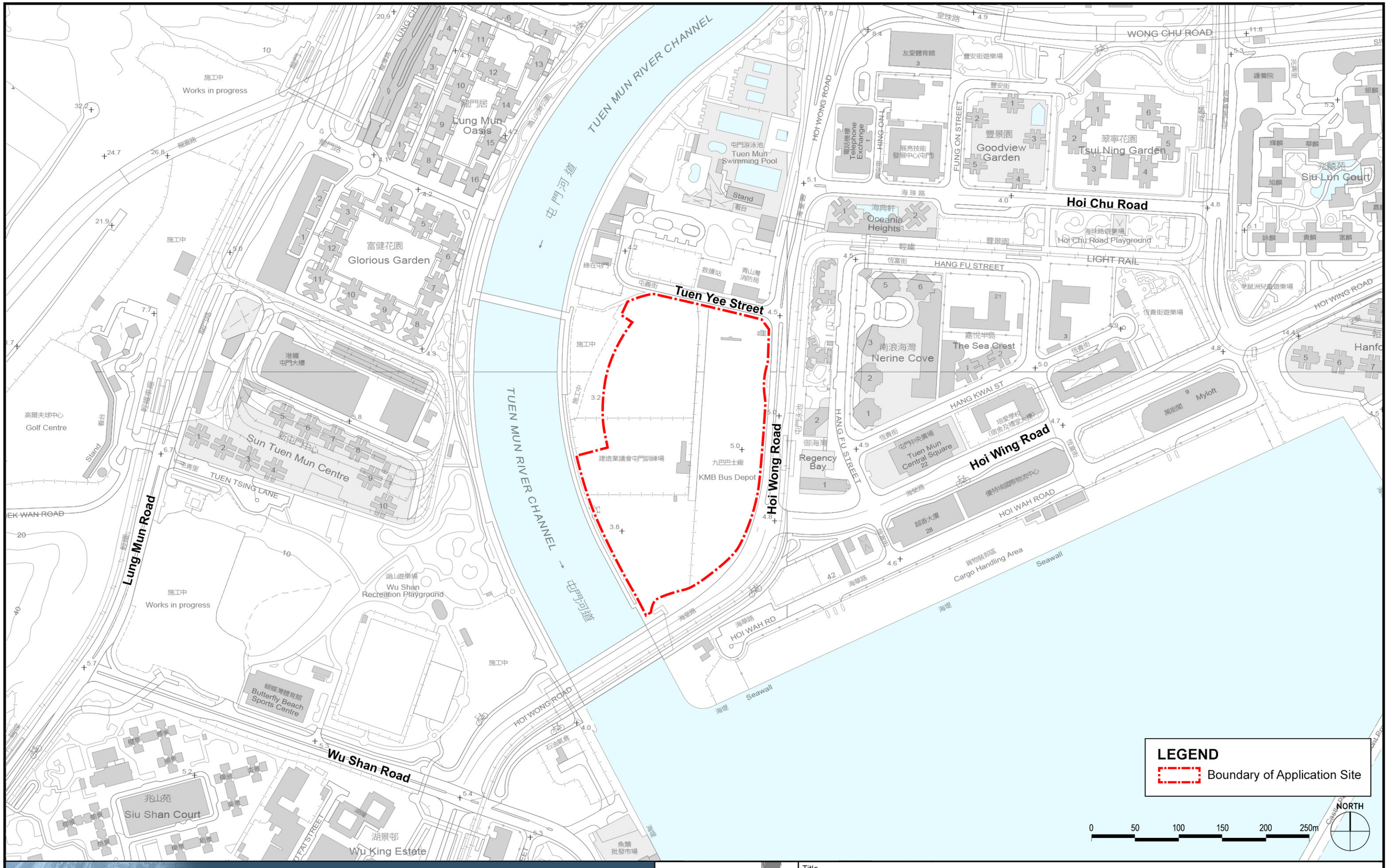
5.1.5 Public viewers at all other viewpoints (VP1 and VP3) will experience **Negligible** resultant visual impacts due to the low visual sensitivity of receivers (VP1) or obstruction caused to existing and future views (VP3).

5.1.6 On those occasions when the floodlights are in operation, the additional nighttime illumination in the cityscape will give rise to visual impacts which are slightly increased, although this will be only on a temporary and intermittent basis.

5.1.7 The appraisal of visual impact has taken account of proposed visual mitigation measures including the conformity of the building scheme with height profiles in the surrounding urban environment (OM1); sensitive aesthetic architectural design and chromatic treatment of built structures (OM2); and amenity landscape areas and greenery (OM3) (**Figure 4.3** refers). It also takes into account the fact that the Proposed Project will serve to mitigate the fairly incoherent visual character of the existing site and so its negative visual impacts will be offset to a certain extent by some positive visual impacts.

5.1.8 For these reasons, the overall significance of the visual impact resulting from the Proposed Project is considered to be ranged from **Negligible** to **Slight.**

FIGURES



LEGEND

Boundary of Application Site

0 50 100 150 200 250m

NORTH

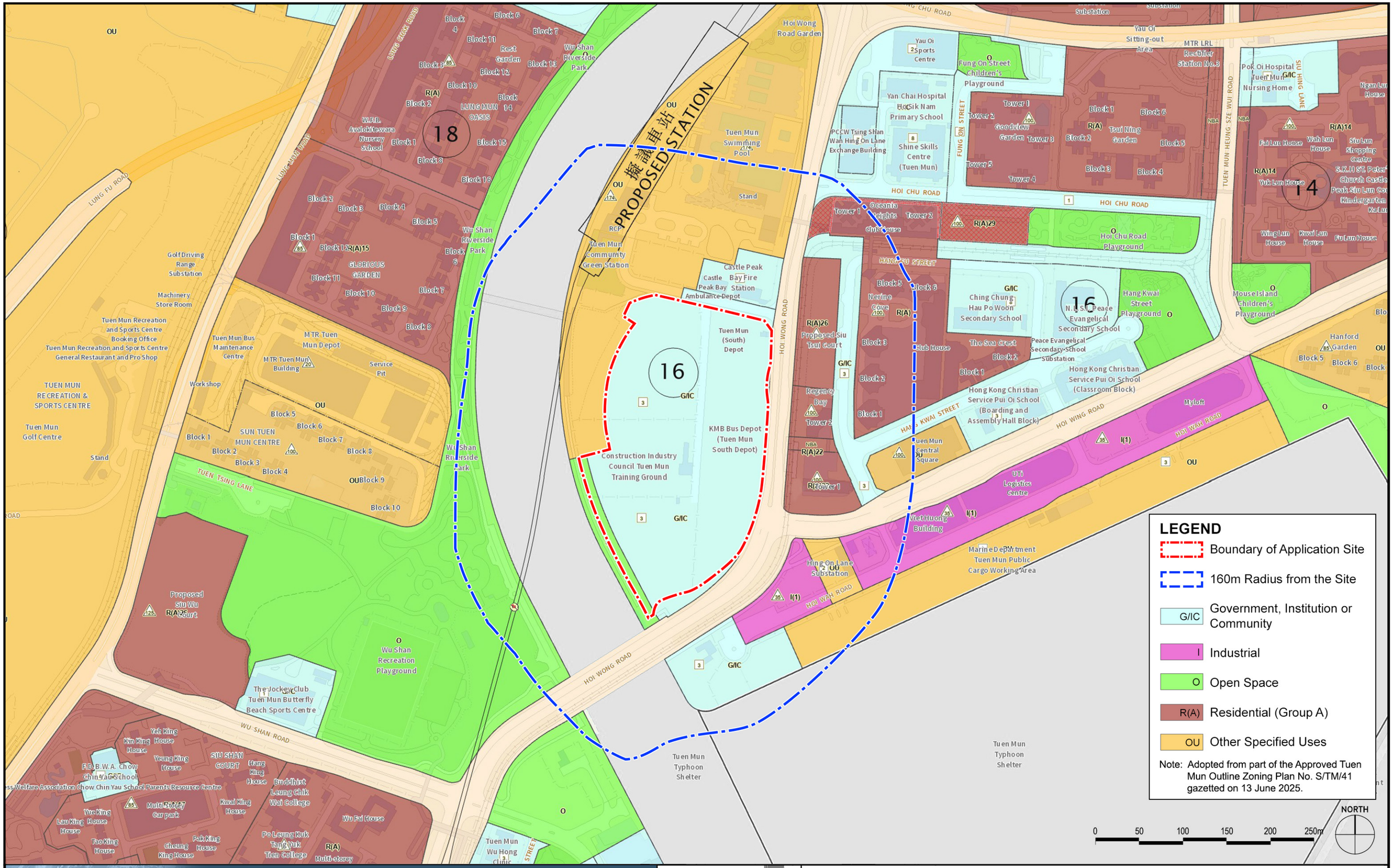
屯門 Tuen Mun

Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Ubis 雅邦 Limited

Title			
Site Location on Base Map			
Scale	1:4,000 @ A3	Date	February 2026
Figure No.	**1.1**		



Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

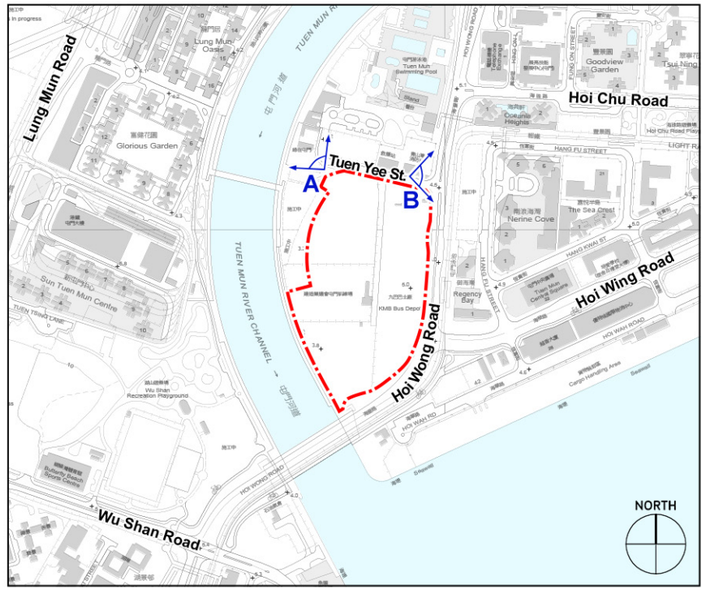
屯門 Tuen Mun

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

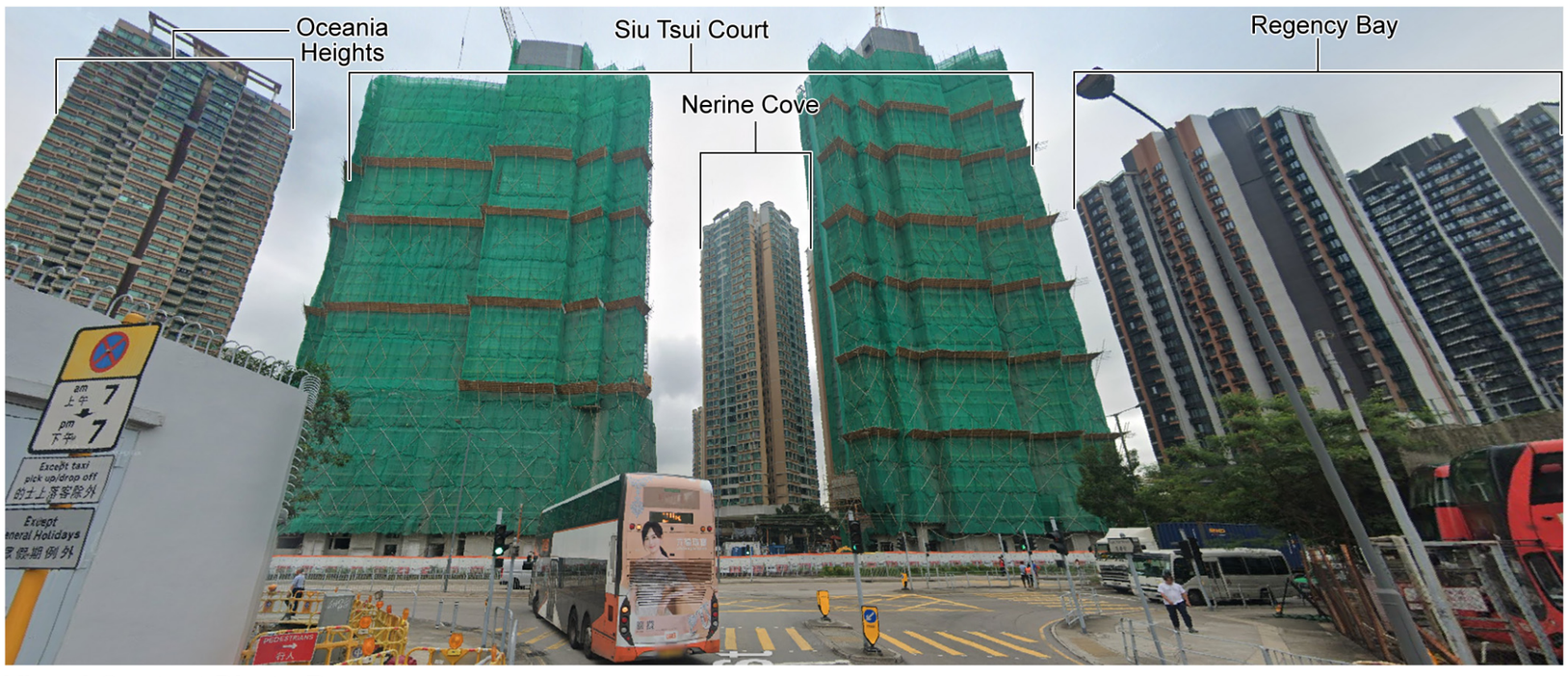
Title: Outline Zoning Plan (OZP)

Scale	Date	Figure No.
1:4,000 @ A3	February 2026	**1.2**

Visual Context Photo A



KEY PLAN



Visual Context Photo B

(Source: Google Earth, 2025)

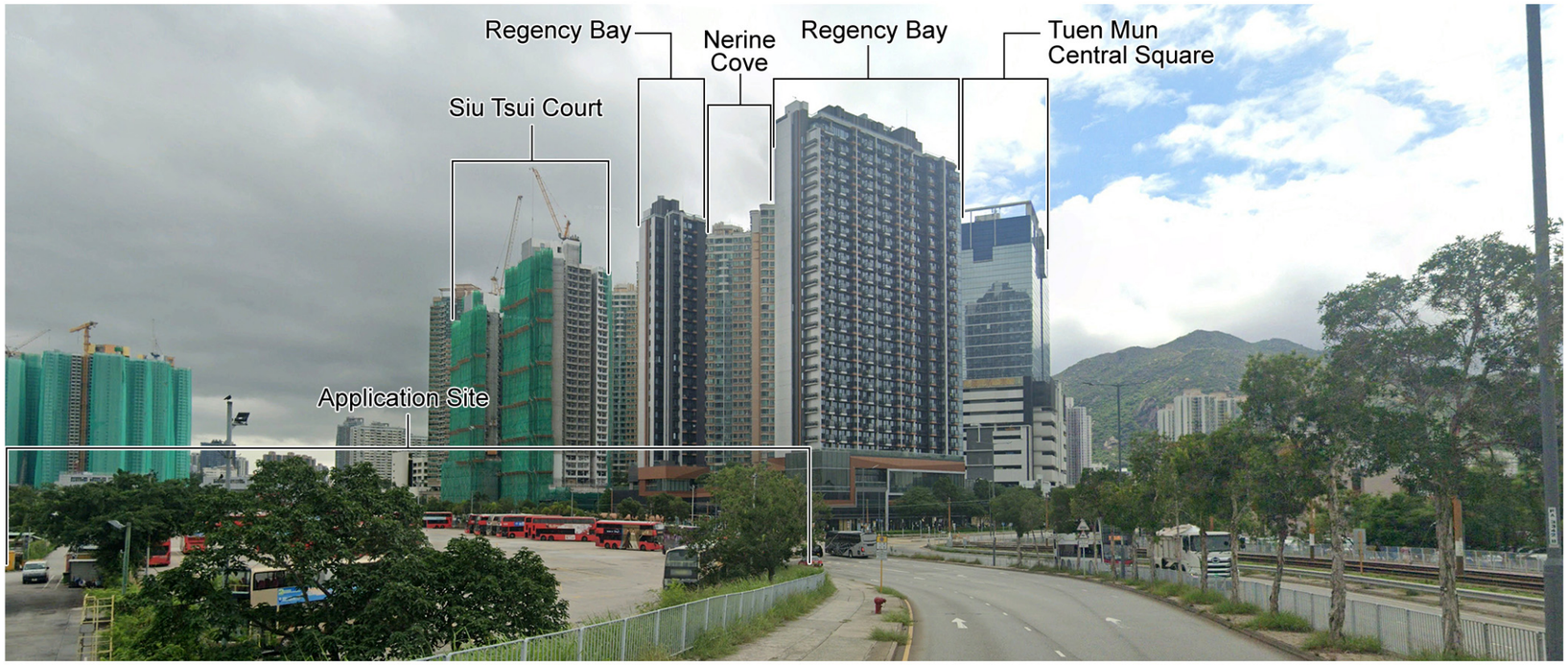
Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

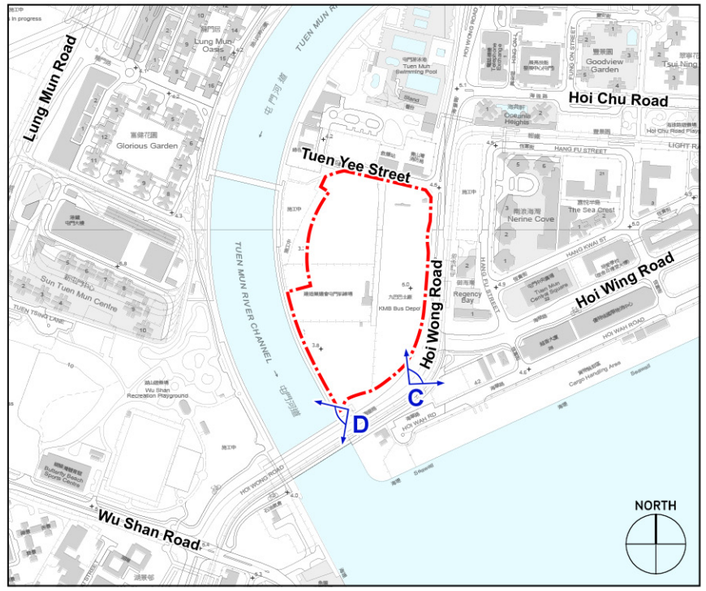
Tuen Mun 屯門

Title: Visual Context Photos - 1 of 2

Scale: N.T.S. @ A3 | Date: March 2025 | Figure No.: **3.1**



Visual Context Photo C



KEY PLAN

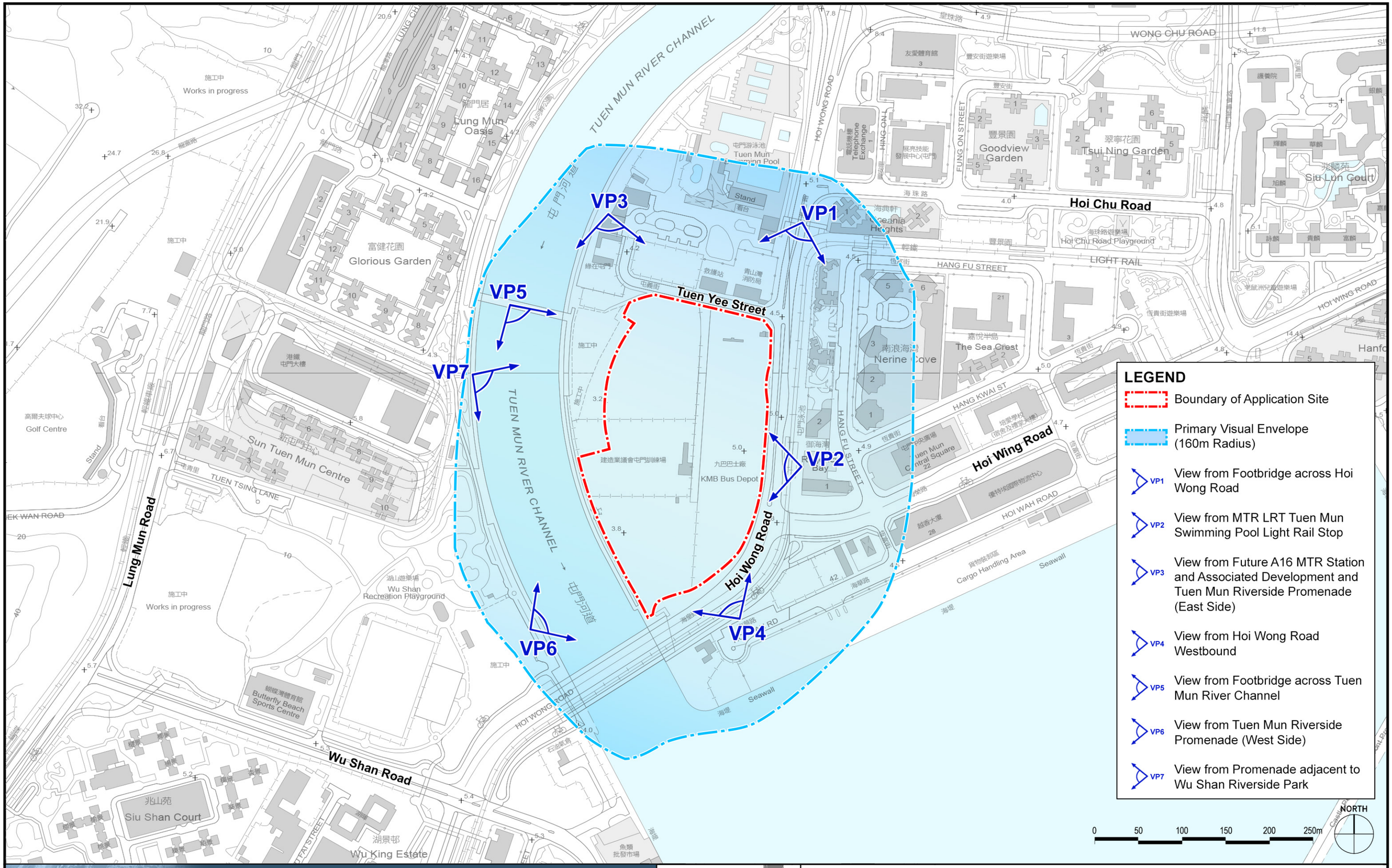
Visual Context Photo D

(Source: Google Earth, 2025)

Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Title	Visual Context Photos - 2 of 2		
Scale	N.T.S. @ A3	Date	March 2025
Figure No.	**3.2**		



Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

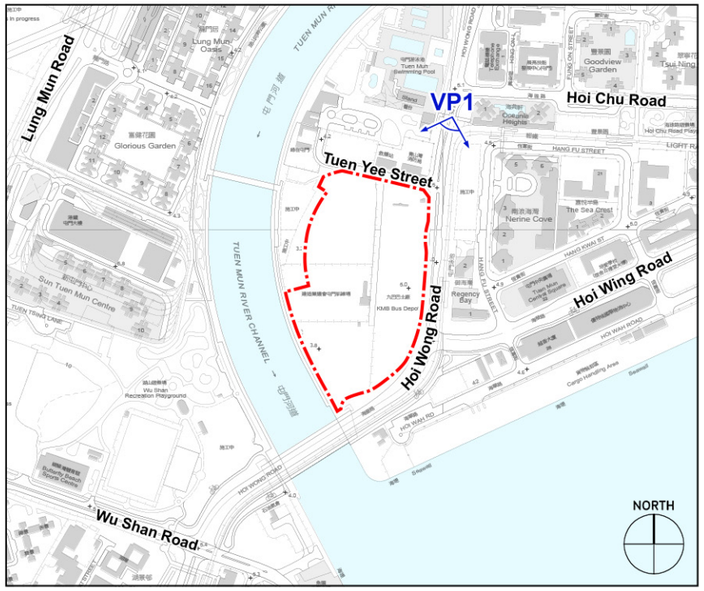
Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Title: Primary Visual Envelope (VE) and Key Public Viewpoint (VP) Location

Scale	Date	Figure No.
1:4,000 @ A3	February 2026	3.3

EXISTING CONDITION



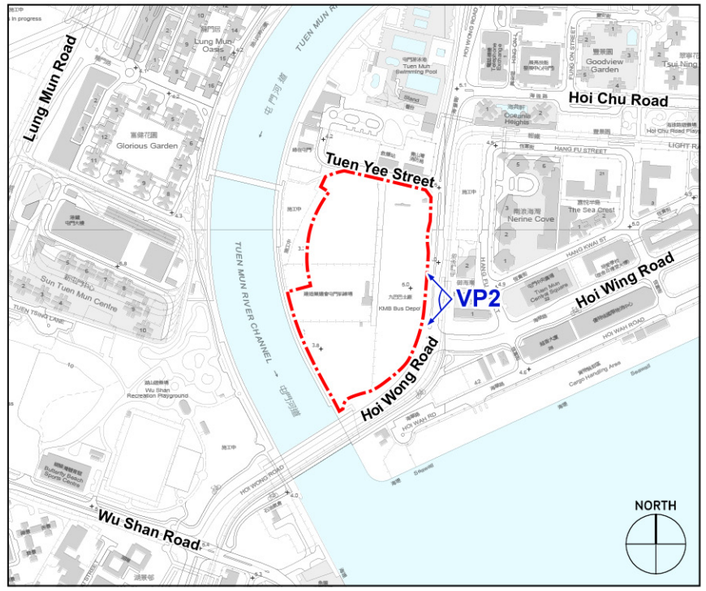
KEY PLAN

Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Title	VP1 - Footbridge Across Hoi Wong Road		
Scale	N.T.S. @ A3	Date	March 2025
Figure No.	**3.4**		

EXISTING CONDITION

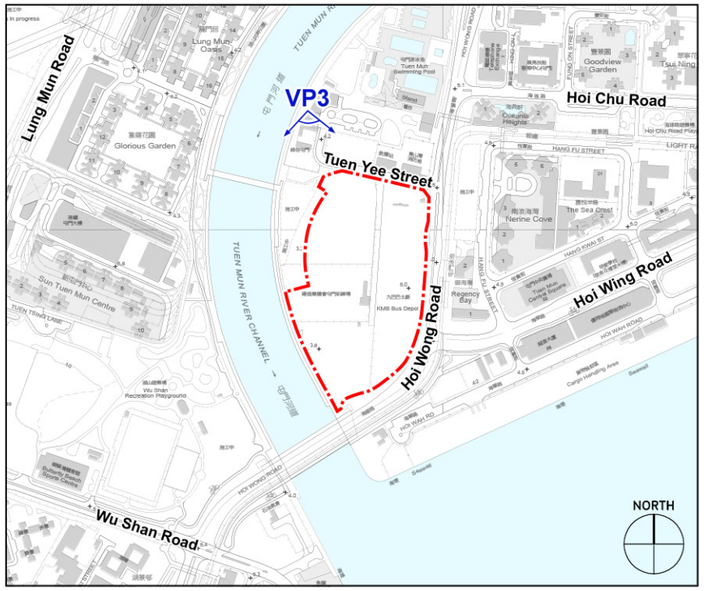


KEY PLAN

Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Title	VP2 - MTRCL LRT Tuen Mun Swimming Pool Light Rail Stop		
Scale	N.T.S. @ A3	Date	March 2025
Figure No.	**3.5**		



KEY PLAN

EXISTING CONDITION

屯門 Tuen Mun

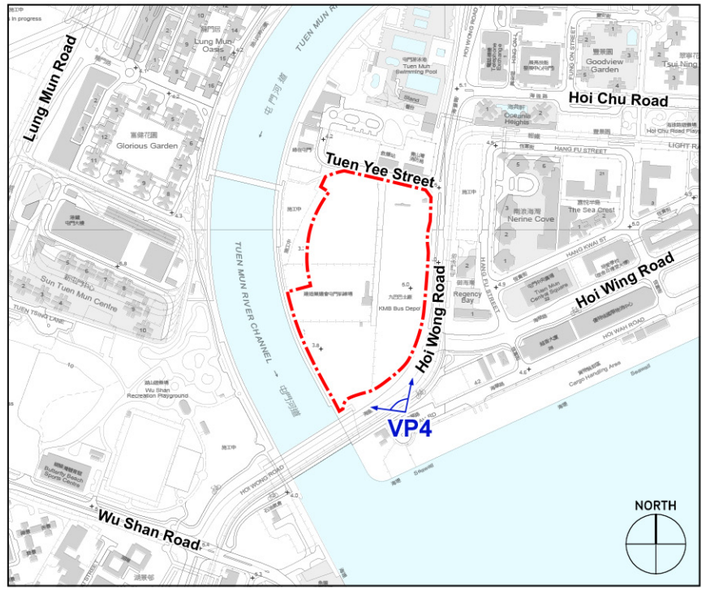
Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

雅邦 Limited

Title	VP3 - Tuen Mun Riverside Promenade (East Side)
Scale	N.T.S. @ A3
Date	March 2025
Figure No.	**3.6**

EXISTING CONDITION



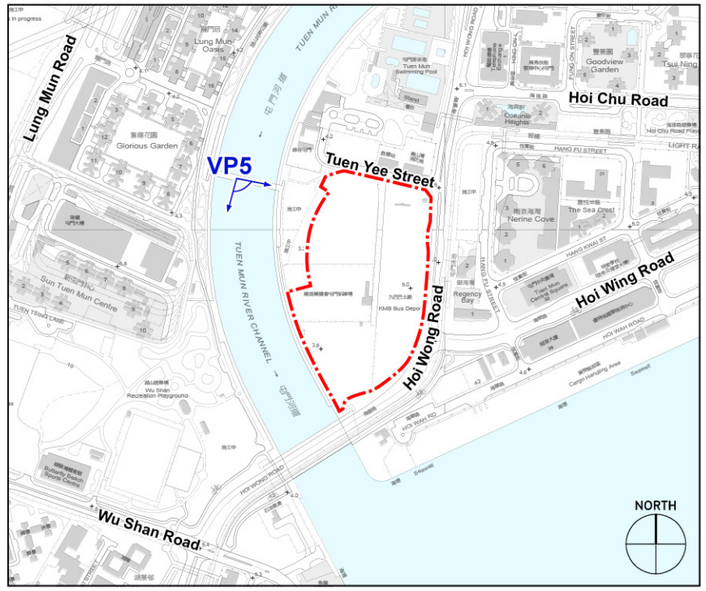
KEY PLAN

Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Title	VP4 - Hoi Wong Road Westbound		
Scale	N.T.S. @ A3	Date	March 2025
Figure No.	**3.7**		

EXISTING CONDITION

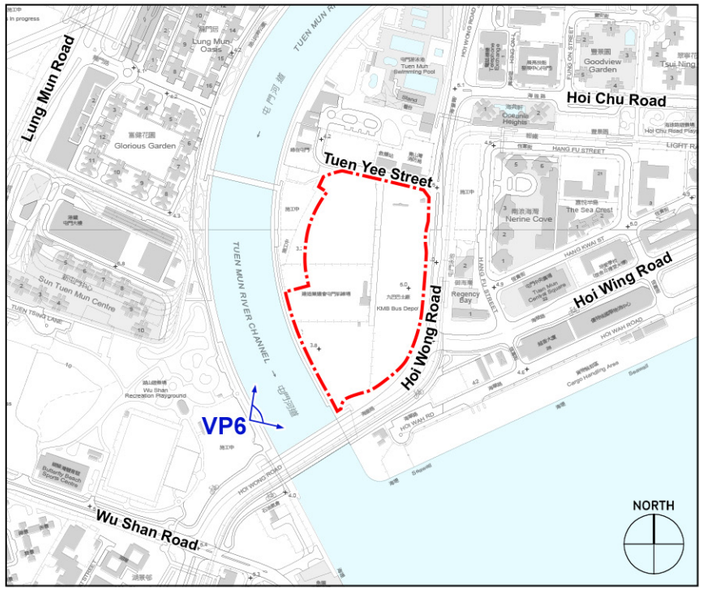


KEY PLAN

Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Title	VP5 - Footbridge Across Tuen Mun River Channel		
Scale	N.T.S. @ A3	Date	March 2025
Figure No.	**3.8**		



KEY PLAN

EXISTING CONDITION

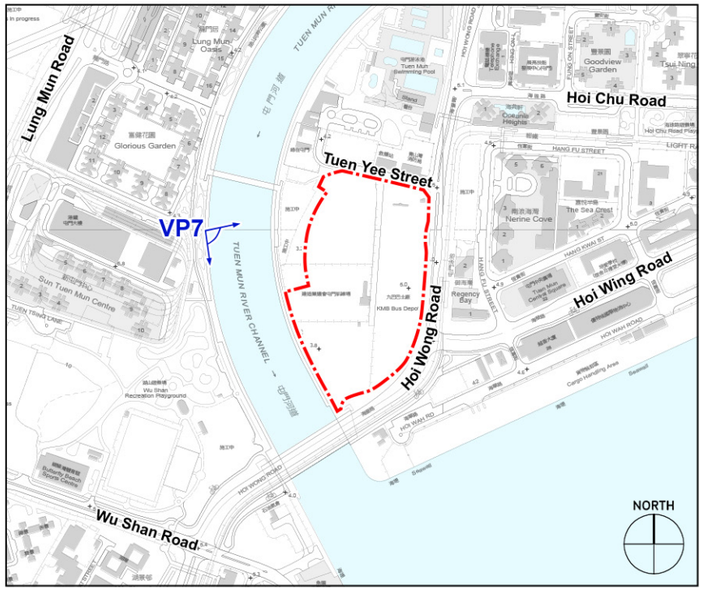
Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Title: VP6 - Tuen Mun Riverside Promenade (West Side)

Scale	Date	Figure No.
N.T.S. @ A3	March 2025	**3.9**



KEY PLAN

EXISTING CONDITION

Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

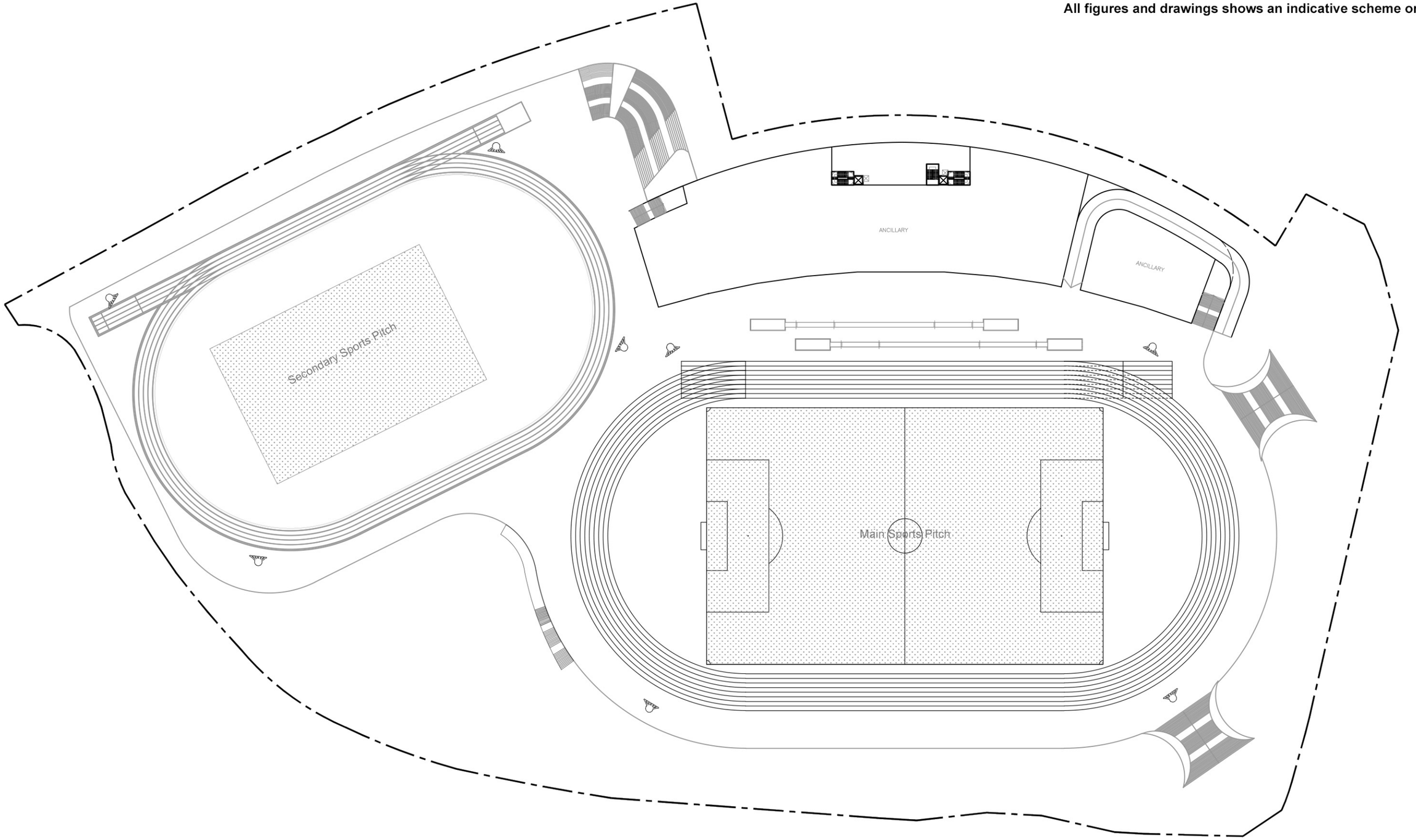
Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Title: VP7 - Promenade adjacent to Wu Shan Riverside Park

Scale	Date	Figure No.
N.T.S. @ A3	March 2025	**3.10**

All figures and drawings shows an indicative scheme only



Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

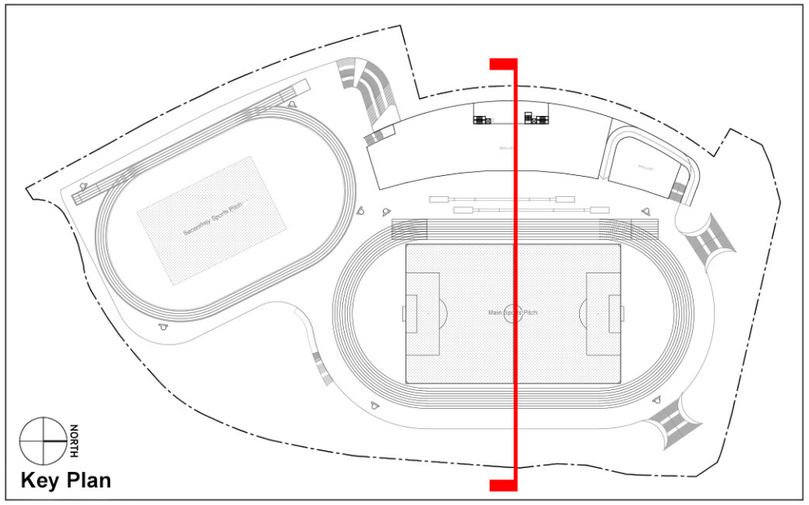
Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

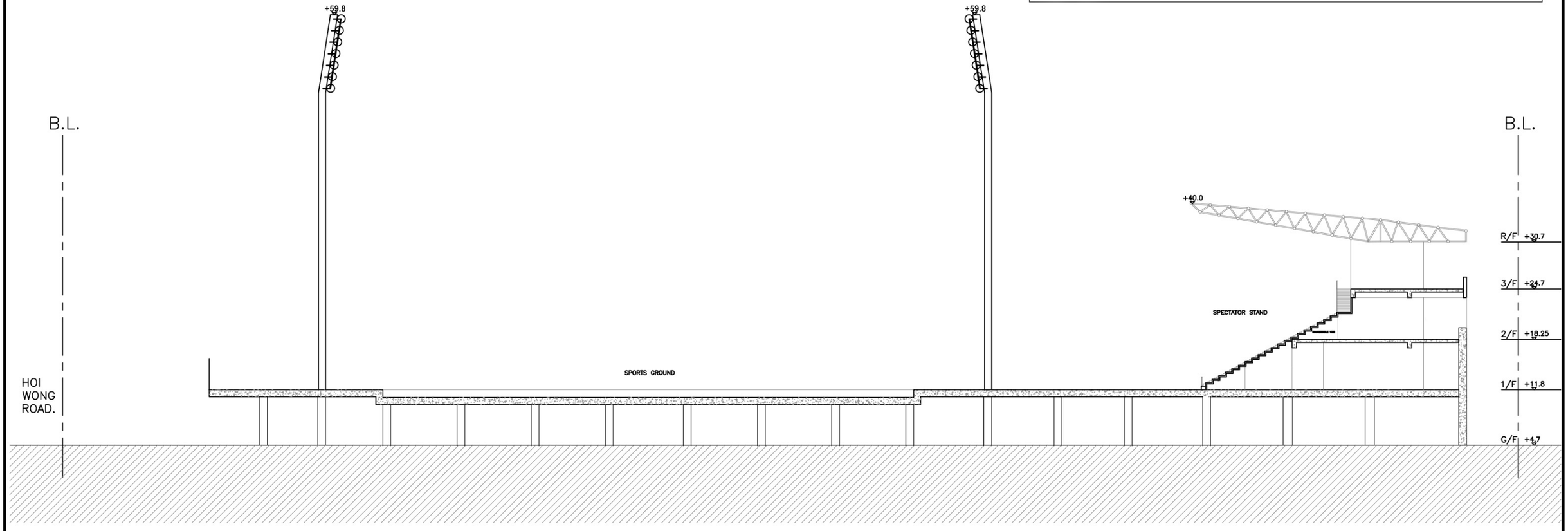
Ubis 雅邦 Limited

Title			
Proposed Layout Plan			
Scale	1:1,000 @ A3	Date	November 2025
Figure No.	**4.1**		

All figures and drawings shows an indicative scheme only



Key Plan



Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Title: Section Drawing

Scale: N.T.S. @ A3

Date: February 2026

Figure No.: **4.2**

ID No.	Visual Mitigation Measures
OM1	Conformity of Structures with Height Profiles in Surrounding Urban Environment
OM2	Sensitive Aesthetic Architectural Design and Chromatic Treatment or Built Structure
OM3	Vegetation on and around the Proposed Project's Sturctures

TUEN MUN RIVER

OM1 / OM2

OM3

Future Landscape by MTRCL Project

Secondary Sports Pitch

Main Sports Pitch

Open Space

T92(R)

TUEN YEE STREET

HOI WONG ROAD

Drainage Reserve Area Extent

LEGEND

- Application Site
- Proposed Tree Planting
- Proposed Shrub & Groundcover Planting
- Proposed Sports Turf
- Tree to be Retained
- Entrance
- Floodlight
- Seating Area

0 10 20 30 40 50m

NORTH

Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

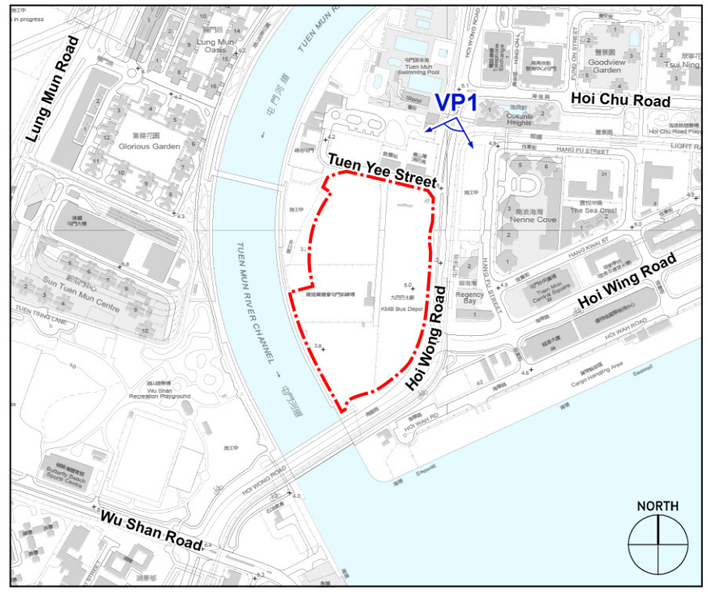
Title: Visual Mitigation Measures

Scale: 1:1,000 @ A3

Date: November 2025

Figure No.: **4.3**

EXISTING CONDITION



KEY PLAN

PROPOSED SCHEME IN 2032

Remark: Viaduct constructed by MTRCL will be in place in 2030

PROPOSED SCHEME IN 2042

Remark: Viaduct constructed by MTRCL will be in place in 2030

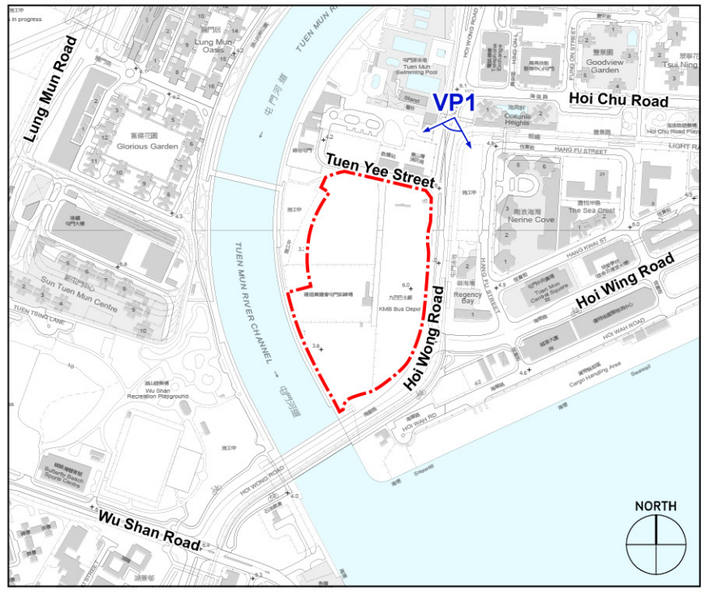
Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Title			
Photomontage of VP1			
Scale	N.T.S. @ A3	Date	January 2026
Figure No.	**4.4a**		

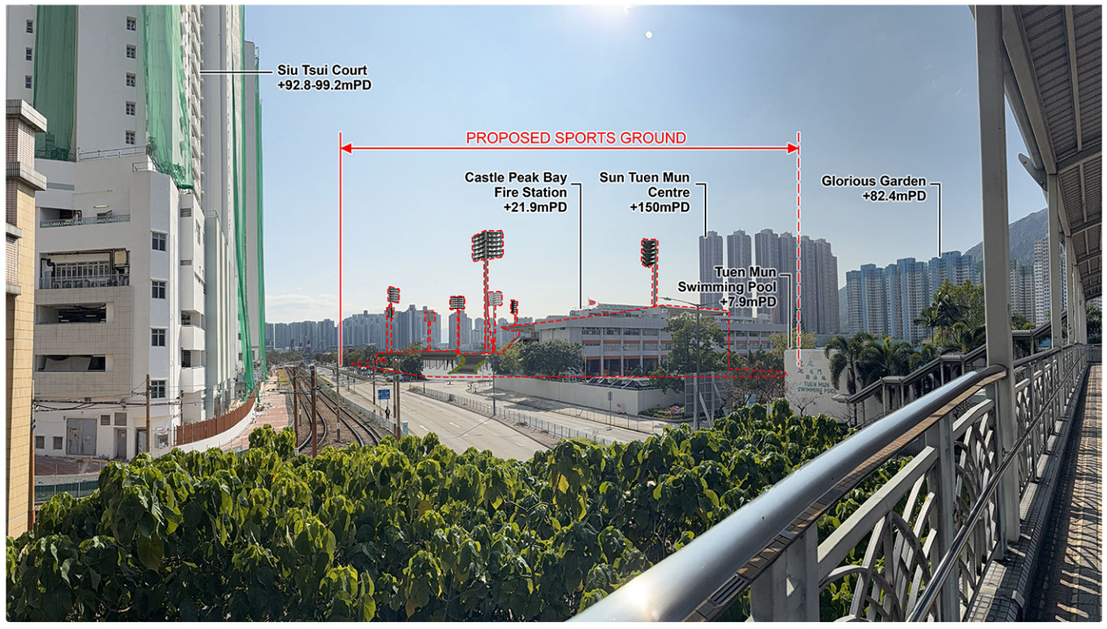
EXISTING CONDITION



KEY PLAN

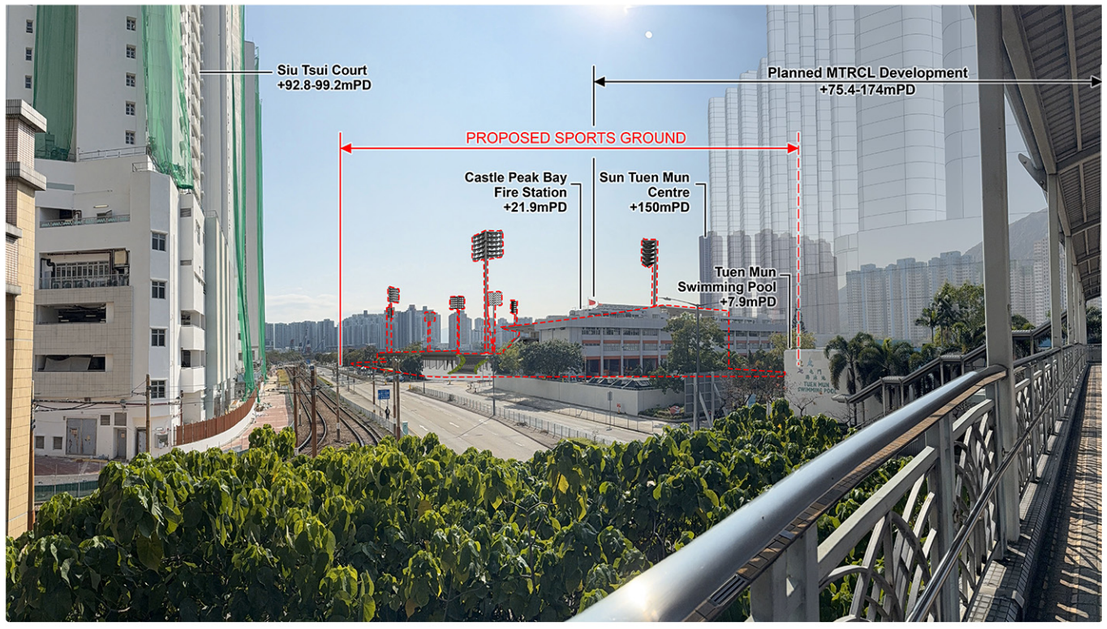
PROPOSED SCHEME IN 2032

Remark: Viaduct constructed by MTRCL will be in place in 2030



PROPOSED SCHEME IN 2042

Remark: Viaduct constructed by MTRCL will be in place in 2030



屯門 Tuen Mun

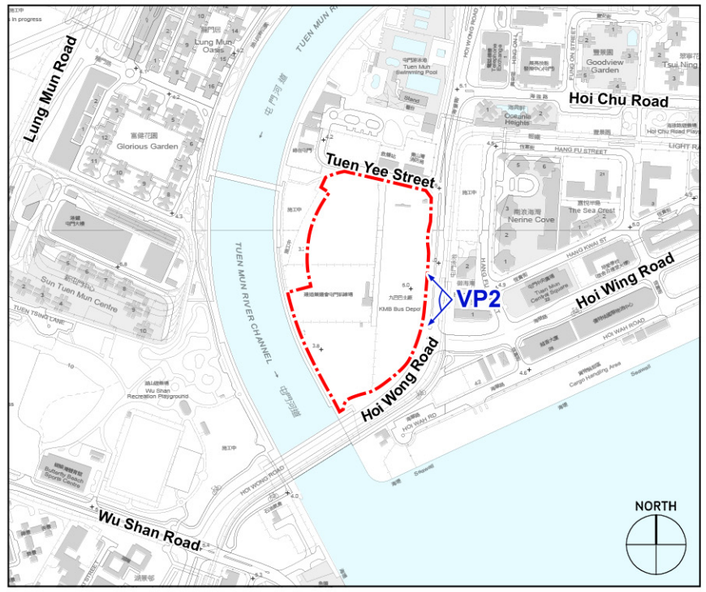
Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Ubis 雅邦 Limited

Title			
Photomontage of VP1 (with annotations)			
Scale	N.T.S. @ A3	Date	January 2026
Figure No.	**4.4b**		

EXISTING CONDITION



KEY PLAN

PROPOSED SCHEME IN 2032

Remark: Viaduct constructed by MTRCL will be in place in 2030

PROPOSED SCHEME IN 2042

Remark: Viaduct constructed by MTRCL will be in place in 2030

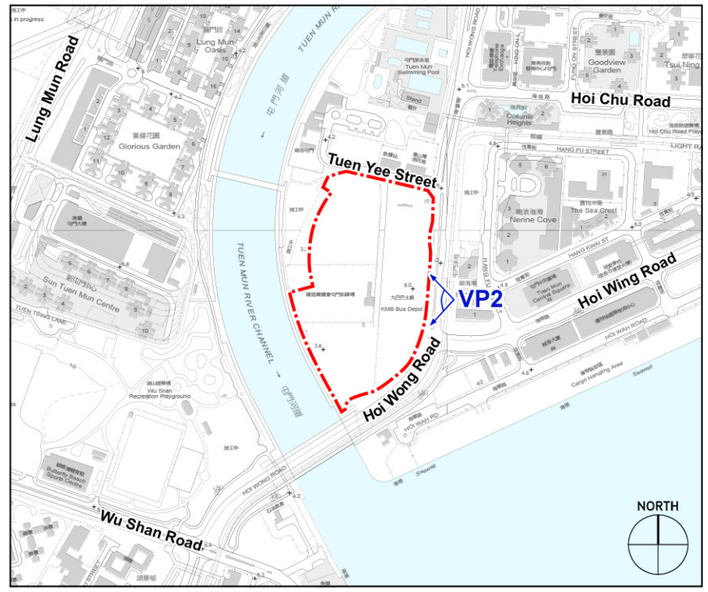
Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Title			
Photomontage of VP2			
Scale	N.T.S. @ A3	Date	February 2026
Figure No.	**4.5a**		

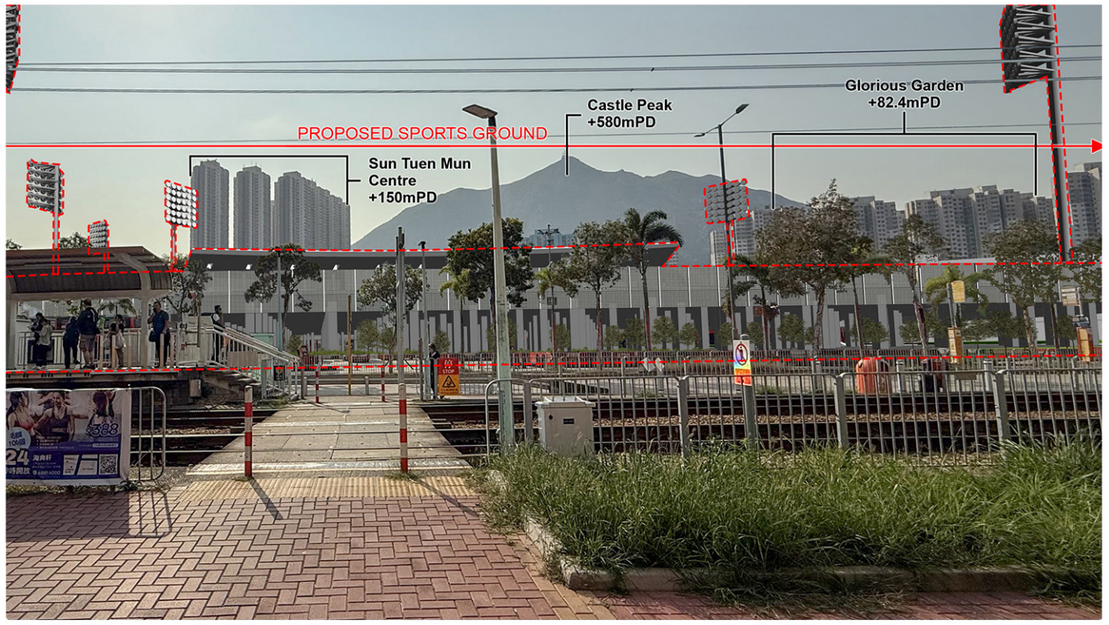
EXISTING CONDITION



KEY PLAN

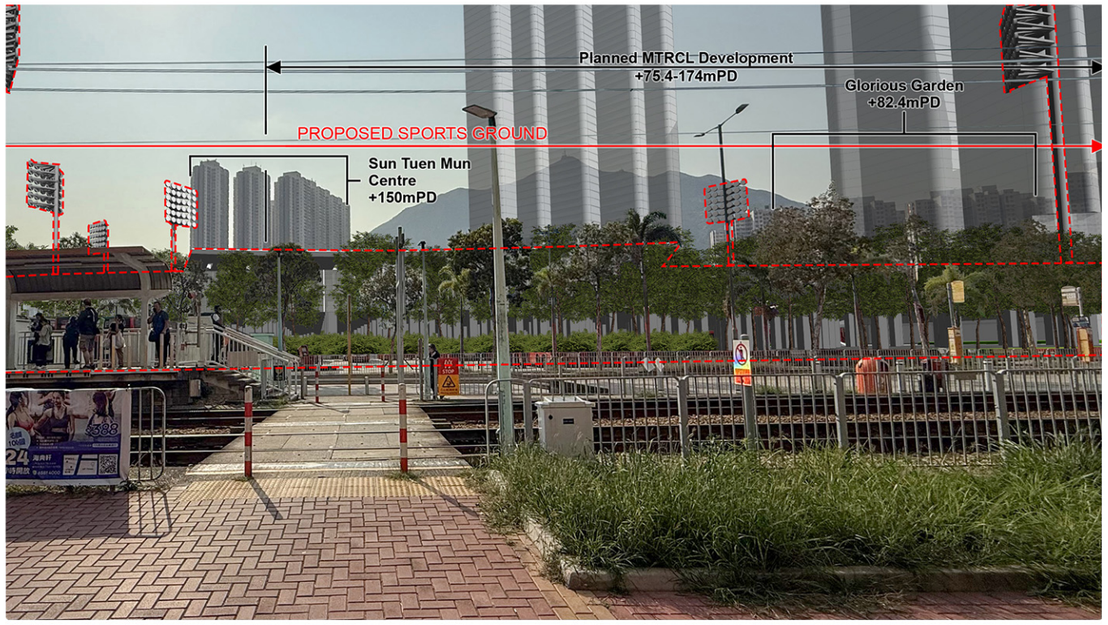
PROPOSED SCHEME IN 2032

Remark: Viaduct constructed by MTRCL will be in place in 2030



PROPOSED SCHEME IN 2042

Remark: Viaduct constructed by MTRCL will be in place in 2030



屯門 Tuen Mun

Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

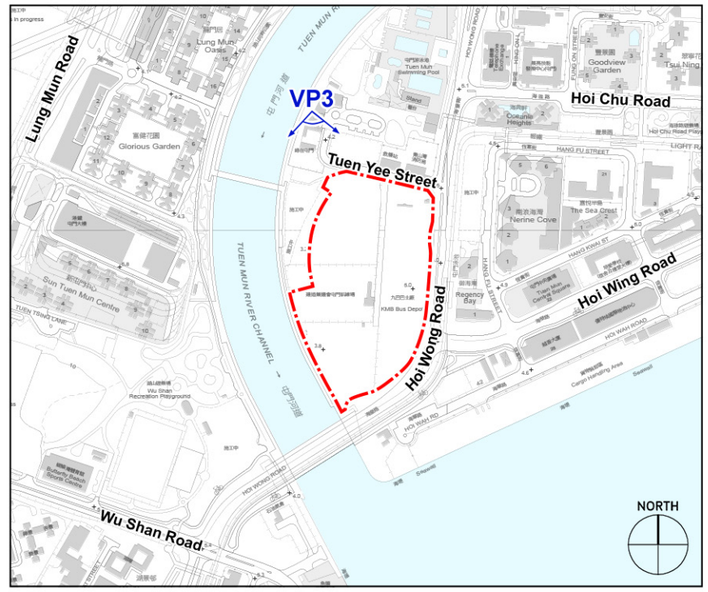
Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Ove Arup & Partners Hong Kong Limited 雅邦

Title: Photomontage of VP2 (with annotations)

Scale	Date	Figure No.
N.T.S. @ A3	February 2026	**4.5b**

EXISTING CONDITION



KEY PLAN

PROPOSED SCHEME IN 2032

Remark: Viaduct constructed by MTRCL will be in place in 2030

PROPOSED SCHEME IN 2042

Remark: Viaduct constructed by MTRCL will be in place in 2030

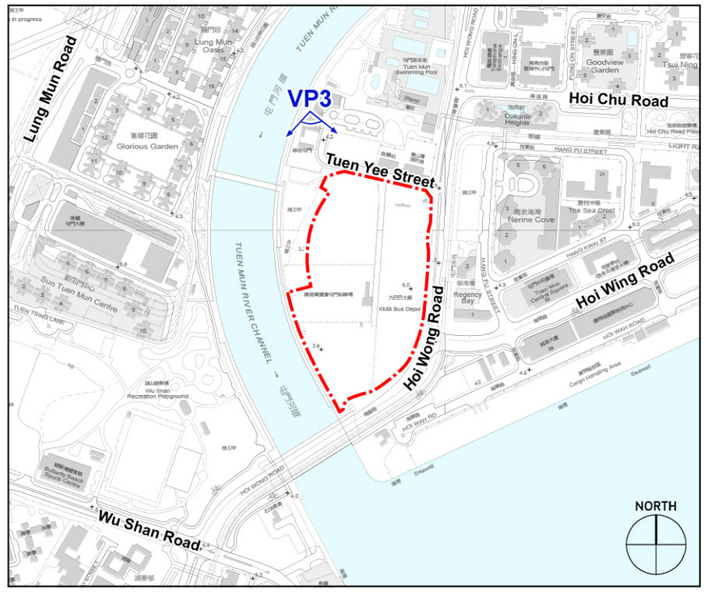
Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Title			
Photomontage of VP3			
Scale	N.T.S. @ A3	Date	January 2026
Figure No.	**4.6a**		

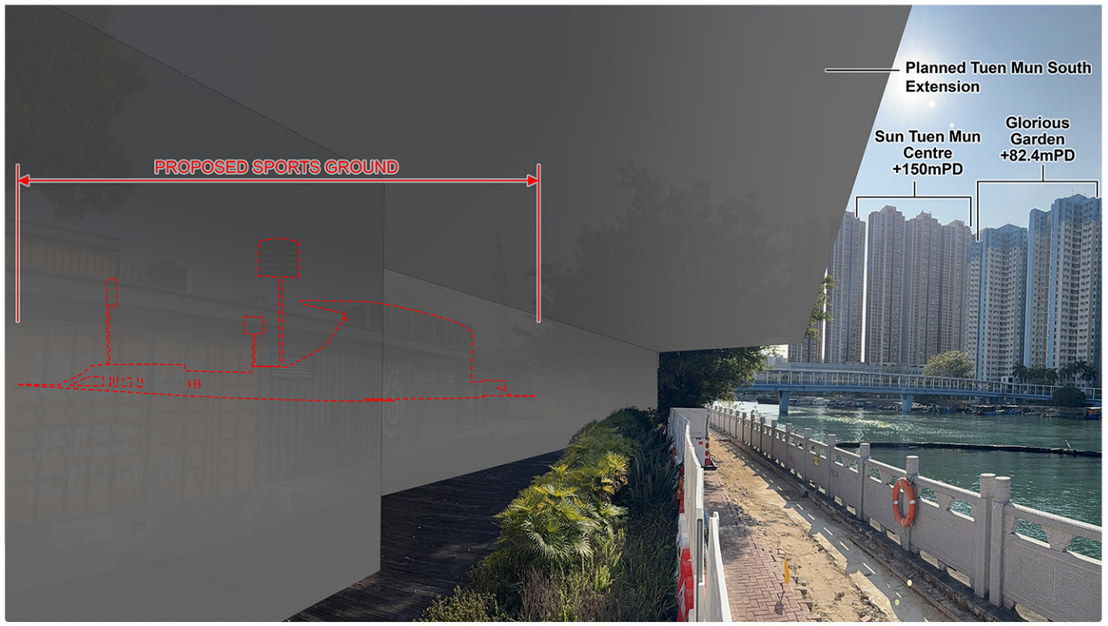
EXISTING CONDITION



KEY PLAN

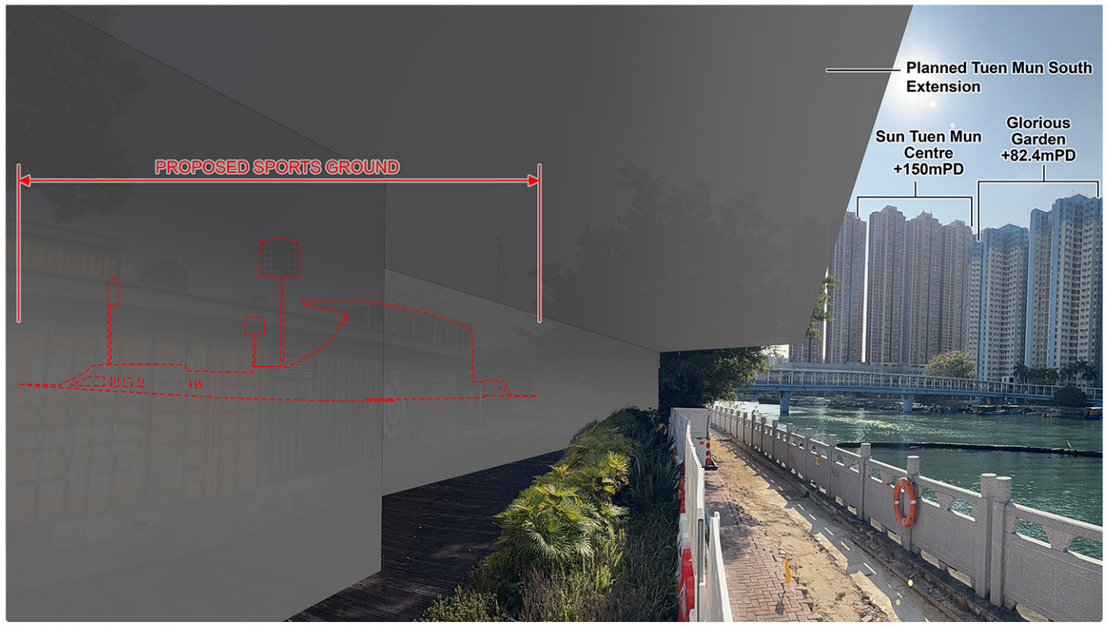
PROPOSED SCHEME IN 2032

Remark: Viaduct constructed by MTRCL will be in place in 2030



PROPOSED SCHEME IN 2042

Remark: Viaduct constructed by MTRCL will be in place in 2030



Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

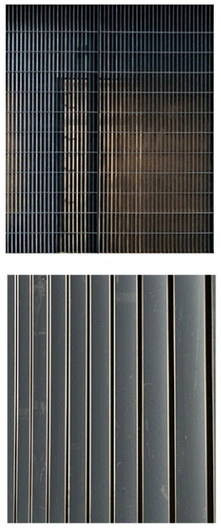
Tuen Mun 屯門

Title: Photomontage of VP3 (with annotations)

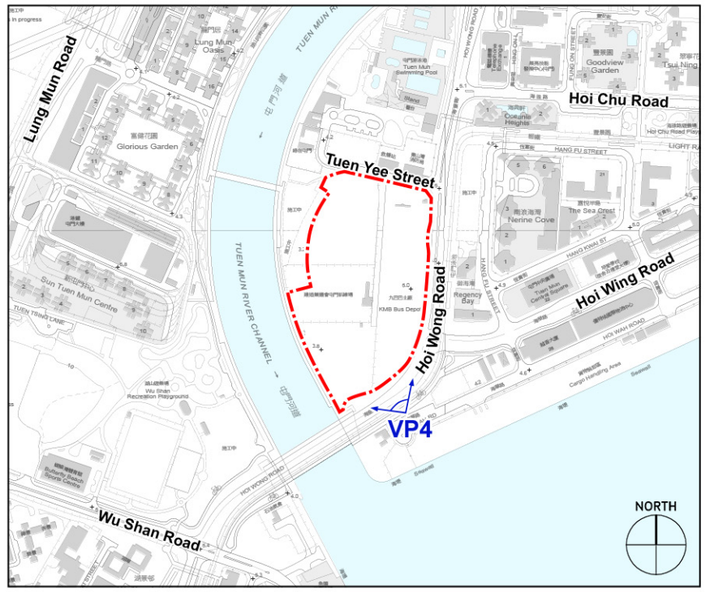
Scale: N.T.S. @ A3 | Date: January 2026 | Figure No.: **4.6b**

EXISTING CONDITION

Indicative Palette of Architectural Finishing



Notes: Image reference of non-solid façade etc., subject to future design and build contractor proposal.



KEY PLAN

PROPOSED SCHEME IN 2032

Remark: Viaduct constructed by MTRCL will be in place in 2030

PROPOSED SCHEME IN 2042

Remark: Viaduct constructed by MTRCL will be in place in 2030

Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Title: Photomontage of VP4

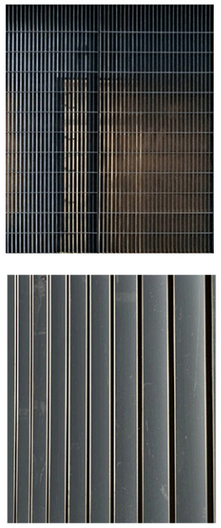
Scale: N.T.S. @ A3

Date: March 2026

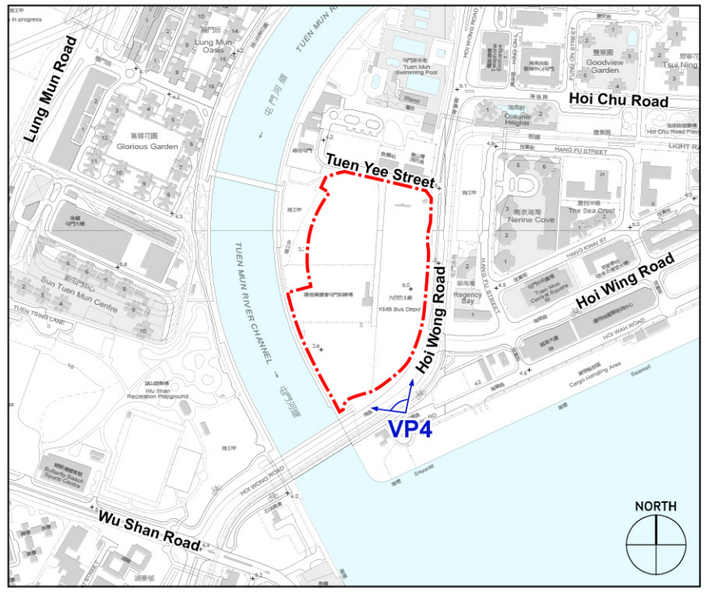
Figure No.: **4.7a**

EXISTING CONDITION

Indicative Palette of Architectural Finishing



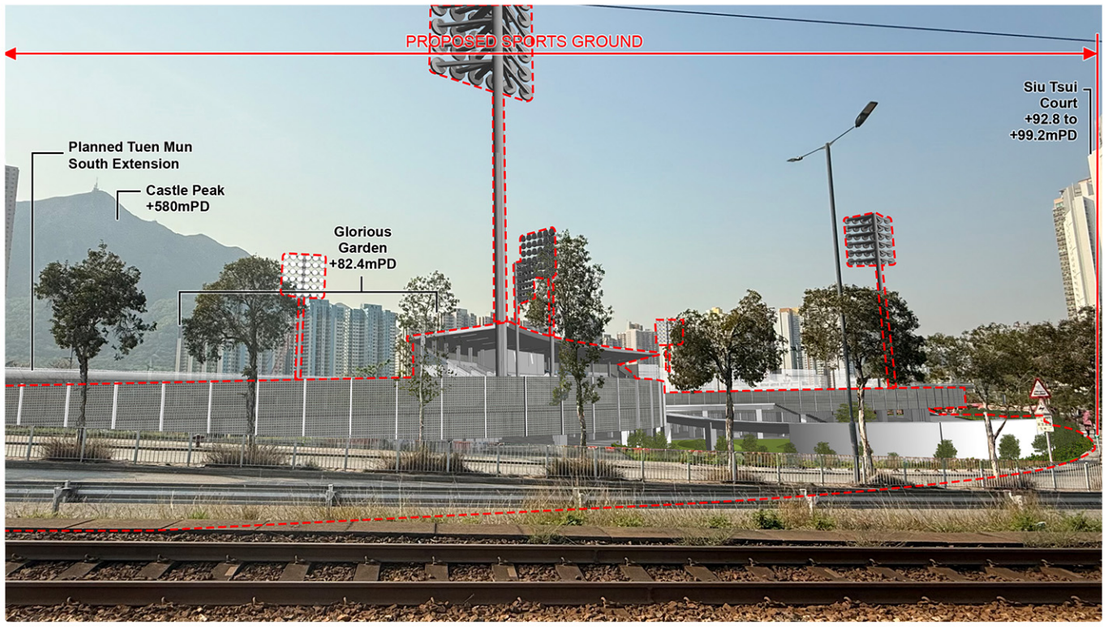
Notes: Image reference of non-solid façade etc., subject to future design and build contractor proposal.



KEY PLAN

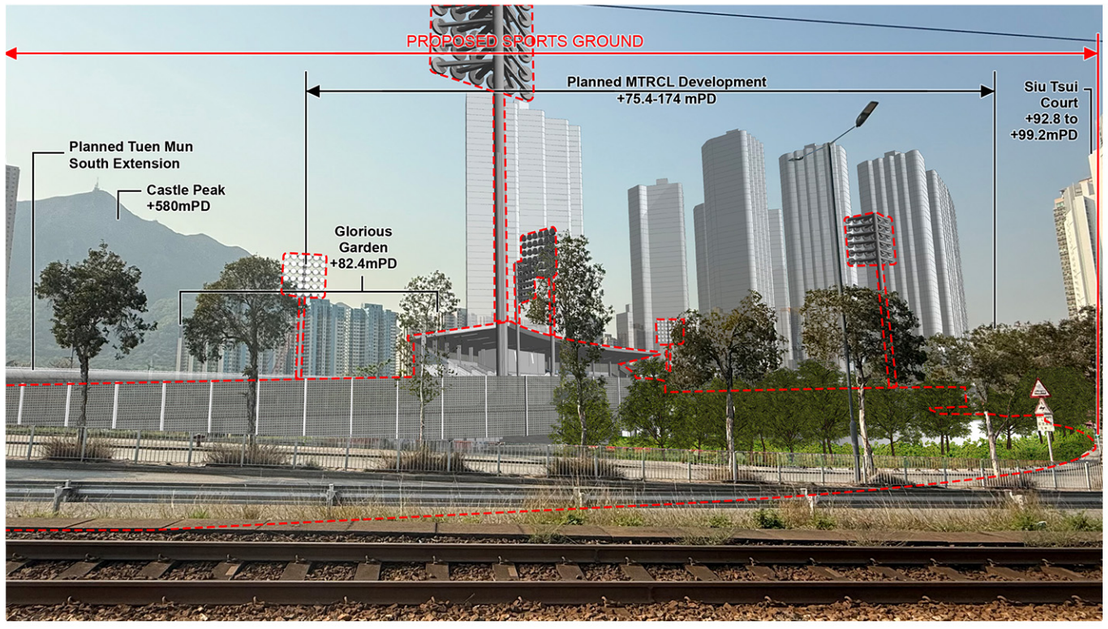
PROPOSED SCHEME IN 2032

Remark: Viaduct constructed by MTRCL will be in place in 2030



PROPOSED SCHEME IN 2042

Remark: Viaduct constructed by MTRCL will be in place in 2030



屯門 Tuen Mun

Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

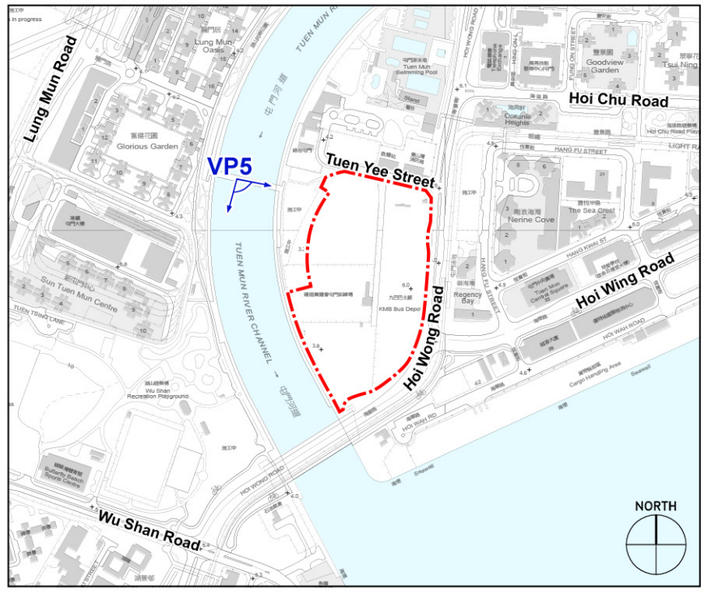
Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Ove Arup & Partners Hong Kong Limited 雅邦

Title: Photomontage of VP4 (with annotations)

Scale	Date	Figure No.
N.T.S. @ A3	March 2026	**4.7b**

EXISTING CONDITION



KEY PLAN

PROPOSED SCHEME IN 2032

Remark: Viaduct constructed by MTRCL will be in place in 2030

PROPOSED SCHEME IN 2042

Remark: Viaduct constructed by MTRCL will be in place in 2030

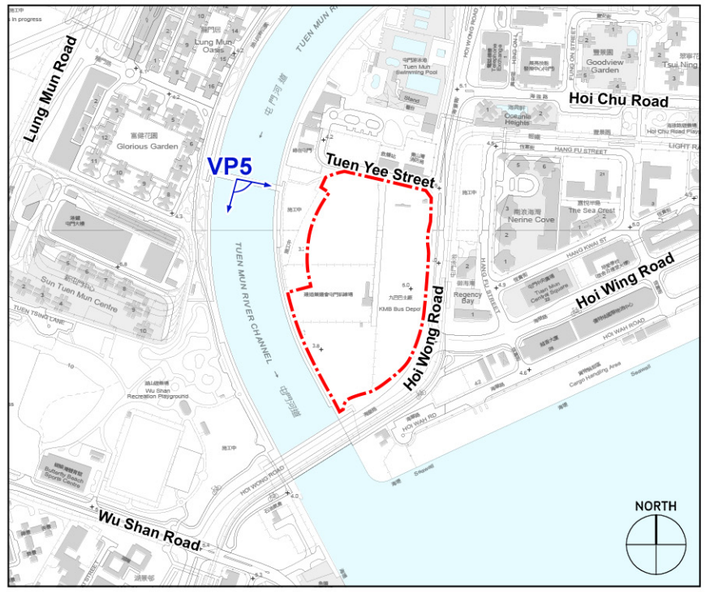
Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Title	Photomontage of VP5		
Scale	N.T.S. @ A3	Date	January 2026
Figure No.	**4.8a**		

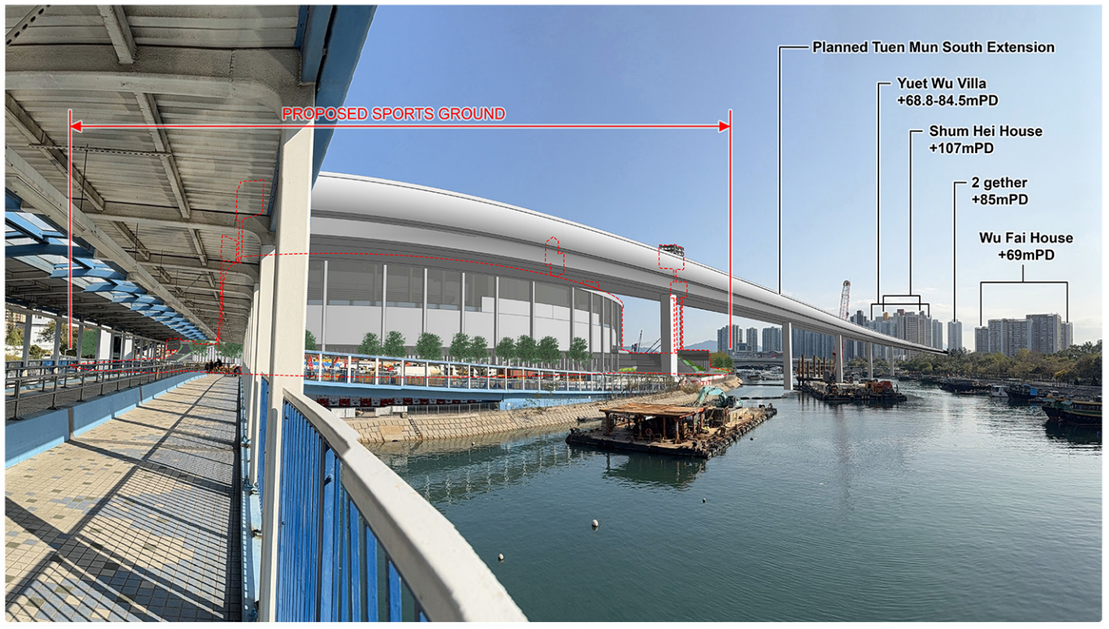
EXISTING CONDITION



KEY PLAN

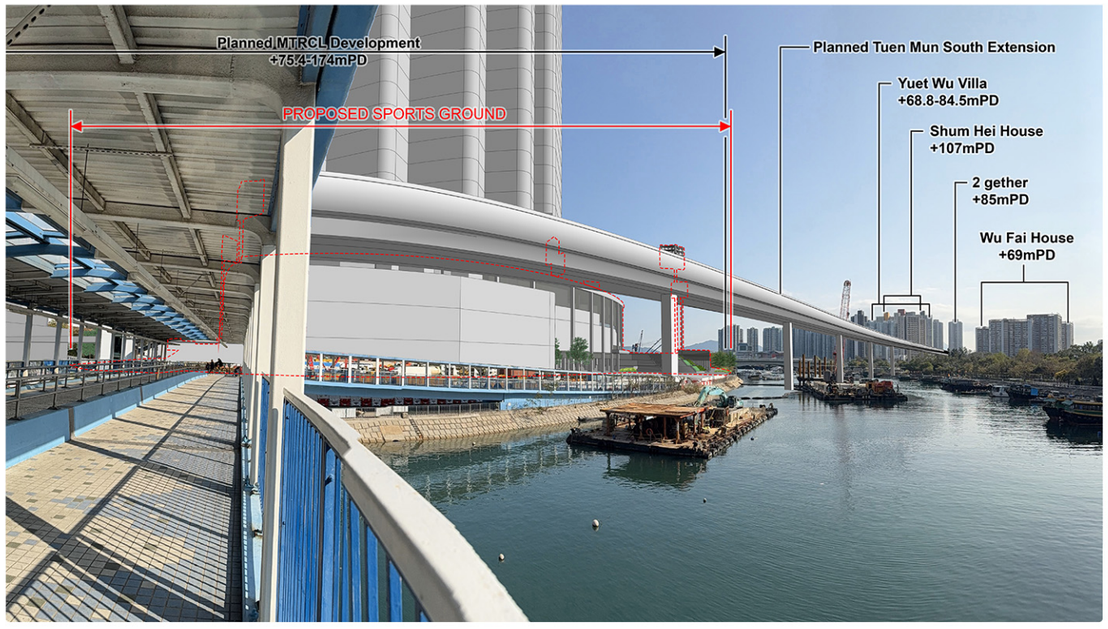
PROPOSED SCHEME IN 2032

Remark: Viaduct constructed by MTRCL will be in place in 2030



PROPOSED SCHEME IN 2042

Remark: Viaduct constructed by MTRCL will be in place in 2030



屯門 Tuen Mun

Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

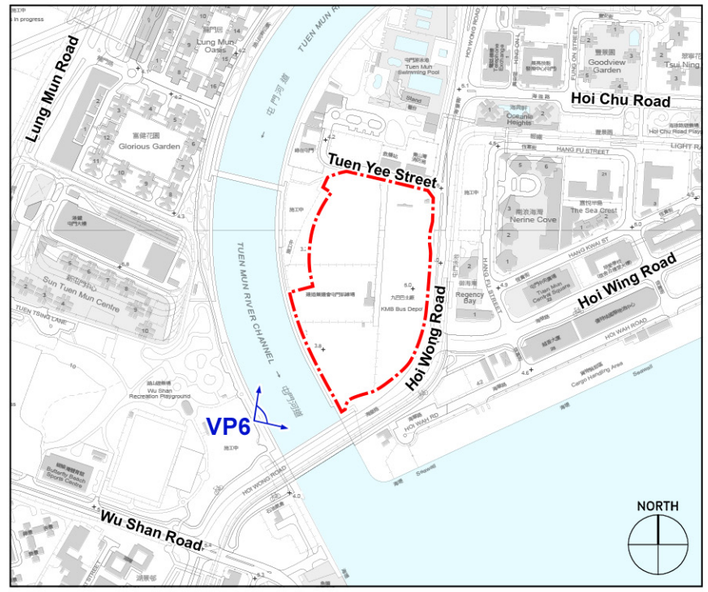
Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Ove Arup & Partners Hong Kong Limited 雅邦

Title: Photomontage of VP5 (with annotations)

Scale	Date	Figure No.
N.T.S. @ A3	January 2026	**4.8b**

EXISTING CONDITION



KEY PLAN

PROPOSED SCHEME IN 2032

Remark: Viaduct constructed by MTRCL will be in place in 2030

PROPOSED SCHEME IN 2042

Remark: Viaduct constructed by MTRCL will be in place in 2030

Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

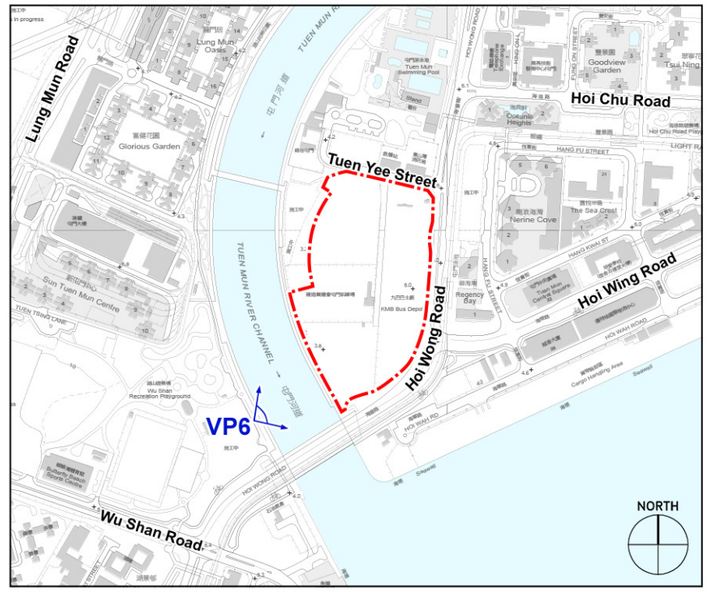
Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Title: Photomontage of VP6

Scale	Date	Figure No.
N.T.S. @ A3	January 2026	**4.9a**

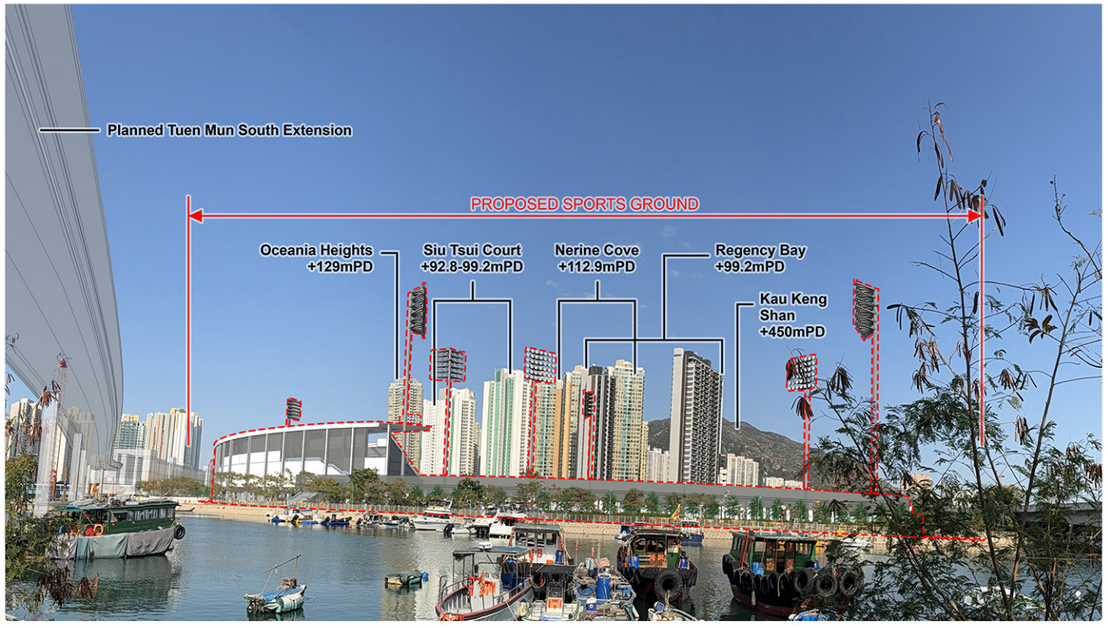
EXISTING CONDITION



KEY PLAN

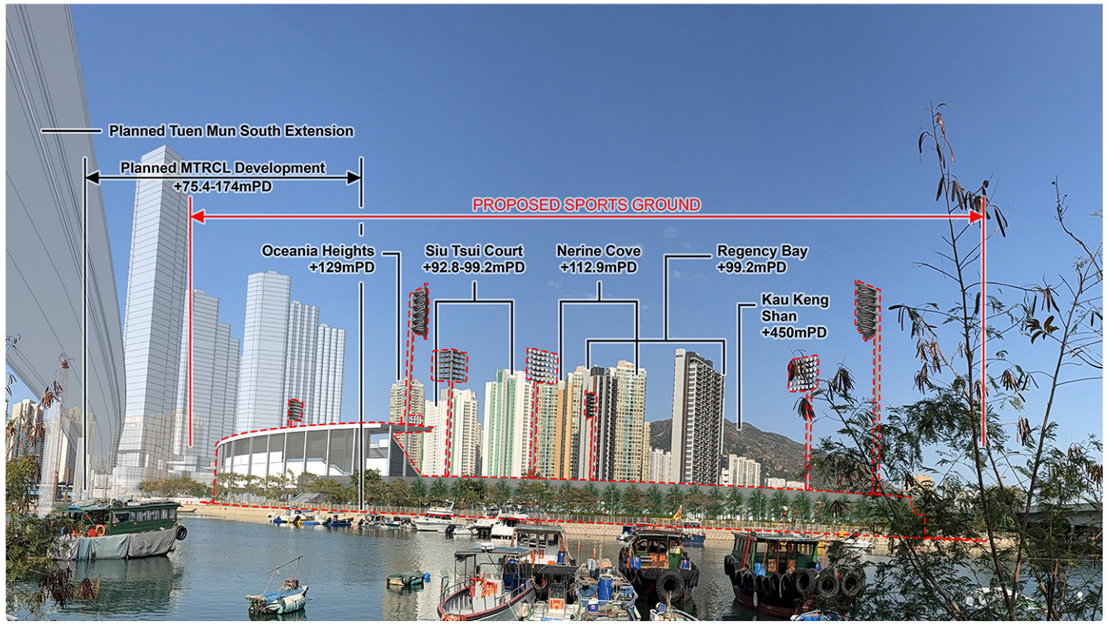
PROPOSED SCHEME IN 2032

Remark: Viaduct constructed by MTRCL will be in place in 2030



PROPOSED SCHEME IN 2042

Remark: Viaduct constructed by MTRCL will be in place in 2030



Tuen Mun 屯門

Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

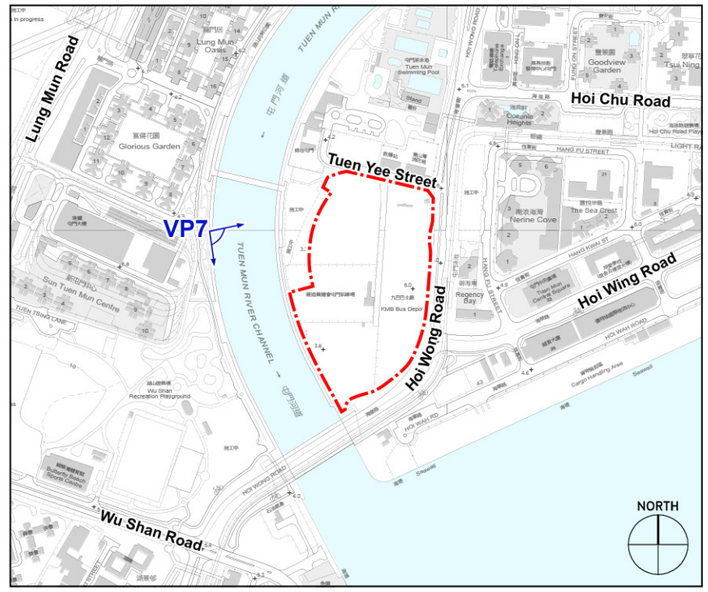
Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Ove Arup & Partners Hong Kong Limited 雅邦

Title: Photomontage of VP6 (with annotations)

Scale	Date	Figure No.
N.T.S. @ A3	January 2026	**4.9b**

EXISTING CONDITION



KEY PLAN

PROPOSED SCHEME IN 2032

Remark: Viaduct constructed by MTRCL will be in place in 2030

PROPOSED SCHEME IN 2042

Remark: Viaduct constructed by MTRCL will be in place in 2030

Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

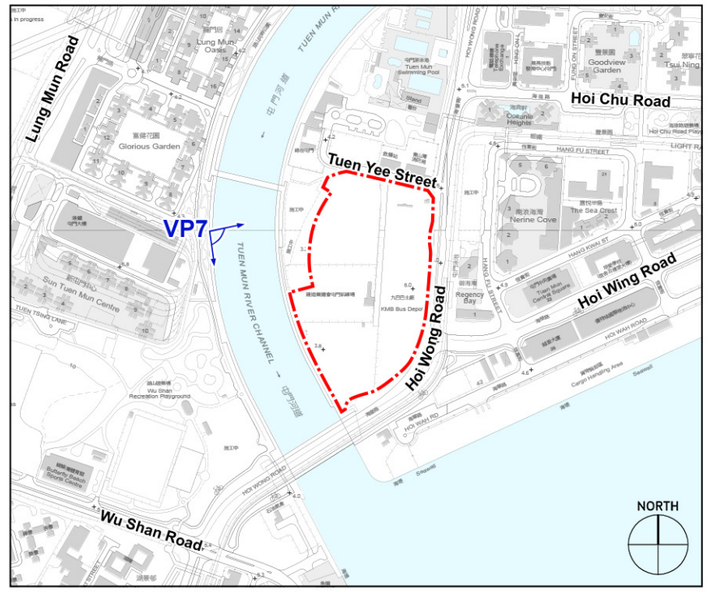
Title: Photomontage of VP7

Scale: N.T.S. @ A3

Date: January 2026

Figure No.: **4.10a**

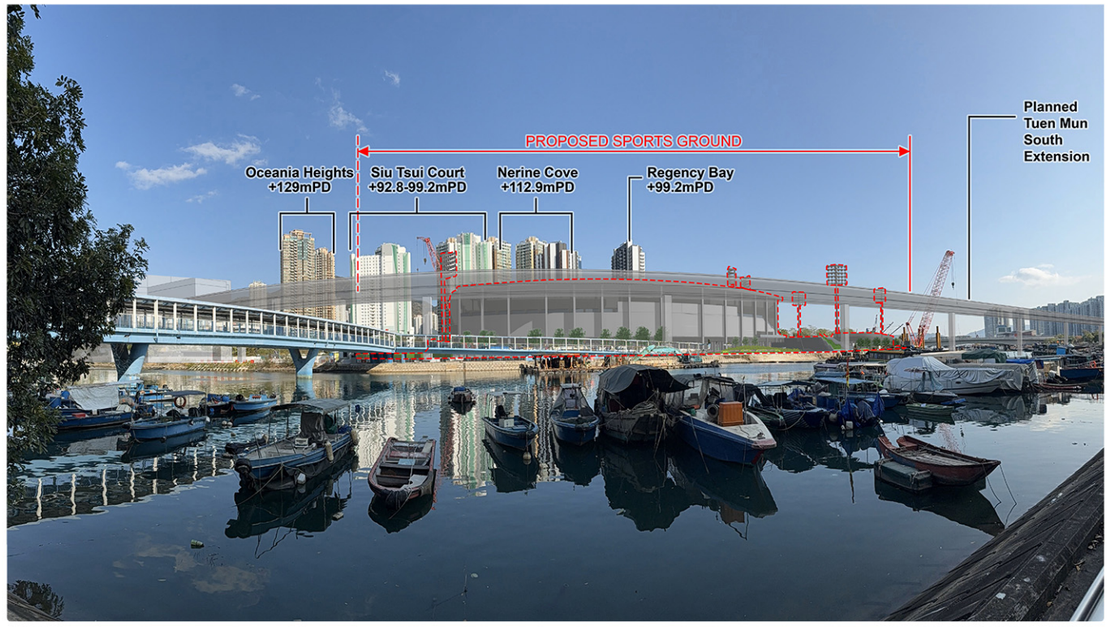
EXISTING CONDITION



KEY PLAN

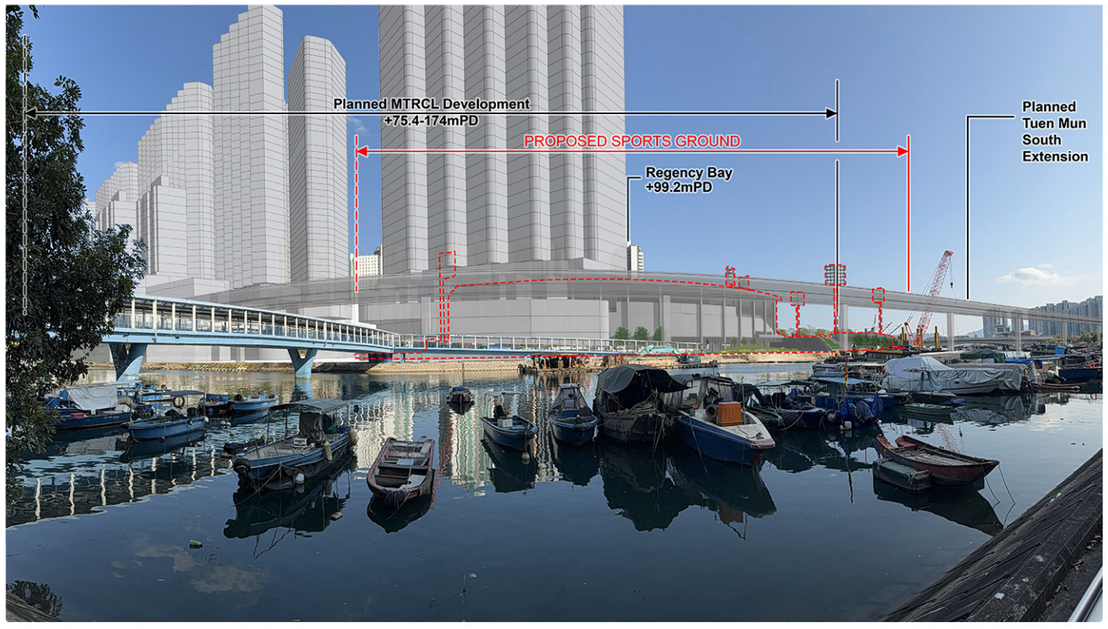
PROPOSED SCHEME IN 2032

Remark: Viaduct constructed by MTRCL will be in place in 2030



PROPOSED SCHEME IN 2042

Remark: Viaduct constructed by MTRCL will be in place in 2030



屯門 Tuen Mun

Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Ove Arup & Partners Hong Kong Limited 雅邦

Title: Photomontage of VP7 (with annotations)

Scale: N.T.S. @ A3 | Date: January 2026 | Figure No.: **4.10b**

Appendix B

Tree Survey Plan and Tree Assessment Schedule

NOTES:

1. ALL DIMENSIONS ARE IN METRES.
2. ALL SPOT LEVEL POSITIONS ARE INDICATED BY A CROSS.
3. ALL LEVELS ARE IN METRES TO PRINCIPAL DATUM (PD) UNLESS NOTED OTHERWISE.
4. ALL CO-ORDINATES ARE REFER TO HONG KONG (1980) METRIC GRID CO-ORDINATES SYSTEM.
5. CHANNELS ARE U SHAPED EXCEPT WHERE STATED, WIDTHS ARE GIVEN.

826750mN 826800mN 826850mN 826900mN 826950mN 827000mN 827050mN 827100mN

814800mE 814850mE 814900mE 814950mE

NORTH

SCALE 1 : 1000
0 10 20 30m

ABBREVIATIONS:-

BH	BORE HOLE	MB	MAIL BOX
BO	BOLLARD	MH	MANHOLE
COH	COVER CHANNEL	MR	MIRROR
CL	COVER LEVEL	P	POST
CLF	CHAIN LINK FENCE	PT	TRIAL PIT
CO	COLUMN	RK	ROCK/BOULDER
conc	CONCRETE	SC	SPRAYED CONCRETE
CP	CATCH PIT	SCH	STEPPED CHANNEL
DC	DUCT COVER	SK	SEAT/BENCH
DI	DOWN PIPE	SN	SHRINE
EC	ELECTRIC COVER	SNP	SIGN POST
EE	ELECTRIC EARTH	ST	SEPTIC TANK
EP	ELECTRIC POLE	SV	STOP VALVE
EM	ELECTRIC MANHOLE	SW	SWITCH BOX
FB	FLOWER BED	TC	TELEPHONE COVER
FH	FIRE HYDRANT	TL	TRAFFIC LIGHT
GA	GAS VALVE	TP	TELEGRAPH POLE
GB	GRAVE	TS	TEMPORARY STRUCTURE
GI	GULLY	TV	CABLE TC
HF	HOARDING FOOTING	UCH	U-CHANNEL
IC	INSPECTION COVER	WE	WELL
ICF	INSPECTION COVER-FOUL WATER	WT	WATER TANK
ICS	INSPECTION COVER-STORM WATER		
IL	INVERT LEVEL		
LP	LAMP POST		

SYMBOLS :-

- TREE (DIAMETER AT BREAST HEIGHT 95MM OR ABOVE)
- TREE OUTSIDE SITE BOUNARY (DIAMETER AT BREAST HEIGHT 95MM OR ABOVE)
- (+4.24) EXISTING GROUND LEVEL AT TRUNK BASE
- SITE BOUNDARY
- WORKS BOUNDARY
- SURVEY EXTENT (2M EXTENDED FROM THE WORKS BOUNDARY)

REMARK : ALL TREES TO BE REMOVED EXCEPT T92.

Amendment No.	Date	Description	Drawn by	Checked by	Approved by

Job Title: CONSULTANCY SERVICES FOR TOWN PLANNING APPLICATION, TREE SURVEY AND TREE PRESERVATION AND REMOVAL APPLICATION FOR SPORTS GROUND & OPEN SPACE WITH PUBLIC VEHICLE PARK IN AREA 16, TUEN MUN

Drawing Title: TREE SURVEY PLAN

Drawing No.: ASD31-PS-TS00

Scale: 1:1000 @A3

Drawn by	Checked by	Approved by	Date	Job. No.
AL	FZ	DM	04.2025	ASD31

Urbis Limited
Planning, Urban Design, Landscape, Golf & Environmental Consultants
Urbis Limited, 11/F Siu On Centre, 188 Lockhart Road, Wan Chai, Hong Kong. Tel : 2802 3333 Fax : 2802 8662

Tree Assessment Schedule

Project Title: Consultancy Services for Town Planning Application, Tree Survey and Tree Preservation and Removal Application for Sports Ground & Open Space With Public Vehicle Park in Area 16, Tuen Mun

Tree Survey Dates: 18 & 20 February 2025 Surveyed by: Mr. André Le Claire (ISA Certified Arborist No. HK-1555AM - UKAA Membership (Professional) PR8724

Rev. 1

Tree No.	Species		Original Location	Measurements			Amenity value	Form	Health condition	Structural condition	Suitability for transplanting		Conservation status	Top of soil level above root collar	SIMAR Slope	Recommendation	Maintenance department to provide comments on TPRP		Additional Remarks (General Condition)
	Scientific name	Chinese name	(Inside/ Outside Site)	Height (m)	DBH (mm)	Crown Spread (m)	(high (H)/ medium (M) /low (L))	(good (G)/average (A)/ poor (P))			(high (H)/ medium (M) /low (L))	Remarks				(retain/ transplant/ remove)	Before	After	
T1	*Leucaena leucocephala*	銀合歡	Outside	6.0	150	5.0	L	A	A	P	L	5	No	4.19	-	Remove	LandsD	LCSD	Invasive pest plant.
T2	*Leucaena leucocephala*	銀合歡	Outside	3.0	110	1.0	L	P	P	P	L	5	No	4.17	-	Remove	LandsD	LCSD	Invasive pest plant.
T3	*Leucaena leucocephala*	銀合歡	Outside	6.0	150	5.0	L	P	A	P	L	5	No	4.19	-	Remove	LandsD	LCSD	Invasive pest plant.
T4	*Celtis sinensis*	朴樹	Outside	2.0	100	1.0	L	P	P	P	L	2, 3	No	4.13	-	Remove	LandsD	LCSD	Chain link fence is embedded in the tree (girdling damage and weak point for failure created).
T5	*Leucaena leucocephala*	銀合歡	Outside	8.0	250	8.0	L	P	A	P	L	5	No	4.30	-	Remove	LandsD	LCSD	Hanger. Invasive pest plant.
T6	*Leucaena leucocephala*	銀合歡	Outside	3.0	100	4.0	L	P	P	P	L	5	No	4.24	-	Remove	LandsD	LCSD	Measured at 100mm. Invasive pest plant.
T7	*Leucaena leucocephala*	銀合歡	Outside	10.0	450	9.0	L	P	A	P	L	5	No	4.22	-	Remove	LandsD	LCSD	Invasive pest plant.
T7A	*Senna surattensis*	黃槐決明	Outside	4.0	130	3.0	L	P	P	P	L	2, 3	No	4.15	-	Remove	LandsD	LCSD	Chain link fence embedded in the tree. Topped tree with multi trunks Previously tagged TA-002.
T8	*Leucaena leucocephala*	銀合歡	Outside	9.0	300	7.0	L	P	A	P	L	5	No	4.18	-	Remove	LandsD	LCSD	Invasive pest plant.
T9	*Leucaena leucocephala*	銀合歡	Outside	5.0	110	4.0	L	P	A	P	L	5	No	4.94	-	Remove	LandsD	LCSD	Invasive pest plant.
T10	*Leucaena leucocephala*	銀合歡	Outside	5.0	190	4.0	L	P	A	P	L	5	No	5.00	-	Remove	LandsD	LCSD	Invasive pest plant.
T11	*Leucaena leucocephala*	銀合歡	Outside	6.0	190	5.0	L	P	A	P	L	5	No	5.06	-	Remove	LandsD	LCSD	Invasive pest plant.
T12	*Leucaena leucocephala*	銀合歡	Outside	5.0	100	4.0	L	P	A	P	L	5	No	5.05	-	Remove	LandsD	LCSD	Invasive pest plant.
T12A	*Ficus virens*	黃葛樹	Outside	1.5	100	1.0	L	P	P	P	L	2, 3	No	5.12	-	Remove	LandsD	LCSD	Chain link fence embedded in the tree. Topped. Previously tagged TA-006.
T13	*Ficus microcarpa*	細葉榕	Outside	6.0	250	6.0	L	P	A	P	L	2, 3	No	4.73	-	Remove	LandsD	LCSD	Self-set tree in a very confined location. Chain link fence embedded in the tree.
T14	*Ficus microcarpa*	細葉榕	Outside	4.0	150	4.0	L	P	A	P	L	2, 3	No	4.71	-	Remove	LandsD	LCSD	Self-set tree in a very confined location. Chain link fence embedded in the tree.
T15	*Ficus microcarpa*	細葉榕	Inside	5.0	150	4.0	L	P	A	P	L	2, 3	No	4.68	-	Remove	LandsD	LCSD	Self-set tree in a very confined location. Chain link fence embedded in the tree.
T16	*Leucaena leucocephala*	銀合歡	Outside	9.0	250	9.0	L	P	A	P	L	5	No	4.68	-	Remove	LandsD	LCSD	Invasive pest plant.
T17	*Leucaena leucocephala*	銀合歡	Inside	9.0	200	6.0	L	P	A	P	L	5	No	4.63	-	Remove	LandsD	LCSD	Invasive pest plant.
T18	*Leucaena leucocephala*	銀合歡	Inside	5.0	120	3.0	L	P	A	P	L	5	No	4.66	-	Remove	LandsD	LCSD	Invasive pest plant.
T19	*Leucaena leucocephala*	銀合歡	Inside	8.0	120	7.0	L	P	A	P	L	5	No	4.66	-	Remove	LandsD	LCSD	Invasive pest plant.
T20 (T64)	*Ficus subpisocarpa*	筆管榕	Outside	7.0	200	8.0	L	P	A	P	L	2, 3	No	4.63	-	Remove	LandsD	LCSD	Self-set tree in a very confined location. (T64 - Approved to be felled/removed in the previous TPRP)
T21	*Leucaena leucocephala*	銀合歡	Inside	11.0	155	6.0	L	P	A	P	L	5	No	5.19	-	Remove	LandsD	LCSD	Invasive pest plant.
T22	*Leucaena leucocephala*	銀合歡	Inside	11.0	180	7.0	L	P	A	P	L	5	No	5.23	-	Remove	LandsD	LCSD	Invasive pest plant.

Tree Assessment Schedule

Project Title: Consultancy Services for Town Planning Application, Tree Survey and Tree Preservation and Removal Application for Sports Ground & Open Space With Public Vehicle Park in Area 16, Tuen Mun

Tree Survey Dates: 18 & 20 February 2025 Surveyed by: Mr. André Le Claire (ISA Certified Arborist No. HK-1555AM - UKAA Membership (Professional) PR8724

Rev. 1

Tree No.	Species		Original Location	Measurements			Amenity value	Form	Health condition	Structural condition	Suitability for transplanting		Conservation status	Top of soil level above root collar	SIMAR Slope	Recommendation	Maintenance department to provide comments on TPRP		Additional Remarks (General Condition)
	Scientific name	Chinese name	(Inside/ Outside Site)	Height (m)	DBH (mm)	Crown Spread (m)	(high (H)/ medium (M) /low (L))	(good (G)/average (A)/ poor (P))			(high (H)/ medium (M) /low (L))	Remarks				(retain/ transplant/ remove)	Before	After	
T23	*Leucaena leucocephala*	銀合歡	Inside	11.0	160	7.0	L	P	A	P	L	5	No	5.12	-	Remove	LandsD	LCSD	Invasive pest plant.
T24	*Leucaena leucocephala*	銀合歡	Inside	11.0	150	7.0	L	P	A	P	L	5	No	5.17	-	Remove	LandsD	LCSD	Invasive pest plant.
T25	*Leucaena leucocephala*	銀合歡	Inside	8.0	100	5.0	L	P	P	P	L	5	No	5.23	-	Remove	LandsD	LCSD	Invasive pest plant.
T26	*Leucaena leucocephala*	銀合歡	Inside	8.0	110	7.0	L	P	A	P	L	5	No	5.11	-	Remove	LandsD	LCSD	Invasive pest plant.
T27	*Leucaena leucocephala*	銀合歡	Inside	8.0	150	5.0	L	P	A	P	L	5	No	5.12	-	Remove	LandsD	LCSD	Invasive pest plant.
T28	*Leucaena leucocephala*	銀合歡	Inside	10.0	180	8.0	L	A	A	P	L	5	No	5.19	-	Remove	LandsD	LCSD	Invasive pest plant.
T29	*Leucaena leucocephala*	銀合歡	Inside	10.0	155	6.0	L	P	A	P	L	2, 3	No	5.29	-	Remove	LandsD	LCSD	Asymmetrical crown shape. Included and codominant first-order branch union.
T30 (T126)	*Ficus religiosa*	菩提樹	Inside	7.0	250	7.0	M	A	A	P	L	2, 3	No	5.51	-	Remove	LandsD	LCSD	Chain link fence is embedded in the tree. Multiple points of attachment. (T126 - Approved to be felled/removed in the previous TPRP)
T31	*Leucaena leucocephala*	銀合歡	Outside	10.0	360	10.0	L	P	A	P	L	5	No	5.26	-	Remove	LandsD	LCSD	Invasive pest plant.
T32	*Leucaena leucocephala*	銀合歡	Outside	8.0	100	5.0	L	P	A	P	L	5	No	5.28	-	Remove	LandsD	LCSD	Invasive pest plant.
T34	*Leucaena leucocephala*	銀合歡	Inside	8.0	150	5.0	L	P	A	P	L	5	No	5.22	-	Remove	LandsD	LCSD	Invasive pest plant.
T35	*Leucaena leucocephala*	銀合歡	Outside	8.0	150	5.0	L	P	A	P	L	5	No	5.19	-	Remove	LandsD	LCSD	Invasive pest plant.
T36	*Leucaena leucocephala*	銀合歡	Inside	8.0	260	8.0	L	P	P	P	L	5	No	5.20	-	Remove	LandsD	LCSD	Invasive pest plant.
T37	*Leucaena leucocephala*	銀合歡	Inside	8.0	500	8.0	L	P	P	P	L	5	No	5.18	-	Remove	LandsD	LCSD	Invasive pest plant.
T38	*Leucaena leucocephala*	銀合歡	Inside	9.0	180	9.0	L	A	A	P	L	5	No	4.76	-	Remove	LandsD	LCSD	Invasive pest plant.
T39 (T131)	*Celtis sinensis*	朴樹	Inside	8.0	420	7.0	M	A	A	A	L	3	No	4.83	-	Remove	LandsD	LCSD	Linear root system. Codominant structure. (T131 - Approved to be felled/removed in the previous TPRP)
T40	*Leucaena leucocephala*	銀合歡	Outside	7.0	210	8.0	L	P	A	P	L	5	No	4.50	-	Remove	LandsD	LCSD	Measured at 1m. Invasive pest plant.
T41	*Leucaena leucocephala*	銀合歡	Inside	9.0	170	7.0	L	P	A	P	L	5	No	4.39	-	Remove	LandsD	LCSD	Invasive pest plant.
T42 (T133)	*Macaranga tanarius* var. *tomentosa*	血桐	Inside	5.0	460	8.0	L	P	A	P	L	2, 3	No	4.60	-	Remove	LandsD	LCSD	Asymmetrical crown shape. Crossed trunk (T133 - Approved to be felled/removed in the previous TPRP)
T43	*Macaranga tanarius* var. *tomentosa*	血桐	Inside	4.0	140	5.0	L	P	A	P	L	2, 3	No	4.52	-	Remove	LandsD	LCSD	Disfigured crown shape. Close to chain link fence. Wounds found in tree trunk.
T44	*Leucaena leucocephala*	銀合歡	Inside	7.0	95	5.0	L	P	A	P	L	5	No	4.53	-	Remove	LandsD	LCSD	Invasive pest plant.
T46	*Leucaena leucocephala*	銀合歡	Inside	10.0	350	10.0	L	P	A	P	L	5	No	4.46	-	Remove	LandsD	LCSD	Invasive pest plant.
T47	*Leucaena leucocephala*	銀合歡	Inside	6.0	110	5.0	L	P	A	P	L	5	No	4.54	-	Remove	LandsD	LCSD	Invasive pest plant.

Tree Assessment Schedule

Project Title: Consultancy Services for Town Planning Application, Tree Survey and Tree Preservation and Removal Application for Sports Ground & Open Space With Public Vehicle Park in Area 16, Tuen Mun

Tree Survey Dates: 18 & 20 February 2025 Surveyed by: Mr. André Le Claire (ISA Certified Arborist No. HK-1555AM - UKAA Membership (Professional) PR8724

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Tree No.	Species		Original Location	Measurements			Amenity value	Form	Health condition	Structural condition	Suitability for transplanting		Conservation status	Top of soil level above root collar	SIMAR Slope	Recommendation	Maintenance department to provide comments on TPRP		Additional Remarks (General Condition)
	Scientific name	Chinese name	(Inside/ Outside Site)	Height (m)	DBH (mm)	Crown Spread (m)	(high (H)/ medium (M) /low (L))	(good (G)/average (A)/ poor (P))			(high (H)/ medium (M) /low (L))	Remarks				(retain/ transplant/ remove)	Before	After	
T48	*Celtis sinensis*	朴樹	Inside	4.0	110	4.0	L	A	P	A	L	2, 3	No	4.36	-	Remove	LandsD	LCSD	Crown smothered with climber. Close to chain link fence. Dead benches.
T49	*Leucaena leucocephala*	銀合歡	Inside	7.0	190	6.0	L	A	A	P	L	5	No	4.35	-	Remove	LandsD	LCSD	Invasive pest plant.
T50	*Leucaena leucocephala*	銀合歡	Inside	5.0	200	4.0	L	P	P	P	L	5	No	4.24	-	Remove	LandsD	LCSD	Invasive pest plant.
T51	*Leucaena leucocephala*	銀合歡	Inside	7.0	140	6.0	L	P	P	P	L	5	No	4.21	-	Remove	LandsD	LCSD	Invasive pest plant.
T52	*Leucaena leucocephala*	銀合歡	Inside	6.0	95	3.0	L	P	P	P	L	5	No	4.03	-	Remove	LandsD	LCSD	Invasive pest plant.
T53	*Leucaena leucocephala*	銀合歡	Inside	8.0	200	8.0	L	A	P	P	L	5	No	4.04	-	Remove	LandsD	LCSD	Invasive pest plant.
T54	*Leucaena leucocephala*	銀合歡	Inside	5.0	100	3.0	L	P	P	P	L	5	No	4.00	-	Remove	LandsD	LCSD	Invasive pest plant.
T55	*Leucaena leucocephala*	銀合歡	Inside	4.0	100	4.0	L	P	P	P	L	5	No	4.10	-	Remove	LandsD	LCSD	Invasive pest plant.
T56	*Leucaena leucocephala*	銀合歡	Inside	4.0	95	4.0	L	P	P	P	L	5	No	4.13	-	Remove	LandsD	LCSD	Invasive pest plant.
T57	*Leucaena leucocephala*	銀合歡	Inside	5.0	130	3.0	L	P	P	P	L	5	No	4.15	-	Remove	LandsD	LCSD	Invasive pest plant.
T58	*Leucaena leucocephala*	銀合歡	Inside	7.0	120	5.0	L	P	A	P	L	5	No	4.14	-	Remove	LandsD	LCSD	Invasive pest plant.
T59	*Leucaena leucocephala*	銀合歡	Inside	7.0	120	4.0	L	P	A	P	L	5	No	3.96	-	Remove	LandsD	LCSD	Invasive pest plant.
T60	*Leucaena leucocephala*	銀合歡	Inside	7.0	250	5.0	L	P	A	P	L	5	No	3.97	-	Remove	LandsD	LCSD	Large trunk wound. Invasive pest plant.
T61	*Leucaena leucocephala*	銀合歡	Inside	7.0	110	3.0	L	P	A	P	L	5	No	3.91	-	Remove	LandsD	LCSD	Invasive pest plant.
T62	*Leucaena leucocephala*	銀合歡	Inside	7.0	110	5.0	L	P	A	P	L	5	No	3.90	-	Remove	LandsD	LCSD	Invasive pest plant.
T63	*Leucaena leucocephala*	銀合歡	Inside	7.0	210	6.0	L	A	A	A	L	5	No	4.43	-	Remove	LandsD	LCSD	Invasive pest plant.
T64	*Leucaena leucocephala*	銀合歡	Inside	8.0	130	5.0	L	P	A	P	L	5	No	4.41	-	Remove	LandsD	LCSD	Invasive pest plant.
T65 (T138)	*Sapium sebiferum*	烏桕	Inside	6.0	550	6.0	L	P	P	P	L	2	No	4.61	-	Remove	LandsD	LCSD	Only the stump remains with epicormic growth. (T138 - Approved to be felled/removed in the previous TPRP)
T66	*Leucaena leucocephala*	銀合歡	Inside	9.0	180	5.0	L	A	A	A	L	5	No	4.54	-	Remove	LandsD	LCSD	Invasive pest plant.
T67	*Leucaena leucocephala*	銀合歡	Inside	8.0	180	6.0	L	P	A	P	L	5	No	4.54	-	Remove	LandsD	LCSD	Invasive pest plant.
T68	*Leucaena leucocephala*	銀合歡	Inside	6.0	170	6.0	L	P	A	P	L	5	No	4.63	-	Remove	LandsD	LCSD	Invasive pest plant.
T69	*Leucaena leucocephala*	銀合歡	Inside	7.0	145	5.0	L	P	A	P	L	5	No	4.61	-	Remove	LandsD	LCSD	Invasive pest plant.
T70	*Leucaena leucocephala*	銀合歡	Inside	8.0	170	7.0	L	P	A	P	L	5	No	4.57	-	Remove	LandsD	LCSD	Invasive pest plant.

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T71	*Leucaena leucocephala*	銀合歡	Inside	9.0	210	10.0	L	P	A	P	L	5	No	4.53	-	Remove	LandsD	LCSD	Invasive pest plant.
T72	*Macaranga tanarius* var. *tomentosa*	血桐	Outside	5.0	215	5.0	L	P	A	P	L	2, 3	No	4.43	-	Remove	LandsD	LCSD	Small hanger. Linear and disfigured form. Internodal pruning.
T74	*Leucaena leucocephala*	銀合歡	Inside	6.0	135	6.0	L	A	P	P	L	5	No	3.66	-	Remove	LandsD	LCSD	Invasive pest plant.
T91	*Leucaena leucocephala*	銀合歡	Outside	6.0	120	4.0	L	P	A	P	L	5	No	4.06	-	Remove	LandsD	LCSD	Invasive pest plant.
T92	*Ficus variegata*	青果榕	Outside	8.0	330	8.0	M	A	A	P	L	2	No	4.72	5SE-D/F33	Retain	HyD	HyD	Codominant trunks. One trunk felled.
T93	*Aglaia odorata*	米仔蘭	Inside	5.0	120	4.0	L	A	A	P	L	2, 3	No	4.35	-	Remove	LandsD	LCSD	Large trunk wound. Codominant structure.
T94	*Platycladus orientalis*	側柏	Inside	8.0	250	4.0	L	A	A	P	L	2, 3	No	4.40	-	Remove	LandsD	LCSD	Vines in the crown. Multi-leader from. Very common species. Close to chain link fence and concrete structure. Tree therefore unsuitable for transplanting.
T95	*Leucaena leucocephala*	銀合歡	Outside	8.0	100	5.0	L	A	A	A	L	5	No	4.06	5SE-D/F33	Remove	HyD	HyD	Invasive pest plant.
T96	*Leucaena leucocephala*	銀合歡	Outside	7.0	100	4.0	L	A	A	A	L	5	No	3.94	5SE-D/F33	Remove	HyD	HyD	Invasive pest plant.
T97	*Eriobotrya japonica*	枇杷	Inside	4.0	100	3.0	L	A	P	A	L	2, 3	No	4.29	-	Remove	LandsD	LCSD	Crown smothered with climber. Trees of poor health. Tree therefore unsuitable for transplanting. Close to chain link fence and concrete structure.
T98	*Leucaena leucocephala*	銀合歡	Inside	7.0	95	3.0	L	P	A	P	L	5	No	4.15	-	Remove	LandsD	LCSD	Invasive pest plant.
T100	*Leucaena leucocephala*	銀合歡	Inside	7.0	300	7.0	L	P	P	P	L	5	No	4.12	-	Remove	LandsD	LCSD	Invasive pest plant.
T101	*Leucaena leucocephala*	銀合歡	Inside	7.0	350	4.0	L	P	P	P	L	5	No	4.14	-	Remove	LandsD	LCSD	Invasive pest plant.
T102	*Leucaena leucocephala*	銀合歡	Inside	4.0	100	2.0	L	P	P	P	L	5	No	4.14	-	Remove	LandsD	LCSD	Invasive pest plant.
T103	*Celtis sinensis*	朴樹	Inside	4.0	100	4.0	L	P	P	P	L	2, 3	No	4.00	-	Remove	LandsD	LCSD	Disfigured tree from. Chain link fence embedded in the tree.
T104	*Leucaena leucocephala*	銀合歡	Inside	6.0	200	5.0	L	P	P	P	L	5	No	4.02	-	Remove	LandsD	LCSD	Invasive pest plant.
T106	*Leucaena leucocephala*	銀合歡	Inside	9.0	120	5.0	L	P	A	P	L	5	No	4.06	-	Remove	LandsD	LCSD	Invasive pest plant.
T107	*Leucaena leucocephala*	銀合歡	Inside	7.0	150	6.0	L	P	P	P	L	5	No	4.09	-	Remove	LandsD	LCSD	Invasive pest plant.
T108	*Leucaena leucocephala*	銀合歡	Inside	8.0	155	5.0	L	P	A	P	L	5	No	4.10	-	Remove	LandsD	LCSD	Invasive pest plant.
T109	*Leucaena leucocephala*	銀合歡	Inside	7.0	145	3.0	L	P	P	P	L	5	No	4.07	-	Remove	LandsD	LCSD	Invasive pest plant.
T110	*Leucaena leucocephala*	銀合歡	Inside	9.0	160	6.0	L	P	A	P	L	5	No	4.13	-	Remove	LandsD	LCSD	Invasive pest plant.
T110A	*Leucaena leucocephala*	銀合歡	Inside	2.0	95	0.5	L	P	P	P	L	5	No	4.10	-	Remove	LandsD	LCSD	Invasive pest plant.

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T111	*Leucaena leucocephala*	銀合歡	Inside	9.0	130	5.0	L	P	A	P	L	5	No	4.13	-	Remove	LandsD	LCSD	Invasive pest plant.
T112	*Celtis sinensis*	朴樹	Inside	3.0	95	4.0	L	P	A	P	L	2, 3	No	4.07	-	Remove	LandsD	LCSD	Disfigured tree from. Chain link fence embedded in the tree.
T113	*Leucaena leucocephala*	銀合歡	Inside	8.0	120	5.0	L	P	A	P	L	5	No	4.03	-	Remove	LandsD	LCSD	Invasive pest plant.
T114	*Leucaena leucocephala*	銀合歡	Inside	8.0	160	6.0	L	A	A	P	L	5	No	4.09	-	Remove	LandsD	LCSD	Invasive pest plant.
T115	*Leucaena leucocephala*	銀合歡	Inside	6.0	100	3.0	L	P	A	P	L	5	No	4.10	-	Remove	LandsD	LCSD	Invasive pest plant.
T116 (T71)	*Ficus religiosa*	菩提樹	Inside	7.0	170	5.0	L	P	A	P	L	2	No	4.11	-	Remove	LandsD	LCSD	Asymmetrical crown shape. Chain link fence embedded in the tree. (T71 - Approved to be felled/removed in the previous TPRP)
T117	*Leucaena leucocephala*	銀合歡	Inside	7.0	140	7.0	L	A	A	P	L	5	No	4.09	-	Remove	LandsD	LCSD	Invasive pest plant.
T118	*Leucaena leucocephala*	銀合歡	Inside	7.0	140	7.0	L	P	A	P	L	5	No	4.04	-	Remove	LandsD	LCSD	Invasive pest plant.
T119	*Leucaena leucocephala*	銀合歡	Inside	7.0	110	4.0	L	P	P	P	L	5	No	4.06	-	Remove	LandsD	LCSD	Invasive pest plant.
T120	*Leucaena leucocephala*	銀合歡	Inside	7.0	130	4.0	L	P	A	P	L	5	No	4.04	-	Remove	LandsD	LCSD	Invasive pest plant.
T121	*Leucaena leucocephala*	銀合歡	Inside	6.0	120	4.0	L	P	P	P	L	5	No	4.04	-	Remove	LandsD	LCSD	Invasive pest plant.
T122	*Leucaena leucocephala*	銀合歡	Inside	8.0	120	6.0	L	P	A	P	L	5	No	4.04	-	Remove	LandsD	LCSD	Invasive pest plant.
T123	*Leucaena leucocephala*	銀合歡	Inside	8.0	130	6.0	L	A	A	P	L	5	No	4.11	-	Remove	LandsD	LCSD	Invasive pest plant.
T124	*Leucaena leucocephala*	銀合歡	Inside	6.0	95	3.0	L	P	P	P	L	5	No	4.11	-	Remove	LandsD	LCSD	Invasive pest plant.
T125	*Leucaena leucocephala*	銀合歡	Inside	9.0	200	7.0	L	P	A	P	L	5	No	4.13	-	Remove	LandsD	LCSD	Measured at 400mm. Invasive pest plant.
T126	*Leucaena leucocephala*	銀合歡	Inside	9.0	135	7.0	L	A	A	P	L	5	No	4.02	-	Remove	LandsD	LCSD	Invasive pest plant.
T127	*Leucaena leucocephala*	銀合歡	Inside	9.0	110	5.0	L	P	P	P	L	5	No	4.01	-	Remove	LandsD	LCSD	Invasive pest plant.
T128 (T76)	*Ficus religiosa*	菩提樹	Inside	10.0	750	10.0	M	P	A	A	L	1, 3	No	5.57	-	Remove	LandsD	LCSD	Severely restricted root system and basal flare. Large heading cut wounds. Embedded concrete. Large tree with DBH measured /estimated via single calliper method due to the many obstructions. (T76 - Approved to be felled/removed in the previous TPRP)
T129 (T86)	*Ficus microcarpa*	細葉榕	Inside	10.0	850	10.0	M	A	A	A	L	1, 2, 3	No	4.49	-	Remove	LandsD	LCSD	Topping cuts. Chain link fence embedded in the tree. Severely asymmetrical crown shape. Large tree with DBH measured /estimated via single calliper method due to the many obstructions. (T86 - Approved to be felled/removed in the previous TPRP)
T130	*Leucaena leucocephala*	銀合歡	Inside	7.0	160	4.0	L	P	A	P	L	5	No	4.38	-	Remove	LandsD	LCSD	Invasive pest plant.

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T131	*Leucaena leucocephala*	銀合歡	Inside	2.0	180	1.0	L	P	P	P	L	5	No	4.45	-	Remove	LandsD	LCSD	Measured at 200mm. Invasive pest plant.
T131A	*Leucaena leucocephala*	銀合歡	Inside	2.0	230	1.0	L	P	P	P	L	5	No	4.41	-	Remove	LandsD	LCSD	Measured at 1m. Invasive pest plant.
T132	*Carica papaya*	番木瓜	Inside	2.0	110	1.0	L	P	A	A	L	2	No	4.13	-	Remove	LandsD	LCSD	Trunk broken at 1m.
T133	*Carica papaya*	番木瓜	Inside	4.0	130	1.0	L	A	A	A	L	2, 3	No	4.08	-	Remove	LandsD	LCSD	Fast growing fruit tree. Close to concrete structure.
T134	*Pachira aquatica*	瓜栗	Inside	4.0	150	5.0	L	A	A	A	L	2	No	4.20	-	Remove	LandsD	LCSD	Large trunk wound.
T135	*Carica papaya*	番木瓜	Inside	5.0	120	1.0	L	A	P	A	L	2	No	4.60	-	Remove	LandsD	LCSD	Girdled trunk. Chlorotic foliage.
T136	*Citrus maxima*	柚	Inside	3.0	95	2.0	L	A	A	P	L	2, 3	No	4.44	-	Remove	LandsD	LCSD	Minor crown asymmetry. One dead trunk. Decay can be observed at the union of the codominant and dead trunk and into the root collar. Close to concrete structure.
T137	*Morus alba*	桑	Inside	5.0	130	4.0	L	A	A	P	L	2	No	4.24	-	Remove	LandsD	LCSD	Included unions. Included unions are inherently unstable. Trees of poor structure. Tree therefore unsuitable for transplanting.
T138	*Morus alba*	桑	Inside	7.0	300	6.0	L	A	A	P	L	2, 3	No	4.65	-	Remove	LandsD	LCSD	Girdled trunk. Included union. Close to concrete structure.
T139 (T155)	*Ficus microcarpa*	細葉榕	Inside	10.0	900	12.0	M	A	A	A	L	1, 3	No	5.61	-	Remove	LandsD	LCSD	Density foliated and branched. Large tree with DBH measured /estimated via single calliper method due to the many obstructions. (T155 - Approved to be felled/removed in the previous TPRP)
T140 (T161)	*Ficus microcarpa*	細葉榕	Inside	8.0	900	12.0	M	A	A	A	L	1, 3	No	4.77	-	Remove	LandsD	LCSD	Large heading cuts and wounds. Large tree with DBH measured /estimated via single calliper method due to the many obstructions. (T131 - Approved to be felled/removed in the previous TPRP)
T141	*Leucaena leucocephala*	銀合歡	Inside	8.0	110	4.0	L	P	P	P	L	5	No	3.40	-	Remove	LandsD	LCSD	Invasive pest plant.
T141B	*Morus alba*	桑	Inside	2.0	110	1.0	L	P	P	P	L	2	No	3.77	-	Remove	LandsD	LCSD	Trunk snapped out. Vines in the trunk.
T142	*Leucaena leucocephala*	銀合歡	Inside	6.0	180	4.0	L	P	P	P	L	5	No	3.27	-	Remove	LandsD	LCSD	Invasive pest plant.
T143	*Leucaena leucocephala*	銀合歡	Inside	4.0	200	3.0	L	P	P	P	L	5	No	3.49	-	Remove	LandsD	LCSD	Invasive pest plant. Fungal fruiting bodies.
T144	*Ficus subpisocarpa*	筆管榕	Inside	5.0	100	5.0	L	P	P	P	L	2, 3	No	3.59	-	Remove	LandsD	LCSD	Asymmetrical crown shape. Self-set tree in a very confined location. Chain link fence embedded in the tree.
T145	*Leucaena leucocephala*	銀合歡	Inside	5.0	230	5.0	L	P	P	P	L	5	No	4.16	-	Remove	LandsD	LCSD	Invasive pest plant. Large dead branch.
T146 (T163)	*Ficus religiosa*	菩提樹	Inside	8.0	765	7.0	M	A	A	P	L	1, 3	No	4.38	-	Remove	LandsD	LCSD	Linear root system. (T163 - Approved to be felled/removed in the previous TPRP)
T147	*Mangifera indica*	杧果	Inside	2.0	95	2.0	L	A	A	A	M	7	No	5.14	-	Remove	LandsD	LCSD	Confined root system. Minor crown asymmetry.

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T148	*Morus alba*	桑	Inside	5.0	100	3.0	L	A	A	P	L	2	No	4.62	-	Remove	LandsD	LCSD	Codominant at ground level. Asymmetrical crown shape.
T149 (T164)	*Archontophoenix alexandrae*	假檳榔	Inside	8.0	180	5.0	L	A	A	A	M	7	No	4.68	-	Remove	LandsD	LCSD	Palm. (T164 - Approved to be felled/removed in the previous TPRP)
T150	*Eriobotrya japonica*	枇杷	Inside	4.0	150	4.0	L	A	A	A	L	3	No	4.64	-	Remove	LandsD	LCSD	Topped. Asymmetrical crown shape.
T151 (T165)	*Ficus elastica*	印度榕	Inside	9.0	750	10.0	M	A	A	A	L	1, 3	No	4.72	-	Remove	LandsD	LCSD	Linear root system. Large tree with DBH measured /estimated via single calliper method due to the many obstructions. (T165 - Approved to be felled/removed in the previous TPRP)
T152 (T166)	*Bischofia javanica*	秋楓	Inside	10.0	240	7.0	M	A	A	A	L	2, 3	No	3.96	-	Remove	LandsD	LCSD	Minor crown asymmetry. Linear root system. (T166 - Approved to be felled/removed in the previous TPRP)
T153 (T167)	*Bischofia javanica*	秋楓	Inside	9.0	260	8.0	M	A	A	A	L	2, 3	No	3.91	-	Remove	LandsD	LCSD	Minor crown asymmetry. Linear root system. (T167 - Approved to be felled/removed in the previous TPRP)
T154A (T170)	Dead Tree	死樹	Inside	3.0	200	0.5	L	P	P	P	L	6	No	4.14	-	Remove	LandsD	LCSD	Dead tree. (T170 - Approved to be felled/removed in the previous TPRP)
T154B (T169)	Dead Tree	死樹	Inside	6.0	250	2.0	L	P	P	P	L	6	No	3.98	-	Remove	LandsD	LCSD	Dead tree. (T169 - Approved to be felled/removed in the previous TPRP)
T154	*Leucaena leucocephala*	銀合歡	Inside	14.0	500	7.0	L	P	P	P	L	5	No	4.00	-	Remove	LandsD	LCSD	Invasive pest plant.

Summary Table

Note 1	Common tree species that does not have high conservation value or high amenity value.
Note 2	Trees of poor quality considering form, health condition or structural condition for transplantation.
Note 3	Unable to form a sufficient and balanced root ball due to site constraints, resulting in low survival rate after transplanting.
Note 4	Large and mature tree or species of low survival rate after transplanting.
Note 5	Undesirable species or invasive pest plant.
Note 6	Dead tree.
Note 7	Potentially suitable for transplanting.

Appendix C

Air Ventilation Assessment

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Contract No. CPM303_45/24

Proposed Sports Ground & Open Space with Public Vehicle Park in Area 16, Tuen Mun
Air Ventilation Assessment – Expert Evaluation

Prepared for:
URBIS Limited
20 May 2026

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For and on behalf of
EnviroSolutions & Consulting

Ben Ridley
Managing Director, Hong Kong & GBA

ESC Project No.	J24.00740.HK.01
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Rev.	Description	Prepared	Reviewed	Approved	Date
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2	AVA-EE	TT	AW	AW	25/11/2025
3.3	AVA-EE	TT	AW	AW	24/02/2026
4	AVA-EE	TT	AW	AW	20/04/2026
5	AVA-EE	TT	EK	AW	20/05/2026

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1 INTRODUCTION

1.1 Project Background

1.1.1 A Sport Ground and Open Space with Public Park ("the Site" or "the Project") is proposed to be developed in Area 16, Tuen Mun. As shown on **Figure 1-1**, the Site is bounded by Hoi Wong Road to the east, Tuen Mun River to the west and Tuen Yee Street to the north, with the site area of approx. 56,200 m^2.

1.1.2 The Site mainly falls within an area zoned "Government, Institution or Community" ("G/IC") with minor encroachment onto an area zoned "Open Space" ("O") on the Approved Tuen Mun Outline Zoning Plan ("OZP") No. S/TM/41. According to the Notes of OZP, 'Place of Recreation, Sports or Culture' and 'Public Vehicle Park (excluding Container Vehicle)' uses are always permitted within the subject "G/IC" zone, while "Open Space" use is always permitted on land falling within the boundaries of the OZP except where the uses or developments are specified in Column 2 of the Notes of individual zones.

1.1.3 EnviroSolutions & Consulting Limited ("ESC") is commissioned to carry out this Air Ventilation Assessment – Expert Evaluation ("AVA-EE").

1.2 Project description

1.2.1 **Figure 1-1** shows the existing development and its environs.

1.2.2 As mentioned above, with an area of approx. 56,200 m^2, the Site mainly falls within the "G/IC" Zone with a small portion encroaching on "O" Zone. The Site is currently used as Citybus Tuen Mun Depot, KMB Tuen Mun South Depot, Tuen Yee Street Car Park and Tuen Mun Training Ground governed by Hong Kong Institute of Construction ("HKIC"), while the area zoned O is a strip of land used as corridor along the Tuen Mun River for cycling track and walking. The Site is mainly open area with a few temporary structures located within the Site.

1.2.3 The existing and planned developments around the Site along with their building heights are summarised in **Table 1-1**. Building height of Siu Tsui Court and the planned residential development at Hoi Wong Road is referenced from the remarks for "Residential (Group A)" and "Other Specified Uses" of the OZP where maximum building height allowed for planned developments is given. The height of existing buildings is referenced from an online platform "Open3Dhk" launched by the Lands Department ("LandsD").

Table 1-1 Existing and Planned Developments

NAME OF DEVELOPMENT	BUILDING HEIGHT (mPD)
Regency Bay	+92.8 to +99.2
Tuen Mun Central Square	+113.9
Nerine Cove	+112.9 to +114.1
Sun Tuen Mun Centre	+150.2 to +150.5
Glorious Garden	+77.1 to +85.4
Lung Mun Oasis	+78.5 to +95.4
Siu Tsui Court	+100 (maximum building height in OZP)
Planned Residential Development at Hoi Wong Road	+174 (maximum building height in OZP)

1.3 Baseline Scheme

1.3.1 The Baseline Scheme is the existing condition of the Site, with the existing uses or structures located within the Site, including the Citybus Tuen Mun Depot, KMB Tuen Mun South Depot, Tuen Yee Street Car Park, HKIC Tuen Mun Training Ground, as well as cycling track and pedestrian walkway along Tuen Mun River. Several 1-storey structures with heights ranging from +7.8 mPD to +11.3 mPD are located at the KMB Tuen Mun South Depot occupying the eastern area of the Site. Apart from that, the Site is mainly an open area with some temporary structures found at the Citybus Tuen Mun Depot and HKIC Tuen Mun Training Ground at the southwest corner of the Site.

1.4 Proposed Scheme

1.4.1 The building layout of the Proposed Development is shown in **Appendix A**.

1.4.2 The Proposed Development comprises a 4-storeys building with a height of +40.0 mPD, which includes functional areas and facilities listed below:

- Public Vehicle Park on G/F
- Main Sport Ground and Secondary Sports Ground on 1/F
- Covered Spectator Stand with ancillary facilities including toilets, changing room, etc. on 1/F, 2/F and 3/F
- Floodlight system with height of approx. + 59.8 mPD

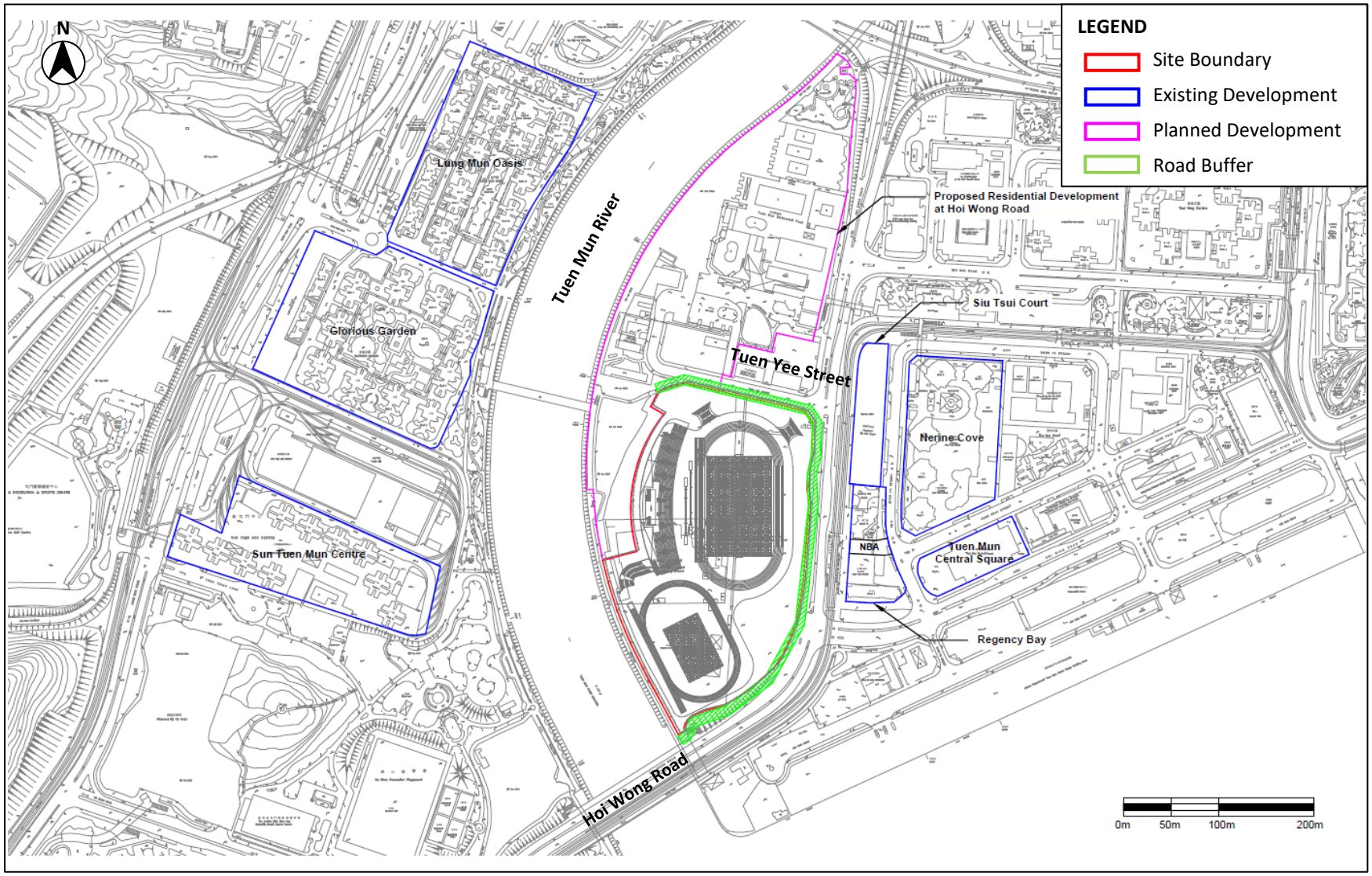
1.4.3 The Sports Ground will comprise a covered spectator stand with seating capacity of around 5,000 of which the height will exceed 15 m.

1.5 Objectives of the Report

1.5.1 This AVA-EE report has been prepared to evaluate whether the Proposed Development would have any significant impact on the overall air ventilation performance in its surrounding area by comparing with the Baseline Scheme. This AVA-EE report has been conducted in accordance with Technical Circular No. 1/06 and its Annex A - Technical Guide for Air Ventilation Assessment for Development in Hong Kong issued jointly by Housing, Planning and Lands Bureau and Environment, Transport and Work Bureau.

1.5.2 To achieve the goal, the AVA-EE will be carried out to evaluate the layout of the Proposed Development, and identify wind availability; annual wind conditions; summer wind conditions; and the wind environment of the existing Site, and to provide design recommendations from air ventilation aspects, if any.

Figure 1-1 Site Location and its Environs



2 SITE WIND AVAILABILITY

2.1 Site Wind Availability Data

2.1.1 In order to conduct the AVA-EE, it is essential to investigate the wind availability and assess the characteristics of wind entering the Site. Wind data has been obtained from the following two sources:

- Regional Atmospheric Model System ("RAMS") published by the Planning Department ("PlanD") in July 2015
- "*Climatological Information Services*" from the Hong Kong Observatory ("HKO")

RAMS Model

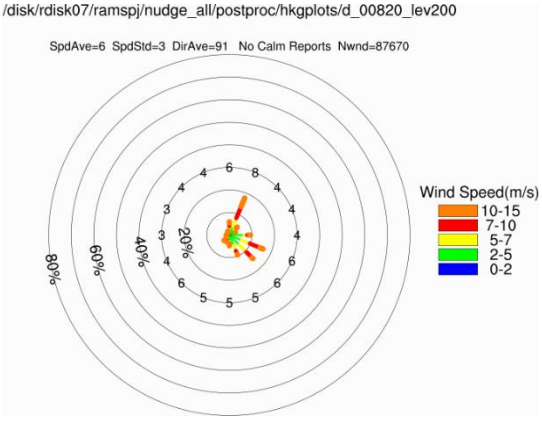
2.1.2 According to PlanD's website, a meso-scale Regional Atmospheric Modelling System ("RAMS") was used to produce a simulated 10-year wind climate at the horizontal resolution of 0.5 km x 0.5 km covering the whole territory of Hong Kong. The simulated wind data represents the annual, winter and summer wind condition at various levels, i.e., 200 m, 300 m, and 500 m above terrain.

2.1.3 The Site is located in RAMS Grid (X: 038 Y: 056). The RAMS data of this grid has been extracted from the Site Wind Availability System on PlanD's website.

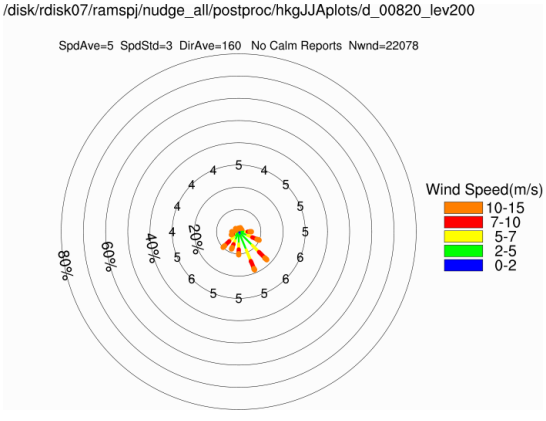
2.1.4 Among the wind roses with different heights (200 m, 300 m or 500 m) available, the 200 m site wind availability data is selected to study the prevailing wind condition as it represents the incoming wind around the Site and takes into account the influence on the prevailing winds by the surrounding topography.

2.1.5 The wind rose at 200 m altitude is shown on **Figure 2-1** and presents the frequency of wind speed and directions at the Site during annual and summer conditions.

Figure 2-1 Annual and Summer Wind Rose at 200m for RAMS Grid (X: 038 Y: 056)



Annual Wind Rose



Summer Wind Rose

2.1.6 The wind frequency data under annual and summer conditions at 200 m altitude are shown in **Table 2.1** below. Annual prevailing wind directions of the Site are NNE, ESE and SE, while the summer prevailing wind directions are SE, SSE and S.

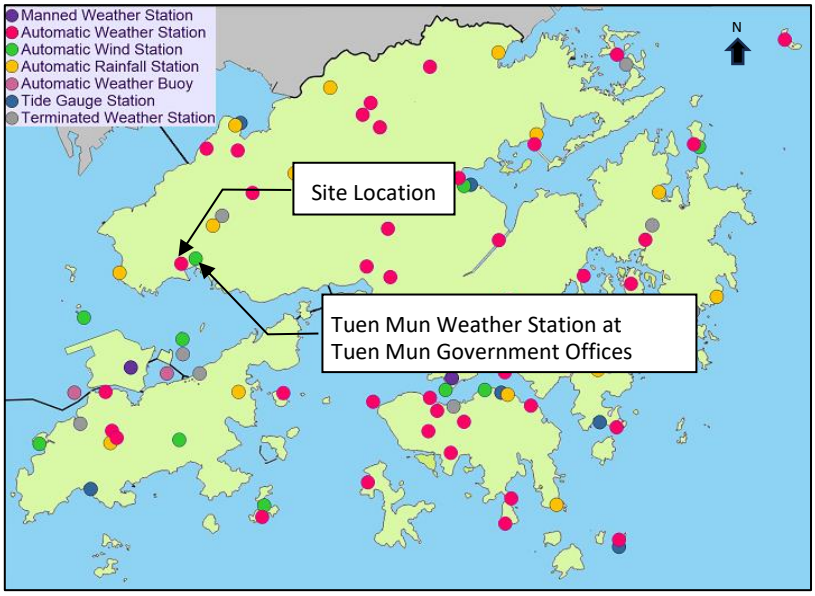
Table 2-1 Summary of RAMS Data and Wind Direction

WIND DIRECTION	% OF ANNUAL OCCURRENCE	% OF SUMMER OCCURRENCE
0°(N)	6.0%	1.7%
22.5°(NNE)	**18.0%**	1.9%
45°(NE)	5.0%	1.6%
67.5°(ENE)	3.0%	1.6%
90°(E)	9.4%	5.8%
112.5°(ESE)	**16.2%**	10.1%
135°(SE)	**14.8%**	**18.0%**
157.5°(SSE)	9.6%	**18.7%**
180°(S)	4.8%	**10.5%**
202.5°(SSW)	3.3%	8.5%
225°(SW)	3.4%	10.0%
247.5°(WSW)	1.4%	3.6%
270°(W)	1.4%	3.1%
292.5°(WNW)	0.7%	1.5%
315°(NW)	1.1%	2.0%
337.5°(NNW)	1.9%	1.4%

Climatological Information Services – HKO

2.1.7 As an alternative to RAMS data, there is also data from HKO weather stations. As shown on **Figure 2-2**, the nearest HKO weather station that records wind speed and direction is located at Tuen Mun Government Offices.

Figure 2-2 Location of Nearest HKO Weather Station



2.1.8 The annual wind rose from Tuen Mun Government Offices Weather Station from 1988 to 2023 is shown on **Figure 2-3**. The summer wind roses from 1988 to 2023 for the summer prevailing winds is shown on **Figure 2-4**. Based on HKO measured wind data, annual

prevailing wind directions are SE, NE and S, while summer prevailing wind directions are SE, S and NE.

Figure 2-3 Annual Wind Rose in Tuen Mun (1988 – 2023)

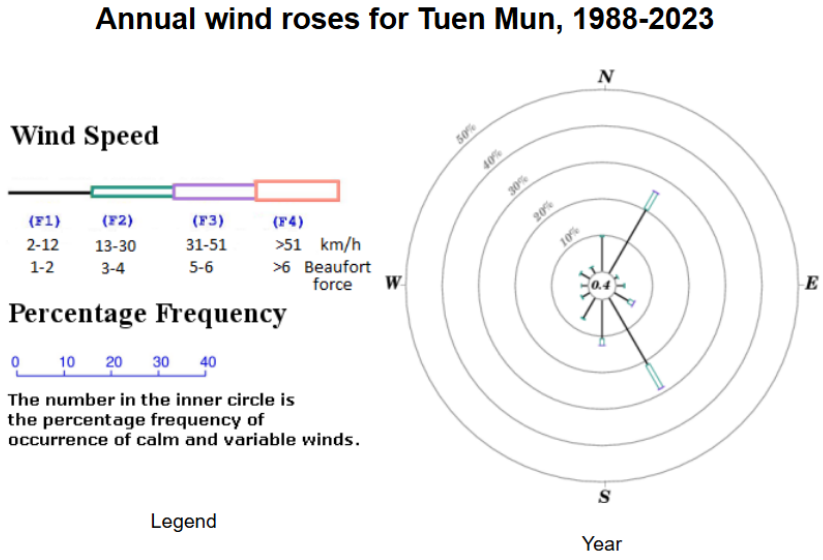
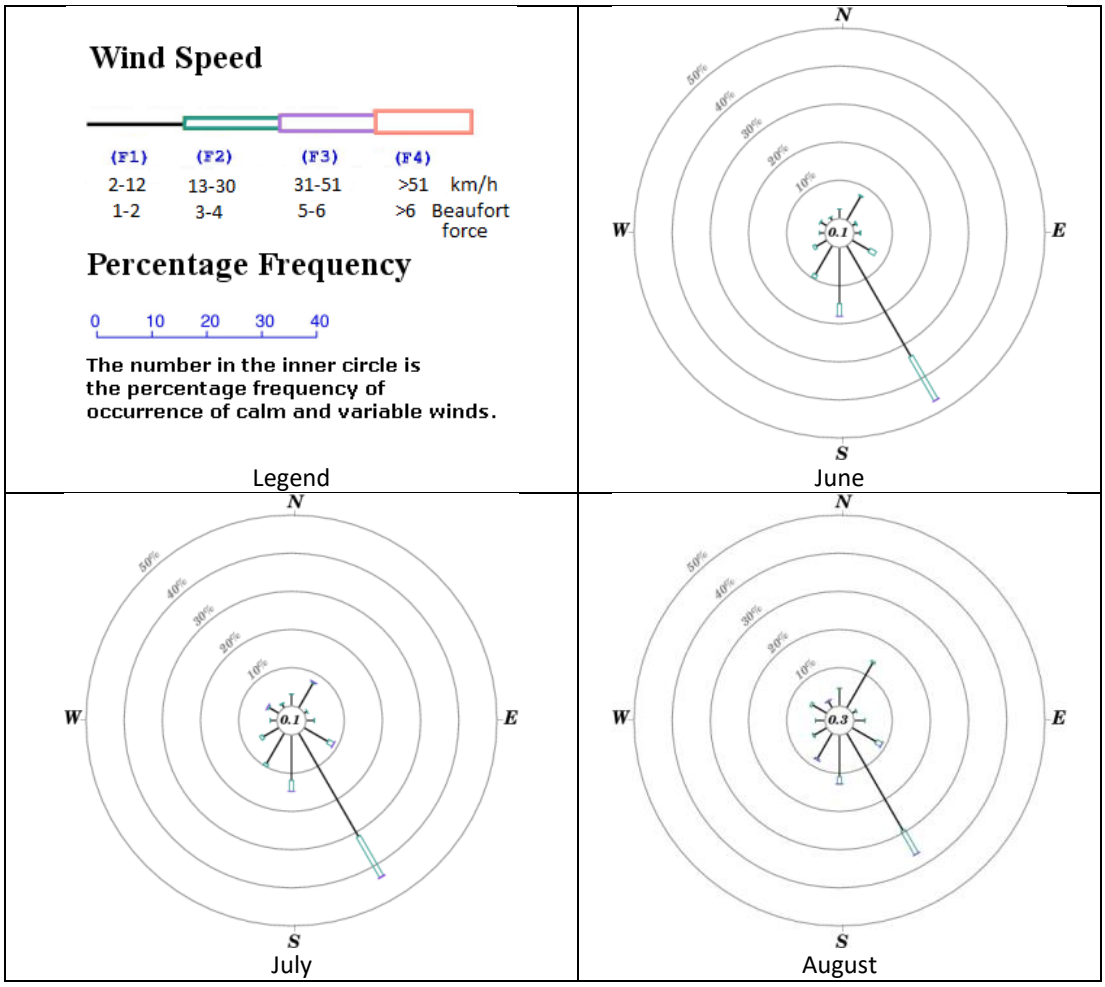
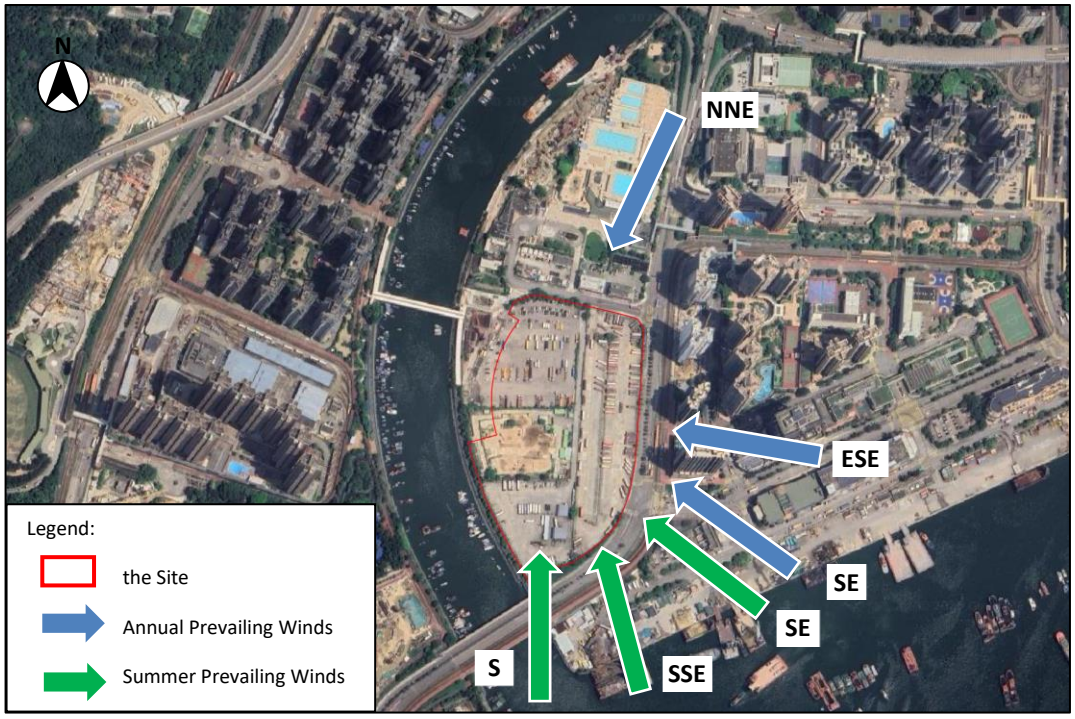


Figure 2-4 Summer Wind Roses in Tuen Mun from June to August (1988 – 2023)



2.1.9 The annual and summer prevailing wind direction from RAMS is shown on **Figure 2-5**.

Figure 2-5 Annual and Summer Prevailing Wind Directions



Recommendation of Set of Wind Data to be used for Further Discussion

2.1.10 The conclusion of dominant wind directions under annual and summer conditions of wind availability datasets from RAMS and HKO are largely similar, as summarised in **Table 2-2**.

Table 2-2 Summary of Dominant Wind Directions from RAMS and HKO Tuen Mun Weather Station

DATA SOURCE	DOMINANT WIND DIRECTION	
	ANNUAL	SUMMER
RAMS	NNE	SE
	ESE	SSE
	SE	S
HKO	NE	SE
	SE	S
	S	NE

2.1.11 Between the two sets of data, 200 m RAMS data is recommended to be adopted in preference to that from HKO Tuen Mun Weather Station for the following reasons:

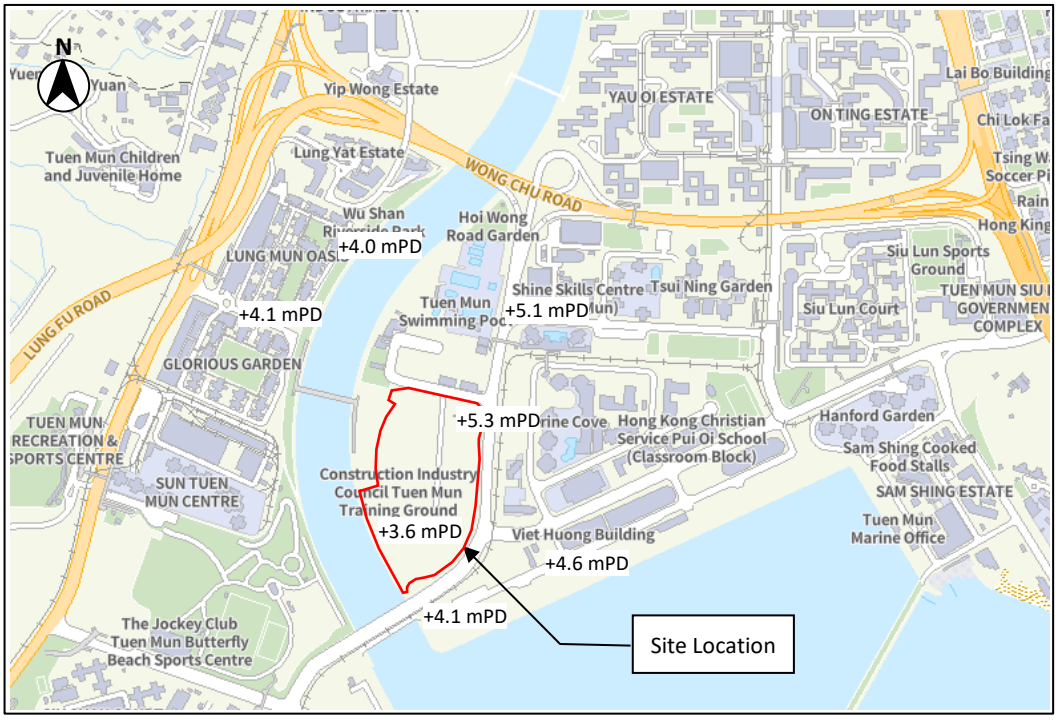
- **Distance.** The RAMS grid (X: 038 Y: 056) covers the Site exactly, whereas the HKO Tuen Mun Weather Station is more distant from the Site.
- **Accuracy.** The RAMS data is based on 16 wind directions, whereas the HKO data is based on 12 directions. Furthermore, RAMS is capable of representing atmospheric dynamics, thermodynamics as well as resolving detailed topographic effects. Meanwhile, HKO site wind availability data is taken at a lower height level and data taken at the Hong Kong Observatory Weather Station is largely influenced by its nearby developments.

2.2 Topography and Building Morphology

Topography

2.2.1 **Figure 2-6** shows the topography in the vicinity of the Site. The terrain in the vicinity of the Site is relatively flat ranging from +4.0 mPD to +5.1 mPD. The Site is located on flat land without slope or retaining wall and an existing topography from +3.6 mPD to +5.3 mPD. Due to the flat nature of the terrain within the Site and the surrounding area, it is anticipated that the influence of the topography to the wind flow pattern around the Site is negligible.

Figure 2-6 Existing Topography in the vicinity of the Site



Building Morphology

2.2.2 Based on desktop research and published information in the Statutory Planning Portal under the TPB regarding planned developments, there are a number of existing and planned developments surrounding the Site. The wind flow pattern at the Site would be influenced by this surrounding-built environment even without the Proposed Development at the Site. The building heights of surrounding structures are shown in **Table 2-3**. Among the surrounding developments, the planned residential development at Hoi Wong Road and Siu Tsui Court to the north and northeast of the Site is under planning and construction respectively.

2.2.3 Potential building blockage effect due to the surrounding existing and planned developments is considered moderate. For example, annual prevailing easterly winds towards the Site would be partly blocked by the existing developments i.e. Regency Bay and Nerine Cove Block, and Siu Tsui Court and the planned residential development at Hoi Wong Road.

2.2.4 Moreover, according to the Explanatory Statement ("ES") of Tuen Mun OZP No. S/TM/41, a 15 m-wide strip of non-building area ("NBA") located between the residential towers of

Regency Bay has been designated aligning with Hang Kwai Street air path, which facilitates the penetration of easterlies and westerlies.

Table 2-3 Surrounding Existing and Planned Developments

NAME OF DEVELOPMENT	BUILDING HEIGHT (mPD)	LOCATION FROM APPLICATION SITE
Regency Bay	+92.8 to +99.2	East
Tuen Mun Central Square	+113.9	East
Nerine Cove	+112.9 to +114.1	Northeast
Sun Tuen Mun Centre	+150.2 to +150.5	West
Glorious Garden	+77.1 to +85.4	Northwest
Lung Mun Oasis	+78.5 to +95.4	Northwest
Siu Tsui Court	+100 (maximum building height in OZP)	Northeast
Planned Residential Development at Hoi Wong Road	+174	North

2.3 Summary of Site Wind Availability

2.3.1 Wind data from RAMS is recommended to be adopted for further directional analysis. According to the RAMS wind availability data, the annual wind directions for the grid area are mainly from easterlies. As shown in **Table 2-1** above, the wind probability from the NNE direction is 18.0%, which is the prevailing wind direction for the area. The wind from ESE and SE are the second and third prevailing wind directions, accounting for 16.2% and 14.8%, respectively. For summer prevailing winds from June to August, winds from SSE, SE and S are the dominant directions with 18.7%, 18.0% and 10.5% of wind occurrence.

2.3.2 Tuen Mun River at the west of the Site provides an air corridor for winds of different directions to pass through the area and benefit land-sea breeze. Under annual condition, wind from NNE will blow along the river channel from the inner-city area, pass through the Site and reach waterfront area. For summer winds, prevailing summer winds from SE, SSE and S can ventilate the inner area passing through the river channel, which is a path for southeast winds from the sea to the inner area.

2.3.3 Besides, road network and light railway track around the Site also act as air corridors for ventilation. For example, Hoi Wing Road and Hang Kwai Street can allow annual wind from NNE reach the Site. Under summer wind condition, the wind would blow through the air corridor along the Hoi Wong Road and the nearby light railway track and provide wind to the inner area. Moreover, NBA of Regency Bay is also proposed in the Tuen Mun OZP to improve wind penetration.

2.3.4 In general, potential building blockage effect is considered moderate due to the presence of mid to high-rise buildings in the vicinity of the Site. Therefore, prevailing winds is expected to flow along Tuen Mun River and surrounding road network/ railway track to reach the Site.

2.4 Proposed Setback Distance from Road Kerbs

2.4.1 According to paragraph 3.5.5 of the *Preliminary Environmental Review* ("PER", revision 7 dated 7 December 2023) for the Proposed Development, a setback of 10 m from the road kerbs along Hoi Wong Road and Tuen Yee Street is recommended. The recommended 10-m setback buffer zones are indicated on **Figure 3-1** to **Figure 3-4**.

3 EXPERT EVALUATION OF AIR VENTILATION PERFORMANCE

3.1 Evaluation of Merit/Demerit of Design Features of the Proposed Development

3.1.1 Under the Proposed Scheme, good design features beneficial to air ventilation has been incorporated as far as possible into the design of the Proposed Development. To minimize adverse air ventilation impact arising from the Proposed Development, mitigation measures such as semi-open structures, inclusion of open space and building permeability/ orientation have been considered in the design. The details of the design measures in the site layout for enhancing the air ventilation of the Proposed Development and the surrounding areas are summarised below and indicated in **Appendix A**.

- The overall layout design of the Proposed Development has low building elevation and semi-open structures to favour incoming winds. The proposed sports ground is elevated (+11.8 mPD) without covers or enclosed structures. Such design could minimise the barrier effect of building structure and wind disruption to dominant winds. The prevailing winds could slip over the elevated sports ground on 1/F without blockage.
- Except the ramp and E&M rooms on the G/F, columns are adopted for the carpark at the ground level to reduce wind blockage and increase the building permeability of the Proposed Development. This favours wind penetration of the dominant easterly and southerly wind at the pedestrian level and minimise the air ventilation impact brought by the Proposed Development.
- The provision of open space and landscape area at the eastern part of the Site could allow setback distance between the building structure and Hoi Wong Road, which is one of the major wind corridors in the vicinity. This facilitates wind penetration for S, SSE and NNE winds.

Air Corridors

3.1.2 **Figure 3-1** and **Figure 3-2** illustrate the prevailing wind from both annual and summer wind directions for the existing situation respectively. **Figure 3-3** and **Figure 3-4** illustrate the prevailing wind from both annual and summer wind directions with the Proposed Scheme.

3.1.3 Under annual wind conditions, some portion of the annual winds would be blocked by Siu Tsui Court and Nerine Cove before reaching the Site. The planned residential development at Hoi Wong Road would further block the annual winds after completion. However, a portion of NNE winds would pass through the air corridors of Hoi Wong Road and reach the Site, but would be substantially obstructed by the A16 Station development before arriving at the amendment site. Moreover, it is expected that the easts wind would flow along roads nearby and reach the Site at pedestrian level.

3.1.4 For summer south winds, air corridors along the river channel and Hoi Wong Road would facilitate wind flow towards the Site and to the inner area from the seashore. Higher wind availability is expected along these two corridors. This direct access to seashore offers land-sea breeze along these two air corridors due to temperature difference between land and sea throughout the day and night.

3.2 Directional Analysis of the Development

3.2.1 As discussed in **Section 2.1**, the dominant annual wind conditions are from NNE, ESE and SE directions while the dominant summer wind condition are from SE, SSE and S directions.

The Proposed Scheme of the Site will be evaluated against the dominant wind directions in both annual and summer conditions and will be compared with the existing condition. **Figure 3-1** and **Figure 3-2** indicate the expected wind flow for existing condition under annual and summer conditions, respectively, while **Figure 3-3** and **Figure 3-4** present that for Proposed Scheme under same conditions.

NNE Wind

3.2.2 NNE wind contributes 18.0% under annual wind condition. Annual NNE winds would pass through existing Tuen Mun Swimming Pool then reach the Site and beyond. NNE wind can also flow to the Site along Hoi Wong Road and gaps between high-rise buildings at the pedestrian level. Under the existing condition, the entire Site is well ventilated by NNE wind. Since there will only be several one-storey structures within the Site, the wind can skim over the structures and continue to flow downwards.

3.2.3 During the occupation of the sports ground, the planned residential development at the north of the Site is likely to block a portion of the NNE wind from reaching the Site. As the proposed A16 Station development includes Tower T13 immediately to the north of the Site, the NNE wind will be substantially obstructed at podium level. The extent of wind penetration beyond the Site boundary will depend on the final detailed design of A16, which falls outside the scope of this assessment. For the Proposed Scheme, the building structures may slightly affect the NNE wind flowing from upwind area due to the small increase in building elevation. Mitigation measures incorporated into the Proposed Scheme contributes to improve NNE wind flow. Except the ramp and E&M rooms on the G/F, the carpark at ground level is not enclosed by solid walls, which allows NNE wind to flow through the Site at pedestrian level to riverside promenade along Tuen Mun River Channel at the downwind area. At higher levels above ground, the sports ground is elevated with semi-open structures, allowing NNE wind to slip over the first floor at higher level to the downwind area. Besides, the curved spectator stand at the northwest corner align with the NNE wind direction, so that air path would not be blocked. Therefore, significant adverse air ventilation impact on the downwind area at all levels under NNE wind condition is not anticipated.

ESE and SE Wind

3.2.4 ESE wind contributes 16.2% under annual wind condition, while SE wind contributes 14.8% and 18.0% respectively under annual wind condition and summer wind condition. ESE and SE wind originating from offshore would be partially blocked by surrounding mid-rise to high-rise buildings, i.e. Tuen Mun Central Square, Regency Bay and Nerine Cove. Nevertheless, the wind could still reach the Site and beyond by skimming over podiums of building blocks or passing through gaps and NBAs between buildings. After passing the Site, it will flow across Tuen Mun River and reach the high-rise buildings i.e. Sun Tuen Mun Centre and Glorious Garden at west and northwest of the Site. Under the existing condition, even with the obstruction by existing developments, ESE and SE wind is able to flow through the Site and downstream areas.

3.2.5 With the proposed sports ground, a small portion of low-level ESE and SE wind is expected to be obstructed by the proposed spectator stand at the northwest corner of the Site. Nevertheless, with the design considerations incorporated into the Proposed Scheme, the ESE and SE wind is still able to pass through the Site and reach the existing developments (including Glorious Garden, Sun Tuen Mun Centre and Lung Mun Oasis etc.) at the downwind areas by flowing through the carpark at the ground level as well as slipping over

the elevated sports ground. Besides, the curved spectator stand at the corner can promote the air flow and minimise the air stagnation. As compared to the existing condition, significant adverse air ventilation impact on the downwind area is not expected as most ESE and SE wind acts similarly under both situations.

SSE and S wind

3.2.6 SSE and S wind contributes 18.7% and 10.5% respectively under summer wind condition. The offshore southerlies could directly flow to the Site without obstruction and reach the inner areas along the air corridors such as Tuen Mun River, Hoi Wong Road and light rail track. Under existing condition, the wind could pass through the Site and flow to downstream as there is no blockage by existing structures.

3.2.7 Based on the Proposed Scheme, the construction of sports ground may slightly increase barrier effect and obstruct a portion of the SSE and S wind. With the aforementioned design measures, the wind is able to flow through the ground level car park and skim over the elevated sports ground and finally reach the planned A16 station development and Lung Mun Oasis at the downwind area. In addition, the spectator stand is located parallel to the flow direction of S wind, which reduces the wind blocking effect to the downwind area by the structure. Therefore, significant adverse air ventilation impact under S wind is not expected.

Major Breezeways/Air Paths

3.2.8 Referring to AVA report "*Term Consultancy For Expert Evaluation on Air Ventilation Assessment for Tuen Mun New Town (May 2014)*" by the Chinese University of Hong Kong, the Site falls within two major breezeways/air paths in the Southern Inner Core of Central Area of Tuen Mun New Town. With the proposed mitigation measures mentioned above, the major breezeways/air paths can still penetrate the Proposed Scheme and flow further to the downwind area. Hence, the major breezeways/air paths can be maintained, and significant adverse impact arising from the Proposed Scheme is not anticipated.

3.3 Summary of Relative Air Ventilation Performance

3.3.1 The air ventilation performance of the existing area and the Proposed Development has been appraised. While the ventilation performance with Proposed Scheme may be affected due to the increase in building structures as wind blocking effect, the design of the Proposed Development has maximised the opportunity in improving the air ventilation performance with the use of mitigation measures. Mitigation measures such as a semi-open building layout, provision of open space and increase of building permeability are incorporated in the design of the Proposed Scheme. With these design considerations incorporated, the air ventilation impact on the potential downwind area including riverside promenade along Tuen Mun riverside promenade and surrounding residential developments will be alleviated. Therefore, it is unlikely that the Proposed Development will have significant adverse impact to the surrounding wind environment.

Figure 3-1 Annual Wind Flow under Existing Condition

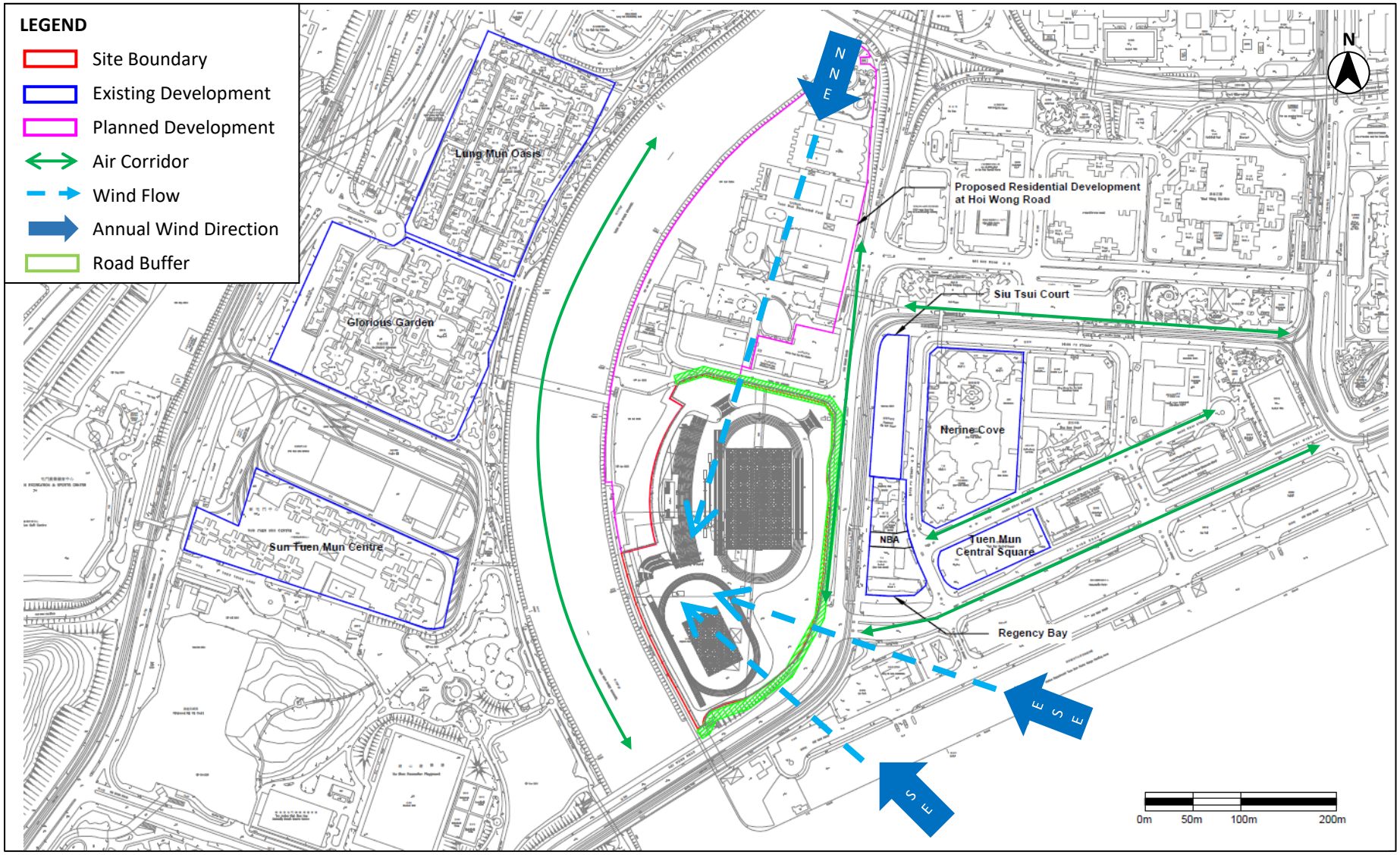


Figure 3-2 Summer Wind Flow under Existing Condition

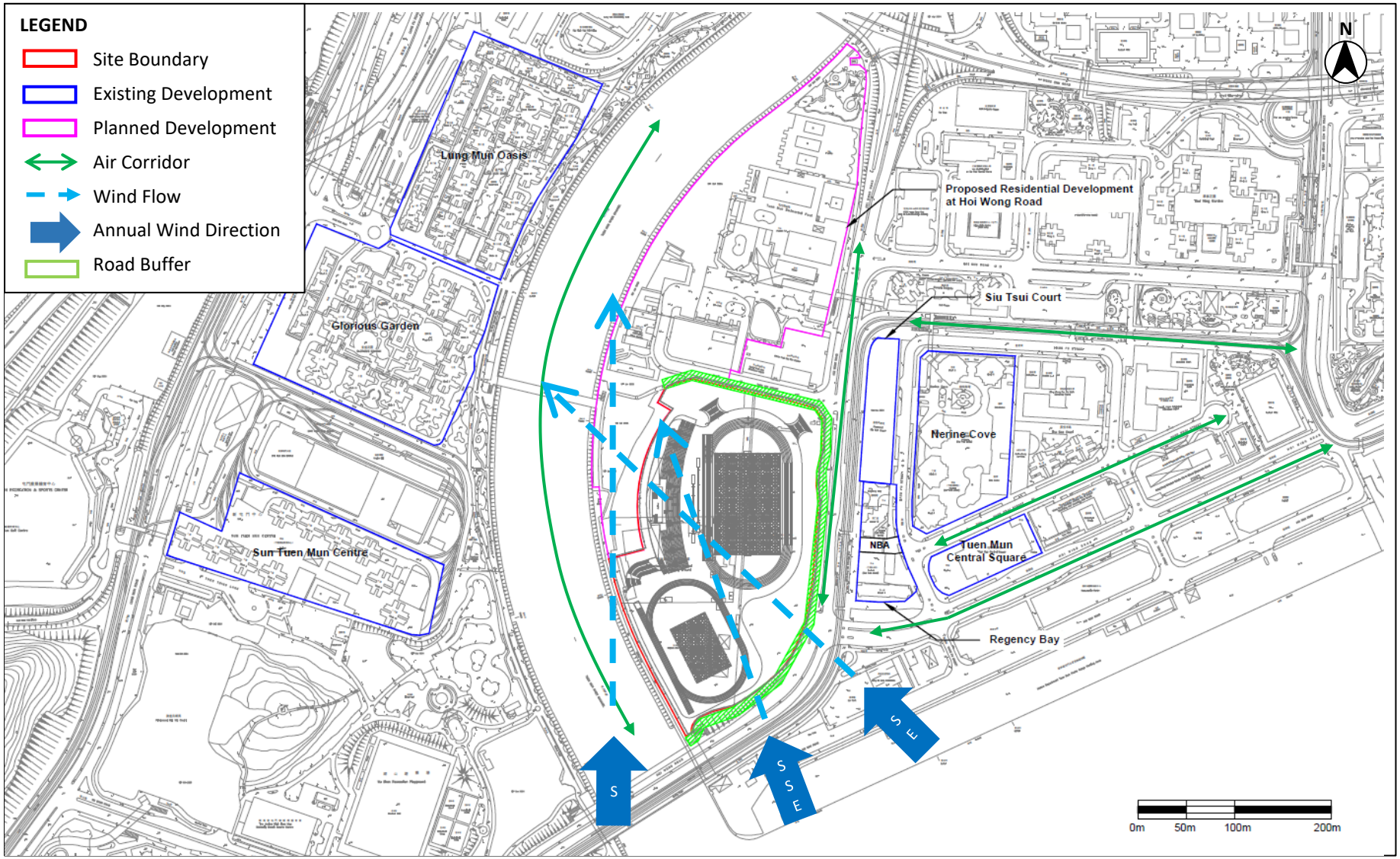


Figure 3-3 Annual Wind Flow under Proposed Scheme

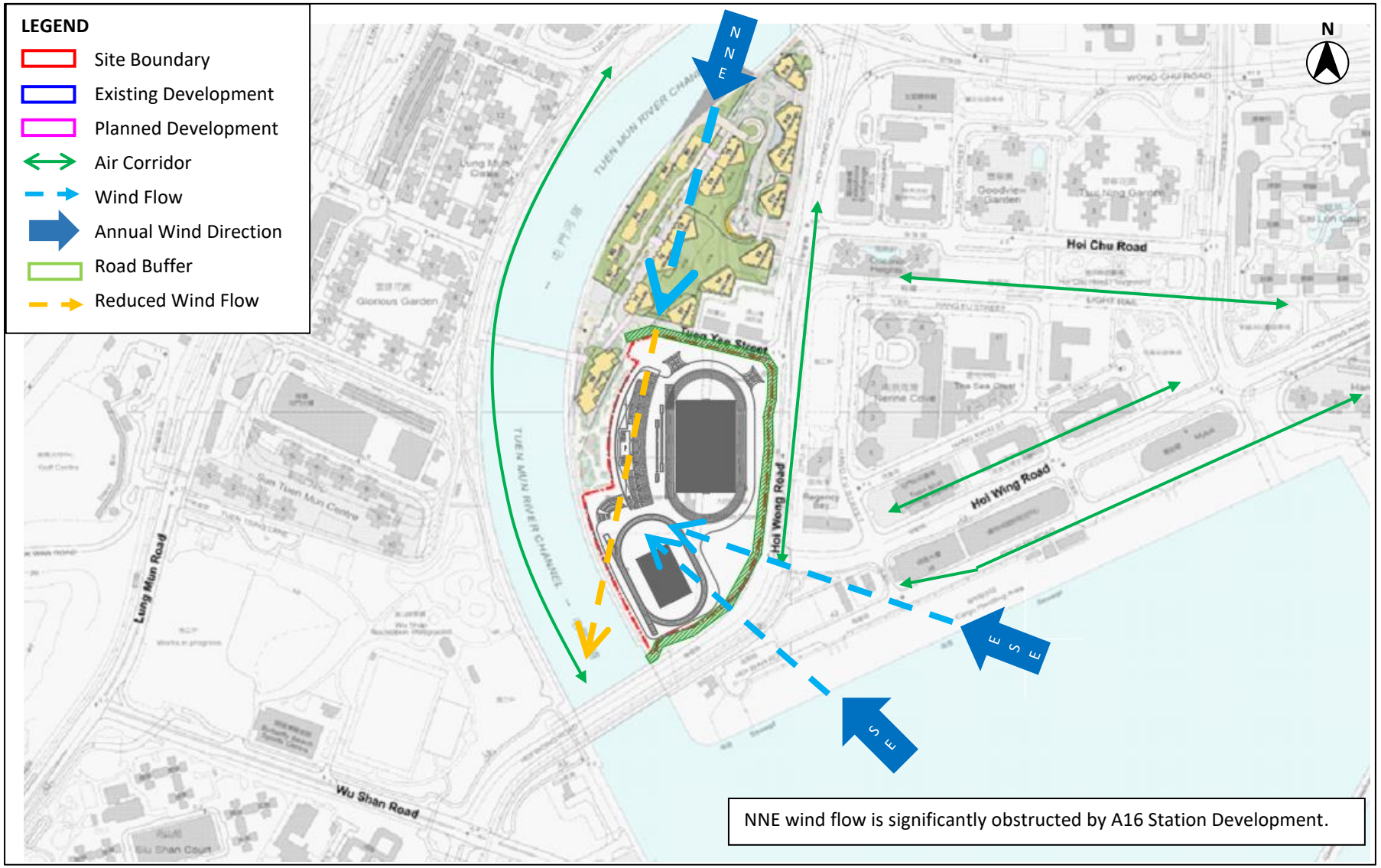
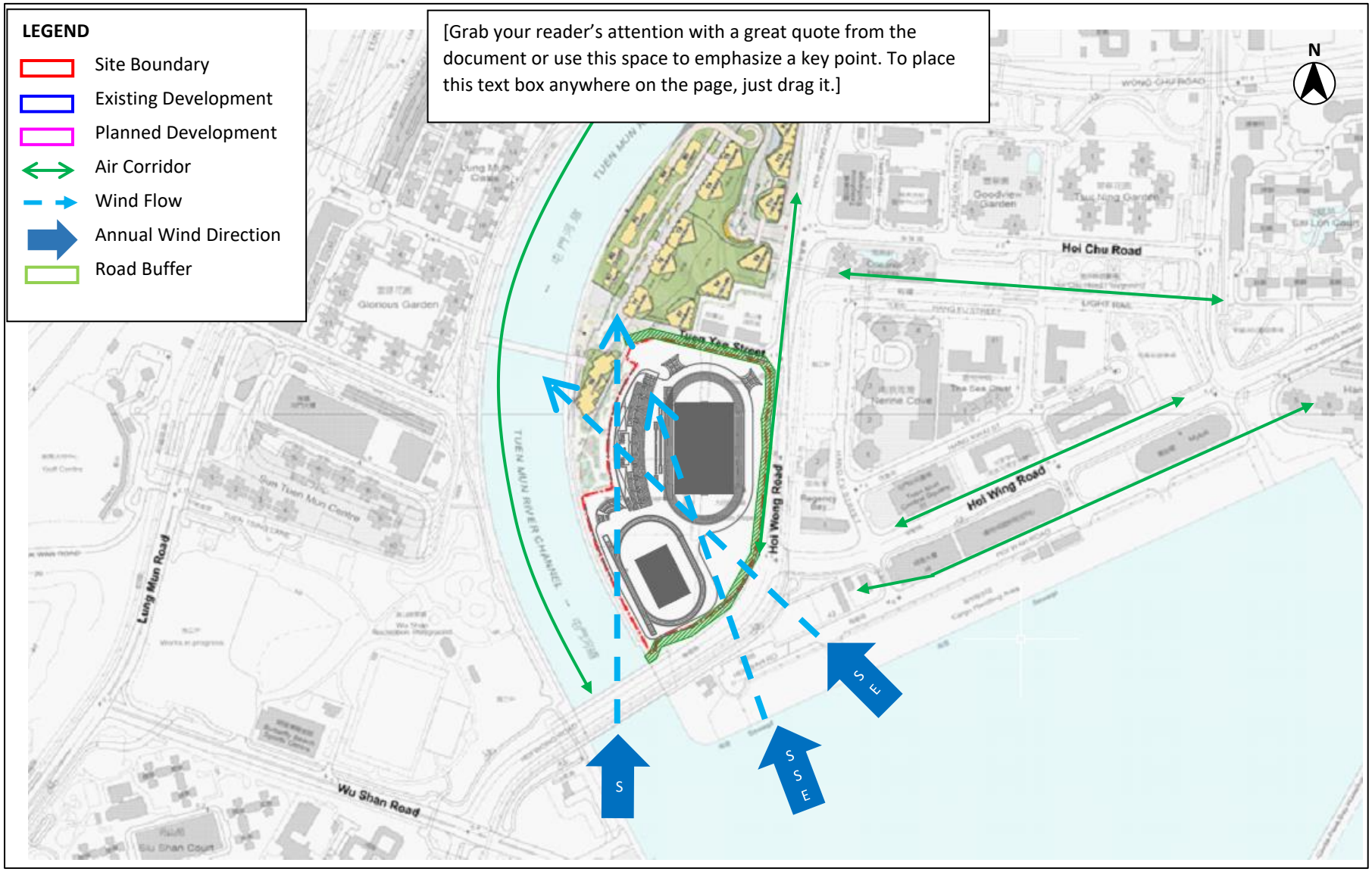


Figure 3-4 Summer Wind Flow under Proposed Scheme



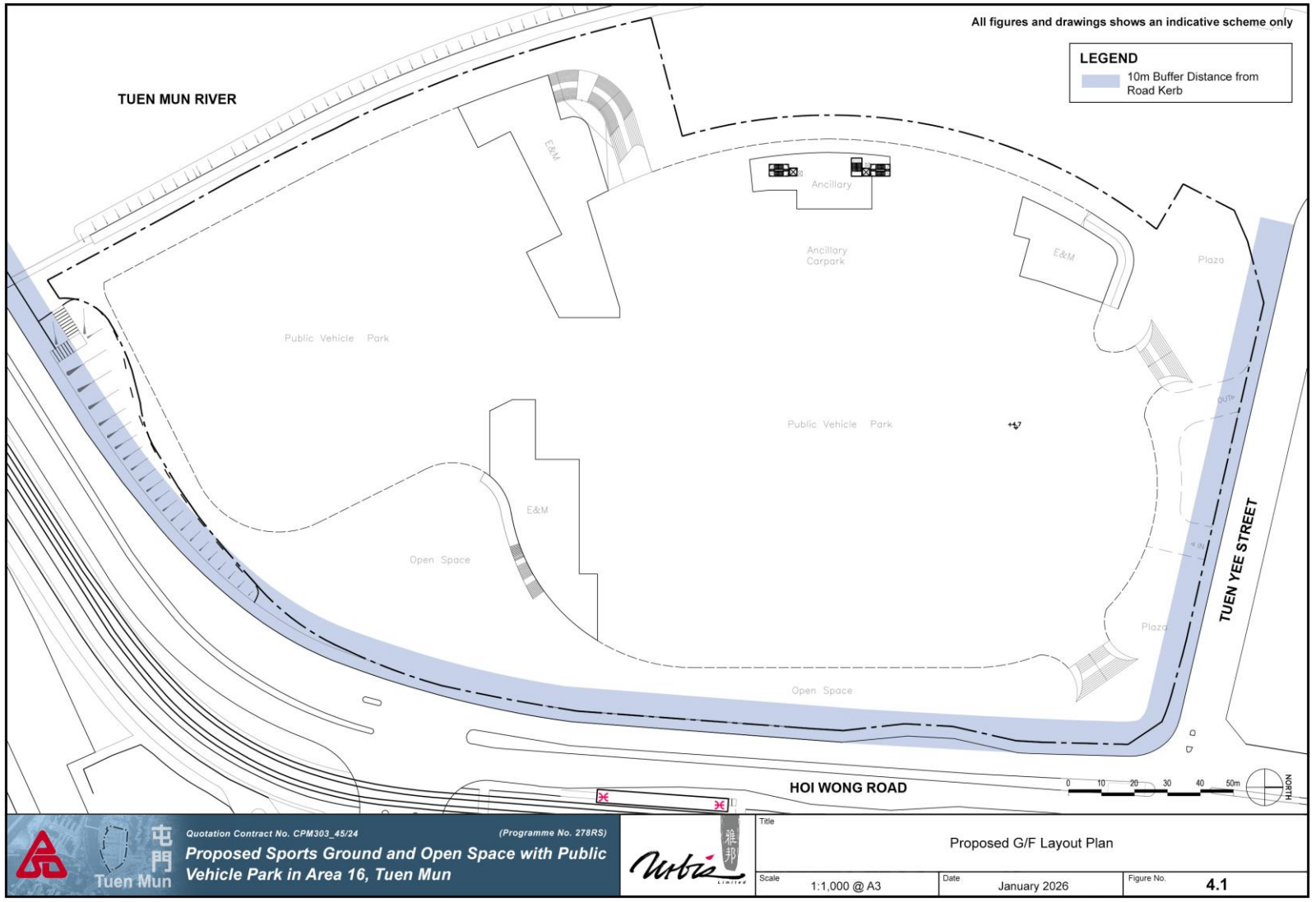
4 CONCLUSION

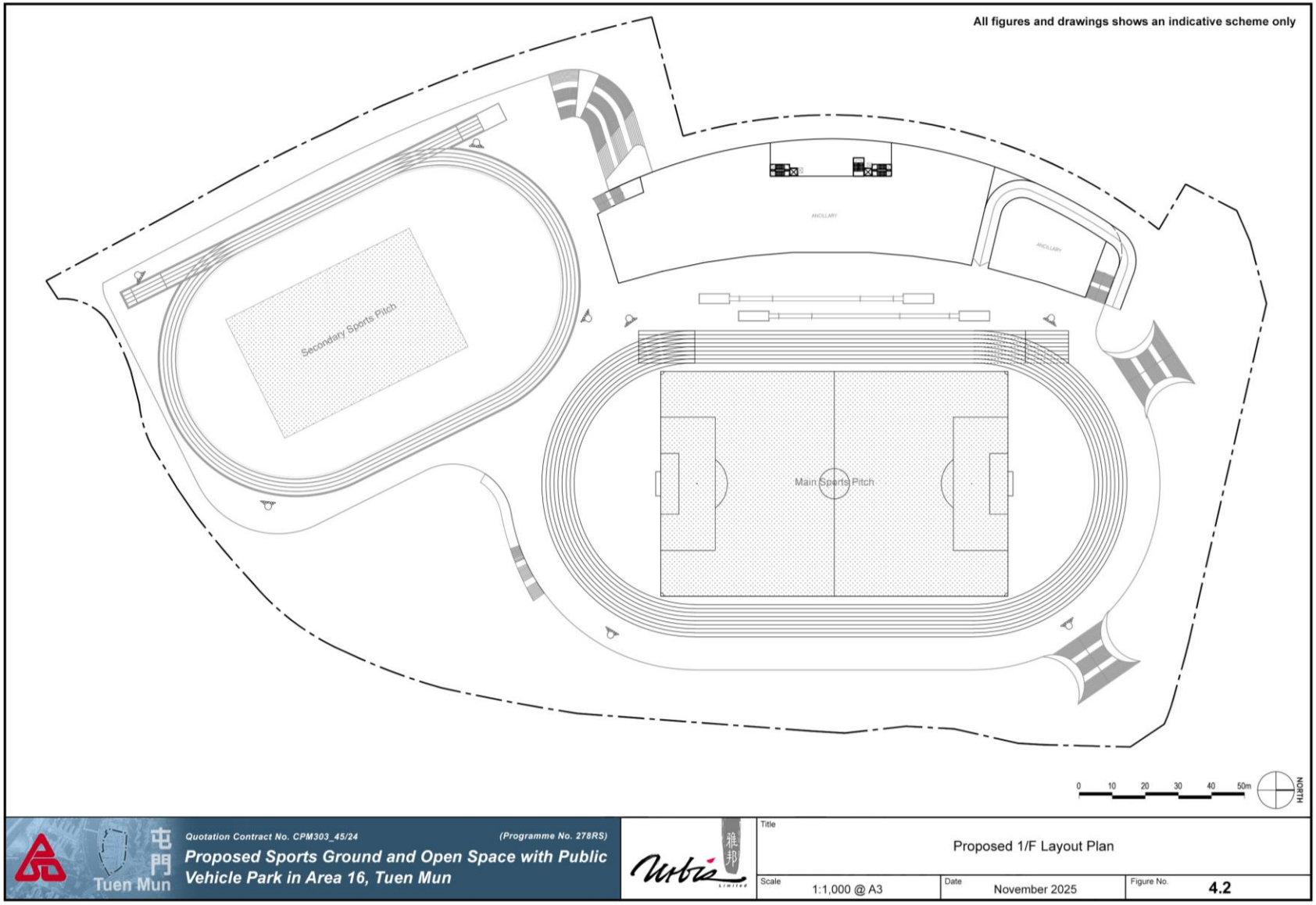
4.1.1 A qualitative assessment of wind performance has been conducted for the proposed sports ground and open space with public vehicle park in Tuen Mun.

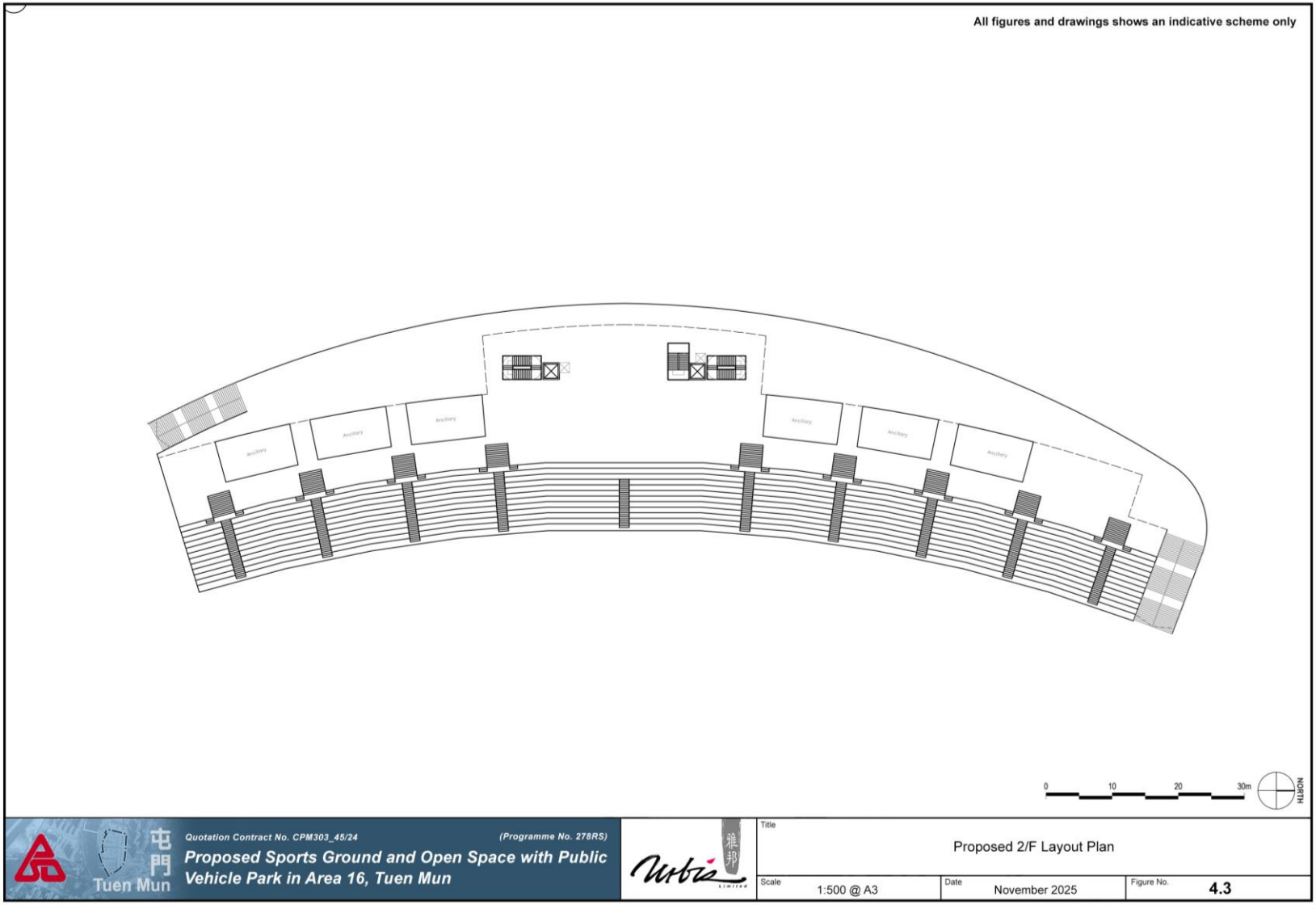
4.1.2 Based on the findings of this AVA-EE, annual prevailing wind comes from NNE, ESE and SE direction and summer prevailing wind comes from SE, SSE and S directions. The Proposed Development has incorporated mitigation measures to improve the air ventilation performance as much as possible. Mitigation measures such as semi-open building layout, provision of open area and increase in building permeability are considered in the design to improve the air ventilation quality. Taking into consideration of the existing topography, the location of the existing and planned developments, and provision of mitigation measures, it is considered that the Proposed Scheme would have no significant adverse air ventilation impact on the downwind area.

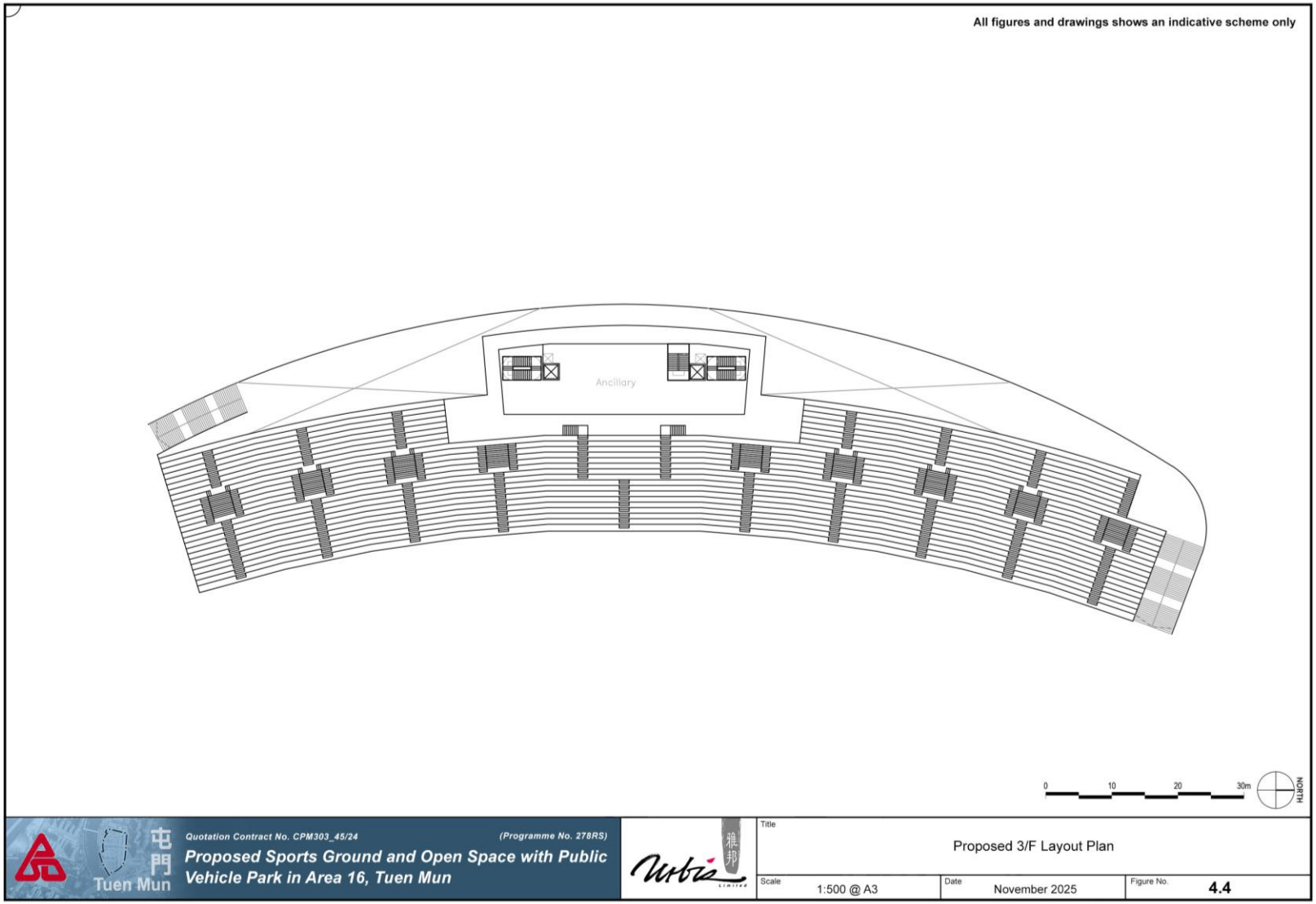
4.1.3 This AVA-EE has not identified any problem areas within the Proposed Scheme requiring further study. The wind penetration through the Site is generally good and no areas or locations of excessive wind or insufficient ventilation have been identified. Consequently, while some localised wind blockage is expected due to the increased built footprint, the incorporated mitigation measures are considered sufficient to prevent significant adverse ventilation impacts on the surrounding environment. Nevertheless, the applicant will continue to explore and implement further design enhancements at the detailed design stage, having particular regard to the riverfront setting, so as to minimise any residual wind obstruction and maintain a comfortable pedestrian-level wind environment.

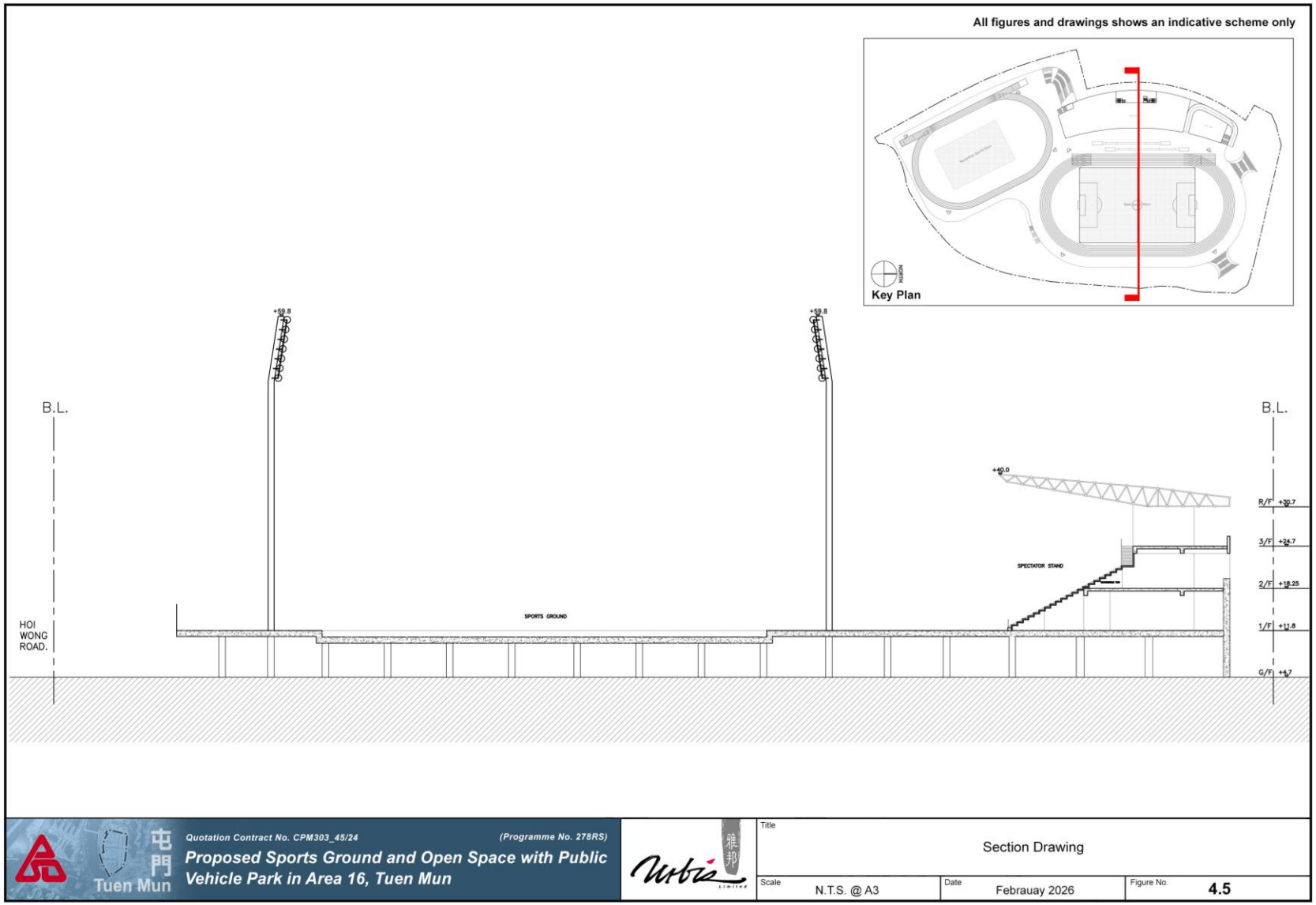
Appendix A Layout Plan of the Proposed Development

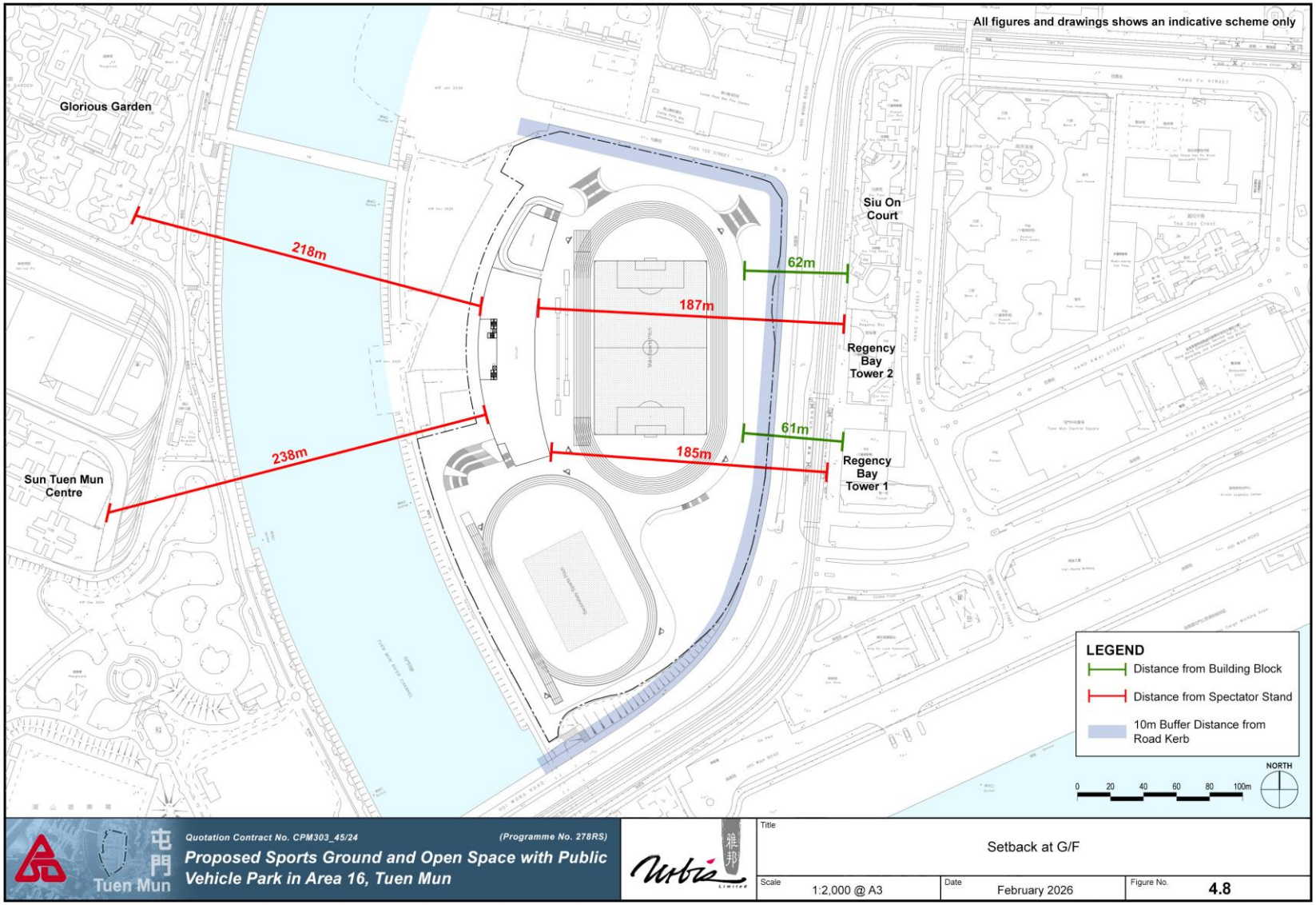

All figures and drawings shows an indicative scheme only
LEGEND
10m Buffer Distance from Road Kerb
TUEN MUN RIVER
E&M
Ancillary
Ancillary Carpark
E&M
Plaza
Public Vehicle Park
Public Vehicle Park
E&M
Open Space
Plaza
TUEN YEE STREET
Open Space
HOI WONG ROAD
0 10 20 30 40 50m
NORTH
Quotation Contract No. CPM303_45/24
(Programme No. 278RS)
Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun
Tuen Mun
Title
Proposed G/F Layout Plan
Scale
1:1,000 @ A3
Date
January 2026
Figure No.
4.1


All figures and drawings shows an indicative scheme only
Secondary Sports Pitch
ANCILLARY
ANCILLARY
Main Sports Pitch
0 10 20 30 40 50m
NORTH
Quotation Contract No. CPM303_45/24
(Programme No. 278RS)
Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun
Tuen Mun
屯門
Title
Proposed 1/F Layout Plan
Scale
1:1,000 @ A3
Date
November 2025
Figure No.
4.2


All figures and drawings shows an indicative scheme only
Ancillary
Ancillary
Ancillary
Ancillary
Ancillary
Ancillary
0
10
20
30m
NORTH
Quotation Contract No. CPM303_45/24
(Programme No. 278RS)
Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun
Tuen Mun
屯門
雅邦
Title
Proposed 2/F Layout Plan
Scale
1:500 @ A3
Date
November 2025
Figure No.
4.3


All figures and drawings shows an indicative scheme only
Ancillary
0
10
20
30m
NORTH
Quotation Contract No. CPM303_45/24
(Programme No. 278RS)
Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun
Tuen Mun
Title
Proposed 3/F Layout Plan
Scale
1:500 @ A3
Date
November 2025
Figure No.
4.4


All figures and drawings shows an indicative scheme only
Key Plan
NORTH
B.L.
B.L.
HOI WONG ROAD.
SPORTS GROUND
SPECTATOR STAND
+59.8
+59.8
+40.0
R/F +30.7
3/F +24.7
2/F +18.25
1/F +11.8
G/F +4.7
Quotation Contract No. CPM303_45/24
(Programme No. 278RS)
Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun
Tuen Mun
屯門
Urbis
雅邦
Title
Section Drawing
Scale
N.T.S. @ A3
Date
Februauy 2026
Figure No.
4.5


All figures and drawings shows an indicative scheme only
Glorious Garden
Siu On Court
Regency Bay Tower 2
Regency Bay Tower 1
Sun Tuen Mun Centre
218m
238m
187m
185m
62m
61m
LEGEND
Distance from Building Block
Distance from Spectator Stand
10m Buffer Distance from Road Kerb
NORTH
0 20 40 60 80 100m
Quotation Contract No. CPM303_45/24
(Programme No. 278RS)
Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun
Tuen Mun
Title
Setback at G/F
Scale
1:2,000 @ A3
Date
February 2026
Figure No.
4.8

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Appendix D

Landscape Proposal

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Landscape Proposal (Rev 1)

(Doc. Ref. No.: ASD31-DOC-002)

Prepared by:
URBIS Limited

Prepared by :	Ffion Zhang	11 December 2025 Date
Checked by :	David Morkel	17 December 2025 Date
Approved for issue by :	David Morkel	17 December 2025 Date

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FIGURES

TABLES

1 INTRODUCTION

1.1 BACKGROUND

1.1.1 This report contains the landscape design proposal and tree preservation proposal for the proposed sports ground and open space project at Area 16, Tuen Mun (hereafter referred to as the "Site") as shown in **Figure J.1 – Key Plan**.

1.1.2 This landscape design proposal is submitted to demonstrate:

- That a high standard of landscape amenity can be provided as part of the project, taking into account its development parameters and functional requirements;
- Compliance with the urban design intent expressed in the Approved Tuen Mun Outline Zoning Plan (OZP) No. S/TM/41 to "provide better streetscape/good quality street level public urban space"; and
- Compliance with the compensatory tree requirement under DEVB TC(W) 4/2020 and mitigation of impacts on trees.

1.1.3 Section 2 of this Landscape Design Proposal describes existing site conditions and landscape features.

1.1.4 Section 3 summarises the tree preservation proposal for the project.

1.1.5 Section 4 describes the different components of the landscape proposal.

1.1.6 Finally, Section 5 provides conclusions with regard to the Landscape Design Proposal.

2 EXISTING SITE CONDITIONS

2.1 INTRODUCTION

2.1.1 This section of the Landscape Design Proposal introduces the landscape context of the Site and the current condition of its landscape.

2.2 SITE CONDITION AND LANDSCAPE CONTEXT

2.2.1 The Site covers an area of approximately 56,200 sq.m and is located in Tuen Mun Area 16. The Site comprises an area of flat, reclaimed land lying at approximate elevations ranging from +4.8 mPD to +10.0 mPD (see **Figure J.1**). The Site is currently in use as a Kowloon Motor Bus (KMB) Bus Depot, Citybus Depot, Construction Industry Council (CIC) Tuen Mun Training Ground and as a carpark operated by a private operator. It comprises Government land currently leased under short-term tenancies (STTs) to the Kowloon Motor Bus Company; Citybus Limited; the Construction Industry Council; and LHN Parking.

2.2.2 The Site is largely open and almost completely surfaced in concrete and other hard surfacing. There are a number of small informal buildings on the site associated with the Citybus depot and Construction Industry Council and many small self-set trees around the internal and external boundary fencing.

2.2.3 140 trees are found around the boundary of the Site and along the boundaries of subdivisions within it (see **Appendix B** of the Planning Statement). Existing site conditions are illustrated in **Figure J.1**.

2.2.4 The Site is bounded by Tuen Yee Street to the north, with elevations between +4.7 mPD and +5.2 mPD. At the western end of the street, there is a small open space with lawn and shrubs adjoining the north-west corner of the Site (see **Figure J.2**). Currently, the north-west corner of the Site serves as a construction site for a future MTRCL development.

2.2.5 To the east and south, the Site is bordered by Hoi Wong Road, with elevations ranging from +4.8 mPD to +10.0 mPD. On the eastern side of the Site, there is a pavement with a line of roadside palms as well as a median planting strip with a line of semi-mature trees. To the south of the Site, between its boundary and Hoi Wong Road there is a SIMAR slope which is registered in the Slope Maintenance Responsibility Information System within the Site, namely, 5SE-D/F33. This is a soil slope only and is managed by the Highways Department. It has a covering of adventitious shrubs and trees (see **Figure J.1**).

2.2.6 A riverside promenade and cycle track along the Tuen Mun River Channel defines the western boundary of the Site at an elevation of +4.1 mPD. It features intermittent shrub and tree planning along much of the boundary of the Site (see **Figure J.2**). The promenade and cycle track is currently closed to the public as part of the works site for the MTRC Tuen Mun South Extension railway line. Foundation works and pier construction are in progress. Construction of the viaduct superstructure will commence by the end of 2025. The construction of the MTRC A16 Station is expected to be completed in 2030 (MTRCL, 2025). According to G.N. 6202 by Highways Department, the existing footpath and cycle track will be reprovisioned after the construction of A16 Station.

2.3 TREES AND VEGETATION

2.3.1 There are in total 140 trees meeting Government criteria for recognition (i.e. >95mm dbh) inside and within a 2m distance outside the Site which may be affected by the proposed works. These comprise 21 different species and consist of a mix of native and non-native species as well as 2 dead trees.

2.3.2 The most commonly found species is *Leucaena leucocephala* which is recognised by the Government as being an undesirable invasive weed species. There are 96 *Leucaena leucocephala* and 2 dead trees, as well as *Ficus microcarpa* (6 trees)*; Celtics sinensis* (5 trees) and *Ficus religiosa* (5 trees)**.**

2.3.3 More than 70% of the existing trees are of poor form, in fair health condition or in poor structural condition.

2.3.4 The Tree Survey Plan and the complete tree survey (including mature trees (DBH > 750mm)) with a description of existing trees on and around the Site can be found in **Appendix B** of the Planning Statement.

3 SUMMARY OF TREE PRESERVATION PROPOSAL

3.1 EXISTING TREES

3.1.1 There are total of 140 existing trees in the project area, of which 42 are non-invasive trees. The remaining 98 trees, include 2 dead trees and 96 invasive non-natives.

3.1.2 Of the 42 non-invasive trees (plus 2 dead trees), 36 are located within the Site, and 8 are within a 2-meter offset outside the site boundary.

3.1.3 None of these trees are registered in the current Register of Old and Valuable Trees promulgated under DEVB TC (W) 5/2020 within or in the vicinity of the Site.

3.2 TREE WORKS PROPOSAL

3.2.1 A Tree Preservation and Removal Proposal for this Site was approved by the ArchSD Tree Works Vetting Panel (1) on 2 September 2022 (InForM7953). Given the amount of time since this approval, the tree survey and proposals have been updated for this report.

3.2.2 A Tree Preservation and Removal Proposal updated for this development proposal was approved by the ArchSD Tree Works Vetting Panel (1) on 6 June 2025.

3.2.3 Under this updated proposal, apart from 2 dead trees which are to be felled, 41 trees (including 34 within the Site boundary and 7 outside) are proposed to be felled due to their conflict with the proposed works and low survival rate after transplanting. These trees are either located on sloping ground, embedded within chain-link fencing, are of suboptimal health or have observable wounds, all of which render them unsuitable for successful transplantation.

3.2.4 1 tree (lying just outside the Site) will be retained in situ.

3.2.5 A total of 43 compensatory trees is proposed to be planted within the Site which is equivalent to a 1:1 compensatory ratio in terms of quantity, also taking into account 2 dead trees.

3.2.6 As the proposed sports ground and stadium project requires large areas of paving to allow for crowd circulation, areas available for planting are therefore limited. It is therefore not feasible to compensate at a rate of 1:1 in terms of quality (i.e. an equivalent aggregate trunk diameter to that lost).

3.2.7 A summary of tree impacts and tree compensation proposals is shown in **Table 3.1** below.

Table 3.1 – Summary of Tree Impact & Tree Compensation

Total Tree in Survey Area	Fell	Retain	Compensatory Trees
140#	43**	1^	43

In accordance with DEVBTC(W)4/2020, this number includes 96 undesirable species,2 dead trees, 41 trees to be felled and 1 retained tree

** Under DEVBTC(W)4/2020 *Leucaena leucocephala* is considered a self-seeded weed tree and can be removed w/o compensation.

^ The retained tree is located outside the Site boundary

3.2.8 Compensation planting for trees to be felled will be as shown in **Table 3.2** and **Figure J.3**

Table 3.2 – Details of Tree Compensation

Scientific Name	Chinese Name	Height (mm)	Spread (mm)	DBH (mm)	Quantity	Remarks
Liquidambar formosana	楓香	3500	2000	100	14	Straight trunk. Multi-Branch. Balanced crown.
Terminalia catappa	欖仁樹	3500	2000	75	12	Straight trunk. Multi-Branch. Balanced crown.
Cassia fistula	豬腸豆	3500	2000	75	11	Straight trunk. Multi-Branch. Balanced crown.
Tabebuia impetiginosa	紫花風鈴木	3500	2000	100	6	Straight trunk. Multi-Branch. Balanced crown.

Table 3.3 – Photos of Tree Compensation Species

Scientific Name	Chinese Name	Photo
Liquidambar formosana	楓香	
Terminalia catappa	欖仁樹	
Cassia fistula	豬腸豆	
Tabebuia impetiginosa	紫花風鈴木	

4 LANDSCAPE MASTERPLAN PROPOSAL

4.1 LANDSCAPE DESIGN CONCEPT AND OBJECTIVES

4.1.1 Landscape Design Proposals are illustrated in the Landscape Master Plan (see **Figure J.4**). Landscape Section drawings are shown in **Figure J.5** and illustrate in particular, the proposed landscape treatments for interfaces at the edges of the project site.

4.1.2 The landscape design aims to achieve the following design objectives;

- To allow for the functionality of the sports ground and stadium particularly in facilitating the circulation of large number of people;
- To provide a high quality landscape setting for the project;
- To contribute to compliance with the urban design intent expressed in the Approved Tuen Mun Outline Zoning Plan (OZP) No. S/TM/41 to "provide better streetscape/good quality street level public urban space";
- To provide a high quality landscaped open space area with low-key recreational facilities for different age groups within the local community;
- To provide, where possible, visual mitigation for the built structures of the project and present an attractive appearance for the development when viewed from adjacent areas including a planter with weeping plants along the edge of the main sports pitch facing Tuen Yee Street;
- To create attractive and usable landscape spaces within the Site;
- To enhance walkability within the area by providing and pedestrian routes linking the riverside promenade with Hoi Wong Road; and
- To optimise greening opportunities by provision of shade trees, a diverse planting palette.

4.1.3 The remainder of this section describes the different areas and components of the project landscape.

4.2 LANDSCAPE ELEMENTS

4.2.1 Open Space is strategically located at the edges of the site where there will be less conflict with access and circulation requirements associated with the sports ground and stadium, and where the vegetation of the open space can act as an interface between the project and the surrounding urban environment **(**see **Figures J.4 and J.5).**

4.2.2 Facilities provided in the Open Space and other landscape elements are described below.

Grand Staircases

4.2.3 The Grand Staircases function as main entrances to the Sports Ground (see Figure J.4). At the Grand Staircase on the western side of the site, planters and seating are integrated into the steps to allow people to enjoy the uninterrupted view towards the Tuen Mun River.

4.2.4 The Grand Staircase will make a contribution to achieving compliance with the urban design intent expressed in the Approved Tuen Mun Outline Zoning Plan (OZP) No. S/TM/41 to "provide better streetscape/good quality street level public urban space."

4.2.5 Stepped planters on the staircases will be included to create visual interest. They will be planted with ornamental grasses that require low maintenance and relatively less soil volume (i.e. not less than 300mm soil depth excluding drainage layer.

Entrance Plazas

4.2.6 The plazas at the bottom of the Grand Staircases are mainly hard-paved to allow sufficient space for large numbers of people moving around or for holding outdoor activities or events at the riverfront. These spaces, and particularly that on the corner of Hoi Wong Road and Tuen Yee Street, will create new nodal points in the surrounding urban realm, helping to reinforce local identity and placemaking attributes. The plazas aim to create inviting, grand entrances for large volumes of pedestrians to reach different communal facilities (see **Figure J.4**).

4.2.7 The entrance plazas will be high quality urban spaces forming new nodal points in the urban public realm of the surrounding area. In this sense, these spaces will make an important contribution to achieving compliance with the urban design intent expressed in the Approved Tuen Mun Outline Zoning Plan (OZP) No. S/TM/41) to "provide better streetscape/good quality street level public urban space".

Tree Walk

4.2.8 The Tree Walk will feature a combination of native and exotic, common and less common tree species with conspicuous blossom or seasonal foliage interest (see **Figures J.4**). In the middle of the trail, another entrance to the Site is designed to allow people to enter the site through the Tree Walk. The entrance avoids clashing with the existing bus stop on Hoi Wong Road.

Lawn Area

4.2.9 A gentle loop-shaped ramp (at a 1:21 gradient) is designed to facilitate smooth connection between G/F and 1/F (see **Figures J.4**). At the same time, it forms a recreational space with a relatively enclosed lawn at the centre of the loop, sheltered from the wind.

Sports Pitches

4.2.10 The first-floor of the project's structure will mainly accommodate the main sports pitch and a secondary sports pitch (see **Figure J.4**).

4.2.11 The main sports pitch will incorporate facilities including one 11-a-side football pitch; an eight-lane, 400m all-weather synthetic athletics track; two high-jump runways with landing areas; one pole vault runway with landing area; two javelin-throw areas; two long-jump and triple-jump runways with landing pits; two hammer- and discus-throw cages; two shot-put throwing areas; and a set of steeplechase facilities. These facilities will comply with International Amateur Athletics Federation standards and requirements. A floodlighting system will also be installed to provide adequate illumination.

4.2.12 The secondary sports pitch will include an infield 7-a-side football pitch, a four- lane athletics track, and dedicated areas for long jump, triple jump, pole vault, shot put, high jump, discus and hammer throw, and javelin throw. A floodlighting system will also be installed.

4.2.13 In order to help mitigate visual impacts, there will be a planter along the edge of the main sports pitch facing Tuen Yee Street, where tree planting is not possible at G/F level due to the presence of a DSD drainage reserve.

Circulation Areas

4.2.14 As a sports stadium, the project requires ample hard-paved areas for the circulation of large crowds of pedestrians before and after events (see **Figure J.4**). For safety reasons, areas of paving must be wide enough to cater for maximum possible pedestrian flows.

Riverside Open Space

4.2.15 The open space along the riverside promenade will feature a combination of native and exotic, common and less common tree species with conspicuous blossom or seasonal foliage interest and shrubs (see **Figures J.4**). Sitting areas will be provided to promote comfort and social engagement, enhancing the promenade experience for users.

4.3 PLANTING STRATEGY

4.3.1 The planting will comprise native and exotic species of trees, shrubs and ground covers to create an attractive and comfortable environment for users which also improves local biodiversity. The species will be used to provide colour and seasonal variation.

4.3.2 Plant species selected will be tolerant to coastal conditions and will be chosen with reference to the document 'Theme Plants for Tuen Mun' from the Greening Master Plan and the 'Recommended Tree List for Tuen Mun District' GMP' from the Greening Master Plan based on Development Bureau's' Street Tree Selection Guide'.

Tree Planting

4.3.3 Tree planting will generally be based on the 'right plant, right place' principle. However, there will be specific design interest for specific areas of the project. These can be summarised as follows:

- Trees at the Entrance – Row of feature trees with eye-catching blossoms;
- Trees at Grand Steps – Feature trees with upright and neat tree forms;
- Trees at Tree Walk - A combination of native and exotic species with high ecological and amenity values; and
- Other Trees / Roadside Trees: Shade trees will be provided throughout the landscape gardens close to seating areas and gathering spaces.

4.3.4 Planting will be in accordance with best horticultural practice (see **Figure J.7**). Plant spacing will vary according to species and stock size selected and will be subject to detailed design development. Generally, trees will be spaced at typically at 3m or 4.5m spacings.

4.3.5 An indicative selection of proposed tree species is provided in **Table 4.1** below.

Table 4.1 – Proposed Tree Species

Scientific Name	Chinese Name	Size	Spacing	Nature / Exotic
Approved Compensatory Planting				
Liquidambar formosana	楓香	Heavy Standard	Minimum 4.5m c/c	Native
Terminalia catappa	欖仁樹	Heavy Standard	Minimum 4.5m c/c	Exotic
Cassia fistula	豬腸豆	Heavy Standard	Minimum 4.5m c/c	Exotic
Tabebuia impetiginosa	紫花風鈴木	Heavy Standard	Minimum 4.5m c/c	Exotic
Proposed Tree Planting				
Albizia lebbeck	大葉合歡	Heavy Standard	Minimum 4.5m c/c	Exotic
Artocarpus altilis	麵包樹	Heavy Standard	Minimum 3m c/c	Exotic
Chukrasia tabularis	麻楝	Heavy Standard	Minimum 3m c/c	Native
Cinnamomum camphora	樟樹	Heavy Standard	Minimum 4.5m c/c	Exotic
Ficus virens	大葉榕	Heavy Standard	Minimum 4.5m c/c	Native
Filicium decipiens	樹蕨	Heavy Standard	Minimum 4.5m c/c	Native
Bischofia javanica	秋楓	Heavy Standard	Minimum 4.5m c/c	Exotic

Scientific Name	Chinese Name	Size	Spacing	Nature / Exotic
Schefflera heptaphylla	鵝掌柴	Heavy Standard	Minimum 3m c/c	Exotic
Terminalia mantaly	小葉欖仁	Heavy Standard	Minimum 3m c/c	Native

Shrub and Groundcover Planting

4.3.6 Shrub planting will aim to achieve a year round floral and / or foliage effect. In certain locations around the car park structure, large shrub planting will be used to mitigate the appearance of the long facades of the structure. On the western side of the car park structure, shrub planting for shaded areas will be used to achieve this effect.

4.3.7 Mass planted shrubs will be 300mm to 600mm tall and groundcover plants will be 100mm to 300mm tall at the time of planting, depending on species.

4.3.8 Plant spacing will vary according to the species and stock size selected and will be subject to detailed design development. Shrubs and groundcover plants will be spaced subject to available plant stock size but spacing will ensure that an immediate overall foliage effect is achieved. Typically, the spacing for shrubs will be between 250 to 500mm and for the ground covers, 150 to 250m.

4.3.9 An indicative choice of shrubs and groundcover planting is provided in **Table 4.2** below.

Table 4.2 – Indicative Shrub & Groundcover Species

Plant Type	Selected Plant Species
Specimen Shrubs	*Asplenium nidus* *Camellia japonica* *Pittosporum tobira* *Tabernaemontana divaricata* *Strelitzia nicolai*
Mass Shrub Planting	*Aglaia odorata* *Alpinia zerumbet* *Asclepius curassavica* *Brunfelsia calcina* *Carmona microphylla* *Dietes bicolor* *Gardenia jasminoides* *Ixora chinensis* *Ligustrum sinense* *Phyllanthus myrtifolius* *Scaevola taccada* *Strelitzia reginae*
Shrub Planting for Shaded Areas	*Fatsia japonica* *Photinia* × *fraseri* 'Red Robin' *Rhapis excelsa* *Nandina domestica* *Monstera deliciosa* *Philodendron* 'Rojo Congo' *Philodendron bipinnatifidum*
Groundcovers:	*Acalypha reptans* *Arachis pintoi* *Asparagus densiflorus*

Plant Type	Selected Plant Species
	Cuphea hyssopifolia *Dianella ensifolia* *Dissotis rotundifolia* *Nephrolepis hirsutula* *Ophiopogon japonicus ' Nanus'* *Phyllanthus myrtifolius* *Tulbaghia violacea* *Zephylanthus candida*
Weeping Plant	*Plumbago* *Auriculata* *Vernonia Elliptica*

Turf

4.3.10 The surfaces for the sports pitched will be natural (sports) turf, as this will make the pitches as versatile as possible in their use (including for Asian Football Federation soccer games). As sports turf is a specialist area, it will be designed and specified at detailed design stage.

4.4 HARD LANDSCAPE ELEMENTS

4.4.1 Hard landscape materials that promote sustainability are proposed for much of the hard landscape, such as, recycled / reconstituted materials (thereby reducing use of non-renewable resources) and / or locally or regionally sourced material (thereby reducing transport energy inputs).

4.4.2 The paving design aims to strengthen the characteristics of the Sports Ground and blur the boundary between the EVA and the pedestrian paths. The lines of the running tracks are adopted and overlapped in different directions in the design to create a dynamic bands in different shades. Athletics areas will be finished with specialist synthetic sports surfacing.

4.4.3 An indicative choice of hard landscape materials is provided in **Table 4.3** below.

Table 4.3 – Hard Landscape Materials and Site Furniture

Hard Landscape Feature	Material
Feature Paving (Entrances and Grand Staircase)	Natural stone or similar
Footpaths and Other Paving	Recycled concrete block pavers in light grey, dark grey, light beige and reddish beige with R12 slip resistance rating or Ethylene-propylene diene monomer (EPDM) synthetic rubber material
Sports Areas	Natural turf football pitches and specialist synthetic athletics surfacing.
Site Furniture	Reconstituted timber seating, rubbish bins made of recycled metal
Lighting	Solar powered light standards and bollards

4.5 OTHER LANDSCAPE MATTERS

4.5.1 **Sustainability** – Detailed hard landscape design will explore the potential to use materials that contribute to sustainability, including regionally sourced materials, recycled materials such as reconstituted timber. Planting will contribute to sustainability by using either native or adaptive non-native species to favour native fauna and / or reduce irrigation and maintenance inputs.

4.5.2 **Soil Depth** – Sufficient soil or growing medium depth and associated structural loading capacity will be provided for all planting areas at grade or on structure (see **Figure J.6-J.7**). Depending on the types of planting, the minimum soil depths excluding drainage layers will be:

- Trees 1200mm deep
- Shrubs 600mm deep
- Groundcover 300 – 600mm deep
- Turf 300mm (approx.) deep

4.5.3 **Soil Drainage** – Planting areas on structure will be drained by proprietary PVC drain cells, filter fabrics and planter drains connected to pipes in turn connecting to surface water drainage systems.

4.5.4 **Irrigation Water Points** – Sufficient manual irrigation water points at a nominal spacing of 40m will be provided for all planting areas.

4.5.5 **Barrier Free Access** – All landscape areas will be designed and detailed according to the current version of the guidelines set out in Transport Planning and Design Manual Vol. 6, Chapter 8 - Facilities for People with Disabilities, Section 8.6 and relevant parts of Buildings Department Design Manual - Barrier Free Access 2008 (2021 edition) and Chapter 6 of Arch SD's 'Universal Accessibility: Best Practices and Guidelines'.

4.5.6 **Landscape Maintenance** – a minimum of 12 months Establishment Period will be incorporated into the softworks contract prior to handover to the owner. A landscape maintenance manual will be prepared to specify maintenance procedures required.

5 CONCLUSION

5.1 KEY BENEFITS OF THE LANDSCAPE DESIGN PROPOSAL

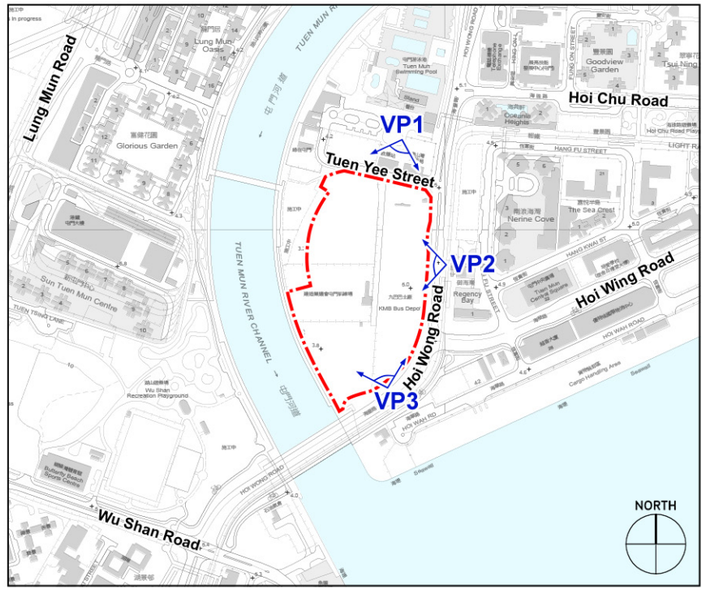
5.1.1 The landscape design proposal for the project will provide the key benefits below:

- A high quality landscape setting for the project;
- High quality open space area with low-key recreational facilities for different age groups within the local community;
- New open space, entrance plazas and grand staircase which will make an important contribution to achieving compliance with the urban design intent expressed in the Approved Tuen Mun Outline Zoning Plan (OZP) No. S/TM/41 to "provide better streetscape/good quality street level public urban space";
- Where possible, visual mitigation for the built structures of the project and present an attractive appearance for the development when viewed from adjacent areas;
- Enhanced walkability and east-west pedestrian circulation between the riverside promenade and Hoi Wong Road;
- Enhanced streetscape in the form of a number of high-quality paved entrance plazas. These spaces, and particularly that on the corner of Hoi Wong road and Tuen Yee street, will create new nodal points in the surrounding urban realm, helping to reinforce local identity and placemaking attributes;
- Additional greenery, vegetation and biodiversity to a site that currently has almost no green cover;
- A tree compensation ratio of 1:1 by number of trees planted to trees lost on the Site;
- Enhanced sustainability by the use of sustainable hard materials and a native and biodiverse planting palette; and
- A selection of plant species that will be tolerant to salt spray and wind and with reference to the 'Theme Plants for Tuen Mun' from the Greening Master Plan and 'Recommended Tree List for Tuen Mun District' from the Greenig Master Plan GMP and based on Development Bureau's 'Street Tree Selection Guide'.

Figures

VP1

VP2



KEY PLAN

VP3

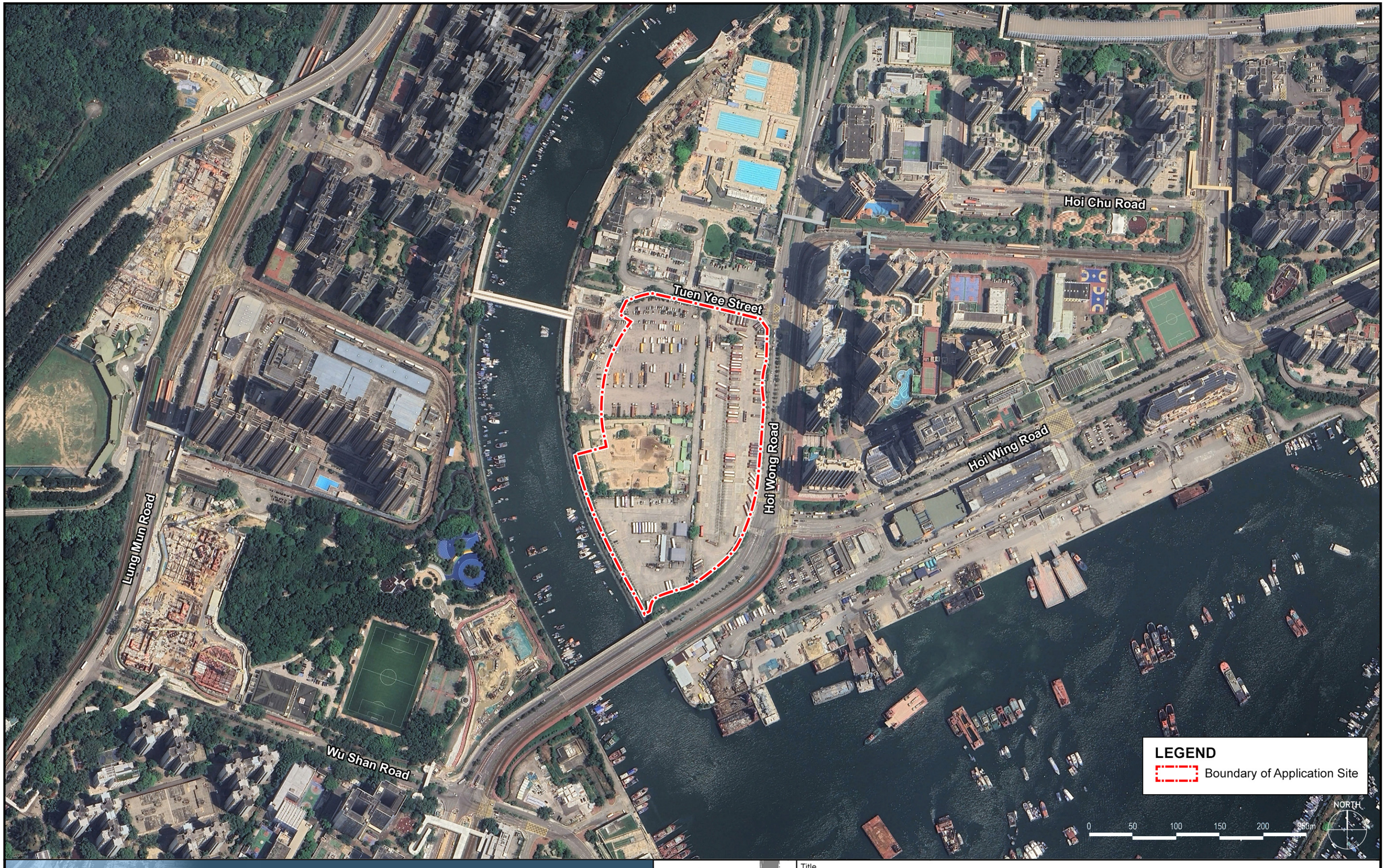
Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Title: Existing Site Conditions

Scale	Date	Figure No.
N.T.S. @ A3	April 2025	J.1



Quotation Contract No. CPM303_45/24 (Programme No. 278RS)

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Title: Site Location on Aerial Photo

Scale	Date	Figure No.
1:4,000 @ A3	April 2025	J.2

NOTES:

1. ALL DIMENSIONS ARE IN METRES.
2. ALL SPOT LEVEL POSITIONS ARE INDICATED BY A CROSS.
3. ALL LEVELS ARE IN METRES TO PRINCIPAL DATUM (PD) UNLESS NOTED OTHERWISE.
4. ALL CO-ORDINATES ARE REFER TO HONG KONG (1980) METRIC GRID CO-ORDINATES SYSTEM.
5. CHANNELS ARE U SHAPED EXCEPT WHERE STATED, WIDTHS ARE GIVEN.

REMARK:

1. LEVELS ARE INDICATIVE ONLY.

For Planning Department reference only. The Tree Preservation and Removal Proposal, including the Tree Compensation Plan, has been approved by ArchSD Tree Works Vetting Panel (1) on 6 June 2025. Please note that the building footprint is revised in this drawing and does not affect the tree compensation plan.

Secondary Sportsground

ANCILLARY

ANCILLARY

ENTRANCE

Main Sportsground

ENTRANCE

TUEN YEE STREET

SCALE 1 : 1000

SYMBOLS :-

- WORKS BOUNDARY
- TREE TO BE RETAINED
- PROPOSED COMPENSATORY TREE
- (PA) PLANTING AREA WITH SHURB/GROUNDCOVER/LAWN

6 NOS. LIQ.FOR.
4 NOS. TAB.IMP.
2 NOS. TAB.IMP.
8 NOS. LIQ.FOR.
11 NOS. CAS.FIS.
12 NOS. TER.CAT.

ABBREV.	SCIENTIFIC NAME	CHINESE NAME	HEIGHT (MM)	SPREAD (MM)	DBH (MM)	MIN. SPACING (MM)	ORIGIN	QUANTITY	REMARKS
TAB.IMP.	*Tabebuia impetiginosa*	紫花風鈴木	3500	2000	100	4500	EXOTIC	6	STRAIGHT TRUNK MULTI-BRANCH. BALANCED CROWN
CAS.FIS.	*Cassia fistula*	豬腸豆	3500	2000	75	4500	EXOTIC	11	STRAIGHT TRUNK MULTI-BRANCH. BALANCED CROWN
LIQ.FOR.	*Liquidambar formosana*	楓香	3500	2000	100	4500	NATIVE	14	STRAIGHT TRUNK MULTI-BRANCH. BALANCED CROWN
TER.CAT.	*Terminalia catappa*	欖仁樹	3500	2000	75	5000	EXOTIC	12	STRAIGHT TRUNK MULTI-BRANCH. BALANCED CROWN

Tuen Mun 屯門

Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Ubis 雅邦 Limited

Title: Approved Tree Compensation Plan

Scale: 1:1,000 @ A3 | Date: November 2025 | Figure No.: **J.3**

NORTH

0 10 20 30 40 50m

TUEN MUN RIVER

Future Landscape by MTRCL Project

A

H

Spectator Stand

B

C

I

F

Secondary Sports Pitch

G

F

Main Sports Pitch

E

Open Space

D

T92(R)

TUEN YEE STREET

HOI WONG ROAD

Drainage Reserve Area Extent

Legend

A	Grand Staircase (West)
B	Grand Staircase (North)
C	Entrance Plaza
D	Tree Walk
E	Lawn
F	Sports Pitches
G	Circulation Area
H	Spectator Stand
I	Seating Area with Shaded Trees along the Promenade

- Application Site
- Proposed Tree Planting
- Proposed Shrub & Groundcover Planting
- Proposed Lawn Area
- Proposed Sports Turf
- Sports Ground
- Tree to be Retained
- Entrance
- Floodlight
- Seating Area

Remarks:
As the project is procured under design and build mode, the reference design is subject to design and build contractor's proposal.

Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Ubis 雅邦 Limited

Title: Master Layout Plan

Scale	Date	Figure No.
1:1,000 @ A3	November 2025	**J.4**

NORTH

0 10 20 30 40 50m

TUEN MUN RIVER

Future Landscape by MTRCL Project

A

H

Spectator Stand

I

F

Secondary Sports Pitch

G

F

Main Sports Pitch

B

C

T92(R)

G

E

Open Space

D

B

C

TUEN YEE STREET

Drainage Reserve Area Extent

HOI WONG ROAD

Legend

A	Grand Staircase (West)
B	Grand Staircase (North)
C	Entrance Plaza
D	Tree Walk
E	Lawn
F	Sports Pitches
G	Circulation Area
H	Spectator Stand
I	Seating Area with Shaded Trees along the Promenade
	Application Site
	Proposed Tree Planting
	Proposed Shrub & Groundcover Planting
	Proposed Lawn Area
T92(R)	Tree to be Retained
	Entrance
	Floodlight
	Seating Area

Remarks:
As the project is procured under design and build mode, the reference design is subject to design and build contractor's proposal.

Tuen Mun 屯門

Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

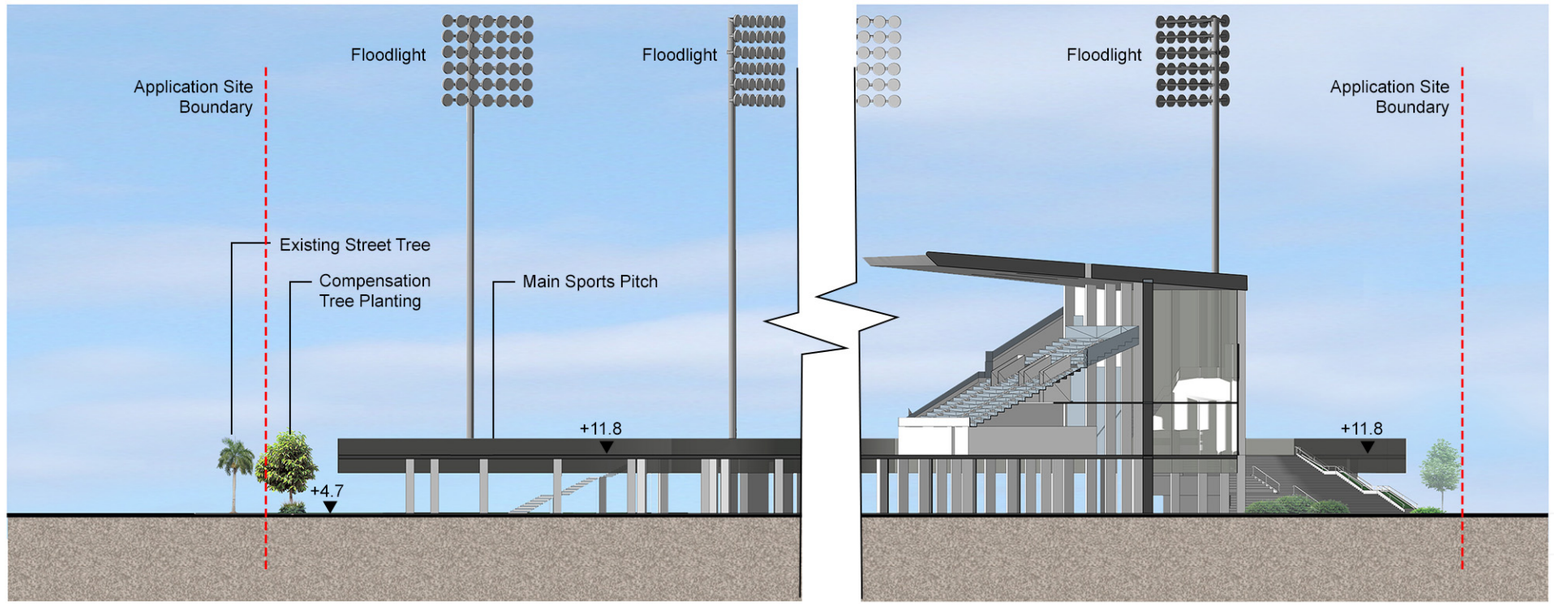
Ove Arup & Partners Hong Kong Limited 雅邦

Title: Landscape Layout Plan

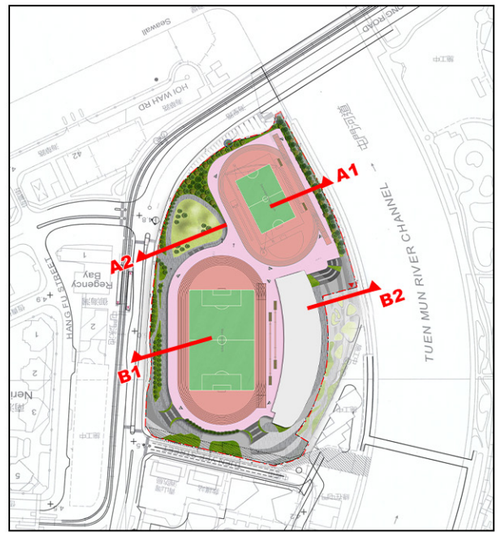
Scale: 1:1,000 @ A3

Date: June 2026

Figure No.: **J.4a**



Section B1 - B2



Key Plan

Section A1 - A2

0 10 20 30m

Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

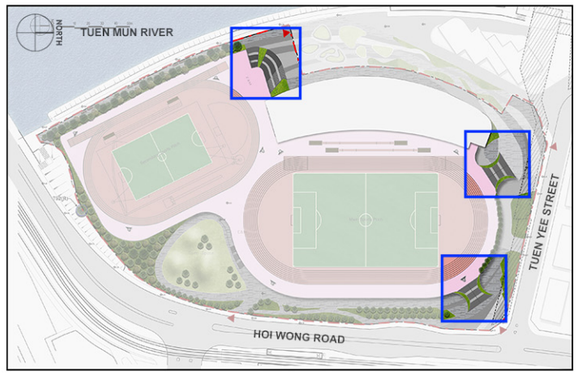
Tuen Mun 屯門

Title: Landscape Sections

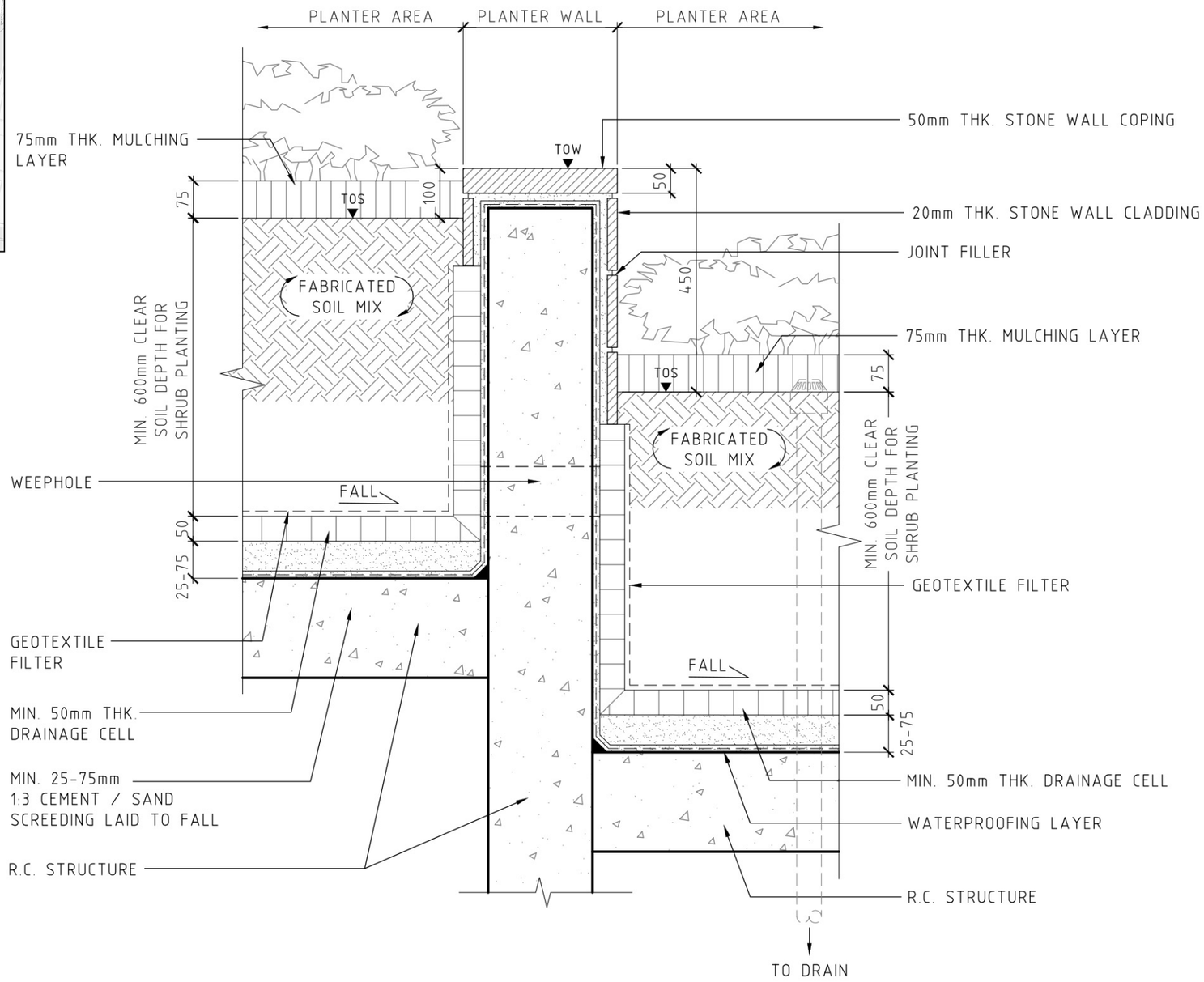
Scale: 1:750 @ A3

Date: December 2025

Figure No.: **J.5**



Key Plan



A
-

TYPICAL STEPPED PLANTER DETAIL

SCALE: 1:10 @A3

Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

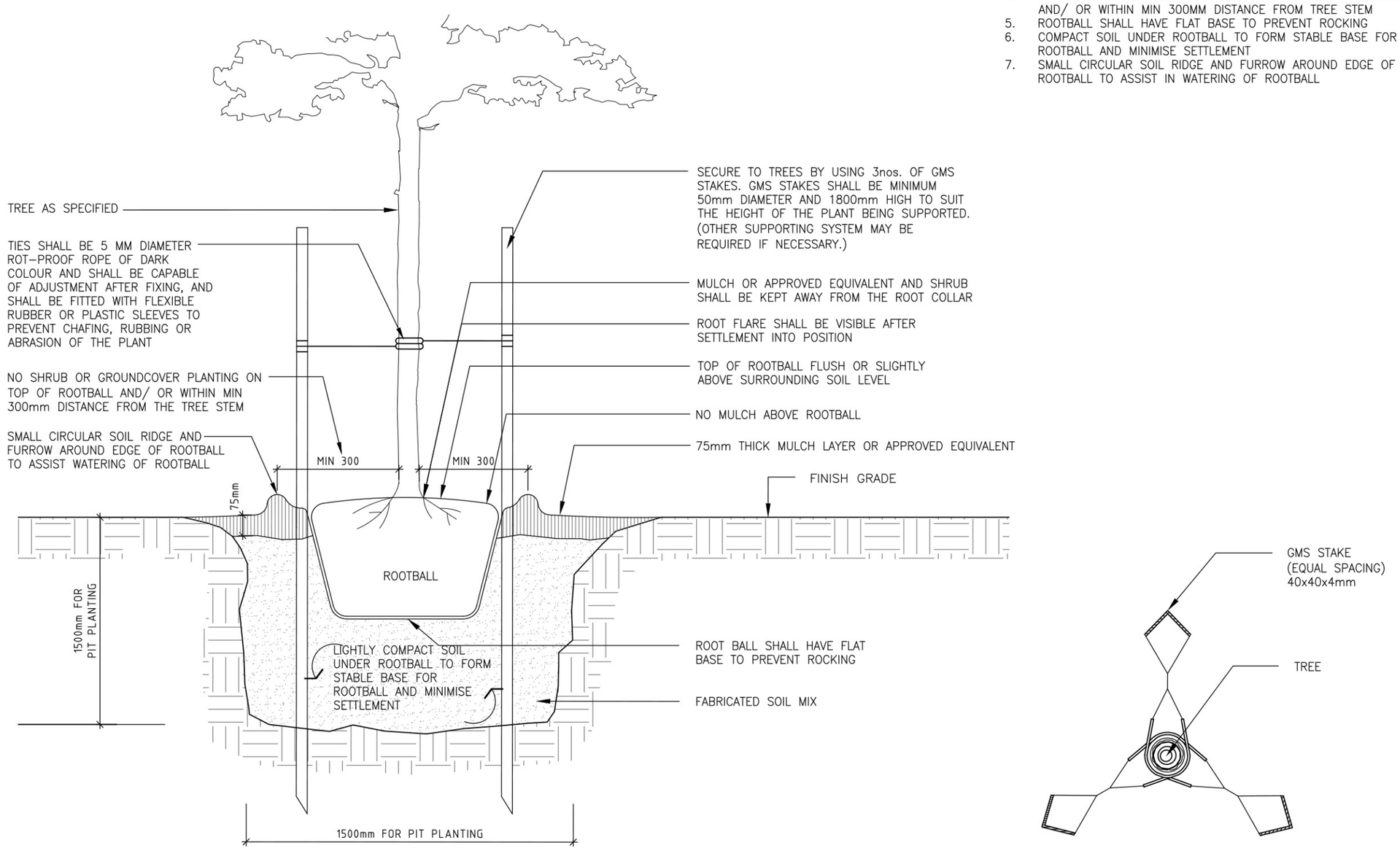
Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

Tuen Mun 屯門

Title: Typical Stepped Planter Detail

Scale	Date	Figure No.
1:10 @ A3	June 2025	J.6

NOTE:
1. TOP OF ROOTBALL FLUSH WITH OR SLIGHTLY ABOVE SURROUNDING SOIL LEVELS
2. ROOT FLARE SHALL BE VISIBLE AFTER SETTLEMENT INTO POSITION
3. NO MULCH ABOVE ROOTBALL
4. NO SHRUB OR GROUND COVER PLANTING ON TOP OF ROOTBALL AND/ OR WITHIN MIN 300MM DISTANCE FROM TREE STEM
5. ROOTBALL SHALL HAVE FLAT BASE TO PREVENT ROCKING
6. COMPACT SOIL UNDER ROOTBALL TO FORM STABLE BASE FOR ROOTBALL AND MINIMISE SETTLEMENT
7. SMALL CIRCULAR SOIL RIDGE AND FURROW AROUND EDGE OF ROOTBALL TO ASSIST IN WATERING OF ROOTBALL



A – TYPICAL HEAVY STANDARD TREE PLANTING DETAIL & STAKING DETAIL
N.T.S.

B – PLAN DETAIL OF TREE TIES
N.T.S.

Quotation Contract No. CPM303_45/24 *(Programme No. 278RS)*

Proposed Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun

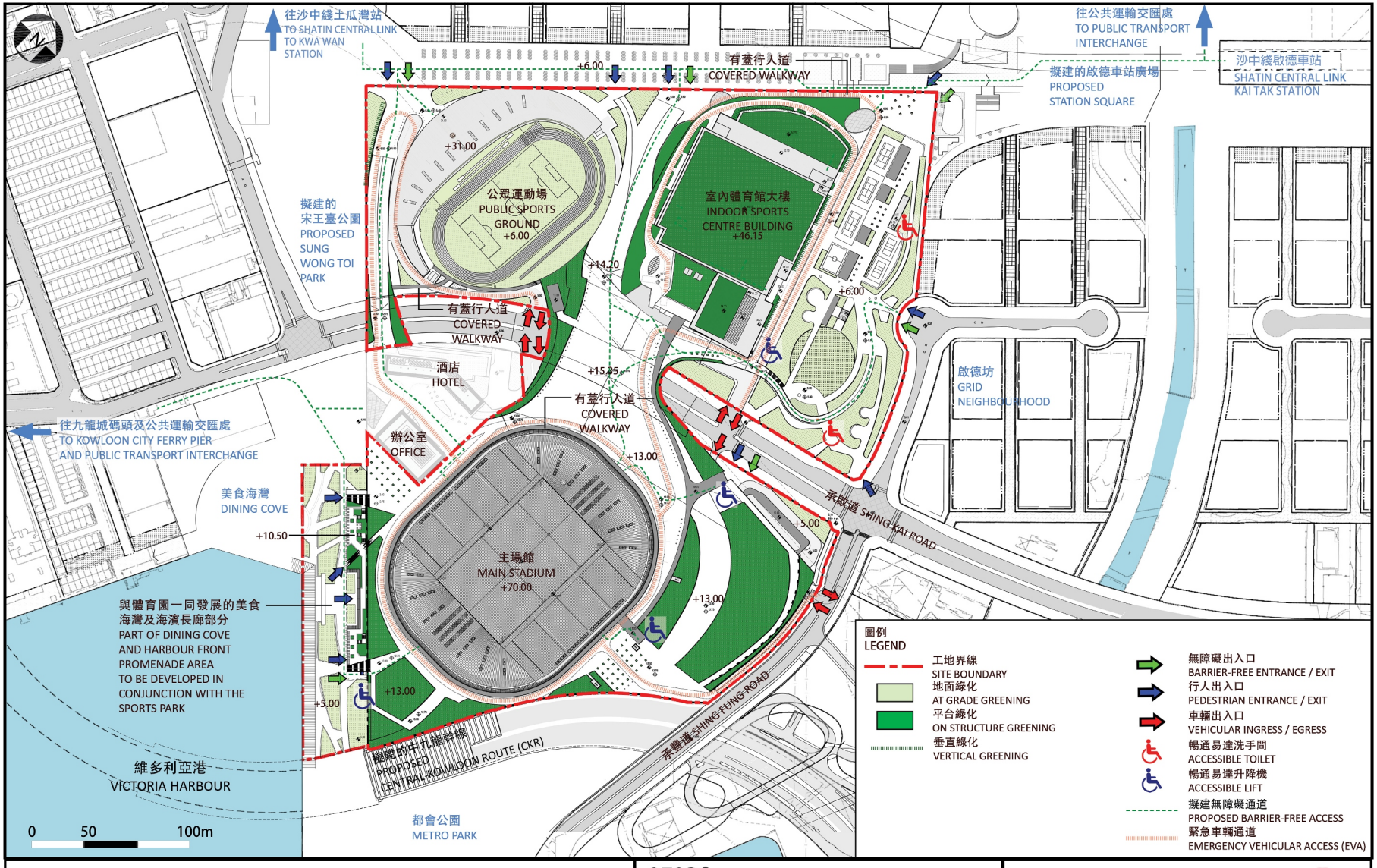
Tuen Mun 屯門

Title: Typical Tree Pit and Staking Detail for Heavy Standard Tree

Scale	Date	Figure No.
N.T.S. @ A3	June 2025	**J.7**

Appendix E

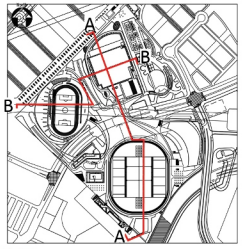
Section Drawing of Sports Ground in Hong Kong



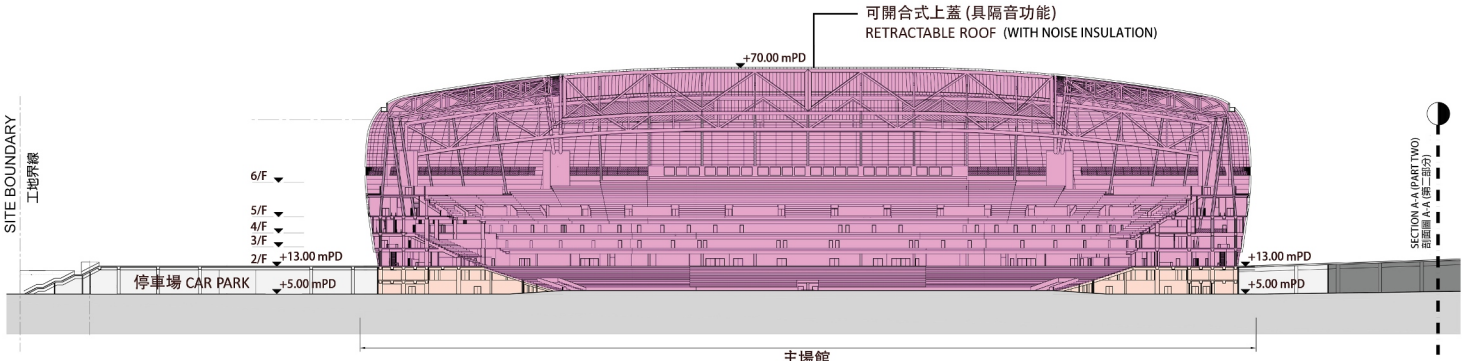
主要體育場地 - 屋頂平面圖
MAJOR VENUES - ROOF PLAN

272RS
啟德體育園
KAI TAK SPORTS PARK

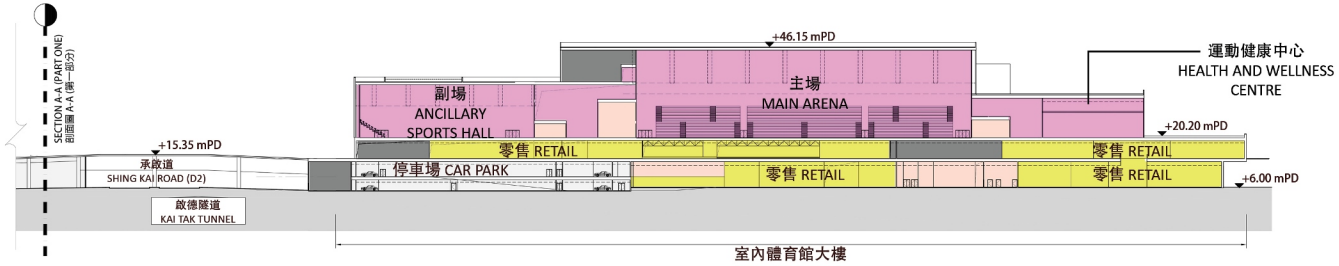
HOME AFFAIRS BUREAU
The Government of the Hong Kong Special Administrative Region



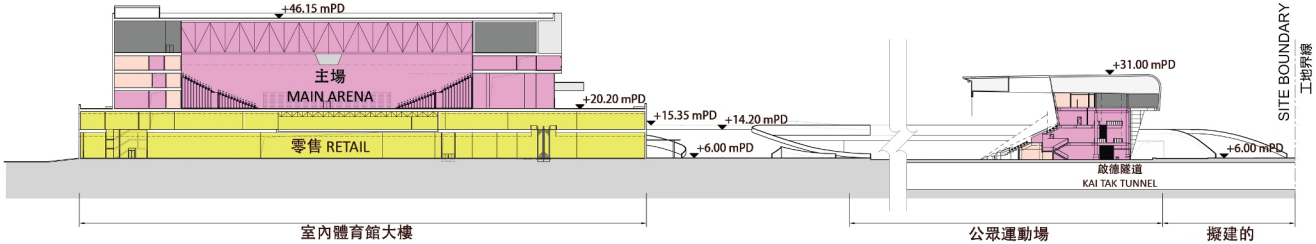
位置圖
KEY PLAN



剖面圖 A-A (第 一 部分)
SECTION A-A (PART ONE)



剖面圖 A-A (第 二 部分)
SECTION A-A (PART TWO)



剖面圖 B-B
SECTION B-B

0 50 100m

圖例
LEGEND

- 場館工作區 / 後勤地方 BACK OF HOUSE AREA
- 座位區及輔助的設施 SPECTATOR AREA & ANCILLARY FACILITIES
- 零售及輔助的設施 RETAIL AREA & ANCILLARY FACILITIES
- 機電房 PLANT ROOM

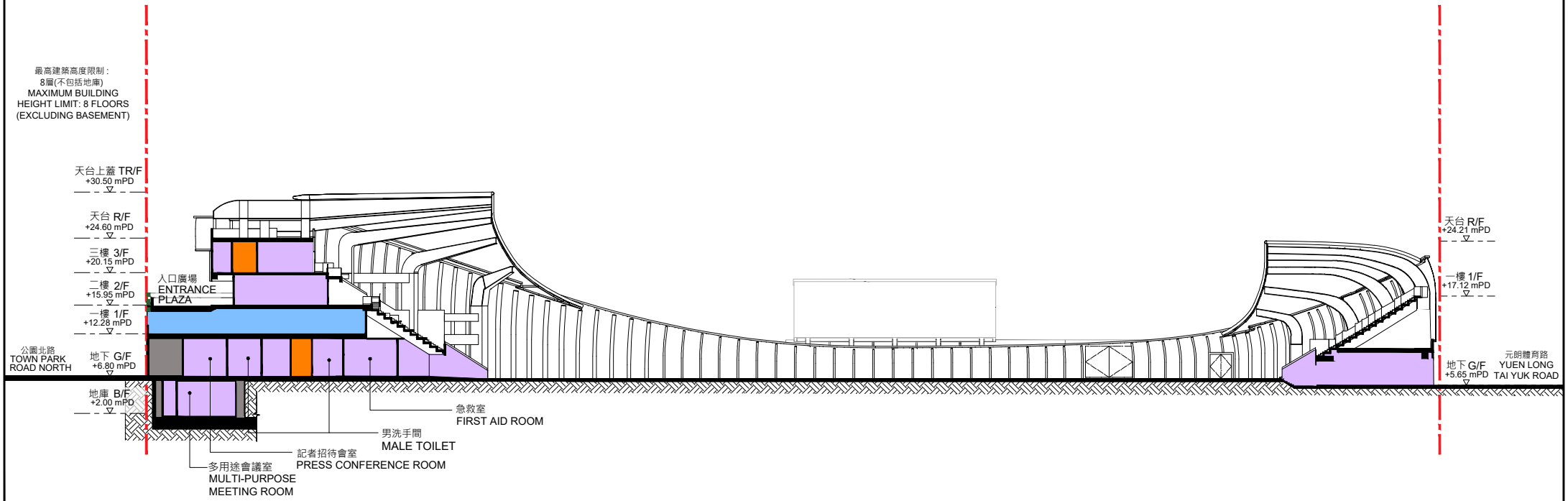
主要體育場地 - 剖面圖
MAJOR VENUES - SECTIONS

272RS
啟德體育園
KAI TAK SPORTS PARK

HOME AFFAIRS BUREAU
The Government of the Hong Kong Special Administrative Region

LEGEND 圖例

- 工地界線 SITE BOUNDARY
- 垂直綠化 VERTICAL GREENING
- 機房 PLANT ROOM
- 暢通易達洗手間 ACCESSIBLE TOILET
- 元朗大球場附屬設施 YUEN LONG STADIUM ANCILLARY FACILITIES
- 公眾停車場 PUBLIC VEHICLE PARK



0m 5m 10m 20m

剖面圖 A-A
SECTION A-A

291RS
重建元朗大球場 - 主要工程
REDEVELOPMENT OF YUEN LONG STADIUM - MAIN WORKS

ARCHITECTURAL SERVICES DEPARTMENT 建築署

從西南面望向球場的構思透視圖
PERSPECTIVE VIEW FROM SOUTHWEST DIRECTION (ARTIST'S IMPRESSION)

構思圖 ARTIST'S IMPRESSION	291RS 重建元朗大球場 - 主要工程 REDEVELOPMENT OF YUEN LONG STADIUM - MAIN WORKS	ARCHITECTURAL SERVICES DEPARTMENT 建築署

Appendix F

Tuen Mun DC Paper Ref. HAD TMDC/13/25/DFMEHC/22

Minutes of the 6th Meeting of
the District Facilities Management and Environmental Hygiene Committee (2022-2023)
of the Tuen Mun District Council

Date: 11 October 2022 (Tuesday)
Time: 9:31 a.m.
Venue: Tuen Mun District Council ("TMDC") Conference Room

Present		Time of Arrival	Time of Departure
Mr LAM Chung-hoi (Chairman)	TMDC Member	9:30 a.m.	End of meeting
Mr CHAN Yau-hoi, BBS, MH, JP	TMDC Chairman	9:30 a.m.	End of meeting
Mr YAN Siu-nam	TMDC Member	9:30 a.m.	End of meeting
Mr CHOW Kai-lim	TMDC Member	9:30 a.m.	End of meeting
Mr WONG Hung-ming	TMDC Member	9:53 a.m.	End of meeting
Ms CHAN Ching-yee, Jackie (Secretary)	Executive Officer I (District Council)2, Tuen Mun District Office, Home Affairs Department		

By Invitation	
Mr TAM Kwan-ping, Keith	Senior Project Manager 332, Architectural Services Department
Miss LAW Yi-ki, Janis	Project Manager 368, Architectural Services Department
Mr WAI Chi-shing, Charlie	Project Coordinator/Parking Project 1, Transport Department
Ms LIU Tze-kwan, Fiona	Chief Engineer/West 2, Civil Engineering and Development Department
Ms TANG Ho-yan, Joyce	Senior Engineer/2 (West), Civil Engineering and Development Department
Ms ZHANG Xu, Suki	Engineer/12 (West), Civil Engineering and Development Department
Mr Samuel KWAN	Project Director, Ove Arup & Partners Hong Kong Limited
Mr LEUNG Koon-yu	Project Manager, Ove Arup & Partners Hong Kong Limited

In Attendance	
Ms FUNG Ngar Wai, Aubrey	District Officer (Tuen Mun), Home Affairs Department
Miss LEUNG Chue-kay, Koronis	Assistant District Officer (Tuen Mun)1, Home Affairs Department
Ms CHAN Yin-ling, Cannes	Senior Liaison Officer (3), Tuen Mun District Office, Home Affairs Department
Mr CHEUNG Chi-keung, Endy	Senior Executive Officer (District Management), Tuen Mun District Office, Home Affairs Department

Mr LEE Kit-wai	Senior Inspector of Works, Tuen Mun District Office, Home Affairs Department
Mr FOK Tsz-hin, Geoff	Liaison Officer i/c District Facilities, Tuen Mun District Office, Home Affairs Department
Mr HO Chung-ho, Clarence	Architect (Works)7, Division II, Works Section, Headquarters, Home Affairs Department
Ms LO Lai-fong, Jackie	Chief Leisure Manager (New Territories North), Leisure and Cultural Services Department
Mr MAK On-ki, Andrew	District Leisure Manager (Tuen Mun), Leisure and Cultural Services Department
Ms LEUNG Fung-shan, Alice	Deputy District Leisure Manager (District Support) Tuen Mun, Leisure and Cultural Services Department
Ms LAW Lai-chun, Gladys	Senior Executive Officer (Planning)32, Leisure and Cultural Services Department
Ms CHUNG Kan-hei, Jump	Senior Manager (New Territories West) Promotion, Leisure and Cultural Services Department
Ms LEE Wing-yee	Manager (New Territories West) Marketing & District Activities, Leisure and Cultural Services Department
Ms LAM Fong	Senior Librarian (Tuen Mun), Leisure and Cultural Services Department
Ms LEUNG Shu-yan	District Environmental Hygiene Superintendent (Tuen Mun), Food and Environmental Hygiene Department
Mr LAU Chi-hung	Senior Health Inspector (Regional Joint Office)New Territories West 5, Food and Environmental Hygiene Department
Mr WONG Pak-ki	Senior Environmental Protection Officer (Regional West)1, Environmental Protection Department
Ms CHEUNG Ka-kei, Janet	Senior Town Planner/Tuen Mun 1, Planning Department
Mr KEE Kwok-keung	Housing Manager/Tuen Mun 1, Housing Department
Mr WONG Yat-keung, Clement	Administrative Assistant/Lands (District Lands Office, Tuen Mun), Lands Department
Mr HAU Wai-lun, Victor	Engineer/33 (West), Civil Engineering and Development Department
Ms FUNG Nga-lai, Alice	Engineer/Tuen Mun 2, Drainage Services Department
Mr YIU Ka-lap	Engineer/New Territories West (Distribution 2), Water Supplies Department

<u>Absent with Apologies</u>

Ms LAI Ka-man	TMDC Member

I. Opening Remarks **Action**

The Chairman, welcomed all present to the 6th meeting of the District Facilities Management and Environmental Hygiene Committee ("DFMEHC"). He also extended welcome to government department representatives in attendance at the meeting.

2. The Chairman said that to minimise the risk of community transmission of the virus, the Tuen Mun District Office ("TMDO") would implement the following measures at meetings of the TMDC and its committees/working groups:

(i) Before entering the conference room, participants, media representatives and persons observing the meeting (ten at most) must put on their own surgical masks and have their body temperature checked by the Secretariat staff. Those with a body temperature higher than 37.6 ˚C were not allowed to enter;

(ii) Only media representatives and persons observing the meeting (ten at most) were allowed to observe the meeting. Media representatives and persons observing the meeting (ten at most) would have their personal particulars (e.g. name, respective media organisation and staff number) recorded properly so that health authorities could trace all persons admitted to the conference room when necessary; and

(iii) Tea service was suspended and participants could bring water and drinking utensils of their own.

3. The Chairman said that to shorten the time of large gatherings of people in a confined space, long meetings were not advisable. In such regard, he would strive to conclude the meeting at around 11:25 a.m. For the sake of time management, related agenda items would be combined for discussion at the meeting and matters that required further discussion would be passed to relevant working groups for follow-up action. In addition, he asked all present to keep their speeches concise and avoid repetition. Furthermore, press areas were set up on both sides of the screen at the back of the conference room and only media representatives who had registered and received stickers for identification should remain in the press areas.

4. The Chairman reminded Members that those who were aware of their personal interests in any matters discussed at the meeting should declare the interests before the discussion. He would, in accordance with Order 38(11) of the Tuen Mun District Council Standing Orders ("Standing Orders"), decide whether

the Members who had declared interests might speak or vote on the matters, might remain at the meeting as observers, or should withdraw from the meeting. All cases of declaration of interests would be recorded in the minutes of the meeting.

II. Absence from Meeting

5. The Secretary reported that the Secretariat had received no applications for leave of absence from Members.

III. Confirmation of Minutes of Last Meeting

6. As Members proposed no amendments to the minutes, the Chairman announced that the minutes of the 5th meeting of the DFMEHC (2022-2023) were confirmed.

IV. Matters Arising

(A) "Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun" - Planning Concept

(DFMEHC Paper No. 49/2022)

7. The Chairman welcomed Mr TAM Kwan-ping, Keith, Senior Project Manager 332, and Miss LAW Yi-ki, Janis, Project Manager 368, of the Architectural Services Department ("ArchSD"), and Mr WAI Chi-shing, Charlie, Project Coordinator/Parking Project 1, of the Transport Department ("TD") to the meeting.

8. Ms LAW Lai-chun of the Leisure and Cultural Services Department ("LCSD"), and Mr TAM and Miss LAW of the ArchSD briefed Members on the planning concept of the captioned works with PowerPoint slides (Annex 1).

9. Members' comments and enquiries on the captioned works were summarised as follows:

(i) Mr YAN Siu-nam enquired whether Tuen Yee Street could carry the traffic load after completion of the works and whether road widening works would be carried out to cope with future demand;

(ii) Mr CHAN Yau-hoi expressed his support for the captioned works and enquired why spectator stands were provided only on one side of the proposed sports ground. He also urged relevant departments to commence work as soon as possible;

(iii) Mr CHOW Kai-lim expressed his concern over the design of the entrance/exit of the proposed sports ground. He considered that the current design might not help with audience dispersal after soccer games and suggested adding an entrance/exit at the Children's Playground. In addition, he suggested providing a bus lay-bay or a pick-up/drop-off area at Hoi Wong Road and asked the departments to consider if it was necessary to set up traffic lights at the exit point of the proposed public vehicle park during the design stage; and

(iv) Mr CHAN Yau-hoi said that since Tuen Yee Street was a two-lane carriageway at the moment, it might not be able to carry the traffic load after the captioned works. In such regard, he urged the TD to consider widening Tuen Yee Street to a 4-lane carriageway.

10. Mr TAM of the ArchSD responded that since Hoi Wong Road was rather busy, the entrance/exit of the proposed public vehicle park would be situated on Tuen Yee Street. To facilitate diversion, the exit would be separate from the entrance for parked vehicles to leave the car park. Besides, the ArchSD had, during the design stage of the proposed public vehicle park, asked the contractors to reserve adequate waiting space inside the car park to avoid cars queuing on Tuen Yee Street for parking, minimising the impact on traffic. He continued that to the best of his knowledge, the MTR Corporation Limited ("MTRCL") planned to widen the carriageway of Tuen Yee Street when taking forward the construction of Tuen Mun South Extension and suggested that the DFMEHC approach the MTRCL and the Highways Department for details of the widening works. As for the design of the spectator stand, adopting an auditorium-style seating arrangement was not only the most economical way to accommodate all spectators, but also an effective way to mitigate noise impact on nearby residents by constructing the spectator stand on a side furthest away from the residential areas. Furthermore, steps and access ramps would be set up at Hoi Wong Road to facilitate access to the warm-up area of the sports ground.

11. Mr WAI of the TD responded that since the construction of bus lay-bys and pick-up/drop-off areas were under the purview of the regional offices the department would provide a written response after the meeting.

12. Members had no other comments. The Chairman concluded by saying that the DFMEHC supported the planning concept of the captioned proposal and hoped that relevant work would begin soon.

(B) **PWP Item 268RS – Cycle Track between Tsuen Wan and Tuen Mun – Tsuen Wan Bayview Garden to So Kwun Wat Section – Public Engagement**

(DFMEHC Paper No. 50/2022)

13. The Chairman welcomed Ms LIU Tze-kwan, Fiona, Chief Engineer/West 2, Ms TANG Ho-yan, Joyce, Senior Engineer/2 (West), and Ms ZHANG Xu, Suki, Engineer/21 (South) of the Civil Engineering and Development Department ("CEDD"), and Mr Samuel KWAN, Project Director, and Mr LEUNG Koon-yu, Project Manager of Ove Arup & Partners Hong Kong Limited to the meeting.

14. Ms LIU and Ms TANG of the CEDD briefed Members on the captioned works with PowerPoint slides (Annex 2).

15. Members' comments and enquiries on the captioned works were summarised as follows:

(i) Mr WONG Hung-ming enquired about the cost of the captioned works and asked the department to consult the public adequately. He also asked the department to consider carefully whether the use of the beaches in the vicinity of Ting Kau would be affected by the captioned works since the beaches were not administered by the LCSD;

(ii) Mr CHAN Yau-hoi enquired about the exact location of the sitting-out area in So Kwun Wat. He was worried that the provision of sitting-out area at Tuen Mun Road Bus Interchange might affect the traffic there. He hoped that the department could expedite the construction of cycle track sections that were less controversial and asked the department to consult the stakeholders in the areas near Tsing Tai Road as soon as possible; and

(iii) Mr CHOW Kai-lim enquired about the completion date and hoped that the department would reserve space for the addition of traffic lanes to divert traffic from Sam Shing Street to Hoi Wah Road when drawing up the plans for Hoi Wing Road Cycling Entry/Exit Hub.

16. Ms LIU of the CEDD responded that subject to the views canvassed from the public consultation, the works schedule and completion date would generally be fixed after completing site investigation and drawing up detailed designs. Compared to Stage 2A works, which had been gazetted earlier, there were more technical constraints in Stage 1 and Stage 2B works. The department would

review the implementation direction of the proposed works having regard to the opinions collected and prioritise different phases of works for construction. The department would also consult the TMDO in due course about the detailed designs of Stage 1 and Stage 2B works. If the above works secured support from the TMDO and the public, the department would explore ways to push ahead and start on the works as early as possible so that the New Territories Cycle Track Network could be completed soon.

17. Ms TANG of the CEDD responded that the three proposed sitting-out areas were located at So Kwun Wat, Tuen Mun Bus Interchange (near public toilets) and Tai Lam Chung respectively. During the detailed design stage, the department would examine further the impact of the proposed works on existing facilities and their users and try its best to reduce and mitigate the impact brought about by the works.

18. Members' second round of comments and enquiries on the captioned works were summarised as follows:

(i) Mr WONG Hung-ming hoped that the department would avoid using data that lacked reference value when carrying out impact assessments. For example, data of beaches under the management of the LCSD should not be used to examine the impact of the proposed works on beaches that were not managed by the LCSD; and

(ii) Mr CHAN Yau-hoi enquired whether it was practical to first complete the construction of the cycle track between Tuen Mun and Tai Lam Chung and asked for a timetable for the construction.

19. Ms LIU of the CEDD responded that the department would try its best to reduce and mitigate the impact of the proposed works on existing facilities, including beaches that fell within and outside the purview of the LCSD. She said that if the views canvassed from the public consultation reflected that the construction of the cycle track between Tuen Mun and Ting Kau received greater support, the department would consider taking forward the construction of such section first by following the "starting with the simpler tasks" strategy.

20. The Chairman concluded by saying that the DFMEHC supported the captioned works and suggested that the department take forward the construction of less controversial sections under the proposed cycle track between Tsuen Wan

and Tuen Mun. He also asked the department to consider reserving space for the addition of traffic lanes to divert traffic from Sam Shing Street to Hoi Wah Road.

Reporting Items

(A) Report of the Working Group on Community Involvement
(DFMEHC Paper No. 51/2022)

21. Mr CHAN Yau-hoi suggested writing to the shopping malls at town centre, including Tuen Mun Town Plaza, The Trend Plaza and K-Point, which were close to Tuen Mun Heung Sze Wui Road and Pui To Road, to invite them to put up lighting decorations on the external wall of the malls at Christmas to beautify Tuen Mun and add to the splendor of the lighting decorations put up by the TMDO.

22. The Chairman agreed with the suggestion. He asked the Secretariat to write to Sino Group, Henderson Land Development Company Limited and Sun Hung Kai Properties Limited to put forward the above suggestion and invite them to send representatives to attend meetings on festive lighting decorations in due course.

23. Members noted the content of the report.

[Post-meeting note: Letters were sent to the above companies on 22 November 2022.]

(B) Report on LCSD's Cultural Activities in Tuen Mun District and Usage of Tuen Mun Town Hall
(DFMEHC Paper No. 52/2022)

24. Members noted the content of the report.

(C) Report on Usage and Extension Activities of LCSD's Public Libraries in Tuen Mun Distric
(DFMEHC Paper No. 53/2022)

25. Members noted the content of the report.

(D) Work Report on Management of Recreation, Sports and Passive Facilities in Tuen Mun District by Leisure and Cultural Services Department
(DFMEHC Paper No. 54/2022)

26. Mr CHOW Kai-lim enquired whether the flowers used in the Blossom Around Town programme would be planted in other places at the end of the programme.

27. Mr MAK On-ki, Andrew of the LCSD responded that the flowers used in the programme for setting up floral displays generally had limited shelf life and could not be used for long-term display. While the floral displays at Tuen Mun Cultural Square had been removed, some of the plants at the garden plots at Tai Lam Roundabout and Yeung Siu Hang Garden would be reserved for beautification works at the two locations.

(E) <u>Progress Report on the Approved Tuen Mun District Minor Works Projects</u>

(DFMEHC Paper No. 55/2022)

28. Mr CHAN Yau-hoi asked about the progress of providing covers to the walkway between Affluence Garden and the pedestrian crossing point outside Tai Hing Sports Centre.

29. Mr CHOW Kai-lim hoped that the works project DMW373 would not be shelved and suggested carrying out another site visit for the project.

30. Mr WONG Hung-ming said he noticed that there was rubbish piled up near the fenced area under Yuet Wu Bridge. Since the fences were heightened by the TMDO and the fenced area could not be cleaned with the gates locked, he asked the TMDO to coordinate with the Food and Environmental Hygiene Department ("FEHD") for regular cleaning.

31. The Chairman enquired about the works progress of DMW313.

32. Mr LEE Kit-wai of the TMDO responded that the works project mentioned by Mr CHAN Yau-hoi should be DMW320 and relevant ground investigation work for the project had begun. As for cleaning the fenced area under Yuet Wu Bridge, he suggested coordinating with the FEHD after the meeting. He also agreed to conduct a site visit with Members for the works project DMW373 after the meeting.

33. Mr HO Chung-ho, Clarence of the Home Affairs Department ("HAD") responded that the feasibility study for the works project DMW313 had been completed and the HAD was working on the detailed designs and tender

documents.

(F) **Water Quality of Tuen Mun Beaches**
(DFMEHC Paper No. 56/2022)

34. Members noted the content of the report.

(G) **Air Quality Health Index of Tuen Mun Air Quality Monitoring Station**
(DFMEHC Paper No. 57/2022)

35. Members noted the content of the report.

(H) **Tai Shui Hang Water Quality Monitoring Records**
(DFMEHC Paper No. 58/2022)

36. Members noted the content of the report.

(I) **Report of Food and Environmental Hygiene Department**
(DFMEHC Paper No. 59/2022)

37. Ms LEUNG Shu-yan of the FEHD said that recently, the FEHD was cracking down on illegal shop front extensions. The FEHD would continue to carry out joint operations with the Police to step up law enforcement actions against such misbehaviour.

38. Ms LEUNG of the FEHD continued that people who obstructed the FEHD officers during an operation mounted at San Hui Market earlier were sentenced to two months' imprisonment suspended for three years by the court. She would like to take this opportunity to remind the public to comply with the law and cooperate with public officers in the execution of their duties.

39. The Chairman concluded that illegal shop front extensions not only caused obstruction to the street, but also created environmental hygiene problems. The DFMEHC fully supported the work of the FEHD.

(J) **Other Government Departments' Progress Reports as at 15 September 2022**
(DFMEHC Paper No. 60/2022)

(i) Report on Environmental Monitoring of Mud Pit V

40. Members noted the content of the report.

(ii) Report on Water Seepage Problems at Buildings in Tuen Mun District

41. Members noted the content of the report.

(iii) Grass Cutting and Spraying Mosquito Oil Works for Government Land in Tuen Mun District

42. Members noted the content of the report.

(iv) Drainage Services Department's Progress Report

43. Members noted the content of the report.

(v) Progress Report of Water Main Laying Works in Tuen Mun District by the Water Supplies Department

44. Members noted the content of the report.

(K) Progress Report of Local Public Works and Rural Public Works as at August 2022*

(DFMEHC Paper No. 61/2022)

45. Mr CHAN Yau-hoi enquired about the construction progress of the cenotaph at Lung Kwu Tan, Tuen Mun for martyrs of the anti-Japanese war. He also asked whether an opening ceremony would be held after the completion of the works.

46. Mr LEE of the TMDO responded that the construction works were expected to complete in March 2023. As for whether an opening ceremony would be held after the completion of the works, he said that no information was available at the moment.

VI. Any Other Business

(A) The Hong Kong Flower Show 2023

47. The Chairman said that the LCSD had written to the TMDC Chairman on 29 September 2022, inviting the TMDC to participate in "Green Scenes in 18 Districts", an exhibition to be held in tandem with the Hong Kong Flower Show in March 2023. The exhibition aimed at raising public awareness about greening and introducing popular destinations in each district to the public. The TMDC Chairman had agreed to pass the matter to the DFMEHC for follow-up. To participate in the exhibition, the TMDC needed to submit photos or videos of a highly recommended green spot in the district for public exhibition. The LCSD would provide a subsidy of $2,000 to the TMDC on an accountable basis for participating in the exhibition.

48. In response to Mr WONG Hung-ming's enquiry on using the photos taken for this year's exhibition for the exhibition next year, Mr MAK of the LCSD said that a subsidy of $2,000 had been earmarked for the TMDC on an accountable basis for the coming exhibition.

49. The Chairman said that the TMDC had prepared for the same exhibition under Hong Kong Flower Show 2022 and asked the LCSD for assistance in providing photos of Tuen Mun Park for public exhibition. However, the exhibition was eventually cancelled due to the epidemic. As for the exhibition next year, the DFMEHC decided to keep Tuen Mun Park as the recommended green spot of the district and would submit the photos originally taken for this year's exhibition. The Chairman asked the Secretariat to follow it up in due course.

50. There being no other business, the Chairman declared the meeting closed at 11:15 a.m. The next meeting would be held at 9:30 a.m. on 6 December 2022 (Tuesday).

Tuen Mun District Council Secretariat
Date: November 2022
File Ref: HAD TM DC/13/25/DFMEHC/22

屯門區議會
地區設施管理及環境衞生委員會

「屯門第16區運動場、休憩用地及公眾停車場」工程計劃

規劃概念
2022年10月11日

目錄

地盤位置

「屯門第16區運動場、休憩用地及公眾停車場」工程計劃工地位於屯門第16區屯門河畔，鄰鄉屯門游泳池，面積約5.63公頃。

主要設施

運動場
- 1條8線400米長的全天候人造跑道和1個標準十一人天然草地內場足球場
- 田徑設施
- 1個熱身區連1條4線300米長的全天候人造跑道和1個標準七人天然草地內場足球場
- 1個設有約5 000個座位的有蓋看台
- 附屬設施

休憩用地
- 設有休憩設施、蔭棚、避雨亭 / 涼亭的園景區
- 兒童遊樂場
- 健身角
- 附屬設施

收費公眾停車場
- 約530 個泊車位，供私家車、電單車、重/中型貨車、輕型貨車、和旅遊巴士使用
- 附屬設施

相片來源：康樂及文化事務署、建築署

規劃用途

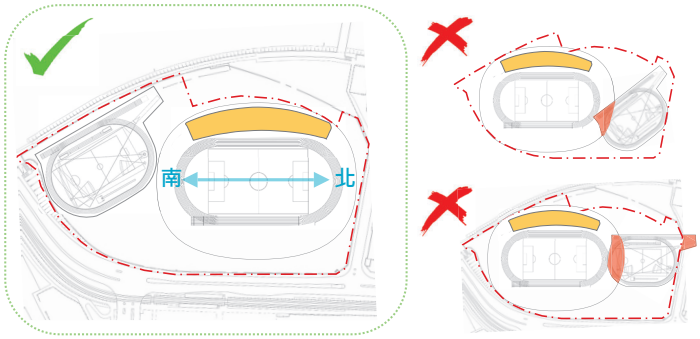
工程在屯門分區計劃大綱圖（編號S/TM/36）中劃作「政府、機構或社區」用途，規劃預留作戶外運動場地，亦可以用作發展休憩用途。

用地及設計限制

- 鐵路保護區
- 業務保留地
- 河提保護區
- 屯門南延線工程 (規劃中)

規劃概念

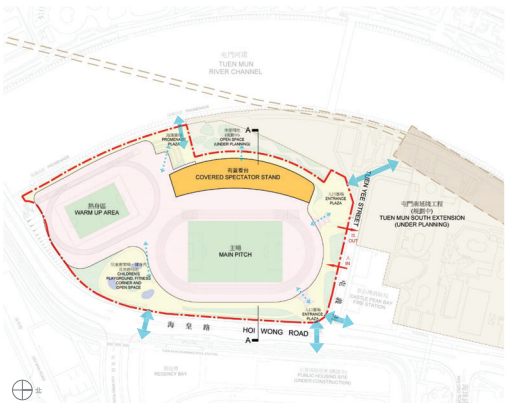
是項工程會採用「設計及建造」工程合約模式，以加快工程的推展。



香港特別行政區政府
建築署

規劃概念

工地平面圖

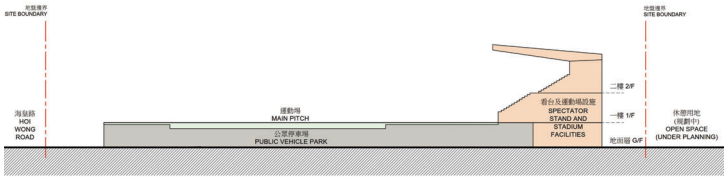


*項目實際高度、闊數及樓面面積須視乎最終設計而定

香港特別行政區政府
建築署

規劃概念

剖面圖



*項目實際高度、闊數及樓面面積須視乎最終設計而定

香港特別行政區政府
建築署

規劃概念

入口廣場

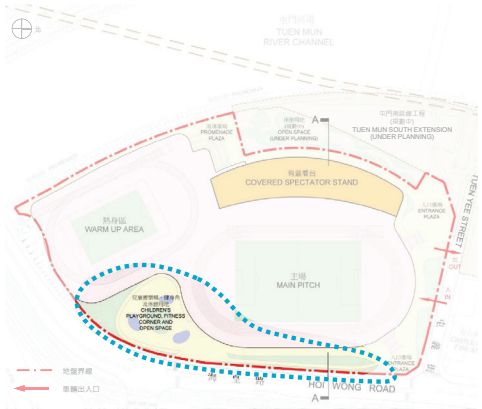
*項目規劃概念須視乎最終設計而定

相片來源：康樂及文化事務署、建築署

香港特別行政區政府
建築署

規劃概念

休憩設施、兒童遊樂場、健身角



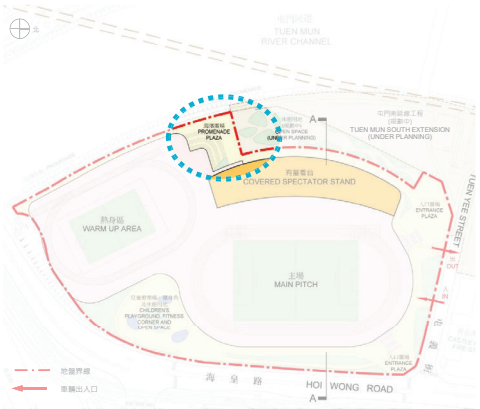
*項目規劃概念須視乎最終設計而定

相片來源：建築署

香港特別行政區政府
建築署

規劃概念

連接海濱長廊



*項目規劃概念須視乎最終設計而定

相片來源：建築署

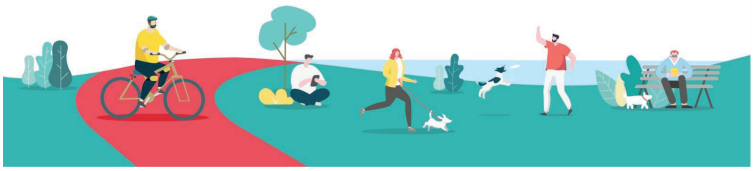
香港特別行政區政府
建築署

荃灣灣景花園至掃管笏段單車徑
Cycle Track between Tsuen Wan Bayview Garden and So Kwun Wat

CEDD 土木工程拓展署 Civil Engineering and Development Department

ARUP

屯門區議會 - 地區設施管理及環境衞生委員會
項目介紹
2022年10月11日



背景

- 「新界單車徑網絡」旨在連接分散單車徑，以建立一個全面和貫通新界東西的單車徑網絡
- 為市民提供更多消閒和康樂選擇
- 全長82公里，包括：
  - 約60公里長馬鞍山至屯門主幹線(於2020年開通)
  - 約22公里長荃灣至屯門主幹線(荃灣海濱段，大約2.3公里長，於2021年開通)

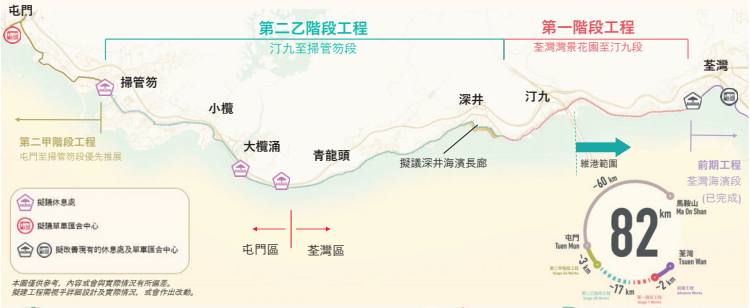
新開通的單車徑路段

- 新開通的單車徑路段廣受市民歡迎，並已成為熱門的休閒和運動設施。
- 單車徑能提升沿途景點之間的暢達性

荃灣海濱段單車徑

最後的缺環 - 荃灣灣景花園至掃管笏段

- 荃灣至屯門段主幹線採用「先易後難」的策略分四個階段推展。



善用空間

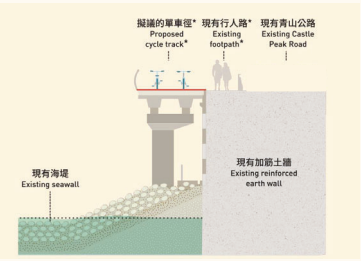
沿青山公路兩旁空間狹窄 – 荃灣、汀九

善用空間

沿青山公路兩旁空間狹窄 – 小欖、掃管笏

善用空間

善用青山公路現有的行人路

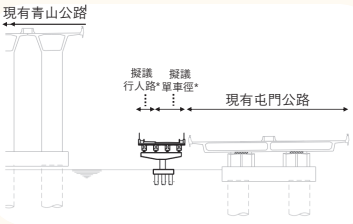


* 盡量提供約4米闊單車徑及2米闊行人路

善用空間

在可行的適當位置沿海邊設行人路，增加步行樂趣

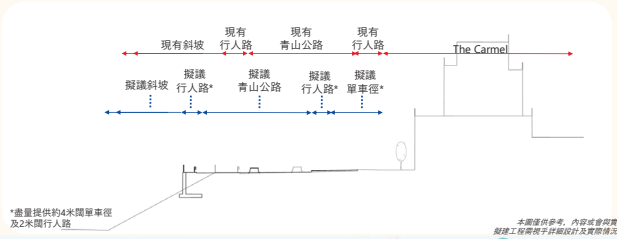
現有青山公路



* 盡量提供約4米闊單車徑及2米闊行人路

善用空間

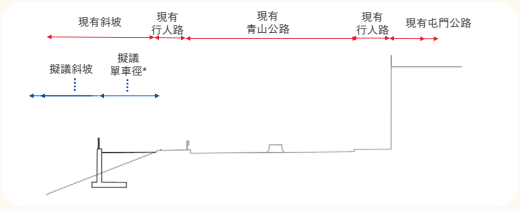
- 以單車橋或護土牆形式興建
- 透過空間佈局容納單車徑



*盡量提供約4米闊單車徑及2米闊行人路

善用空間

- 以單車橋或護土牆形式興建
- 空間佈局容納單車徑

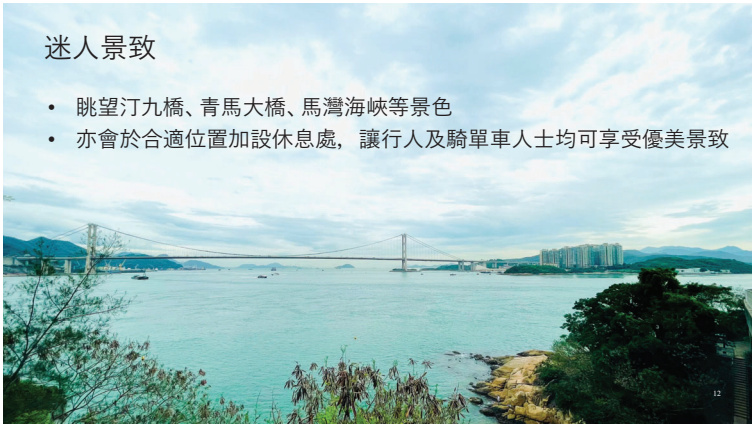


*盡量提供約4米闊單車徑

第二乙階段 - 最新走線

迷人景致

- 眺望汀九橋、青馬大橋、馬灣海峽等景色
- 亦會於合適位置加設休息處，讓行人及騎單車人士均可享受優美景致



完善輔助設施

完善輔助設施

單車匯合中心交通方便，臨近公共運輸交匯處

屯門海榮路單車匯合中心

擬議設施包括:

- 練習場
- 單車租賃站
- 飲水設施
- 洗手間
- 救傷站
- 智能儀表板

提升區內設施 (第二乙階段)

單車徑將途經多個現有設施，部分可以藉此機會改建或優化，包括青泰路附近的行人天橋將以加建升降機取代行人天橋原有的斜坡通道，一方面可以騰出空間建造單車徑，另一方面亦可提升行人環境。

第二甲階段工程
第二乙階段工程

深井新海濱長廊

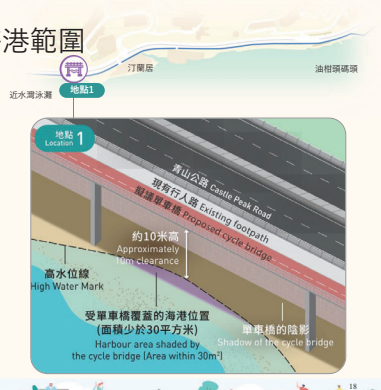
透過填海增設一段長約1公里，闊約20米的海濱長廊，以供興建單車徑和其他消閒及康樂設施，例如多功能空間、長者及兒童休憩設施、寵物友善設施等。新海濱長廊亦能夠提供空間興建單車徑相關輔助設施，例如單車泊位、單車維修站、洗手間、小食亭等。

維港範圍內的單車橋

- 汀九橋以東的海面受《保護海港條例》規管
- 填海指「任何為將海床或前濱形成為土地而進行或擬進行的工程」(海床和前濱範圍的指定水位線為「高水位線」)
- 部分單車徑須符合《保護海港條例》規定

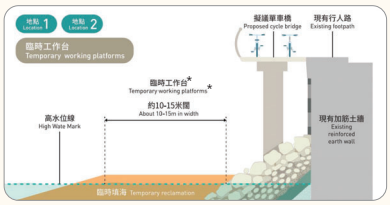
地點1 - 受單車橋覆蓋的海港範圍

- 不會在海港中形成土地
- 受單車橋覆蓋的海港面積少於30平方米
- 單車橋橋底離開「高水位線」超過10米，因此不會對單車橋橋底的水域構成限制



地點 1及地點 2 – 臨時填海

- 施工期間須架設臨時工作台，以興建單車橋永久結構
- 臨時工作台設於「高水位線」以下
- 工程完成後，會拆卸臨時工作台，並重置人造海堤



本圖僅供參考，內容或會因實際情況有所偏差。
擬建工程需視乎詳細設計及實際情況，或會作出改動。

* 根據初步技術評估，預計臨時填海面積約1公頃，為期約兩年

單車安全推廣活動

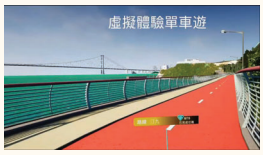
- 隨著「新界單車徑網絡」各單車徑路段陸續落成和開放，我們亦進行了一系列單車安全推廣活動，讓市民在享用「新界單車徑網絡」時能提升他們的安全意識
- 就荃灣海濱段單車徑而言，自2021年4月新單車徑開放初期，我們安排了單車大使駐場，並定時沿單車徑巡邏，為市民提供騎單車安全提示，推廣騎單車安全意識及相關禮儀。

https://www.youtube.com/watch?v=CgY6lejmt-c
可透過二維碼於NTCTN網站了解更多
www.ntctn.hk

公眾參與

- 2022年10月3日至2022年12月2日
- 與持份者會面/專題會議
- 深井邊想邊「造」工作坊
- 巡迴展覽
- 虛擬實境單車體驗
- 問卷調查

SCAN FOR MORE INFORMATION 掃一掃，了解更多
www.twtm-cycletrack.hk

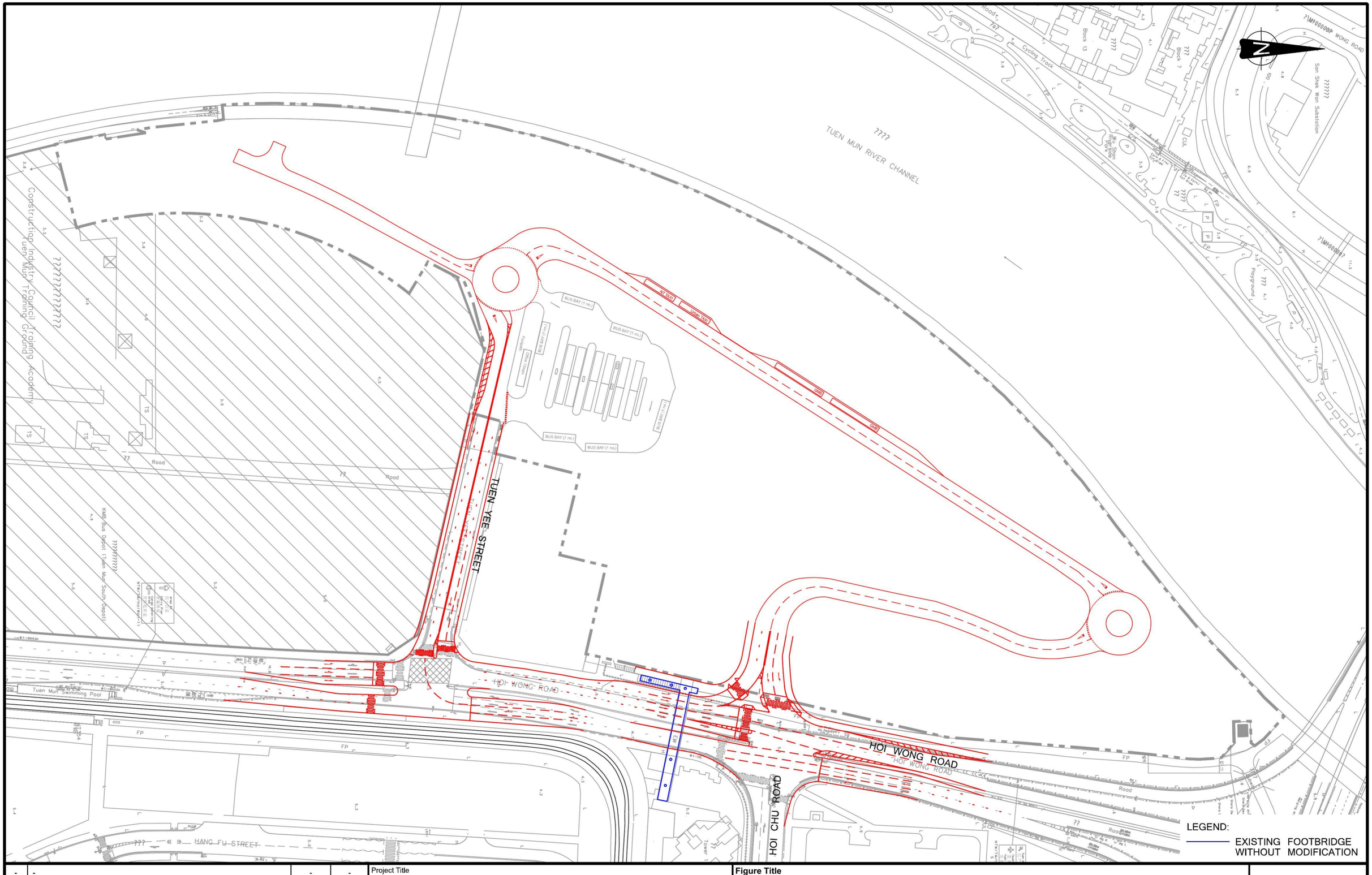


未來路向

- 視乎收到的公眾意見，我們計劃分階段推展及落實「新界單車徑網絡」的「最後的缺環」
- 我們會研究方法以期早日貫通整個82公里的「新界單車徑網絡」

Appendix G

RNTPC Paper No. 4/22 Attachment V - Rezoning Study for a Mixed-Use Development at Tuen Mun Area 16 Traffic and Transport Impact Assessment Figure 2.5



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A	MINOR AMENDMENT	EDC	29APR22

Project Title

REZONING STUDY FOR A MIXED USE DEVELOPMENT AT TUEN MUN AREA 16

Figure Title

OVERALL PLAN OF INTERNAL ROAD, IMPROVED JUNCTION LAYOUT OF J1 AND J2 UPON COMPLETION OF PROPOSED DEVELOPMENT IN TUEN MUN AREA 16

Designed	Checked	Scale	Date	Figure No.	Rev.
LTH	EDC	1:1500(A3)	FEB 2022	2.5	A

CHK50536510/TIA/F25-A.DGN/KCM/29APR22

Original Size : A3