

**APPLICATION FOR PERMISSION UNDER SECTION 16
OF THE TOWN PLANNING ORDINANCE (CAP. 131)**

**PLANNING APPROVAL FOR CONCRETE BATCHING PLANT
AT LOT NOS. 4433 S.89 RP AND S.90 RP IN DEMARCATION DISTRICT 51
ON THE APPROVED FANLING/SHEUNG SHUI OUTLINE ZONING PLAN NO. S/FSS/28**

SUPPORTING PLANNING STATEMENT

September 2026

Executive Summary

This Application is submitted to the Town Planning Board (“TPB”) under Section 16 of the Town Planning Ordinance by the Applicant who seeks planning approval for the ‘Concrete Batching Plant’ use at Lot No. 4433 S.89RP and S.90RP in Demarcation District 51 (“the Application Site”). The Application Site is about 1,721.4m² in size and currently zoned “Industrial” (“I”) on the approved Fanling/Sheung Shui Outline Zoning Plan (“OZP”) No. S/FSS/28. It is proposed to expand the existing concrete batching plant (“the Existing CBP”) at Lot No. 4433 S.90RP and develop an integrated concrete production plant at the Application Site (“the Proposed Expansion”). According to the Notes of the OZP, ‘Concrete Batching Plant’ is a Column 2 use within the “I” zone, thus planning permission is required from TPB.

Lot No. 4433 S.90RP is subject to previous planning application No. A/FSS/109 for the same use which was approved on 25 September 1998 on a permanent basis. As of now, the Existing CBP at S.90 RP and aggregate transfer at S.89 RP operate under short term waivers and planning approval. As the Existing CBP in Lot No. 4433 S.90 RP is proposed to be replaced by the Proposed Expansion, land application will be subsequently submitted upon planning approval, to facilitate the integration of the two lots into a single concrete production site.

The Proposed Expansion involves minor adjustments to the existing operations will enable the facility to better accommodate future large-scale construction projects. Given the nature of the existing use, no significant adverse impacts would be induced in the surrounding area.

In view of above, favorable consideration by the TPB is hereby sought to approve this Application.

內容摘要

申請人按<<城市規劃條例>>第 16 條向城市規劃委員會 (『城規會』) 提交規劃許可申請將劃定丈量約份第 51 約地段第 4433 號第 89 號餘段及第 90 號餘段(『申請地點』) 的混凝土配料廠規劃許可。申請地點地盤面積約 1,721.4 平方米及位於粉嶺 / 上水分區計劃大綱核准圖編號 S/FSS/28 (『大綱圖』) 上的『工業』用途地帶內。是次申請建議擴展現有位於 S.90 地段的混凝土製造廠，並整合 S.89RP 及 S.90RP 地段以發展一個混凝土生產設施。根據大綱圖，在『工業』用途地帶內，「混凝土配料廠」屬於第二欄用途，因此有需要獲得城規會的規劃許可。

本申請建議擴展現有位於地段第 4433 號 S.90 餘段的混凝土配料廠，並整合地段第 4433 號 S.89 餘段及 S.90 餘段，以發展為一個升級的混凝土生產設施。地段第 4433 號 S.90 餘段曾於 1998 年 9 月 25 日獲批准規劃申請編號 A/FSS/109，用作相同用途。現時兩個地段均已獲批短期豁免書，作混凝土配料及儲存用途。隨着本次擴展計劃的推展，申請人將於獲得規劃許可後，提交土地申請，以促成兩地段整合為一個混凝土生產基地。

是次擴展工程僅涉及對現有設施的輕微改動，主要目的在於提升生產能力及營運效率，以配合即將展開的大型基建項目及地區內最新的建設發展需求。由於擴展屬小規模，且有關用途與現有運作一致，亦與過往獲批的用途相符，預期不會對周邊環境構成重大不良影響。

基於上述情況，以及規劃綱領內的詳細規劃理據，申請人懇請城規會給予考慮批准是次規劃申請。

(中英文版如有差異，皆以英文版本為準。)

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1 Introduction

1.1 Background

This Application is submitted under section 16 of the Town Planning Ordinance (Cap.131) on behalf of Shine Bonus International Limited (“the Applicant”) to seek planning approval from the Town Planning Board (“TPB”) for concrete batching plant at Demarcation District 51 Lot Nos. 4433 S.89RP and S.90RP (“the Application Site”). The Application Site falls within an area currently zoned “Industrial” (“I”) at Planning Area 25 on the approved Fanling/Sheung Shui Outline Zoning Plan (“OZP”) No. S/FSS/28 (“the OZP”). It is proposed to expand the existing concrete batching plant (“Existing CBP”) at Lot No. 4433 S.90RP and develop a single-leg concrete production facility within the Application Site with a proposed production capacity of 120m³ per hour. According to the Notes of the OZP, ‘Concrete Batching Plant’ use is a Column 2 use under the “I” zone which requires planning permission from TPB.

1.2 Statement Structure

This Supporting Planning Statement consists of six sections. Following the introduction, **Section 2** will cover the descriptions of the Application Site and its surrounding context. **Section 3** will elaborate on the respective planning context within which this Application is subject to. The proposal will be presented in **Section 4**, which is followed by the relevant justifications in **Section 5**. The Statement will be concluded in **Section 6**. The following supplementary materials are attached along with the Statement in supporting this Application:-

- Schematic Drawings (**Appendix I**)
- Swept Paths Analysis (**Appendix II**)
- Traffic Impact Assessment (**Appendix III**)
- Environmental Assessment (**Appendix IV**)
- Traffic Forecast Methodology of Air Quality Impact Assessment (**Appendix V**)

2 The Application Site and its Surroundings

2.1 Application Site

The Application Site is situated in the eastern part of Fanling. It has an area of about 1,721.4m², currently occupied by the Existing CBP under approved Application No. A/FSS/109 and aggregate storage. The Application Site is situated at the junction of On Kui Street and On Chuen Street, which is accessible via road networks from both the northwest and southeast.

2.2 Land Status

The Application Site is currently covered by a short-term waiver dated 12 June 2002 for the operation of the Existing CBP, while S.89 RP is subject to a short-term waiver dated 26 March 2010 for the storage, conveyance, and handling of aggregates in support of the batching plant at S.90 RP. Upon the planning approval, land application will be subsequently submitted to facilitate the integration of the two lots for construction and operation.

2.3 Surrounding Environment

The surrounding areas have the following characteristics:

- a) mainly an industrial area with warehouses, industrial buildings, logistic centers, and car parks;
- b) to its north and northwest are the Shau Tau Kok Road - Lung Yeuk Tau Interchange and Fanling Bypass (Eastern Section);
- c) to its northeast and east are areas mainly zoned "Agriculture" ("AGR"), "Green Belt" ("GB"), and Village Type Development ("V") such as Shun Him Tong, where the Ma Wat River serves as buffer from the Applicant Site.
- d) to its west and southwest are areas mainly zoned for "Residential", served by Fanling MTR Station, which reflect a well-developed urban environment with public transport infrastructure.

3 Planning Context

3.1 Planning Intention

The planning context has largely remained unchanged since the previous approved application No. A/FSS/109. According to the OZP, the planning intention of the subject “I” zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries.

3.2 Statutory Planning Control

According to the OZP, within the subject “I” zone at Planning Area 25, no new development, or addition, alteration and / or modification to or redevelopment of an existing building shall result in a total development and / or redevelopment in excess of a maximum plot ratio of 5.0, and a maximum building height of 65 metres (excluding basements), or the plot ratio of the existing building, whichever is the greater.

3.3 Hong Kong Planning Standard and Guidelines

According to the Chapter 5 of Hong Kong Planning Standards and Guidelines (“HKPSG”), ‘Concrete Batching Plant’ could be classified as a special industrial activity. It mainly engages in heavy industries and the handling bulky commodities, raw materials and/or dangerous goods. Special industries are generally capital intensive, land intensive and often have special infrastructure and locational requirements. Subject to functional requirements, the location of special industries should be: (a) land extensive; (b) remote from residential areas; (c) preferably in the western quadrant of residential areas; (d) preferably in areas with good air dispersion capacities and where pollution is not serious; (e) sites with deep water frontage; and (f) directly assessed to sea transport and a safe navigational approach route for ships must be available.

According to Chapter 9 of the HKPSG, concrete batching plants are considered sources of dusty air pollution. It is suggested that air polluting industries should be located to the west or southwest of the main urban centers and new towns. Adequate buffer areas should be provided between the air-polluting uses and sensitive receivers.

3.4 Territorial Context

To unleash the development potential of Hong Kong, a number of large-scale public infrastructures and developments will be commenced, including Hong Kong-Shenzhen Western Rail Link, Northern Metropolis, and San Tin Technopole etc. These major public projects will significantly increase demand for concrete in the coming years.

According to the Policy Address 2025, the Hong Kong Government is accelerating infrastructure development and housing delivery, with an additional HK\$30 billion earmarked for public works over the next three years. Since concrete mix is one of the main construction materials used for buildings, a stable concrete supply is essential to meet the increasing infrastructure need. In longer terms, the reclamation projects outside Victoria Harbour and development of the Guangdong-Hong Kong-Macao Greater Bay Area will also require abundant supply of concrete for professional and infrastructure services.

3.5 Previous Planning Application at the Site

There is one previous planning permission granted on a permanent basis for concrete batching plant covering part of the Application Site (Application No. A/FSS/109).

Application No.	Location	Applied Use / Development	Decision	Approval Date
A/FSS/109	D.D.51 Lot 4433 S.90RP	Concrete Batching Plant	Approved with Condition(s)	25 Sep 1998

Table 1: Details of Previous Application

3.6 Similar Planning Applications Nearby

There are two similar planning applications (No. A/FSS/252 and A/FSS/235) for concrete batching factory use within the “I” zone on the Fanling/Sheung Shui OZP.

Both applications were approved with conditions by TPB on 25 November 2016 and 13 November 2015. Application No. A/FSS/235 was first approved on 13 November 2015. Subsequently, Application No. A/FSS/252 was submitted as an amendment to the planning approval of No. A/FSS/235. In both cases, planning permission were granted on the permanent basis and considered that the proposed developments were generally in line with the planning intention of the “I” zone; considered not incompatible with the surrounding industrial related development; and no adverse comments from relevant government departments were received.

Application No.	Location	Applied Use / Development	Decision	Approval Date
A/FSS/252	No. 11 On Chuen Street, Fanling, New Territories	Proposed Concrete Batching Factory (Amendments to an Approved Scheme)	Approved with Condition(s)	25 Nov 2016
A/FSS/235	No. 11 On Chuen Street, Fanling, New Territories	Proposed Concrete Batching Factory	Approved with Condition(s)	13 Nov 2015

Table 2: Details of Similar Applications

4 The Proposed Expansion

The Applicant intends to expand the Existing CBP located at Lot No. S.90RP by integrating it with the adjacent Lot S.89RP to form an upgraded concrete production facility (“The Proposed Expansion”). The Proposed Expansion involves the construction of a new plant with one production line, with a target production capacity of 120m³ per hour. To support the operational needs of the upgraded facility, the existing parking areas and loading/unloading bays will be rearranged to improve site logistics and traffic flow. Additionally, an ancillary substation will be integrated into the development to meet the increased power demand associated with the enhanced production capacity.

The updated site layout plan maintains the overall configuration and operational components as previously approved under application A/FSS/109. It comprises one concrete batching plant with one production line (mainly silos for storage of cementitious materials, aggregates and other material for concrete production; such as material conveying belt, weigh hoppers; concrete mixer, waste management and wastewater treatment facilities for the concrete production process) with one utilities building comprising of transformer room, switch room, control room, fire service tank and transfer water tank, etc. The schematic plan can be found in **Appendix I**.

The changes to the overall development parameters compared to the previous planning approval under Application No. A/FSS/109 are listed in the table below.

Development Parameters	Last Approved Scheme A/FSS/109	Current Application	Change
Site Area	About 846.3m ²	About 1,721.4m ²	+103.4%
Covered Area	About 163m ²	About 481.849m ²	+195.6%
Site Coverage	About 19.2%	About 28%	+45.8%
Gross Floor Area	About 846.3m ²	About 607.608m ²	-28.2%
Plot Ratio	About 1.0	About 0.353	-64.7%
Maximum Building Height	Not exceeding 24.5m	Not exceeding 30m	+22.4%
No. of Parking Spaces	7 (8.5m x 3.5m)	4 (11m x 3.5m)	- 3
No. of Loading / Unloading Spaces	2 (8.5m x 3.5m)	3 (11m x 3.5m)	+ 1

Table 3: Development Parameters of the Use

5 Justifications

5.1 Similar Operation Since Previous Approval

The Proposed Expansion represents an enhancement of the Existing CBP previously approved under No. A/FSS/109 on a permanent basis. The operational nature and core functions of the Proposed Expansion have remained unchanged from the previous approval and proposed to be continuing to operate in a permanent basis. The land use zoning remains unchanged, and there have been no notable shifts in the surrounding land use pattern that would affect the suitability of the Proposed Expansion.

5.2 In Line with the Planning Intention and Compatible with Surrounding Area

The Application Site is located within an area zoned “I” on the OZP. The use of the Proposed Expansion falls under Column 2 that may be permitted upon application to the TPB. The “I” zone is primarily designated to accommodate general industrial activities and to ensure a sufficient supply of industrial floor space for production-based industries. In this regard, the Proposed Expansion aligns with the planning intention of the area.

The surrounding area is predominantly zoned for industrial use, featuring a mix of logistics facilities, warehouses, and manufacturing workshops. Given the similar industrial context, it demonstrates the compatibility of such operations within this planning zone. Therefore, adverse environmental impact arising from the Proposed Expansion is not anticipated and is considered compatible with the surrounding area.

5.3 Meeting the Demand of Local Construction Industry

The expanded operation of the Existing CBP at the Application Site is essential to support the increasing demand for construction materials driven by major infrastructure and development projects across Hong Kong. With the implementation of New Development Areas (“NDAs”) such as Hung Shui Kiu, Kwu Tung North, and Fanling North, there is a significant need for a stable and timely supply of concrete to support extensive site formation, roadworks, and utility infrastructure. In local context, the Fanling Bypass, Po Shek Wu Road Flyover, and the widening of Fanling Highway, are critical to enhancing regional connectivity and urban expansion.

In the long run, the development of Northern Metropolis will further intensify the demand for road surfacing and structural materials. A sufficient and steady supply of concrete is vital to maintaining construction schedules and controlling project costs. As such, the expanded plant will ensure continued support for Hong Kong’s infrastructure pipeline and contribute to the timely delivery of key public works.

5.4 Strategic location of the Application Site for the Proposed Development

The Application Site is situated in Fanling within the New Territories, offering several locational advantages for the operation of a concrete batching plant. With proximity to major infrastructure corridors such as Fanling Highway, Sha Tau Kok Road, and the Heung Yuen Wai Highway, it benefits from efficient road connectivity to key development areas including Kwu Tung North, Fanling North, and the overall Northern Metropolis. This central positioning within the northern part of the territory enables timely and cost-effective delivery of construction materials to active and upcoming development zones, while also reducing transportation time and associated environmental impact.

According to Chapter 5 and 9 of the HKPSG, a concrete batching plant can be classified as a ‘special industrial activity’ and is recognized as a source of dusty air pollution. The strategic location of the Application Site provides an appropriate siting away from sensitive receivers such as residential building, making it a suitable and sustainable location for continued operation of the plant.

5.5 Approved Planning Applications for Concrete Batching Plants Nearby

There have been two planning permissions (Application Nos. A/FSS/252 and A/FSS/235) for concrete batching plant factory use. Both applications were approved with conditions by the TPB on a permanent basis. These approvals were granted on the basis that the proposed development was generally consistent with the planning intention of the “I” zone, not considered incompatible with the surrounding industrial environment, and received no adverse comments from relevant government departments. The proximity of the previously approved sites further supports the view

that the Proposed Expansion is considered appropriate and is unlikely to result in unacceptable environmental or as an undesirable precedent case.

5.6 No Adverse Impacts

Since the nature of the Proposed Expansion remains unchanged compared to the previously approved scheme No. A/FSS/109, the expanded facility is not expected to generate any adverse impacts in terms of traffic, environmental (air quality, noise, water quality and waste including land contamination), drainage and sewerage.

Traffic

Separate ingress and egress points along On Chuen Street and On Kui Street as opposing one-way roads enable vehicles to move in harmony with existing traffic patterns. In addition, forthcoming infrastructure upgrades such as the Improvement to So Kwun Po Interchange, which introduces new north-south and elevated carriageways between Pak Wo Road and San Wan Road, will enhance area-wide capacity and divert major traffic flows to the strategic road network. Traffic impact from the Proposed Expansion remains negligible and fully manageable within the planned transport system. Swept Paths Analysis and Traffic Impact Assessment can be found in **Appendix II** and **Appendix III** respectively.

Air Quality

Concrete is currently manufactured by the Existing CBP as follows:

(a) Storage of Dusty Raw Materials

- Dusty raw materials include cement, Pulverised Fuel Ash (“PFA”) and aggregates/river sand/stone fine with nominal sizes of $\leq 5\text{mm}$, 10mm and 20mm.
- Other raw materials include water/ice/ice water/recycle water and admixture which their handling does not cause any dust emission.
- Cement and PFA are delivered via tankers and unloaded to fully enclosed elevated silos for storage via fully enclosed pneumatic pipeline which the dusty displaced air is treated by dust collectors.
- Aggregate/river sand/stone fine with the aforementioned sizes are delivered by tipper trucks and unloaded to open stockpiles for storage. Some of the aggregate/river sand/stone fine is unloaded from the stockpiles to a receiving hopper by using loader and then conveyed to an overhead bin for storage.

(b) Concrete Batching Process

- Concrete batching is undertaken under a fully enclosed environment.
- Cement and PFA stored in the silos will be conveyed to weigh hoppers and then a cement mixer for being mixed with water/ice/admixtures.
- The mixture will then be unloaded to concrete truck.
- Aggregate/river sand/stone fine stored in the overhead bin will be unloaded to weigh hoppers and then conveyed to concrete truck.

- The aforementioned mixture and aggregate/river sand/stone fine will be mixed inside the drum of concrete truck.

Instead of the aforementioned truck mixed concrete produced by the Existing CBP, Ready Mixed Concrete ("RMC") will be produced by the Proposed Expansion. The key steps will include the followings:

(a) Storage of Dusty Raw Materials

- Dusty raw materials will include cement, Pulverised Fuel Ash ("PFA"), Ground Granulated Blast-Furnace Slag ("GGBS") and Condensed Silica Fume ("CSF" or silica fume), and aggregates/river sand/stone fine with nominal sizes of $\leq 5\text{mm}$, 10mm and 20mm.
- Other raw materials will remain the same as those used by the existing concrete batching plant, i.e., water/ice/ice water/recycle water and admixture which their handling does not cause any dust emission.
- Cementitious material, i.e., cement, PFA, GGBS and silica fume will be delivered by tankers and unloaded to fully enclosed elevated silos for storage via fully enclosed pneumatic pipeline which the dusty displaced air will be treated by dust collectors.
- Aggregate/river sand/stone fine with the aforementioned sizes will be delivered by tipper trucks and unloaded to a receiving hopper. The unloaded materials will then be conveyed to a fully enclosed Overhead Bin for storage.

(b) Concrete Batching

- Concrete batching will be undertaken under a fully enclosed environment.
- Cementitious materials stored in the silos will be conveyed to weigh hoppers and then a Concrete Mixer.
- Aggregate/river sand/stone fine stored in the Overhead Bin will be unloaded to weigh hoppers and then conveyed to the Concrete Mixer.
- Water, recycled water, ice/ice water and/or admixtures will be unloaded from the relevant storage silos/tanks and conveyed to the Concrete Mixer.
- The aforementioned raw materials unloaded to the Concrete Mixer will be well-mixed and unloaded to concrete truck.

Improvements in air pollution to be provided for the Proposed Expansion will include:

- (a) Dust removal efficiency of the dust collectors of the Existing CBP is 99.9% while that of the Proposed Expansion will be at least 99.99%.
- (b) Ground aggregate/river sand/stone fine stockpiles are currently provided while such materials will only be stored in the Overhead Bin.
- (c) Because only Overhead Bin will be provided for storing aggregate/river sand/stone fine for the Proposed Expansion, there will be no need to use loader.
- (d) Dust arising from truck mix of the Existing CBP is more than that arising from RMC of the Proposed Expansion.

- (e) Provision of paved roads, road wetting and vehicle washing facilities as one of the main dust control measure for preventing fugitive dust emissions.
- (f) The aggregate receiving hopper will be enclosed on three sides and provided with a top cover to minimise dust dispersion into the atmosphere. Water misting also be provided during loading and unloading of aggregates. In addition, dust laden air will be extracted and vented through a dust collector to minimise fugitive dust generation.

Overall, therefore, dust arising from the Proposed Expansion will be less than that arising from the Existing CBP which will be a significant improvement in air quality.

Noise

Adverse noise impact on Noise Sensitive Receivers (“NSRs”) due to construction and operation of the Proposed Expansion is not anticipated. The nearest NSRs is located approximately 200 metres from the Application Site boundary, which provides a sufficient buffer.

Water Quality

Similar to the Existing CBP, all the process wastewater will be treated and reused by the Proposed Expansion. Sewage arising from site staff and drivers will be discharged into the municipal sewerage system. No adverse water quality impact is therefore anticipated.

Waste Management Implications (including Land Contamination)

No maintenance for vehicles will be carried out on-site and so no chemical waste will be generated. Inert waste including sludge from the wastewater treatment plant and waste concrete will be disposed of at Fill Bank while non-inert waste such as packaging waste and general refuse will be disposed of at NENT landfill. No suspected land contamination activity is identified based on the desktop study. The operation of a typical concrete batching plant will not result in potential land contamination.

Drainage and Sewerage

The Application Site is currently 100% concrete-paved and it will still be 100% concrete-paved. Therefore, no increase in drainage impact will be resulted due to the Proposed Expansion. All the process wastewater will be treated and reused on-site. Sewage generated by site staff and drivers will be the only wastewater of the Proposed Expansion. Sewage generation is anticipated to be trivial.

The Application Site is served by existing municipal stormwater drainage and sewerage systems. Sewage generated by site personnel and drivers can be discharged into the public sewer network or handled off-site. Surface runoff will be managed through perimeter drains, which will divert water into the public drainage system. The connectivity and adequacy of all drainage and sewerage pipelines will be confirmed through site surveys and technical assessments during the detailed design stage.

For detailed assessment report, Environmental Assessment and Traffic Forecast Methodology of Air Quality Impact Assessment can be found in **Appendix IV** and **Appendix V** respectively.

6 Conclusion

The subject Application is submitted to seek the TPB's permission for planning approval at Lot No. 4433 S.89RP and S.90RP in Demarcation District 51. As of now, the Existing CBP at S.90 RP and aggregate transfer at S.89 RP operate under short term waivers and planning approval. As the Proposed Expansion involves integrating the existing operations across the Lot S.89RP and S.90RP, planning permission is required from the TPB.

The Proposed Expansion under this application supports the local construction sector to meet the growing demand for concrete products. It is compatible with the surrounding environment in terms of land use, traffic and environmental aspects. Furthermore, given the continuity of the existing use since the previous approval, no significant adverse impacts would be anticipated. In view of above, favorable consideration by the TPB is hereby sought to approve this Application.

7 Appendices

Appendix I	Schematic Drawings
Appendix II	Swept Paths Analysis
Appendix III	Traffic Impact Assessment
Appendix IV	Environmental Assessment
Appendix V	Traffic Forecast Methodology of Air Quality Impact Assessment