
SECTION 16 PLANNING APPLICATION

**PROPOSED TEMPORARY CONCRETE BATCHING PLANT
FOR A PERIOD OF 5 YEARS IN “INDUSTRIAL (GROUP D)” ZONE,**

LOT 153 (PART) IN D.D. 77, PING CHE, NEW TERRITORIES

PLANNING STATEMENT

Applicant

Doran (Hong Kong) Limited

Consultancy Team

| | |
|---------------------------|---|
| Planning Consultant: | R-riches Property Consultants Limited |
| Architect: | Civic Consultancy Limited |
| Drainage Consultant: | EnviroSolutions & Consulting Limited |
| Environmental Consultant: | EnviroSolutions & Consulting Limited |
| Traffic Consultant: | Ozzo Technology (HK) Limited |

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Statement
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APPLICANT : Doran (Hong Kong) Limited
TYPE OF APPLICATION : S.16 Planning Application
PROPOSED USE : Proposed Temporary Concrete Batching Plant for a Period of 5
Years
SITE LOCATION : Lot 153 (Part) in D.D. 77, Ping Che, New Territories

AMENDMENT RECORD

| REVISION NO. | DESCRIPTION | APPROVED BY (Date) | REVIEWED BY (Date) | PREPARED BY (Date) |
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EXECUTIVE SUMMARY

- The applicant seeks planning permission from the Town Planning Board (the Board) under Section (S.) 16 of the Town Planning Ordinance (Cap. 131) to use *Lot 153 (Part) in D.D.77, Ping Che, New Territories* (the Site) for ‘**Proposed Temporary Concrete Batching Plant (CBP) for a Period of 5 Years**’ (the proposed development).
- The Site falls within an area zoned “Industrial (Group D)” (“I(D)”) on the Approved Ping Che and Ta Kwu Ling Outline Zoning Plan (OZP) No.: S/NE-TKL/14. The Site occupies an area of 6,957 m² (about). A CBP with ancillary supporting facilities with total gross floor area (GFA) of 2,776 m² (about) and building height of not exceeding 13 m is proposed at the Site. The remaining area of the Site is reserved for vehicle parking, loading/unloading (L/UL), waiting spaces and circulation area to support the overall operation of the CBP.
- The Site is accessible from Ping Che Road via Ping Yuen Road and a local access. The operation hours of the proposed development are 07:00 to 23:00 daily, including public holiday.
- Justifications for the proposed development are as follows:
 - *To meet the increasing demand of local ready-mixed concrete in order to support the development of various NDAs by the Government*
 - *To support Hong Kong’s future public/private development/redevelopment projects*
 - *The Site is considered suitable for the proposed CBP and easily accessible to various development areas*
 - *To advance the sustainable development through low-carbon strategies and environmental value-added production processes*
 - *The proposed development is considered in line with the planning intention of “I(D)” zone and not incompatible with surrounding land uses*
 - *The current application is similar to the previously approved S.16 planning application No. A/NE-TKL/681*
 - *The proposed CBP will not create significant adverse impact to the surrounding area*
- Details of development parameters are as follows:

| | |
|------------------------|------------------------------|
| Site Area | 6,957 m ² (about) |
| Covered Area | 2,417 m ² (about) |
| Uncovered Area | 4,540 m ² (about) |
| | |
| Plot Ratio | 0.4 (about) |
| Site Coverage | 35 % (about) |
| | |
| Total GFA | 2,776 m ² (about) |
| - Domestic GFA | Not applicable |
| - Non-Domestic GFA | 2,776 m ² (about) |
| | |
| Building Height | Not exceeding 13 m |

行政摘要 (內文如與英文版本有任何差異，應以英文版本為準)

- 申請人現根據《城市規劃條例》(第 131 章) 第 16 條，向城市規劃委員會提交有關新界坪輦丈量約份第 77 約地段第 153 號餘段(部分)的規劃申請，於上述地點作「擬議臨時混凝土配料廠(為期 5 年)」(擬議發展)。
- 申請地點所在的地區在《坪輦及打鼓嶺分區計劃大綱核准圖編號 S/NE-TKL/14》上劃為「工業(丁類)」地帶。申請地盤面積為 6,957 平方米(約)。申請地點將設有混凝土配料廠及其他輔助設施，總樓面面積合共為 2,776 平方米(約)，建築高度不超過 13 米，申請地點的其餘地方將預留作車輛停泊和上落貨位及流轉空間。
- 申請地點可從坪輦路經坪原路及一條地區道路前往。擬議發展的作業時間為每天上午七時至下午十一時，包括公眾假期。
- 擬議發展的申請理據如下：
 - 支持及滿足政府在各個新發展區發展項目中對預拌混凝土的需求；
 - 支持香港未來的公/私營發展項目及重建項目；
 - 擬議發展的地理位置優越，適合用作發展混凝土配料廠；
 - 透過低碳策略及環保增值型產業推動可持續發展；
 - 擬議發展符合「工業(丁類)」地帶的規劃意向，並且與周邊環境相容；
 - 擬議發展與先前已獲批申請(編號：A/NE-TKL/681)的發展大致相同；
 - 擬議發展不會對周邊環境產生負面影響
- 擬議發展的詳情發展參數如下：

| | |
|-----------|--------------|
| 申請地盤面積： | 6,957 平方米(約) |
| 上蓋總面積： | 2,417 平方米(約) |
| 露天地方面積： | 4,540 平方米(約) |
| | |
| 地積比率： | 0.4 (約) |
| 上蓋覆蓋率： | 35% (約) |
| | |
| 總樓面面積 | 2,776 平方米(約) |
| 住用總樓面面積： | 不適用 |
| 非住用總樓面面積： | 2,776 平方米(約) |
| 構築物高度： | 不多於 13 米 |

1. INTRODUCTION

Background

- 1.1 **R-riches Property Consultants Limited** has been commissioned by **Doran (Hong Kong) Limited** (the applicant) to make submission on their behalf to the Board under S.16 of the Ordinance in respect to *Lot 153 (Part) in D.D. 77, Ping Che, New Territories (Plans 1 to 3)*.
- 1.2 The applicant would like to use the Site for ‘**Proposed Temporary Concrete Batching Plant for a Period of 5 Years**’. The Site currently falls within an area zoned “I(D)” on the Approved Ping Che and Ta Kwu Ling OZP No.: S/NE-TKL/14 (**Plan 2**). According to the Notes of the OZP, the applied use is a Column 2 use within the “I(D)” zone, which requires planning permission from the Board.
- 1.3 In support of the proposal, a set of indicative development plans and drawings are provided with the planning statement (**Plans 1 to 9**). Impact assessments including Traffic Impact Assessment (TIA) report, Environmental Assessment (EA) report, Sewerage Impact Assessment (SIA) report and Drainage Proposal (DP) are provided to mitigate potential adverse impacts for the consideration of relevant Government Bureaux/Departments and members of the Board (**Appendices II to V**).

2. JUSTIFICATIONS

To meet the increasing demand of local ready-mixed concrete in order to support the development of various NDAs by the Government

- 2.1 Ready-mixed concrete has always been one of the most commonly-used raw materials for construction projects in Hong Kong. With the planned development in San Tin Technopole (STT) and the continued development in the Hung Shui Kiu and Ha Tsuen (HSK/HT) New Development Area (NDA), Kwu Tung North (KTN) and Fanling North (FLN) NDAs, Yuen Long South Development Area and Tung Chung New Town Extension (TCNTE)(East), it is foreseeable that the amount of construction works and the demand for ready-mixed concrete arising from planned development projects shall remain high. The proposed development is expected to meet the ever-growing demand of local ready-mixed concrete induced by various infrastructural projects and residential developments in Hong Kong.

To support Hong Kong’s future public/private development/redevelopment projects

- 2.2 With reference to the HKSAR Government’s 2024 Policy Address, “Continuously Enhance Speed, Quantity, Quality and Efficiency of Housing Supply” is one of the highlights. The supply of developable land from Government-led projects will reach about 3,000 ha in the next decade. The Government affirms that the total public housing supply units in the next 5 years will reach 189,000, which is about 80% more than the start of the current-term Government. Moreover, various public/private development/redevelopment projects in the urban area are being planned or already under implementation. It is envisaged that the demand for concrete supply will surge in both public and private development sectors. In view of this, the proposed development would play an important role in delivering steady housing supply in Hong Kong.
- 2.3 Under the “Hong Kong Major Transport Infrastructure Development Blueprint” promulgated by the Transport and Logistic Bureau in 2023, a series of local and cross-boundary transport infrastructure projects are proposed to support the development of the Northern Metropolis¹. A local CBP can help stabilize the supply chain for concrete, ensuring that the quality of concrete meets the required specifications for durability and performance. This consistency is crucial for infrastructure projects that require high-quality materials.

¹ Transport infrastructure projects include the Northern Link, the Northern Link Spur Line, the Northern Link Eastern Extension, the Northeast New Territories Line, the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai), Hung Shui Kiu Station of Tuen Ma Line, the Central Rail Link, the Northern Metropolis Highway, Route 11 (section between Yuen Long and North Lantau), the Tsing Yi–Lantau Link, the Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen), the Tuen Mun Bypass and the Shatin Bypass, etc.

The Site is considered suitable for the proposed CBP and easily accessible to various development areas

- 2.4 In order to cope with various development projects across the New Territories, particularly in various NDAs, there is a substantive need to identify an appropriate site for setting up a CBP with convenient access to these areas. Having considered a number of factors, including land use compatibility, concrete demand locations, environmental/traffic impacts and accessibility for transportation of raw materials/products, the identified site of the current application, which is far from residential development and sensitive receivers is considered suitable to maintain a reliable supply of concrete in support of various development projects.
- 2.5 The Site is also located at a strategic location where there are convenient road networks are available in close vicinity. It is easily accessible with convenient linkage to Ping Che Road, which is a district distributor road further linking various major trucks roads and tunnels connecting to other parts of the New Territories and the urban area of Hong Kong.

To advance the sustainable development through low-carbon strategies and environmental value-added production processes

- 2.6 In adherence to the business principal of "Construction for the betterment of the country", the applicant intends to operate a newly designed and constructed CBP at the Site that is capable of implementing low-carbon and environmental value-added manufacturing processes. The measures include but not limited to environmentally sustainable materials and upgraded equipment for dust prevention and sound insulation to ensure an environmental-friendly operation. These initiatives could enhance Environmental, Social, and Governance (ESG) performance and promote technological development of the construction materials industry.

The proposed development is considered in line with the planning intention of "I(D)" zone and not incompatible with surrounding land uses

- 2.7 The Site currently falls within area zoned "I(D)" on the Approved Ping Che and Ta Kwu Ling OZP No. S/NE-TKL/14. According to the Notes of the OZP, the applied 'CBP' use is a column two use within the "I(D)" zone. The proposed development is considered in line with the planning intention of the "I(D)" zone as this zone is intended primarily for industrial uses that cannot be accommodated in conventional flatted factories due to extensive land and/or high ceiling requirements.
- 2.8 The surrounding area of the Site is considered to be predominately industrial-oriented, with wide range of industrial activities including warehouses, workshops, CBP and open storage yards, etc. Furthermore, similar S.16 planning applications for the same use were

approved by the Board within the same "I(D)" zone. The application site of the similar S.16 planning application (No. A/NE-TKL/728) is located at the immediate west of the Site, which the application was approved by the Board on a temporary basis of 5 years in 2024. Hence, the proposed development is considered not incompatible with the surrounding areas.

The current application is similar to the previously approved S.16 planning application No. A/NE-TKL/681

2.9 The Site is the subject of one previous S.16 planning application (No. A/NE-TKL/681) for the same use, which was also submitted by the same applicant. The previous application was approved with conditions by the Board on a temporary basis of 5 years in 2022. When compared with the previous application, the site area and site coverage are slightly decreased and the GFA and plot ratio are slightly increased to cope with the actual operation of the CBP, while the nature and operation of the applied use remain unchanged. Detailed differences in development parameters are provided at **Appendix I**.

2.10 The applicant has shown effort for compliance with the approval conditions of the previous application (No. A/NE-TKL/681), details are shown at **Table 1** below:

Table 1: Details of Compliance with Approval Conditions of the Previous Application

| Approval Conditions of Application No. A/NE-TKL/681 | | Date of Compliance |
|---|--|--------------------|
| (b) | Submission of a drainage proposal | 8/7/2024 |
| (c) | Provision of drainage facilities | Not Complied With |
| (d) | Submission of proposals for fire service installations (FSIs) and water supplies for fire fighting | 15/3/2023 |
| (e) | Implementation of proposals for FSIs and water supplies for firefighting | Not Complied With |
| (f) | Submission of ingress and egress of the Site | 24/1/2024 |
| (g) | Provision of ingress and egress of the Site | Not Complied With |
| (h) | Submission of a Contamination Assessment Plan and if land contamination is confirmed, a Remediation Action Plan and completion of the agreed remedial actions before commencement of construction for the contaminated areas of the proposed development | 18/4/2023 |

| | | |
|-----|---|-------------------|
| (i) | Implementation of traffic management measures, as proposed by the applicant, before commencement of operation of the proposed development | Not Complied With |
|-----|---|-------------------|

2.11 For conditions (c), (e) and (g), according to the 'Town Planning Board Guideline for 'Compliance of Approval Conditions' (TPB PG-No. 20), approval conditions relating to the submission of detailed impact assessments imposed by the Board are required to be complied with before building plan approval. As such, all submission-related approval conditions (b), (d), (f) and (h) have been complied by the applicant on 8/7/2024, 15/3/2023, 24/1/2024 and 18/4/2023 respectively. The applicant subsequently submitted general building plan (GBP) to seek Building Department's approval for the proposed building works on 10/12/2024. The GBP submission was considered fundamentally acceptable by the Chief Building Surveyor, New Territories West, Buildings Department (CBS/NTW, BD) on 7/2/2025. The applicant later made an amendment submission of the approved GBP on 10/2/2025, while comments from CBS/NTW, BD are still pending. Since prior approval of Temporary Occupation Permit (TOP) is required to obtain from BD before the commencement of building works, there was insufficient time for the applicant to implement the accepted proposals within the specified time period.

2.12 In addition, approval of Short Term Waiver (STW) is required to obtain from Lands Department (LandsD) before erecting any temporary structure on the Site. The applicant submitted a modification of STW No.863 application on 18.1.2023 and 10.2.2025 respectively to rectify the erection of the proposed structures, while comments from the Lands Department are pending.

2.13 As mentioned in paragraphs **2.11** and **2.12** above, the applicant intends to commence the construction of the proposed structures, drainage facilities, ingress/egress, and FSIs at the same time in accordance with the GBP and STW approvals, as well as to have better management of the CBP development.

2.14 For condition (g), during the implementation stage of the approved traffic management measures, a detailed survey was conducted on the unnamed road and Ping Yuen Road. The surveys indicated that certain traffic management measures that were initially proposed were technically unfeasible for the consideration of the Commissioner for Transport and the Board. The applicant is therefore unable to commence the implementation work within the specified period. A revised traffic management measure has been provided by the applicant in support of the current application (**Plan 8**).

2.15 Despite the layout of the proposed development has been slightly amended to meet the operational needs, the nature and development scale as well as the proposed mitigation measures of the current application are similar to its previous application. In order to

review the associated environmental impacts generated from the proposed development due to the proposed minor changes, a set of new assessments, including TIA, EA, SIA and DP have been conducted by the applicant in support of the current application (**Appendices II to V**). The assessments indicated that no adverse traffic, environmental, sewerage and drainage impact from the proposed development are anticipated. Therefore, approval of the current application is in line with the Board's previous decision.

The proposed CBP will not create significant adverse impact to the surrounding area

- 2.16** In order to determine the technical feasibility and suitability of the proposed development at the Site, technical assessments have been conducted on traffic, environmental, drainage etc.. The proposed CBP will not induce adverse environmental and sewerage impacts with proper operation and maintenance practices as confirmed by the EA and SIA reports. The TIA report concludes that the proposed CBP would not have adverse traffic impact to the nearby road network in the area. The DP's findings also confirm that the proposed development would have minimal and negligible drainage impacts.
- 2.17** Upon obtaining the planning permission, the applicant will make effort in complying with approval conditions in relation to various aspects as required by relevant Government departments, so as to minimize any potential adverse impacts arisen from the proposed development.

3. SITE CONTEXT

Site Location

- 3.1 The Site is located at approximately 450 m northeast of Ping Che Road; 1.6 km south of Heung Yuen Wai Highway; 3.3 km south of Heung Yuen Wai Boundary Control Point; 5 km east of Man Kam To Boundary Control Point; 6.6 km east of FLN NDA; 10.3 km east of KTN NDA; 14.5 km east of STT and 28.7 km northeast of HSK NDA.

Accessibility

- 3.2 The Site is accessible from Ping Che Road via Ping Yuen Road and a local access (**Plan 1**).

Existing Site Condition

- 3.3 The Site is currently fenced off, paved and partly used for the applied use and partly for open storage (**Plans 1 and 3**).
- 3.4 The existing CBP, which is a mobile plant assembled by containers with steel structures, is located at the centre part of Lot 153 in D.D.77, the remaining portions within this lot are used for open storage and circulation purposes.

Surrounding Area

- 3.5 The Site is predominantly for industrial use and is mainly surrounded by industrial-related activities, including warehouses, workshops, CBP and open storage yards (**Plans 1 and 3**).
- 3.6 To its immediate north is occupied by temporary structures for warehouse. To its further north are a local access, temporary structures for warehouse and workshop uses, vacant land covered by vegetation and woodland.
- 3.7 To its immediate east are occupied by temporary structures for warehouse and sites occupied open storage activities. To its further east are vacant/unused land.
- 3.8 To its immediate south is occupied by temporary structures for workshop use. To its further south are some vacant land covered by vegetation and some greenhouses.
- 3.9 To its immediate west is the local access connecting to Site Ping Yuen Road and the application site of the approved application (No. A/NE-TKL/728) for CBP development. To its further west are vacant land covered by vegetation and woodland.

4. PLANNING CONTEXT

Zoning of the Site

- 4.1 The Site falls within an area zoned as “I(D)” on the Approved Ping Che and Ta Kwu Ling OZP No.: S/NE-TKL/14 (**Plan 2**). According to the Notes of the OZP, the applied ‘CBP’ use is a Column 2 use within the “I(D)” zone, which requires planning permission from the Board.

Planning Intention

- 4.2 The planning intention of the “I(D)” zone is *intended primarily for industrial uses that cannot be accommodated in conventional flattened factories due to extensive land and/or high ceiling requirements. It is also intended for the redevelopment of existing informal industrial uses, which are operated in workshop premises in rural area, to properly designed permanent industrial buildings.*

Statutory Development Restrictions

- 4.3 According to the Notes of the OZP, *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 1.0, a maximum site coverage of 60%, and a maximum building height of 13m, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater within the “I(D)” zone on the OZP.*

Previous Applications

- 4.4 The Site is the subject of a previous S.16 planning application (No. A/NE-TKL/681) for the same use, which was also submitted by the same applicant. The application was approved by the Board with conditions on a temporary basis of 5 years on 10/6/2022.

Similar Applications

- 4.5 There are three similar S.16 planning applications (Nos. A/NE-TKL/78, 380 and 728) for “CBP” within the “I(D)” zone on the same OZP. The latest application (No. A/NE-TKL/728) was approved with conditions on a temporary basis of 5 years by the Board on 16/8/2024.

Land Status of the Site

- 4.6 Detailed land survey was conducted by the applicant in June 2024 to delineate the lot

boundary of the Site². The Site falls solely on private lots, i.e. Lot 153 (Part) in D.D.77 with area of 6,957 m² (about) of Old Schedule Lot held under the Block Government Lease (**Plan 3**). The applicant is currently the sole current land owner of the subject lot.

- 4.7 The Site forms part of an existing Short Term Waiver (STW) No. 863 for a 'factory for manufacturing concrete products', which was approved by the Lands Department (LandsD) on March 23, 1987³. Upon the approval of the current application, the applicant will submit relevant lands administration application to facilitate the proposed development at the Site.

² The amendment of the site boundary is based on the land survey conducted by Authorised Land Surveyor as requested by the Buildings Department at the GBP submission stage. Since the site boundary stated in the previous approved application No. A/NE-TKL/681 is indicative without precise survey, the area of the Site (i.e. about 6,957m²) is smaller than the site area stated under application No. A/NE-TKL/681 (i.e. about 7,044m², -1.2%).

³ Since the STW No. 863 comprises Lots 149, 151, 152, 153, 155 RP, 157 RP and 158 RP in D.D.77 for 'Factory for manufacturing concrete products' use, the applicant subsequently applied a modification of STW No. 863 in Jan 2023 and Feb 2025 to rectify the approved 'CBP' use erected on Lot 153 (Part) in D.D.77 respectively, while comments from the Lands Department are pending.

5. DEVELOPMENT PROPOSAL

Development Details

- 5.1 The Site consists of an area of 6,957 m² (about). Details of development parameters are shown at **Table 2** below.

Table 2: Development Parameters of the Proposed Development

| | |
|------------------------|------------------------------|
| Site Area | 6,957 m ² (about) |
| Covered Area | 2,417 m ² (about) |
| Uncovered Area | 4,540 m ² (about) |
| | |
| Plot Ratio | 0.4 (about) |
| Site Coverage | 35 % (about) |
| | |
| Total GFA | 2,776 m ² (about) |
| - Domestic GFA | Not applicable |
| - Non-Domestic GFA | 2,776 m ² (about) |
| | |
| Building Height | Not exceeding 13 m |

- 5.2 The proposed CBP consists of one production line with a maximum production capacity of about 100 m³ per hour and comprises of 9 silos with total capacity of not more than 800 tonnes⁴ for storage of materials for concrete production. Other supporting facilities including water tanks; tube ice maker/storage; conveyor structures; aggregate storage area; aggregate bins and hoppers; vehicle cleaning facilities, repairing shed; control room; generator room; slump stand; equipment storage area with total GFA of 2,776 m² (about) and maximum building height of not exceeding 13 m (about) (**Plans 6 and 7**). The remaining area is reserved for vehicle parking, L/UL and waiting spaces and circulation area.

Operation Mode

- 5.3 The operation hours of the proposed development are from 07:00 to 23:00 daily, including public holiday. The CBP operation consists of a 12-hour concrete collection and delivery of raw materials period between 07:00 to 19:00, and concrete production only period beyond peak hours between 19:00 and 23:00.

⁴ The total silo capacity of no more than 800 tonnes is intended to meet the operational needs to ensure stable and timely supply of raw materials for concrete production. Although the proposed silo capacity will be increased from 450 tonnes to 800 tonnes for the proposed CBP development, the proposed CBP will remain one production line, the same as the existing CBP, and the maximum concrete production rate will remain unchanged. The changes of silo capacity have been assessed in the EA report at **Appendix III** and it concluded that no adverse environmental impact from the proposed CBP is anticipated.

- 5.4 Since portion of the Site is currently occupied by an existing CBP, in order to facilitate the proposed development while ensuring steady concrete supply from the Site, the proposed development will be developed into two phases, i.e. Phase 1 and Phase 2 (**Plans 4 to 7**). Details of development parameters of Phases 1 and 2 are provided at **Table 3** below:

Table 3: Comparison of Phase 1 and Phase 2 Development

| | Phase One Development | Phase Two Development |
|--|--|-----------------------------------|
| Area of Each Phase | 5,197 m ² (about) | 1,760 m ² (about) |
| Total GFA | 1,506 m ² (about) | 1,270 m ² (about) |
| - Domestic GFA | Not applicable | Not applicable |
| - Non-Domestic GFA | 1,506 m ² (about) | 1,270 m ² (about) |
| Building Height | Not exceeding 13 m | |
| Ingress / Egress | Ingress (north) Egress (south) | Ingress (south) Egress (north) |
| Parking, L/UL and Waiting Space | Please refer to Table 4 , there is no change in the number of spaces between the two phases of development. | |

- 5.5 Upon the approval of the current application, the demolition of all existing temporary structures within the Phase 1 development boundary will take place and construction work for Phase 1 development will subsequently commence. The existing CBP will continue to operate until works for Phase 1 development has been completed and ready for concrete production. Once concrete production is feasible at Phase 1 development, the existing CBP will cease production and be demolished to facilitate the Phase 2 development. **There will be no overlapping between the two phases of development; and no overlapping between construction of the proposed CBP of the current application and demolition of the existing CBP within the Site.** Each phase will be well planned and executed to minimize disruption and prevent affecting the general public.

- 5.6 It is estimated that the anticipated commencement year of operation of the proposed development would be 2025. It is estimated that the Site would be able to accommodate about 22 operation staff.

No Adverse Traffic Impact

- 5.7 The Site is accessible from Ping Che Road via Ping Yuen Road and a local access (**Plan 1**). Two 10 m (about) wide ingresses/egresses are proposed along the western boundary of the Site⁵. A total of 22 parking, waiting and L/UL spaces will be provided at the Site (**Plans 4**

⁵ Due to the operational need, the location of ingress and egress of two phases development will be switched (i.e. ingress becomes the egress and vice versa). Details are shown in TIA (**Appendix II**).

and 5). Details of parking, waiting and L/UL provision are shown at **Table 4** below:

Table 4 – Provision of Parking, Waiting and Loading Spaces

| Type of Parking Spaces | No. of Space |
|---|--------------|
| Parking Spaces for Private Cars - 2.5 m (W) x 5 m (L) | 3 |
| Type of Waiting Spaces | No. of Space |
| Waiting Spaces for Heavy Goods Vehicles - 11 m (W) x 3.5 m (L) | 14 |
| Type of Loading Spaces | No. of Space |
| L/UL for Light Goods Vehicles - 7 m (W) x 3.5 m (L) | 1 |
| L/UL Spaces for Heavy Goods Vehicles - 11 m (W) x 3.5 m (L) | 3 |
| L/UL Spaces for Container Vehicles - 16 m (W) x 3.5 m (L) | 1 |

5.8 TIA report has been conducted to assess the potential traffic impact induced by the proposed concrete batching plant on nearby road network during the construction and operational stages (**Appendix II**). The assessment result has indicated that all key junctions and road links perform satisfactorily during the peak hours on a normal weekday in the assessment year of 2028, i.e. 3 years upon commencement of the CBP.

5.9 The TIA concludes that the proposed development would not cause significant adverse traffic impact to the surrounding areas with the implementation of road improvement works including provision of new development access to connect Ping Yuen Road, provision of road markings along Ping Yuen Road and the local access, provision of passing bays and 2 m wide footpath along the local access between Ping Yuen Road and the Site to address vehicular and pedestrian safety concerns (**Plans 8 to 9 and Appendix II**).

No Adverse Environmental Impact

5.10 The EA report covering assessments on air quality, noise, water quality, waste management and land contamination has been conducted to assess the potential environmental impact induced by the proposed concrete batching plant during the construction and operational stages (**Appendix III**). With proper implementation of mitigation and control measures, including but not limited to the proposed 4 m noise barrier, the assessment result has indicated that no adverse environmental impact from the proposed concrete batching plant is anticipated.

5.11 The findings of the SIA report also indicate there will be no unacceptable impact on the existing municipal sewerage system under the worst-case scenario with the existing flows

and the peak sewage discharge from the Site (**Appendix IV**). No upgrading works for the municipal sewerage system will be required for the proposed development.

No Adverse Drainage Impact

5.12 A Drainage Proposal has been submitted by the applicant to review the drainage arrangements for the proposed CBP (**Appendix V**). The existing hard paving has already been taken into consideration. The peak run off for the Site, both before and after development, was calculated using the Rational Method.

5.13 During the operation of the proposed development, surface run-off arising from the Site will be collected by the peripheral U-channels then diverted to the terminal manhole, and eventually discharged to the village communal drainage system situated at the northwestern corner of the Site via three proposed manholes. The calculation shows that the proposed drainage facilities can handle the runoff from the Site. The drainage proposal has concluded that no adverse drainage impact is envisaged.

Fire Safety Aspect

5.14 The applicant will submit a FSIs proposal for the consideration of the Director of Fire Services to enhance fire safety of the Site after planning approval has been granted by the Board. Upon receiving the STW approval from LandsD and the General Building Plan approval from the Buildings Department for erection of structures, the applicant will implement the accepted FSIs proposal at the Site.

6. CONCLUSION

- 6.1 The current application serves to seek planning permission to operate the proposed CBP at Lot 153 (Part) in D.D.77, Ping Che on a temporary basis for a period of 5 years. The proposed development meets the demand for ready-mixed concrete and supports public/private development and infrastructures projects in Hong Kong. The Site is also easily accessible to various development areas where the reliable supply of concrete can be guaranteed and cross-district traffic for concrete delivery can be reduced. Having considered a number of factors, including land use compatibility, concrete demand locations, environmental/traffic impacts, accessibility for transportation of raw materials/products, the Site is considered suitable for the proposed development to realize the values of the Site to support the construction industry and sustainable development of Hong Kong.
- 6.2 The Site currently falls within area zoned “I(D)” on the Approved Ping Che and Ta Kwu Ling OZP No. S/NE-TKL/14. According to the Notes of the OZP, the applied ‘CBP’ use is a column two use within the “I(D)” zone. The proposed development is considered in line with the planning intention of the “I(D)” zone as this zone is intended *primarily for industrial uses that cannot be accommodated in conventional flatted factories due to extensive land and/or high ceiling requirements*.
- 6.3 The proposed development is situated in an area predominated by industrial-related activities, warehouses, workshops, CBP and open storage yards, and is closely connected to various development areas via nearby road networks. The proposed development is considered not incompatible with the surrounding areas.
- 6.4 The Site is the subject of a previous application (No. A/NE-TKL/681) for the same use and was submitted by the same applicant. The application was approved with conditions by the Board on a temporary basis in 2022. Approval of the current application is in line with the Board’s previous decisions. Since similar applications have been approved by the Board within the same “I(D)” zone on the OZP, hence, approval of the current application would not set an undesirable precedent within the “I(D)” zone.
- 6.5 According to the findings of the attached technical assessments, i.e. TIA, EA, SIA and DP, etc., the proposed CBP will not create significant traffic, environmental, sewerage and drainage impacts with proper operation and maintenance practices as proposed by the applicant. Furthermore, upon planning approval, the applicant will also make effort in complying with approval conditions, in order to minimize any potential adverse impacts arisen from the proposed development.
- 6.6 In view of the above, the Board is hereby respectfully recommended to approve the subject application for **‘Proposed Temporary Concrete Batching Plant for a Period of 5**

Years’.

R-riches Property Consultants Limited

March 2025