

(iii) The applicant provides the following information in response to the comments received during the public inspection period of the application:

1. Statutory aspect

- the application site (the Site) partly falls within an area zoned “Other Specified Uses” annotated “Boatyard and Marine-oriented Industrial Uses” (“OU(BMIU)”) and an area shown as ‘Road’ on the Approved Tsing Yi Outline Zoning Plan (OZP) No. S/TY/32, and partly falls outside the OZP planning scheme boundary. According to the Notes of the OZP, the applied use is a Column 2 use within the “OU(BMIU)” zone, which may be permitted with or without conditions on application to the Town Planning Board under section 16 of the Town Planning Ordinance; and
- the planning intention of the “OU(BMIU)” zone is intended primarily for boatyard and **marine-oriented industrial uses**. The proposed development is considered in line with marine-oriented industrial uses and is not incompatible to the surrounding area, which is predominantly surrounded by industrial-related activities, boatyards, cement silos, and concrete batching plants;

2. Traffic safety aspect

- the **Traffic Impact Assessment** has proven that all key junctions and road links perform satisfactorily during peak hours in the assessment year of 2029. It has concluded that no adverse traffic impact arising from the proposed development is anticipated;
- no vehicle will be allowed to turn left while leaving the Site. All vehicles will be required to follow the designated route between Tsing Yi North Coastal Road and the section of Tam Kong Shan Road to the west of the Site. As such, the designated route will not pass through the section of Tam Kon Shan Road to the east of the Site. Given the remote distance (i.e. at least 200 m away from the nearest recreation facility and 500 m from the nearest residential building) and the lack of traffic interface, it is not anticipated that the traffic generated/attracted by the proposed development would impose any hazard to users of Tsing Yi Northeast Park and nearby residents; and
- the proposed development includes 12 dedicated waiting spaces for heavy goods vehicles, such as concrete mixer trucks, ensuring that vehicles can park within the Site while awaiting their turn for loading or unloading operations. This provision is critical in maintaining traffic flow along the surrounding public roads, as it helps eliminate the risk of vehicles queuing or waiting on Tam Kon Shan Road or other access routes. Hence, the concerns on illegal parking of concrete trucks of the proposed development along public road/on pedestrian path is not envisaged;

3. Environmental aspect

- in order to confirm the acceptability of the Site in respect of environmental aspects, an **Environmental Assessment** was carried out to examine the impacts associated with the proposed development during construction and operation phases. Potential environmental impacts including air quality, noise, water quality, waste management, and land contamination issues associated with construction and operation of the proposed development have been assessed. It has concluded that no adverse environmental impact on the Site would be anticipated;

- the estimated design peak flow and estimated average dry weather flow from the proposed development will be minimal. The effluent is proposed to be discharged to the public sewer. With the provision of proposed sewerage connection and the sensitivity test analysis for the existing sewerage system as discussed in the **Sewage Impact Assessment**, no adverse sewerage impact arising from the proposed development should be expected; and
 - a drainage system has been designed to ensure that the stormwater runoff does not surpass 70% of its total capacity, effectively collecting the rainfall within the proposed development and discharging the runoff into government drainage system. The results of the **Drainage Impact Assessment** have revealed that there will be no significant drainage impact on the Site; and
4. Marine aspect
- although the Site was subject of a previous application rejected by the Metro Planning Committee in 2018 on the ground that the applicant could not demonstrate that the proposed barging operation will not have adverse impact on marine safety and the shipyards nearby, the applicant has provided a revised **Barging Operation Plan** in response to departmental concerns. Under the current proposal, vessels for delivering raw materials would remain stable and correctly align during the unloading of cement and aggregate operations;
 - the operation of the proposed development will strictly comply with relevant statutory procedures, environmental legislation, and guidelines. No sewage effluents, aggregates, cement, and concrete product will be allowed to be disposed into the marine frontage;
 - sedimentation has reduced the nearshore water depth at the barging point to below the level required for safe batching operations. To remedy this, maintenance dredging is considered necessary to remove the accumulated sediment and restore adequate water depth for vessel navigation. To accommodate tidal variations and provide a safety margin, a water depth of around 3.8 m (at Chart Datum) will generally be maintained for operations involving a Pelican Aggregate Barge. It ensures that, even under varying conditions, there will be adequate clearance for safe navigation; and
 - mitigation measures including deployment of silt curtain will be implemented during the maintenance dredging works. A silt curtain deployment plan should be submitted to the Environmental Protection Department prior to the commencement of the maintenance dredging works. The maintenance dredging works should be carried out in dry season to further minimise the potential water quality impact.