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## SECTION 16 PLANNING APPLICATION

**PROPOSED TEMPORARY CONCRETE BATCHING PLANT FOR A PERIOD OF 5 YEARS  
IN “OTHER SPECIFIED USES” ANNOTATED “BOATYARD AND  
MARINE-ORIENTED INDUSTRIAL USES” ZONE, AREA SHOWN AS ‘ROAD’ AND AREA NOT  
COVERED BY STATUTORY PLAN**

**TSING YI TOWN LOTS 14 AND 15 AND ADJOINING GOVERNMENT LAND,  
TAM KON SHAN ROAD, TSING YI, NEW TERRITORIES**

### PLANNING STATEMENT

#### Applicant

**Supreme Enterprises Limited**

#### Consultancy Team

Planning Consultant:	<b>R-riches Planning Limited</b>
Architectural Consultant:	<b>Civic Consultancy Limited</b>
Drainage Consultant:	<b>AXON Engineering and Consulting Limited</b>
Environmental Consultant:	<b>AECOM Asia Company Limited</b>
Marine Traffic Consultant:	<b>AXON Engineering and Consulting Limited</b>
Sewerage Consultant:	<b>AXON Engineering and Consulting Limited</b>
Traffic Consultant:	<b>AXON Engineering and Consulting Limited</b>

## FILE CONTROL

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**APPLICANT** : Supreme Enterprises Limited  
**TYPE OF APPLICATION** : S.16 Planning Application  
**PROPOSED USE** : Proposed Temporary Concrete Batching Plant for a Period of 5 Years  
**SITE LOCATION** : Tsing Yi Town Lots 14 and 15 and Adjoining Government Land, Tam Kon Shan Road, Tsing Yi, 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 *Tsing Yi Town Lots 14 and 15 and adjoining Government Land (GL) Tam Kon Shan Road, Tsing Yi, New Territories* (the Site) for '**Proposed Temporary Concrete Batching Plant (CBP) for a Period of 5 Years**' (the proposed development).
- The Site partly falls within an area zoned "Other Specified Uses" annotated "Boatyard and Marine-oriented Industrial Uses" ("OU(BMIU)"), area shown as 'Road' on the Approved Tsing Yi Outline Zoning Plan (OZP) No.: S/TY/32, and partly falls within area not covered by any statutory plan.
- The Site occupies an area of 4,335 m<sup>2</sup> (about), including 1,057 m<sup>2</sup> (about) of GL. A CBP with ancillary supporting facilities (with total gross floor area (GFA) of 1,463 m<sup>2</sup> (about) and building height of not exceeding 31 m) is proposed at the Site. The remaining area is reserved for vehicle parking, waiting and loading spaces and circulation area.
- The Site is accessible from Tsing Yi North Coastal Road via Tam Kon Shan Road. The normal operation hours of the proposed CBP are 07:00 to 21:00 daily.
- Justifications for the proposed development are as follows:
  - *the proposed development meets the increasing demand of local ready-mixed concrete to support the development of various New Development Areas (NDAs);*
  - *the proposed development supports public housing developments and other public/private development and redevelopment projects;*
  - *the Site is highly accessible to various development areas via existing highway network;*
  - *the proposed development advances sustainable development through low-carbon strategies and innovative products;*
  - *the proposed development is not incompatible with surrounding land uses;*
  - *no significant adverse impact is anticipated from the proposed development; and*
  - *the proposed development is only on a temporary basis, approval of the application will not frustrate the long-term planning intention of the "OU(BMIU)" zone.*
- Details of development parameters are as follows:

<b>Site Area</b>	4,335 m <sup>2</sup> (about), including GL of 1,057 m <sup>2</sup> (about)
<b>Covered Area</b>	738 m <sup>2</sup> (about)
<b>Uncovered Area</b>	3,597 m <sup>2</sup> (about)
<b>Plot Ratio (PR)</b>	0.45 (about)
<b>Site Coverage (SC)</b>	23% (about)
<b>Total GFA</b>	1,463 m <sup>2</sup> (about)
- Domestic GFA	Not applicable
- Non-Domestic GFA	1,463 m <sup>2</sup> (about)
<b>Building Height</b>	Not exceeding 31 m

*\*Only area of the private lots (i.e. about 3,278 m<sup>2</sup>) was adopted for the calculation of PR and SC*

**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青衣担桿山路青衣市地段第 14 號及第 15 號和毗連政府土地（申請場地）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）。
- 申請地點所在的部分地區在《青衣分區計劃大綱核准圖編號 S/TY/32》上劃為「其他指定用途」註明「船廠及依靠海運之工業用途」地帶及顯示為「道路」，而部分地區則位於該規劃大綱圖涵蓋之範圍以外。
- 申請地盤面積為 4,335 平方米（約），包括 1,057 平方米（約）的政府土地。申請地點將設有混凝土配料廠及其他附屬設施，總樓面面積為 1,463 平方米（約），構築物高度不多於 31 米。申請地點的其餘地方將預留作車輛停泊、等候和上落貨位及流轉空間。
- 申請地點可從青衣北岸公路經担桿山路前往。擬議發展的作業時間為每日上午七時至下午九時。
- 擬議發展的申請理據如下：
  - 擬議發展可提升本地預拌混凝土的供應，以支持各新發展區的發展；
  - 擬議發展支持公營房屋發展及其他公共／私人發展和重建項目；
  - 申請場地與各發展區之間可透過快速公路網絡高效連接；
  - 擬議發展可透過低碳及創新生產模式推進永續發展；
  - 擬議發展與周邊地方的用途並非不協調；
  - 擬議發展不會對周邊地區帶來重大負面影響；及
  - 擬議發展只屬臨時性質，批出規劃許可不會影響「其他指定用途」註明「船廠及依靠海運之工業用途」地帶的長遠規劃意向。

- 擬議發展的詳情發展參數如下：

申請場地面積：	4,335 平方米（約）， 包括 1,057 平方米（約）的政府土地
上蓋總面積：	738 平方米（約）
露天地方面積：	3,597 平方米（約）
地積比率：	0.45（約）
上蓋覆蓋率：	23%（約）
總樓面面積	1,463 平方米（約）
住用總樓面面積：	不適用
非住用總樓面面積：	1,463 平方米（約）
構築物高度：	不多於 31 米

\* 就地積比率及上蓋覆蓋率而言，有關計算只採納私人地段之土地面積（約 3,278 平方米）



## **1. INTRODUCTION**

### *Background*

- 1.1 **R-riches Planning Limited** has been commissioned by **Supreme Enterprises Limited** (the applicant) to make submission on their behalf to the Board under S.16 of the Ordinance in respect to *Tsing Yi Town Lots 14 and 15 and adjoining GL, Tam Kon Shan Road, Tsing Yi, 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 partly falls within an area zoned "OU(BMIU)" and an area shown as 'Road' on the Approved Tsing Yi OZP No.: S/TY/32, and partly falls outside the OZP planning scheme boundary (**Plan 2**). According to the Notes of the OZP, the applied use is a Column 2 use within the "OU(BMIU)" 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 6**). Assessments and proposals (i.e. Barging Operation Plan, Traffic Impact Assessment (TIA), Environmental Assessment (EA), Drainage Impact Assessment (DIA) and Sewerage Impact Assessment (SIA) reports to mitigate potential adverse impacts are submitted for the consideration of relevant Government Bureaux/Departments and members of the Board (**Plans 1 to 6** and **Appendices I to VI**).

## **2. JUSTIFICATIONS**

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

- 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 developments in the Hung Shui Kiu and Ha Tsuen (HSK/HT) NDA, Kwu Tung North and Fanling North (KTN/FLN) NDA, 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 therefore 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 public housing developments and other public/private development/redevelopment projects*

- 2.2 With reference to the 2024 Policy Address, 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 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.

*High accessibility to various development areas*

- 2.3 In order to cope with various development projects across the New Territories, particularly in various NDAs and TCNTE(East), 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 is considered suitable to maintain a reliable supply of concrete in support of various development projects.
- 2.4 The Site is at a strategic location where there are convenient road networks connecting the Lantau Link and Stonecutter Bridge (via Route 8), as well as Ting Kau Bridge and Tai Lam Tunnel (via Route 3), which provides an expressway connection to most part of the territory. Besides, being located on marine frontage, the raw materials for concrete production can be delivered to the Site by sea, which help

reduce the potential burden on road traffic. As such, the proposed development ensures a steady and sustainable concrete supply and reduces cross-region logistics.

*To advance sustainable development through low-carbon strategies and innovative products*

- 2.5 A newly-designed and constructed CBP at the Site is capable of implementing low-carbon and innovative products and manufacturing processes. Relevant measures include but not limited to the exploration of the usage of electric mixers and new technologies for dust prevention and sound insulation. These initiatives could enhance the environmental, social and governance (ESG) performance and promote technological development of the construction materials industry.

*Approval of the application would not frustrate the long-term planning intention of the "OU(BMIU)" zone*

- 2.6 The Site partly falls within an area zoned "OU(BMIU)" and area shown as 'Road' on the Approved Tsing Yi OZP No.: S/TY/32, and the applied use is a Column 2 use within the "OU(BMIU)" zone. Hence, the proposed development is generally in line with the planning intention of the "OU(BMIU)" zone. The approval of the current application on a temporary basis of 5 years would not frustrate the long-term planning intention of the "OU(BMIU)" zone and would better utilise deserted land.
- 2.7 Several planning applications (Nos. A/TY/62, 91, 108 & 130) for the same applied use within the same "OU(BMIU)" zone have previously been approved by the Metro Planning Committee (MPC)/the Board on review. Hence, the approval of the current application would not set an undesirable precedent for the "OU(BMIU)" zone.

*Enhance marine safety on the mooring and delivery of raw materials arrangement*

- 2.8 The Site was the subject of a previous S.16 planning application (No. A/TY/134) for the same applied use for a temporary basis of 5 years submitted by the same applicant. However, the application was rejected by the Metro Planning Committee and the Board on 16/3/2018 and 26/10/2018 respectively mainly on the ground that the applicant failed to demonstrate that the barging operation by using slipway for the proposed concrete batching plant will not have adverse impact on marine safety and the shipyards nearby.
- 2.9 Comparison table showing the development details of the previous application and the current application are shown at **Table 1** below and **Appendix I**:

**Table 1** – Development parameters of the previous and current applications

Development Parameters	Previous Application No. A/TY/134	Current Application
Site Area	4,266 m <sup>2</sup> (about), Incl. 988 m <sup>2</sup> of GL (about)	4,335 m <sup>2</sup> (about), Incl. 1,057 m <sup>2</sup> of GL (about)
Covered Area	780 m <sup>2</sup> (about)	738 m <sup>2</sup> (about)
Plot Ratio	0.24 (about)	0.45 (about)*
Site Coverage	18.3% (about)	23% (about)*
Gross Floor Area	1,026 m <sup>2</sup> (about)	1,463 m <sup>2</sup> (about)
- Domestic	N/A	N/A
- Non-Domestic	1,026 m <sup>2</sup> (about)	1,463 m <sup>2</sup> (about)
Building Height	25 m	Not exceeding 31 m
Mooring Arrangement	Using the existing slipway to pull the barge onto the cradle	Mooring and anchoring

\*Only area of the private lots (i.e. about 3,278 m<sup>2</sup>) was adopted for the calculation of PR and SC

- 2.10 When comparing with the previous S.16 planning application (No. A/TY/134), the current application involves of similar site area and covered area, while the GFA and building height are slightly increased to meet the operational need and enhance the overall efficiency of the proposed development.
- 2.11 Since the Site has direct marine frontage, raw materials for concrete production will be delivered by marine traffic. The current application will adopt a dual approach for unloading of raw materials, i.e. mooring ropes plus anchoring to ensure vessel for delivering raw materials would remain stable and correctly align during the unloading of cement and aggregate operations. This arrangement provides lateral and longitudinal balance, minimizing the barge's movement due to tidal currents or wave action. The mooring ropes ensure a firm connection to the shore infrastructure, while the anchors contribute additional stability, keeping the barge properly aligned for efficient cement pumping operations. The technical details and 3D diagrams illustrating the mooring and unloading of aggregate and cement arrangement are provided at the Barging Operation Plan (**Appendix II**).
- 2.12 Therefore, the delivery of raw materials arrangement proposed under the current application has overcome the marine safety concern of the previous application and that has proven to be safe, feasible, and practicable. This ensures that the proposed development will not have adverse impact on nearby shipyards and marine traffic.

Furthermore, the CBP operators are dedicated to maintaining the highest safety standards, treating safety and health as essential components of their operations, and minimising potential hazards to the greatest extent possible.

*Not incompatible with surrounding land uses*

- 2.13 The Site situates in a relatively remote area, which is far away from residential developments and other sensitive uses. The surrounding area of the Site is considered to be predominately industrial-oriented, with a wide range of industrial activities including boatyards, ship-repairing yards, recycling centre, workshops, metalware shops, CBPs, cement silos, cement plants, material storage, berthing of industrial barges etc. The proposed development is considered not incompatible with surrounding land uses.

*No adverse impacts to the surrounding area*

- 2.14 The Site is located at the Tsing Yi North Coast, which is away from sensitive receivers. Geographically, the vegetated slope to the south of the Site and Tsing Yi Northeast Park to the east of the Site well-serve as buffers to ease off any potential environmental impacts and disturbances to the nearest residential areas i.e. Cheung Wang Estate and Cheung On Estate, which are both about 450 m from the Site.
- 2.15 No adverse environmental impacts will be anticipated. Technical assessments on environmental, traffic, marine, infrastructural and site drainage/sewerage impacts have been conducted by the applicant to ascertain the technical feasibility of the proposed development. Upon obtaining the planning permission from the Board, the applicant will make effort in complying with approval conditions in relation to various aspects as required by relevant Government departments, so as to minimise any potential adverse impacts that would have arisen from the proposed development.

### **3. SITE CONTEXT**

#### *Site Location*

- 3.1 The Site abuts Tam Kon Shan Road. It is approximately 1.7 km west of Tsing Yi MTR Station; approximately 24 km south of San Tin Technopole; approximately 26 km southwest of HSK/HT NDA; approximately 32 km south of KTN/ FLN NDA; and approximately 21 km east of TCNTE(East).

#### *Accessibility*

- 3.2 The Site is accessible from Tsing Yi North Coastal Road via Tam Kon Shan Road (**Plan 1**).

#### *Existing Site Condition*

- 3.3 The Site is currently fenced, partly vacant and occupied by vacant structures. There is a pre-existing jetty to support the operation of the Site (**Plans 1, 3 and 4**).

#### *Surrounding Area*

- 3.4 The Site is predominantly for industrial use and is mainly surrounded by some industrial-related activities, boatyards, metalware shops, cement silos and CBPs (**Plans 1, 3 and 4**).
- 3.5 To its immediate north is the sea frontage of Rambler Channel.
- 3.6 To its east and west along Tam Kon Shan Road are mainly boatyards. To its further east are public vehicle parks, a recycling centre and Tsing Yi Northeast Park.
- 3.7 To the western end of Tam Kon Shan Road is the site of an approved proposed temporary CBP (Nos. A/TY/108 and 130). To its further west is an existing cement loading and storage area and 2 CBPs within the “OU(Cement Plant)” zone.
- 3.8 To the south across Tam Kon Shan Road is currently occupied by a temporary vehicle park and the site of an approved application for Portable Emission Measurement System Laboratory (No. A/TY/125).
- 3.9 The nearest residential development i.e. Cheung On Estate (about 450 m to the east of the Site) is separated from the Site by Tsing Yi Northeast Park.

#### 4. PLANNING CONTEXT

##### *Zoning of the Site*

- 4.1 The Site partly falls within an area zoned "OU(BMIU)" (51%; about 2,213 m<sup>2</sup>) and an area shown as 'Road' (1%; about 29 m<sup>2</sup>) on the Approved Tsing Yi OZP No.: S/TY/32, and partly falls outside the OZP planning scheme boundary (48%; about 2,093 m<sup>2</sup>) (**Plan 2**). According to the Notes of the OZP, the applied use is a Column 2 use within the "OU(BMIU)" zone, which requires planning permission from the Board.

##### *Planning Intention*

- 4.2 The planning intention of the "OU(BMIU)" zone is *intended for boatyard and marine-oriented industrial uses*.

##### *Previous Applications*

- 4.3 The Site was subject of 2 previous applications for 'CBP' use (Nos. A/TY/127 and 134) in 2015 and 2018 respectively. Both applications were rejected by the MPC/the Board on review on traffic management and marine safety grounds.
- 4.4 In support of the current application, the applicant has provided relevant impact assessments to prove the feasibility of the proposed CBP (**Appendices III to VII**).

##### *Similar Applications*

- 4.5 There are 4 similar applications (Nos. A/TY/62, 91, 108 & 130) for the same applied use within the same "OU(BMIU)" zone, which were approved by MPC/the Board on review between 2001 and 2016 each on a temporary basis for a period of 5 years.

##### *Land Status of the Site*

- 4.6 The applicant is the current land owner of the private lots portion of the Site. The Site consists of 2 private lots with private land area of 3,278 m<sup>2</sup> (about) of New Grant Lot i.e. Tsing Yi Town Lots 14 and 15. Apart from the above private lots, the Site also consists of 1,057 m<sup>2</sup> of GL (**Plan 3**). The ownership details are shown at **Table 2** below:

**Table 2 – Land Ownership of the Private Lots of the Site**

Private Lots Nos.		Ownership
1	Tsing Yi Town Lot 14	Supreme Enterprises Limited (the applicant)
2	Tsing Yi Town Lot 15	

- 4.7 A portion of the GL of the Site (about 988 m<sup>2</sup>) has been let under Short Term Tenancy

(STT) No. 538 K&T for open storage use since 1983. The applicant will apply to the Lands Department (LandsD) for a temporary waiver in respect of Tsing Yi Town Lots 14 and 15, and a modification of STT No. 538 K&T with the addition of vehicular access via the GL as a non-exclusive right of way to the tenancy area. No structure is proposed for domestic use.



## 5. DEVELOPMENT PROPOSAL

### Development Details

- 5.1 The Site consists of an area of 4,335 m<sup>2</sup> (about), including GL of 1,057 m<sup>2</sup> (about). Details of development parameters are shown at **Table 3** below.

**Table 3 - Development Parameters**

<b>Site Area</b>	4,335 m <sup>2</sup> (about), including GL of 1,057 m <sup>2</sup> (about)
<b>Covered Area</b>	738 m <sup>2</sup> (about)
<b>Uncovered Area</b>	3,597 m <sup>2</sup> (about)
<b>Plot Ratio (PR)</b>	0.45 (about)
<b>Site Coverage (SC)</b>	23% (about)
<b>Total GFA</b>	1,463 m <sup>2</sup> (about)
- Domestic GFA	Not applicable
- Non-Domestic GFA	1,463 m <sup>2</sup> (about)
<b>Building Height</b>	Not exceeding 31 m

### Operation Mode

- 5.2 The proposed CBP consists of 3 production lines, each with a design production capacity of about 100 m<sup>3</sup>/hr. The operation hours of the proposed development are from 07:00 to 21:00 daily, including public holiday. The maximum design concrete production is approximately 4,200 m<sup>3</sup> per day. The proposed CBP comprises aggregate storage and cementitious materials silos with total capacity of 5,200 tonnes (about) and other ancillary supporting facilities with total GFA of 1,463 m<sup>2</sup> (about), and a maximum building height of not exceeding 31 m (about) (**Plans 5 and 6**). The operation details of the proposed development are shown at **Appendix I** and **Table 4** below:

**Table 4 – Operation Details of the Proposed Development**

<b>Operation Parameters</b>	<b>Details</b>
Hourly Processing Capacity	300 m <sup>3</sup> /hour
Total Aggregate Storage Capacity	3,000 tonnes
Total Cementitious Materials Silos Capacity	2,200 tonnes
Operation Period	14 hours, 07:00 to 21:00

- 5.3 Given there is direct marine frontage at the Site, raw materials for concrete production will be delivered by marine traffic, whilst concrete products will be delivered by heavy goods vehicle (HGV). The details of the unloading of raw materials activities are

illustrated at the Barging Operation Plan (**Appendix II**).

- 5.4 It is estimated that the Site would accommodate about 15 on-site staff. The main source of visitors will be drivers who deliver concrete products from the Site. Outside visitor is not anticipated.

*No Adverse Traffic Impact*

- 5.5 The Site is accessible from Tsing Yi North Coastal Road via Tam Kon Shan Road (**Plan 1**). A 7.3 m-wide (about) ingress/egress is proposed at the southern part of the Site. A total of 19 parking, waiting and loading spaces will be provided (**Plan 5**). Details of the provision are shown at **Table 5** below:

**Table 5 - 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)	2
Parking Spaces for Motorcycles - 1 m (W) x 2.4 m (L)	2
<b>Type of Waiting Spaces</b>	
Waiting Spaces for HGVs - 11 m (W) x 3.5 m (L)	12
<b>Type of Loading Spaces</b>	
Loading Spaces for HGVs - 11 m (W) x 3.5 m (L)	3

- 5.6 A TIA has been conducted to assess the potential traffic impacts induced by the proposed CBP on nearby road networks during construction and operational stages (**Appendix III**). The assessment result has indicated that all key junctions and road links perform satisfactorily during peak hours in the assessment year of 2029. The TIA has concluded that no adverse traffic impact arising from the proposed CBP is anticipated.

*No Adverse Marine Safety Impact*

- 5.7 Raw materials for concrete production will be delivered to the Site from the marine frontage to the north of the Site via self-propelled barges from Mainland China. It is expected that there would be a maximum of 3 round trips per day, including 1 for cement delivery and 2 for aggregates delivery. Maintenance dredging would be carried out to restore adequate water depth at the barging point.
- 5.8 The Barging Operation Plan has concluded that the marine logistics operations for the proposed CBP are designed to ensure safe and efficient functionality (**Appendix II**). The BOP has incorporated robust marine traffic arrangements, impact assessments,

and implementation of mitigation measures. The survey data has also indicated that the induced marine traffic impact is negligible. Provided that the proposed measures outlined in the BOP be implemented effectively, any marine risk poses by the operation of the proposed CBP can be mitigated to an acceptable level. As such, no adverse marine safety impact from the proposed CBP is envisaged.

#### *No Adverse Environmental Impact*

- 5.9 An EA covering assessments on air quality, noise, water quality, waste management and land contamination has been conducted to assess the potential environmental impacts induced by the proposed CBP during construction and operational stages (**Appendix IV**). With the proper implementation of mitigation and control measures, the assessment result has indicated that no adverse environmental impact from the proposed CBP is anticipated.

#### *No Adverse Drainage Impact*

- 5.10 A DIA report has been conducted to review the drainage arrangements for the proposed concrete batching plant (**Appendix V**). The potential increase in surface runoff generated by the proposed concrete batching plant is estimated to be minimal. A series of perimeter surface drains with catchpits are proposed to collect the cumulative runoff, which will finally connect to the proposed discharge point at Government stormwater manhole No. SWD4023664 to the south of the Site via a stormwater drainage pipe. The results of the DIA report have concluded that no adverse drainage impact is envisaged.

#### *No Adverse Sewerage Impact*

- 5.11 A SIA report has been conducted to review the sewerage arrangements for the proposed CBP (**Appendix VI**). The capacity of the sewerage system has been evaluated while the sewage from the Site would be discharged to the Government foul water manholes Nos. FMH4052191 and FMH4019395 to the south of the Site via the proposed underground drainpipes. The results of the SIA report have concluded that no adverse sewerage impact will be incurred by the proposed CBP.

#### *Fire Safety Aspect*

- 5.12 Upon obtaining relevant planning permission from the Board, the applicant will submit a fire service installations (FSI) proposal for the consideration of the Director of Fire Services to enhance fire safety of the Site.
- 5.13 Upon receiving the temporary waiver from LandsD as mentioned in Section 4.7 above and relevant approval from the Building Authority, the applicant will implement the accepted FSI proposal at the Site.

## 6. CONCLUSION

- 6.1 The current application serves to seek planning permission to operate a CBP in Tam Kon Shan Road, Tsing Yi on a temporary basis for a period of 5 years. The proposed development meets the increasing demand for ready-mixed concrete and supports public/private development and redevelopment projects in the territory. 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, marine safety, environmental and traffic impacts and accessibility for transportation of raw materials and concrete products, the Site is considered suitable for the proposed development. The special nature of the application in support of the development in Hong Kong should be considered on its individual merit.
- 6.2 Being mostly located within an area zoned "OU(BMIU)" on the OZP, the proposed development is generally in line with the planning intention of the "OU(BMIU)" zone, which is intended primarily for boatyard and marine-oriented industrial uses. Hence, approval of the application on a temporary basis would not frustrate the long-term planning intention of the "OU(BMIU)" zone.
- 6.3 Moreover, similar approvals for the same applied use have been approved by the MPC/the Board on review within the same "OU(BMIU)" zone on the OZP. Approval of the current application would not set an undesirable precedent within the "OU(BMIU)" zone. Comparing the current application to the previously rejected S.16 planning application (No. A/TY/134), the overall operation and the unloading of raw materials arrangement by marine traffic have overcome the marine safety concern of the previous application, demonstrating that it is safe, feasible, and feasible.
- 6.4 The proposed development is situated in an area predominated by industrial-related activities, boatyards, ship repairing yards, metalware shops and CBPs, and is closely connected to various development areas via nearby road networks. The proposed development is considered not incompatible with the surrounding areas. Furthermore, the proposed development will not create significant nuisance to the surrounding areas. Technical assessments have been conducted and the results have demonstrated that adverse marine safety, traffic, environmental, drainage and sewerage impacts arising from the proposed development are not anticipated.
- 6.5 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 Planning Limited**

**April 2025**