

Attachment II
Revised Planning Statement (excluding
appendices)

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

**RENEWAL OF PLANNING APPROVAL FOR TEMPORARY CONCRETE BATCHING PLANT
FOR A PERIOD OF 5 YEARS
AT TSING YI TOWN LOT NO. 108 RP (PART)
ON THE APPROVED TSING YI OUTLINE ZONING PLAN NO. S/TY/32**

SUPPORTING PLANNING STATEMENT

JUNE 2025

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 renewal of planning approval for the current ‘Concrete Batching Plant’ use (“the Use”) at Tsing Yi Town Lot No. 108RP (Part) (“the Application Site”) for a period of five years. The Application Site is about 8,465m² in size and currently zoned “Industrial” (“I”) on the approved Tsing Yi Outline Zoning Plan (“OZP”) No. S/TY/32. 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.

The Application Site is subject to a previous planning application No. A/TY/143 for the same use which was approved on 1 September 2020 for a period of five years until 1 September 2025. All approval conditions under the previous planning approval have been complied with. The continuation of the Use will not result in major changes to the development parameters of the Application Site, except for minor adjustments made for potential Alterations and Additions Works (A&A Works).

The Use under this Application supports the local construction sector to meet the growing demand for concrete products arising from the upcoming large-scale infrastructure projects. The Application Site is located at a remote area of Tsing Yi West industrial area and the range of high hills at the central part of Tsing Yi Island would serve as a partition to block off concrete batching plant’s potential environmental impacts and disturbances to the residential areas in the north-eastern part of Tsing Yi. As the Use has commenced operation at the Application Site since the approval of planning application no. A/TY/119 in 2012, assessments of surrounding planned / committed developments subsequent to the Use should have been taken into account its existence. No adverse impacts would be induced in the surrounding area since the previous approval.

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青衣市地段第 108 號餘段(部分)(『申請地點』) 為期五年的臨時混凝土配料廠規劃許可續期(『有關用途』)。申請地點地盤面積約 8,465 平方米及位於青衣分區計劃大綱核准圖編號 S/TY/32 (『大綱圖』) 上的『工業』用途地帶內。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。

申請地點的先前規劃申請 (No. A/TY/143) 作相同用途於 2020 年 9 月 1 日獲批，為期五年，至 2025 年 9 月 1 日。所有先前的規劃許可附帶條件均已履行。申請地點繼續用作有關用途將不會對現有混凝土配料廠的發展參數有重大變動，除了為將來的改動及加建工程而進行的微小調整。

本申請將支援本地建築行業，以滿足將來大型基礎設施項目落成對混凝土產品不斷增長的需求。申請地點位於青衣西工業區較偏遠的區域，青衣島中部的山脊可阻擋混凝土配料廠潛在的環境影響及對青衣東北部住宅區域的滋擾。有關的混凝土配料廠自規劃申請編號 A/TY/119 於 2012 年獲批以來已在申請地點開始營運，附近一帶隨後開展的擬議發展的技術評估應已考慮到有關用途。自先前規劃許可以來沒有為周邊環境帶來負面影響。

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 Hongkong United Dockyards Limited (“the Applicant”) to seek renewal of planning approval (No. A/TY/143) from the Town Planning Board (“TPB”) for temporary concrete batching plant for a period of 5 years at Tsing Yi Town Lot No. 108RP (Part) (“the Application Site”). The Applicant is intended to continue the operation of the current temporary concrete batching plant under application no. A/TY/143 at the Application Site. The Application Site falls within an area currently zoned “Industrial” (“I”) on the approved Tsing Yi Outline Zoning Plan (“OZP”) No. S/TY/32 (“the OZP”). According to the Notes of the OZP, ‘Concrete Batching Plant’ use (“the 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 current use 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**)
- Location Plan of the Marshalling Area (**Appendix II**)
- Approval Letter of Planning Application No. A/TY/143 (**Appendix III**)
- Approval Letter regarding Compliance of Approval Condition (b) (**Appendix IV**)
- Traffic Impact Assessment (**Appendix V**)
- Traffic Management Plan (**Appendix VI**)
- Certificates of FS 251 (**Appendix VII**)

2 The Application Site and its Surroundings

2.1 Application Site

The Application Site is a piece of flat land at the north-western portion of TYTL 108 RP, which is situated in the western part of Tsing Yi. It has an area of about 8,465m². The Application Site is currently occupied by an existing concrete batching plant under approved Application No. A/TY/143. The Application Site is mainly accessible from a private road which extends from the end of Sai Tso Wan Road and shares a common access with the adjacent existing asphalt plant and concrete batching plant approved under Application No. A/TY/144 and A/TY/149 respectively. It has a sea frontage to its south (**Figure 1**).

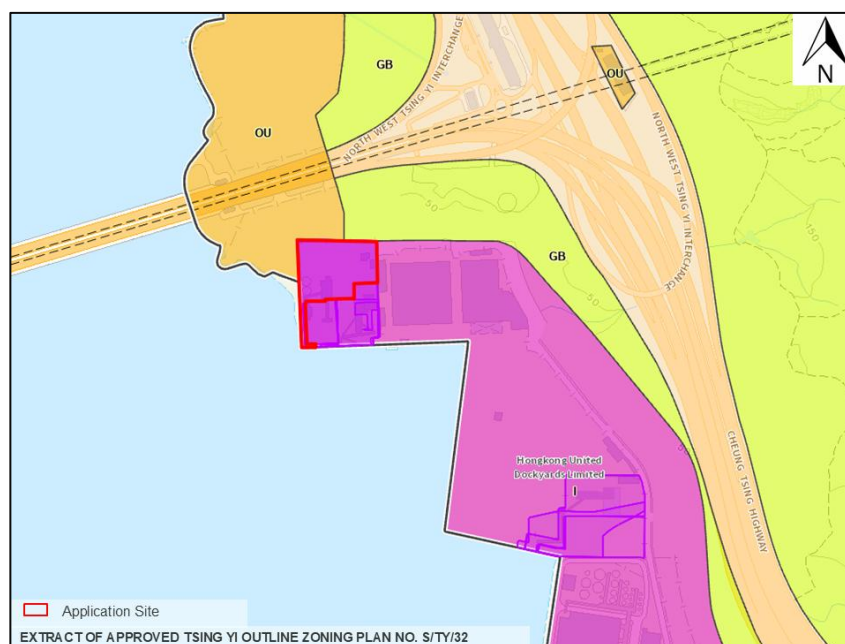


Figure 1: Location Plan of the Application Site

2.2 Land Status

The Application Site forms part of TYTL No. 108 RP held under Conditions of Exchange New Grant No. 6647 as varied or modified by a Modification Letter dated 21 January 1991 and the Particulars and Conditions of Extension of Lease Term dated 22 July 1992. According to the land grant, the Application Site is restricted, inter alia, to ship building, ship repairing and ancillary uses, such heavy engineering uses as may be approved by Lands Department ("LandsD"), cargo handling, and storage and repair of containers. Upon development or redevelopment, the subject lot is restricted to a maximum plot ratio of 2.5. Any building or structure to be erected on the subject lot shall not exceed a height of 335mPD, or such height affecting the lot as may be prescribed under Section 3 of the Hong Kong Airport (control of Obstructions) Ordinance, whichever is the lower. The Applicant has already obtained temporary waiver dated 2 October 2015 (memorial No. 15111600750031) from the LandsD for the implementation of the Use.

The Applicant has also obtained temporary waiver for the marshalling area dated 16 November 2022 (memorial No. 23011802300152) from the LandsD for the implementation of the marshalling use.

2.3 Surrounding Environment

The surrounding areas have the following characteristics:

- a) mainly a special industrial area with shipyards, oil depots, warehouses, open vehicle parks and container-related uses;
- b) to its east and southeast is the Hongkong United Dockyards; Part of the dockyard in its south-eastern portion is currently used for open storage, and is subject to existing concrete batching plant and asphalt plant both approved by the Committee on a temporary basis of five years on 16 July 2024 and 2 August 2024 under Application No. A/TY/147 and A/TY/148 respectively;
- c) to its further east and northeast is the Cheung Tsing Highway and Northwest Tsing Yi Interchange located above a steep slope;
- d) to its further southeast is the Shell Oil Depot. There is also an existing concrete batching plant approved by the Committee on a temporary basis of five years on 24 September 2021 under Application No. A/TY/145;
- e) to its immediate south adjoining the Site are existing asphalt plant and concrete batching plant approved by the Committee on a temporary basis of five years on 1 September 2020 and 16 August 2024 under Application No. A/TY/144 and 149 respectively; and
- f) to its west and further south is the Ma Wan Channel.

2.4 Previous Planning Applications

There are seven previous planning applications for temporary concrete batching plants covering the Site / part of the Site (Application No. A/TY/101, A/TY/102, A/TY/106, A/TY/110, A/TY/119, A/TY/128 and A/TY/143). All the approval conditions of the latest previous planning Application No. A/TY/143 have been complied with. The letter regarding the compliance with approval condition (b) from the Planning Department is attached at **Appendix IV**.

Application No.	Applied Use / Development	Decision
A/TY/101	Concrete Batching Plant	Rejected on 28.9.2007
A/TY/102	Temporary Concrete Batching Plant for a Period of 3 Years	Approved with Conditions until 22.2.2011

A/TY/106	Temporary Asphalt Plant for a Period of 3 Years	Approved with Conditions until 29.1.2013
A/TY/110	Renewal of Planning Approval for Temporary Concrete Batching Plant Use for a Period of 3 Years	Approved with Conditions until 22.2.2014
A/TY/119	Proposed Temporary Concrete Batching Plant for a Period of 3 Years	Approved with Conditions until 6.7.2015
A/TY/128	Proposed Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions until 7.8.2020
A/TY/143	Renewal of Planning Approval for Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions until 1.9.2025

Figure 2: Details of Previous Applications

2.5 Similar Planning Applications

There are 14 similar planning applications (No. A/TY/32, A/TY/58, A/TY/59, A/TY/85, A/TY/112, A/TY/117, A/TY/123, A/TY/126, A/TY/132, A/TY/136, A/TY/139, A/TY/145, A/TY/147, and A/TY/149) for concrete batching plant use within the “I” zone on the Tsing Yi OZP. Among all applications, four applications (No. A/TY/32, A/TY/58, A/TY/59 and A/TY/85) approved on a permanent basis between January 1995 and October 2003 were subsequently not implemented and the planning permissions were lapsed.

The rest of the applications were approved with conditions by TPB for a period of 3 years or 5 years between September 2010 and August 2024. In general, the approvals were granted on the grounds that 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.	Applied Use / Development	Decision
A/TY/32	Cement Manufacturing and Concrete Batching Plant	Approved with Conditions
A/TY/58	Proposed Asphalt Concrete Batching and Cement Manufacturing Plant	Approved with Conditions
A/TY/59	Proposed Asphalt Concrete Batching and Cement Manufacturing Plant	Approved with Conditions
A/TY/85	Redevelopment of an Existing Concrete Batching Plant	Approved with Conditions
A/TY/112	Temporary Concrete Batching Plant for a period of 3 years	Approved with Conditions until 24.9.2013 *revoked on 24.6.2012

A/TY/117	Temporary Concrete Batching Plant for a Period of 3 Years	Approved with Conditions until 6.7.2015 *revoked on 6.10.2014
A/TY/123	Proposed Temporary Concrete Batching Plant for a Period of 3 Years	Approved with Conditions until 28.11.2017
A/TY/126	Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions until 28.11.2019
A/TY/132	Proposed Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions until 14.10.2021
A/TY/136	Proposed Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions until 2.8.2024
A/TY/139	Temporary Concrete Batching Plant for a Period of Five Years	Approved with Conditions until 6.9.2024
A/TY/145	Renewal of Planning Approval for Temporary Concrete Batching Plant for a Period of Five Years	Approved with Conditions until 14.10.2026
A/TY/147	Renewal of Planning Approval for Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions until 2.8.2029
A/TY/149	Renewal of Planning Approval for Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions until 6.9.2029

**A/TY/112 revoked due to non-compliance with approval conditions in relation to the implementation of the operation control and traffic management measures, landscape proposal, and provision of emergency vehicular access, water supplies for fire fighting and fire service installations proposals.*

**A/TY/117 revoked due to non-compliance with the approval condition in relation to the implementation of water supplies for fire fighting and fire service installations proposals*

Figure 3: Details of Similar Applications

3 Planning Context

3.1 Planning Intention

The planning context has largely remained unchanged since the previous approved application No. A/TY/143. 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. Information technology and telecommunications industries and office related to industrial use are also always permitted in this zone.

3.2 Statutory Planning Control

According to the OZP, within the subject “I” zone, 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 9.5, or the plot ratio of the existing building, whichever is the greater.

3.3 Town Planning Board Guideline No. 34D (“TPB PG-No.34D”)

With reference to the TPB PG-No. 34D on Renewal of Planning Approval, a streamlined approach could be adopted in which no new technical assessments will be required to support the application. The guideline also sets out the criteria in assessing the planning renewal application as follows:

- (a) whether there has been any material change in planning circumstances since the previous temporary approval was granted (such as a change in the planning policy/land-use zoning for the area) or a change in the land uses of the surrounding areas;
- (b) whether there are any adverse planning implications arising from the renewal of the planning approval (such as pre-emption of planned permanent development);
- (c) whether the planning conditions under previous approval have been complied with to the satisfaction of relevant Government departments within the specified time limits;
- (d) whether the approval period sought is reasonable; and
- (e) any other relevant consideration.

3.4 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 centres and new towns. These industries should preferably not be located in

topographically-confined areas. Adequate buffer areas should be given between the air-polluting uses and sensitive receivers.

3.5 Territorial Context

To unleash the development potential of Hong Kong, a number of large-scale public infrastructures and developments have been/ will be commenced, including the Tsing Yi – Lantau Link, Northern Metropolis (including New Territories North, Kwu Tung North, Fanling North, San Tin Technopole, Yuen Long South), and Tseung Kwan O Area 137 etc. These major public projects will significantly increase demand for concrete in the coming years.

With reference to the Long-Term Housing Strategy (“LTHS”) Annual Progress Report 2023, the total housing supply target for the next decade will be 440,000 units. Since concrete mix is one of the main construction materials used for buildings, a stable concrete supply is essential to meet the increasing housing need. According to the Civil Engineering and Development Department’s (CEDD) “Study on Land Requirements for Construction Industry”, the demand for concrete would increase 20% by 2030. In longer terms, the reclamation projects outside the Victoria Harbour will also require abundant supply of concrete.

Additionally, the Government aims to play an active role in the development of the Guangdong-Hong Kong-Macao Greater Bay Area and hence there will be a strong demand for professional and infrastructure services including the construction sector for various projects.

4 The Current Use

4.1 The Proposal

The Applicant intends to continue the operation of the Use at the Application Site, which has a site area of approximately 8,465 m², on a temporary basis for an additional five years. There will be no major changes to the development parameters regarding the continuation of the Use at the Application Site compared to the last planning approval under Application No. A/TY/143, except for minor adjustments made for potential Alterations and Additions Works (A&A Works).

Details of the development parameters are listed in the table below.

Development Parameters	Last Approved Scheme A/TY/143 (i)	Current Application (ii)	Changes (ii) – (i)
Site Area	About 8,465m ²	About 8,465m ²	- no changes -
Covered Area	About 1,816.87m ²	About 1,820m ²	3.13m ²
Site Coverage	About 21.46%	About 21.5%	0.04%
Gross Floor Area	About 2,415.58m ²	About 2,420m ²	4.42m ²

Development Parameters	Last Approved Scheme A/TY/143 (i)	Current Application (ii)	Changes (ii) – (i)
Plot Ratio	About 0.285	About 0.29	0.005
Maximum Building Height of the Structure(s)	Not exceeding 34mPD	Not exceeding 35mPD	1mPD
No. of Private Car Parking Spaces	-	3	3
No. of Lorry Parking Spaces	35	35	- no changes -
No. of Loading / Unloading Spaces	6	6	- no changes -

Figure 4: Development Parameters of the Use

The layout plan of the concrete batching plant remains the same as specified in the approved planning application A/TY/143. This includes silos, weigh bridges, transfer towers, control rooms, water tanks, washroom, mobile slurry separator, mobile shelter truck washing facility, etc. The operating hours, including occasional operation at nighttime and during holiday/Sunday, are also unchanged from the approved planning application A/TY/143. The hours are from 7:00 AM to 7:00 PM, Mondays to Saturdays, with occasional operations on Sundays/public holidays. The maximum daily production capacity of the plant remains with the last planning approval at 2,880 m³, and the number of workers is unchanged from the previous approval (i.e. 10).

The barging operation arrangement will remain the same as outlined in the approved barging operation plan that was implemented under approved application No. A/TY/143. The majority of the raw materials required for the operation of the plant would be delivered by sea with a maximum of one to two barges per day, same as that proposed under the previous Application No. A/TY/143. A total number of 3 private car parking spaces, 35 lorry parking spaces and 6 loading / unloading spaces will be provided within the Site. The marshalling area will remain the same as in the previous approval, providing 19 spaces (where 12 of them will be reserved for the subject plant) within TYTL No. 108RP, owned by the Applicant (**Appendix II**). Given the same scale of operation, the number of vehicle trips per hour also remains the same as the previous application.

The traffic impact assessment and traffic management plan outlined in **Appendix V and VI** have concluded that no adverse traffic impacts would be induced in the surrounding area. Proper design layout, traffic arrangement, environmental measures, and fire services installations will continue to be provided to ensure that no insurmountable impacts occur and to prevent fire risks.

5 Justifications

5.1 No Material Change Since Previous Approval

The continuation of the Use will not result in major changes to the development parameters of the Application Site, except for minor adjustments made for potential Alterations and Additions Works (A&A Works). In addition, there is no significant change in planning circumstances since the latest temporary approval granted in 2020 such as land use zoning, planning policy and the land use in the vicinity. Approval of this Application is in line with the TPB's previous decisions.

5.2 Compliance with Planning Conditions

The plant has been well-managed and has received no complaints in past years. The Applicant has complied with all the approval conditions of the latest previous application No. A/TY/143, including but not limited to the approval conditions related to the traffic management plan including contingency plan and associated mitigation measures and traffic facilities.

5.3 Adoption of Streamline Approach for the Application

The Use at the Application Site has been operating since the approval of planning application no. A/TY/119 in 2012. According to TPB PG-No. 34D for renewal of planning approval, a streamlined approach (i.e. no need to undertake new technical assessments to support the s.16 application) could be adopted provided that there are no material changes in planning circumstances, adverse planning implications or non-compliance with planning conditions of previous approval. As such, updated technical assessments are considered suffice to support the subject renewal planning application.

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

The Application Site is zoned "I" on the OZP and the Use falls under Column 2 which may be permitted with or without conditions on application to TPB. 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. In this connection, the Use is generally in line with the planning intention.

Although the Application Site is situated within the rezoning application area (i.e. Y/TY/2) for the proposed comprehensive private residential and public housing development, along with the provision of a marina and supporting community facilities at Tsing Yi Town Lot 80 and 108 RP and adjoining Government Land, the rezoning application is currently undergoing public inspection, and the implementation of the proposed development remains uncertain. Furthermore, the Tsing Yi – Lantau Link ("TYLL"), which encompasses the Application Site to the northeast according to the proposed alignment, is currently under study. The TYLL, along with other relevant major roads, is tentatively scheduled to be commissioned in phases by 2033. Overall, the temporary nature of the Use will not impact the long-term planning for the area.

Moreover, the Application Site is located in an industrial area that includes a cluster of concrete batching plants and asphalt plants. It is separated from any sensitive receivers by a range of hills, situated over 1,000 meters from the residential development. There has been no change in the surrounding and nearby uses since the previous application, as confirmed by a site survey conducted on 1 April 2025. The site survey also identified no additional or closer air-sensitive receivers (ASR) within 500 meters of the existing concrete batching plant **compared to those in the approved scheme No. A/TY/143**. As a result, the likelihood of any adverse environmental impact arising from the Use is unlikely. The Use is considered compatible with the surrounding area.

5.5 Meeting the Demand of Local Construction Industry

The Use provides a timely delivery of ready-mixed concrete in Hong Kong, which is crucial to the construction industry. There will be an increasing demand for construction materials, including concrete, due to the implementation of large-scale projects in Hong Kong, such as the Tsing Yi – Lantau Link, Northern Metropolis (including New Territories North, Kwu Tung North, Fanling North, San Tin Technopole and Yuen Long South), and Tseung Kwan O Area 137 etc. Given the strong demand for concrete mix, the planning permission for the current batching operation should be renewed to ensure a steady supply that supports the local construction industry.

5.6 Strategic location of the Application Site for the Proposed Development

The Application Site is strategically located at the centre of Hong Kong, with marine access for the delivery of raw materials for concrete production. The Application Site is located at the centre of the territory with relatively equidistance to major construction sites in Kowloon East, North District, North Lantau and Northern Hong Kong Island. Also, the convenient access provided by the strategic road network in Tsing Yi is considered desirable for the concrete batching plant development and will enhance the efficiency to distribute ready mixed concrete to various areas of Hong Kong.

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 Application Site meets all the locational requirements for the current use. It is situated at a remote area of Tsing Yi West industrial area and in the western quadrant in relation to the residential area of Tsing Yi, thereby satisfying the downwind requirement for most of the year.

The Application Site is not positioned in an area that is susceptible to severe air pollution and is not within a topographically confined airshed. The range of high hills at the centre part of Tsing Yi Island serves as a partition to block off potential environmental impacts and disturbances to the residential areas in the north-eastern part of Tsing Yi.

5.7 Approved Planning Applications for Concrete Batching Plants Nearby

Since 2008, all the previous and similar planning applications for concrete batching plants within the same “I” zone have been approved based on the grounds that the developments were generally in line with the planning intention of the “I” zone; considered not incompatible with the surrounding industrial related developments; and no adverse comments were received from relevant Government departments. The approval of this planning application is in line with TPB’s previous decisions.

5.8 No Adverse Impacts

Since there have been no major changes to the development parameters compared to the previously approved scheme No. A/TY/143 except for minor adjustments made for potential A&A Works, the current development is not expected to generate any adverse impacts in terms of traffic, air, water quality, waste or risk.

Traffic

The traffic impact assessment and traffic management plan concluded that the Use will not generate additional traffic on the surrounding road network. The contingency plan and traffic facilities outlined in the traffic management plan will be implemented accordingly. Therefore, no additional adverse traffic impact is anticipated.

Air

In terms of the environment, no additional emission sources have been identified, as there are no major changes to the current development, except for minor adjustments made for potential A&A Works. Also, there has been no change in the surrounding and nearby uses since the previous application, as confirmed by a site survey conducted on 1 April 2025. The site survey also identified no additional or closer air-sensitive receivers (ASR) within 500 meters of the existing concrete batching plant compared to those in the approved scheme No. A/TY/143. With the implementation of the mitigation measures discussed in the previously approved Environmental Assessment, no adverse environmental impacts due to the operation of the development are anticipated.

Water Quality

Furthermore, no wastewater will be discharged from the plant during operation, as all wastewater will be recycled. Wastewater generated from mixer truck cleaning, wheel washing, general site cleaning, and truck cleaning upon exit is collected and treated using an on-site wastewater recycling system and a recycled water tank for recycling and reuse.

Wastewater from mixer truck cleaning is treated by a mobile slurry separator to separate the aggregate, followed by a filter press to capture cement particles. The resulting clear water is collected in water tanks for recycling. The existing concrete batching plant has been designed to retain all wastewater and surface runoff within the facility, with all water collected in pits for recycling; thus, no water is discharged from the plant.

Domestic sewage from the workforce is collected by modular toilets, temporarily stored, and treated using a Membrane Bio-reactor (MBR) before being transported away by vacuum tanker for proper disposal at outlets approved by the Drainage Services Department (DSD).

Waste

The majority of solid waste generated from plant operations consists of waste concrete, slurry, chemical waste from the maintenance of on-site plant, and general refuse from site workers. Waste aggregates separated from the wastewater are reused in production to minimize waste generation. Dried cement captured by the filter press from wastewater will be disposed of by waste disposal trucks. Only waste concrete that cannot be reused will be disposed of at the NENT landfill, which accounts for approximately 100 tons per day. Chemical waste is expected only during rare maintenance and repair due to equipment breakdown. However, the temporary concrete batching plant has already registered as a chemical waste producer. A licensed chemical waste collector is engaged for the proper disposal of chemical waste, and records of "Trip Tickets" are maintained in the site office.

General refuse is collected in on-site enclosed rubbish bins and picked up by the waste collector daily or every two days to minimize odors, pests, and litter. Provided that mitigation measures discussed in the previously approved Environmental Assessment are properly implemented in the handling and disposal of generated waste, no adverse environmental impacts associated with solid waste management are anticipated.

Risk

For risks aspect, there will be no change in the working population of the plant as compared with the previously approved Application No. A/TY/143 (i.e. 10 workers), and hence the risk level on the plant is considered acceptable.

6 Conclusion

The subject Application is submitted to seek the TPB's permission for the renewal of planning approval for a period of 5 years at TYTL No. 108RP (Part), to continue the operation of the Use under the previously approved planning application No. A/TY/143, which will be valid until 1 September 2025. There are no major changes to the development parameters of the Application Site, except for minor adjustments made for potential Alterations and Additions Works (A&A Works). Additionally, all planning conditions under the previous approval have been complied with. The Use under this application supports the local construction sector to meet the growing demand for concrete products. It is of a temporary nature and compatible with the surrounding environment in terms of land use, traffic, and environmental aspects. Furthermore, the Use at the Application Site is supported by previous applications and similar proposals. In view of above, favourable consideration by the TPB is hereby sought to approve this Application.

7 Appendices

Appendix I	Schematic Drawings
Appendix II	Location Plan of the Marshalling Area
Appendix III	Approval Letter of Planning Application No. A/TY/143
Appendix IV	Approval Letter regarding Compliance of Approval Condition (b)
Appendix V	Traffic Impact Assessment
Appendix VI	Traffic Management Plan
Appendix VII	Certificates of FS251