

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

**RENEWAL OF PLANNING APPROVAL FOR TEMPORARY ASPHALT PLANT
FOR A PERIOD OF 5 YEARS**

**AT TSING YI TOWN LOT NO. 108RP (PART)
ON THE APPROVED TSING YI OUTLINE ZONING PLAN NO. S/TY/32**

SUPPORTING PLANNING STATEMENT

MAY 2025

Executive Summary

This application for permission under section 16 of the Town Planning Ordinance (Cap. 131) (“the Application”) is made to seek permission from the Town Planning Board (“TPB”) for renewal of planning approval of the temporary asphalt plant for a period of five years at Tsing Yi Town Lot No. 108 RP (Part) (“the Application Site”). The Application Site falls within an area zoned “Industrial” (“I”) use on the approved Tsing Yi Outline Zoning Plan No. S/TY/32 (“the OZP”). According to the Notes of the OZP, ‘Asphalt Plant’ is a Column 2 use within the “I” zone, thus planning permission is required from the TPB.

The Application Site is subject to a previous planning application No. A/TY/144 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).

There is a need to expand the local construction sector and meet the growing demand for asphalt. 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 the proposed asphalt plant’s potential environmental impacts and disturbances to the residential areas in the north-eastern part of Tsing Yi. No adverse traffic or environmental impacts on the surrounding area are anticipated from the proposed asphalt plant since the previous application.

In view of the above and the detailed planning justifications put forward in the Planning Statement, we sincerely seek TPB’s favourable consideration to approve the Application for a temporary period of five years.

內容摘要

本申請根據《城市規劃條例》(第 131 章)第 16 條提出規劃許可申請 (『本申請』) 要求城市規劃委員會 (『城規會』) 批給規劃許可，准許在青衣市地段第 108 號餘段(部分) (『申請地點』) 為期五年的臨時瀝青廠規劃許可續期。申請地點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。根據大綱圖，在『工業』用途地帶內，「瀝青廠」屬於第二欄用途，因此有需要獲得城規會的規劃許可。

有關地點的先前規劃申請(No. A/TY/144)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瀝青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。

本地的建造業必須擴大及滿足瀝青日益增長的需求。申請地點位於青衣西邊較偏遠工業區域，青衣島中部的山脊可阻擋擬議瀝青廠潛在的環境影響及對青衣東北部住宅區域的滋擾。自先前規劃申請以來，擬議瀝青廠對周圍地區的交通或環境沒有產生不利影響。

基於以上各點及規劃報告書內所提供的詳細規劃理據，我們誠懇地希望城規會批准有關用途為期 5 年的申請。

(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/144) from the Town Planning Board (“TPB”) for temporary asphalt plant for a period of five years at Tsing Yi Town Lot No. 108 RP (Part) (“the Application Site”). The Applicant is intended to continue the operation of the current temporary asphalt plant approved under application no. A/TY/144 at the Application Site.

The Application Site falls within an area zoned “Industrial” (“I”) use on the approved Tsing Yi Outline Zoning Plan No. S/TY/32 (“the OZP”). According to the Notes of the OZP, ‘Asphalt Plant’ (“the Use”) is a Column 2 use under the “I” zone which requires planning permission from the TPB.

1.2 Statement Structure

This Supporting Planning Statement comprises 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 detailed 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/144 (**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 2,555m². The Application Site is currently occupied by an existing asphalt plant approved under Application No. A/TY/144. 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 two adjacent existing temporary concrete batching plants approved under Application No. A/TY/143 and A/TY/149 respectively. It has a sea frontage to its south (**Figure 1**).

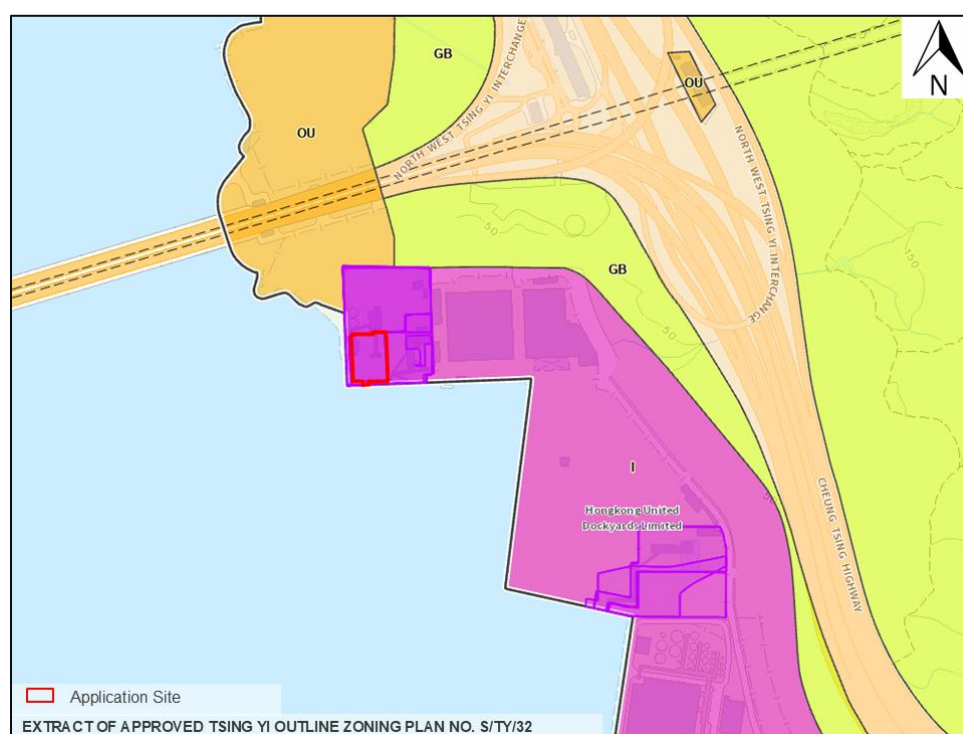


Figure 1: Location Plan of the Application Site

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 5 October 2015 (memorial No. 15111600750046) 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 immediate east and north adjoining the Site are two existing temporary concrete batching plants (approved under Application No. A/TY/149 and A/TY/143 on 16 August 2024 and 1 September 2020 respectively both for five years);
- c) to its east and southeast is the HongKong United Dockyards Limited. Part of the dockyard in its south-east portion is currently used for open storage, and is subject to existing temporary 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;
- d) to its further east is the Cheung Tsing Highway located above a steep slope;
- e) 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;
- f) to its south and west is the Ma Wan Channel; and
- g) to its north is the Lantau Link.

2.4 Previous Planning Applications

There are four previous planning applications covering the Site / part of the Site (Application No. A/TY/106, A/TY/118, A/TY/129, and A/TY/144). All the approval conditions of the latest previous planning Application A/TY/144 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/106	Temporary Asphalt Plant for a Period of 3 Years	Approved with Conditions until 29.1.2013
A/TY/118	Temporary Asphalt Plant for a Period of 3 Years	Approved with Conditions until 6.7.2015
A/TY/129	Temporary Asphalt Plant for a Period of 5 Years	Approved with Conditions until 7.8.2020
A/TY/144	Renewal of Planning Approval for Temporary Asphalt 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 five similar planning applications (No. A/TY/32, A/TY/58, A/TY/59, A/TY/135 and A/TY/148) for asphalt plant use within the “I” zone on the Tsing Yi OZP. Among all applications, three applications (A/TY/32, A/TY/58, A/TY/59) approved on a permanent basis between January 1995 and May 2000 were subsequently not implemented and the planning permissions were lapsed.

The rest of the applications (Nos. A/TY/135 and A/TY/148) were approved with conditions by TPB for a period of 5 years between August 2019 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 Plant and Cement Manufacturing Plant	Approved with Conditions
A/TY/135	Proposed Temporary Asphalt Plant for a Period of 5 Years	Approved with Conditions until 2.8.2024
A/TY/148	Renewal of Planning Approval for Temporary Asphalt Plant for a Period of 5 Years	Approved with Conditions until 2.8.2029

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/144. 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”), ‘Asphalt Plant’ can 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 extensive 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) preferable 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 accessed to sea transport and a safe navigational approach route for ships must be available.

According to Chapter 9 of the HKPSG, ‘Asphalt Plant’ can be considered one of the sources of dusty air pollution. It is suggested that air polluting industries in main urban areas or near to residential developments should be avoided as far as possible. 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

Asphalt is essential for road maintenance and resurfacing to ensure that road networks meet standards. In the long term, the formation of the New Development Areas such as Hung Shui Kiu, Kwu Tung North, and Fanling North, will require a substantial amount of asphalt. A stable supply of asphalt is therefore essential for providing trunk roads that connect to these areas.

Additionally, the government aims to play an active role in the development of the Guangdong-Hong Kong-Macao Greater Bay Area, which will create strong demand for professional and infrastructure services, including those in the construction sector, for various projects.

4 Current Use

4.1 Proposed Asphalt Plant

The Applicant intends to continue the operation of the Use at the Application Site on a temporary basis for further 5 years. There will be no major changes to the development parameters regarding the continuation of the Use at the Site as compared to the last planning approval under application No. A/TY/144, 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/144		Current Application
Site Area	About 2,555m ²		- no change -
Covered Area	About 894.36m ²		About 900m ²
Site Coverage	About 35%		- no change -
Gross Floor Area	About 894.36 m ²		About 900m ²
Plot Ratio	About 0.35		- no change -
Building Height	Not exceeding 20m		Not exceeding 26mPD
Car Parking & Loading / Unloading Facilities	Private Car Parking Spaces	-	1
	Lorry Parking Spaces	8	- no change -
	Loading / Unloading Spaces	8	- no change -

The layout plan remains the same as specified in the approved planning application A/TY/144. This includes a thermal oil heater, stack fan and motor, conveyors, petrol interceptor, fuel tank, service tank, bitumen tank, granulate addition, control room, re-cold feed bin, transfer room, etc. (see **Appendix I**). The operating hours, including occasional operation at nighttime and during holidays/Sundays, are also unchanged from the approved planning application A/TY/144. The hours are from 7:00 AM to 7:00 PM, Mondays to Saturdays, with occasional operations during nighttime and on Sundays/public holidays. The maximum daily production capacity of the plant remains consistent with the last planning approval at 1,200 tonnes, 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/144. The majority of the raw materials required for the operation of the plant will be delivered by sea, with a maximum of one to two barges per day, consistent with the previous Application No. A/TY/144. A total of 1 private car parking space, eight lorry parking spaces and eight loading / unloading spaces will be provided within the Site. The marshalling area will remain the same as in the previous approval, providing 19 spaces (seven of which 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. (**Appendix V**).

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 be maintained to ensure that no insurmountable impacts occur and to mitigate 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 change in planning circumstances since the previous 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 decision.

5.2 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 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 asphalt plant. 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.

5.3 Meeting the Demand of Local Construction Industry

The Use can provide timely delivery of asphalt product to meet the local demand in Hong Kong, which is crucial to the construction industry. There would be an increasing demand for construction materials including asphalt for the large-scale projects to be implemented in Hong Kong.

With the commencement of New Development Areas in Northern Metropolis including Hung Shui Kiu, Kwu Tung North and Fanling North, the connectivity of infrastructure facilities such as highways would be maintained and promoted, and such construction would be heavily dependable on construction materials such as asphalt. A sufficient and steady supply of asphalt products can better control the development programme and construction cost of the infrastructure developments.

With a keen demand for asphalt products, the planning permission of the current asphalt plant shall be renewed to ensure timely and steady supply to support the local construction industry.

5.4 Strategic location of the Application Site for the Use

The Application Site is strategically located at the center of Hong Kong, with marine access for the delivery of raw materials to produce asphalt. The Application Site is situated in the center of the territory, with relatively equal distances to construction sites in the North District, North Lantau, and Northern Hong Kong Island, which would enable timely and cost-effective delivery of asphalt products, and, most importantly, reduce the carbon footprint of each development.

According to Chapters 5 and 9 of the HKPSG, “Asphalt Plant” can be classified as a ‘special industrial activity’ and a source of dusty air pollution. The Application Site satisfies the locational requirements of the Use. The current asphalt plant is locating at a remote area of Tsing Yi West industrial area and in the western quadrant in relation to the residential area of Tsing Yi satisfying the downwind requirement for most of the year.

The Application Site is also not located in an area subject 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. Convenient access provided by the strategic road network in Tsing Yi is considered desirable for asphalt plant operation and will enhance the efficiency to distribute asphalt products to various areas of Hong Kong.

5.5 No Insurmountable Impacts

Since there have been no major changes to the development parameters compared to the previously approved scheme No. A/TY/144, 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. 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. 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.

The existing asphalt plant has been designed to retain all wastewater and surface runoff within the plant, 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 asphalt and general refuse from site workers. Waste aggregates separated from the wastewater are reused in production to minimize waste generation. Rejected asphalt will be reused for production whenever practicable. Only waste asphalt that cannot be reused will be disposed of at the landfill, totaling approximately 15 tons per day. There is no chemical waste generated from the operation of the asphalt plant.

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 previous 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/144 (i.e. 10), and hence the risk level of the plant is considered acceptable.

5.6 Similar Planning Applications

Since 1995, all the previous and similar planning applications for asphalt 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.

6 Conclusion

The subject Application is submitted to seek the TPB’s permission for renewal of the planning approval for a period of five years at TYTL No. 108RP (Part), to continue the operation of the Use under the previously approved planning application No. A/TY/144, which will be valid until 1 September 2025. The renewal approval of the Application will facilitate the expansion of the local construction sector to meet the growing demand for asphalt production. The Application Site is strategically located with marine access for delivery of raw materials to produce asphalt. It is also located at a remote area of Tsing Yi West industrial area surrounded by other industrial-related operations and the range of high hills at the central part of Tsing Yi Island would block off potential environmental impacts and disturbance to the residential areas in the north-eastern part of Tsing Yi. Moreover, the Use at the Application Site is also supported by previous applications and similar applications. No adverse impacts on the surrounding areas would be anticipated from the asphalt plant since the previous application.

Taking into account the above considerations, favorable consideration by the TPB is hereby sought.

7 Appendices

Appendix I	Schematic Drawings
Appendix II	Location Plan of the Marshalling Area
Appendix III	Approval Letter of Planning Application No. A/TY/144
Appendix IV	Approval Letter regarding Compliance of Approval Condition (b)
Appendix V	Traffic Impact Assessment
Appendix VI	Traffic Management Plan
Appendix VII	Certificates of FS 251