

**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 14 – 18 TSING TIM STREET, TSING YI TOWN LOT NO. 98, TSING YI, NEW TERRITORIES
ON THE APPROVED TSING YI OUTLINE ZONING PLAN NO. S/TY/32**

SUPPORTING PLANNING STATEMENT

JUNE 2026

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 14 – 18 Tsing Tim Street, Tsing Yi Town Lot No. 98, Tsing Yi, New Territories (“the Application Site”) for a period of five years. The Application Site is about 3,355m² 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/145 for the same use which was approved on 24 September 2021 for a period of five years until 14 October 2026. All approval conditions under the previous planning approval have been complied with. The continuance of the Use will not cause changes to the development parameters of the Application Site.

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 industrial area in the western part of Tsing Yi. The range of high hills at the central part of Tsing Yi Island will serve as a partition to block off potential environmental impacts and disturbances to the residential areas in the north-eastern part of Tsing Yi. As the Use has commenced operation since 2015, assessments of surrounding planned / committed developments subsequent to the Use should have been taken into account its existence. The required technical assessments concluded that no adverse impacts would be induced to 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新界青衣清甜街 14 – 18 號青衣市地段第 98 號(『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 3,355 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/145) 作相同用途於 2021 年 9 月 24 日獲批，為期五年，至 2026 年 10 月 14 日。所有先前的規劃許可附帶條件均已履行。申請地點繼續用作本用途將不會對現有混凝土配料廠的發展參數有任何改動。

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部的較偏遠工業區域，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 2015 年開始營運，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。本申請附屬的技術評估斷定混凝土配料廠自先前規劃許可以來不會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。)

Table of Contents

1	Introduction	1
1.1	Background	1
1.2	Statement Structure	1
2	The Application Site and its Surroundings	2
2.1	Application Site	2
2.2	Land Status	2
2.3	Surrounding Environment	3
2.4	Previous Planning Applications	3
2.5	Similar Planning Applications	4
3	Planning Context	5
3.1	Planning Intention	5
3.2	Statutory Planning Control	6
3.3	Town Planning Board Guideline No. 34D (“TPB PG-No.34D”)	6
3.4	Hong Kong Planning Standard and Guidelines	6
3.5	Territorial Context	7
4	The Current Use	7
5	Justifications	8
5.1	No Material Change Since Previous Approval	8
5.2	Compliance with Planning Conditions	8
5.3	Adoption of Streamline Approach for the Application	9
5.4	In Line with the Planning Intention and Compatible with Surrounding Area	9
5.5	Meeting the Demand of Local Construction Industry	9
5.6	Strategic location of the Application Site for the Proposed Development	10
5.7	Approved Planning Applications for Concrete Batching Plants Nearby	10
5.8	No Adverse Impacts	10
6	Conclusion	12
7	Appendices	12

1 Introduction

1.1 Background

This Application is submitted under section 16 of the Town Planning Ordinance (Cap.131) on behalf of Liway Guide Limited (“the Applicant”) to seek renewal of planning approval (No. A/TY/145) from the Town Planning Board (“TPB”) for temporary concrete batching plant for a period of 5 years at 14 -18 Tsing Tim Street, Tsing Yi Town Lot No. 98, Tsing Yi, New Territories (“the Application Site”). The Applicant intends to continue the operation of the current temporary concrete batching plant under application no. A/TY/145 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 technical assessments and supplementary materials are attached along with the Statement in supporting this Application:-

- Schematic Drawings (**Appendix I**)
- Traffic Impact Assessment (“TIA”) Report (**Appendix II**)
- Traffic Management Plan (**Appendix III**)
- Approval Letter of Planning Application No. A/TY/145 (**Appendix IV**)
- Approval Letter regarding Compliance of Approval Condition (b) and (c) (**Appendix V**)
- Certificate of FS 251 (**Appendix VI**)
- Response to Comments received during the Pre-Submission Enquiry (**Appendix VII**)

2 The Application Site and its Surroundings

2.1 Application Site

The Application Site is located at a remote industrial area in the western part of Tsing Yi. It has an area of about 3,355m². The Application Site is currently occupied by an existing concrete batching plant under approved Application No. A/TY/145. The Application Site is mainly accessible from Tsing Tim Street in the northwest and connects with Sai Tso Wan Road.

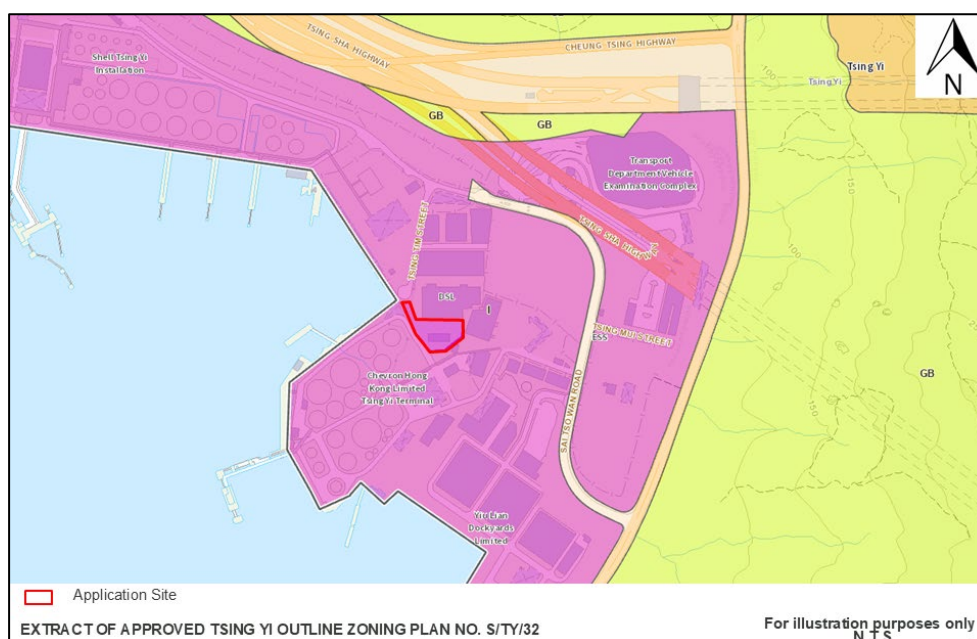


Figure 1: Location Plan of the Application Site

2.2 Land Status

The Application Site, TYTL No. 98 ("the Lot") held under New Grant No. TW6325, is restricted for the purposes of industrial or godown or both excluding any offensive trades. No building(s) shall be erected on the Lot except a factory or factories or a godown or godowns or both, ancillary offices and such canteen and other welfare facilities but excluding residential quarters for workmen employed on the Lot and also such quarters as may be required for watchman or caretakers. The maximum PR of any building or buildings erected or to be erected on the Lot shall not exceed 2.5 and the total site coverage of any building or buildings erected or to be erected on the Lot shall not exceed 60% of the area of the Lot.

A temporary waiver dated 3.9.2020 for a term of three years certain from 19.1.2018 and thereafter quarterly was granted to the applicant to permit the parking, loading and unloading spaces (which are infringe of the lease restriction on the prescribed dimensions of such parking, loading and unloading spaces to be provided within the Lot) for the existing development (i.e. a concrete batching plant). Upon TPB's approval on the subject application, the said wavier will continue to have effect at a payment of waiver fee by the Applicant.

2.3 Surrounding Environment

The surrounding areas have the following characteristics:

- a) To its immediate north, east and southeast are industrial buildings mainly for godown, workshop and office purposes;
- b) To its northeast is an open-air carpark under short term tenancy. To its further northeast across Sai Tso Wan Road and Tsing Sha Highway, is the Transport Department Vehicle Examination Complex;
- c) To its northwest is Shell Tsing Yi Installation;
- d) To the further northwest is the Hong Kong United Dockyards Limited where applications for three concrete batching plants (A/TY/147, A/TY/149 and A/TY/151) and two asphalt plants (A/TY/148 and A/TY/152) all on a temporary basis for a period of five years, were approved by the Committee between July 2024 and July 2025.
- e) To its immediate southwest is Chevron Hong Kong Limited Tsing Yi Terminal; and
- f) To its further south is Yiu Lian Dockyards Limited Tsing Yi Terminal.

2.4 Previous Planning Applications

There are four previous planning applications for temporary concrete batching plants covering the Application Site / part of the Application Site (Application No. A/TY/85, A/TY/123, A/TY/132 and A/TY/145). All the approval conditions of the latest previous planning application no. A/TY/145 have been complied with. The approval letter regarding the compliance with relevant approval conditions from the Planning Department is attached at **Appendix V**.

Application No.	Applied Use / Development	Decision
A/TY/85	Redevelopment of an Existing Concrete Batching Plant	Approved with Conditions until 24.10.2007
A/TY/123	Proposed Temporary Concrete Batching Plant for a Period of 3 Years	Approved with Conditions until 28.11.2017
A/TY/132	Proposed Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions until 14.10.2021
A/TY/145	Renewal of Planning Approval for Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions until 14.10.2026

Figure 2: Details of Previous Applications

2.5 Similar Planning Applications

There are 17 similar planning applications (No. A/TY/32, A/TY/58, A/TY/59, A/TY/101, A/TY/102, A/TY/110, A/TY/112, A/TY/117, A/TY/119, A/TY/126, A/TY/128, A/TY/136, A/TY/139, A/TY/143, A/TY/147, A/TY/149 and A/TY/151) for concrete batching plant use within the “I” zone on the Tsing Yi OZP. Among all applications, three applications (No. A/TY/32, A/TY/58 and 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, except application no. A/TY/101, were approved with conditions by TPB for a period of 3 years or 5 years between February 2008 and July 2025. 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.

While application no. A/TY/101 was rejected in September 2007 as the development with a special mode of operation was not compatible with the adjacent proposed recreation and tourism-related uses to the north-west of the site from the land use compatibility point of view; and the traffic impact assessment submitted was not acceptable in demonstrating that the development would not generate adverse traffic impact on the surrounding area.

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/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
A/TY/110	Renewal of Planning Approval for Temporary Concrete Batching Plant Use for a Period of 3 Years	Approved with Conditions
A/TY/112	Temporary Concrete Batching Plant for a period of 3 years	Approved with Conditions *revoked on 24.6.2012
A/TY/117	Proposed Temporary Concrete Batching Plant for a Period of 3 Years	Approved with Conditions *revoked on 6.10.2014
A/TY/119	Temporary Concrete Batching Plant for a Period of 3 Years	Approved with Conditions

A/TY/126	Proposed Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions
A/TY/128	Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions
A/TY/136	Proposed Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions
A/TY/139	Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions
A/TY/143	Renewal of Planning Approval for Temporary Concrete Batching Plant for a Period of Five Years	Approved with Conditions
A/TY/147	Renewal of Planning Approval for Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions
A/TY/149	Renewal of Planning Approval for Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions
A/TY/151	Renewal of Planning Approval for Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions

**A/TY/112 revoked due to non-compliance with approval conditions in relation to the implementation of the operation control and traffic management measures, and 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 approval conditions 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/145. 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 2025, the total housing supply target for the next decade will be 420,000 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

The Applicant intends to continue the operation of the Use at the Application Site, which has a site area of about 3,355m², on a temporary basis for further 5 years. There will be no changes in the development parameters, e.g. site coverage, building height or plot ratio, in relation to the continuation of the Use at the Application Site as compared to the last planning approval under application no. A/TY/145, as listed in the table below.

Development Parameters	Last Approval Scheme A/TY/145	Current Application
Site Area	About 3,355m ²	No Changes
Site Coverage	Not more than 26%	
Gross Floor Area	Not more than 980m ²	
Plot Ratio	Not more than 0.3	
Maximum Building Height of the Structure(s)	Not more than 44.9mPD (Not more than 37.5m)	
No. of Private Car Parking Spaces	9	
No. Concrete Truck/Lorry	6	

Parking Spaces		
No. of Trailer Parking Spaces	1	
No. of Loading / Unloading Bays for Concrete Truck/Lorry	3	

Figure 4: Development Parameters of the Use

According to the applicant, the layout, development parameters, and operational parameters of the concrete batching plant remain unchanged compared with those approved under planning application A/TY/145. The concrete batching plant comprises cement overhead silos, aggregate bins, admixture tanks, an ice-handling facility, a customer switch room, transfer towers, conveyor belts, water tanks, and truck washing and waste management facilities, including a concrete reclaimer and a filter press room, etc. The total production capacity remains the same as that approved under the last planning approval, i.e. 88.8 m³ per hour.

The plants operates from 7:00am to 7:00pm from Mondays to Saturdays, and occasionally during night time and on Sundays/public holidays, if required. The number of workers at the plant is limited to 10. A total of nine private car parking spaces, six concrete truck/lorries parking spaces, one trailer parking space and three loading/unloading spaces for concrete trucks/lorries will be provided within the site (**Appendix I**).

The Traffic Impact Assessment and Traffic Management Plan, as set out in **Appendices II and III**, 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 development parameters of the current concrete batching plant at the Application Site will remain unchanged. There is no significant change in planning circumstances since the latest temporary approval granted in 2021 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/145, including but not limited to the approval conditions related to the submission of a traffic management plan including contingency plan and associated mitigation measures and traffic facilities, and the implementation of the approved traffic management plan during the operation period of the concrete batching plant.

5.3 Adoption of Streamlined Approach for the Application

The Use at the Application Premises has been operating since 2015. 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 located in proximity to rezoning application area (i.e. Y/TY/2) for the proposed comprehensive private residential and public housing development, together with 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 would encompass the Application Site to the northeast under the proposed alignment, is currently under study. Overall, the temporary nature of the Use will not prejudice the long-term planning of the area.

Moreover, the Application Site is situated 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, located over 1000m from the residential development in the north-eastern part of Tsing Yi. As a result, the likelihood of any adverse environmental impact arising from the Use is unlikely.

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 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 remoting 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 Site and other "I" zones within the same OZP 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 changes to the development parameters compared to the previously approved scheme No. A/TY/145, 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 have confirmed 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 environment, no additional emission sources have been identified, as there are no changes to the current development. Also, there has been no change in the surrounding and nearby uses since the previous application. 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 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 30 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/145 (i.e. 10 workers), and hence the risk level on the plant is considered acceptable.

6 Conclusion

The subject Application is submitted to seek TPB's permission for renewal of the planning approval for a period of 5 years at 14 – 18 Tsing Tim Street, TYTL No. 98, Tsing Yi, New Territories, to continue the operation of the Use under the previously approved planning application No. A/TY/145, which will be valid until 14 October 2026. There is no material change to the development parameters of the Application Site. Besides, all the planning conditions under previous approval have been complied with. The Use under this Application supports the local construction sector in order to meet the growing demand for concrete products. It is of temporary nature and compatible with its surrounding environment in terms of land use, traffic, and environmental aspects. Moreover, the Use at the Application Site is also supported by previous applications and similar applications. In view of above, favourable consideration by the TPB is hereby sought to approve this Application.

7 Appendices

Appendix I	Schematic Drawings
Appendix II	Traffic Impact Assessment ("TIA") Report
Appendix III	Traffic Management Plan
Appendix IV	Approval Letter of Planning Application No. A/TY/145
Appendix V	Approval Letter regarding Compliance of Approval Condition (b) and (c)
Appendix VI	Certificate of FS 251
Appendix VII	Response to Comments received during the Pre-Submission Enquiry