MPC Paper No. A/TY/154
for Consideration by the
Metro Planning Committee
on 6.11.2026

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/TY/154

Applicant	:	Geotechnical Engineering Office, Civil Engineering and Development Department (GEO, CEDD)
Site	:	Government Land at Ngau Kok Wan (NKW), Wok Tai Wan (WTW) and Hillsides to the Northwest of Shek Wan, Northwest Tsing Yi, New Territories
Site Area	:	About 39.3 hectares (ha)
Lease	:	Government Land (GL)
Plan	:	Approved Tsing Yi Outline Zoning Plan No. S/TY/32 (the OZP)
Zoning	:	(i) "Green Belt" ("GB") (about 30.7 ha and 78.2% of total site area) (ii) "Other Specified Uses" ("OU") annotated "Recreation and Tourism Related Uses" ("OU(RTRU)") (about 6.9 ha and 17.5%) *[Restricted to a maximum plot ratio (PR) of 0.4 and a maximum building height (BH) of 40 metres above Principal Datum (mPD)]* (iii) "OU" annotated "Boatyard and Marine-oriented Industrial Uses" ("OU(BMIU)") (about 0.2 ha and 0.5%) (iv) Area shown as 'Road' (about 1.4 ha and 3.6%) (v) Outside the OZP Planning Scheme Boundary (about 650m^2 and 0.2%)
Application	:	Proposed Government Use (Underground Quarrying-cum-Cavern Development with Ancillary Operations)

1. The Proposal

1.1 The applicant seeks planning permission for proposed government use (underground quarrying-cum-cavern development with ancillary operations) at the application site (the Site). The Site falls largely within an area zoned "GB" (about 78.2%) and "OU(RTRU)" (about 17.5%), with minor portions within an area zoned "OU(BMIU)" (about 0.5%) and an area shown as 'Road' (about 3.6%) on the OZP. The remaining minor portion of the Site (about 0.2%) falls outside the OZP Planning Scheme Area (**Plan A-1**). According to the Notes of the OZP for the "GB", "OU(RTRU)" and "OU(BMIU)" zones, 'Government Use (not elsewhere specified)' is a Column 2 use which requires planning permission from the Town Planning Board (the Board). Furthermore, planning permission is required for the proposed government use within areas shown as 'Road'.

1.2 The proposed development comprises (i) an underground quarrying area with connecting tunnels and production caverns covering an underground area of about

11 ha to the south of NKW; (ii) three tunnel portals connecting the underground quarrying area with NKW to the north and Tam Kon Shan Road (TKSR) to the east; (iii) a surface works area at NKW for ancillary operations, including stockpiling of aggregates, rock processing and concrete/asphalt production, subject to a maximum gross floor area (GFA) of about 8,520m^2 and a BH of not more than 40mPD; and (iv) a surface works area at WTW for stockpiling of aggregates together with a conveyor belt system for transporting aggregates between WTW and an existing haul road[1] off North West Tsing Yi Interchange (NWTYI) (**Drawings A-1** to **A-3**). Regarding (iii) and (iv), the applicant confirms that the ancillary uses of stockpiling, rock processing and concrete/asphalt production are sequential processes for handling/processing the aggregates produced from the underground quarrying. In this regard, the aforesaid ancillary uses are directly associated with/in support of the primary use of the proposed underground quarrying-cum-cavern development.

1.3 Underground space, in the form of caverns, will be created as a result of the underground quarrying. The three proposed access tunnels to the caverns will each be approximately 16m wide and 10m high, while the production caverns will each be approximately 20m wide and 20m high (**Drawing A-4**). Upon completion of the quarrying activities, approximately 6 ha of underground space (excluding the potential cavern expansion area and rock pillars between individual production caverns) will be formed. Blasted rocks will undergo on-site crushing to achieve aggregate sizes, which would be used for on-site concrete/asphalt production and/or transported off-site. Subject to the capacity of the proposed development, a portion of aggregates will also be imported to the Site for recycling and production.

1.4 The proposed development will be directly administrated and managed by the applicant by tendering out the Site for cavern excavation in the form of underground quarrying with ancillary operations under one contract. The proposed development is tentatively scheduled to commence in 2027 for completion in 2052, i.e. for a duration of about 25 years. Revenue generated from the sale of aggregates, concrete and/or asphalt products will support the cost of rock extraction at the underground quarrying. Prior to the completion of the underground quarrying operation, the Government will conduct a study to ascertain the long-term uses of the newly-formed cavern space. Notwithstanding, this planning application is for the proposed underground quarrying-cum-cavern development with ancillary operations only. The after-use of the cavern would be subject to the findings of the aforesaid study, which may require further planning application/zoning amendment in the future.

1.5 In view that the proposed use is subject to tender arrangement and implementation by future contractor, the current application is "non-scheme-based" in nature and the notional scheme submitted by the applicant is indicative only. Except for the proposed maximum non-domestic GFA and BH, which will be binding on the future development, the site layout, including the locations of tunnels, tunnel portals and caverns, siting of ancillary operations, and the design of the conveyor belt system, will be determined by the future contractor upon tender award and be subject to the applicant's scrutiny to ensure compliance with all relevant statutory requirements. The notional layout plans, section, photomontages and plans showing the site access and tree removal/preservation arrangements submitted by the applicant are at **Drawings A-1** to **A-11**. The major development parameters of the notional scheme

[1] The existing access road was a haul road at the western fringe of the Lantau Link Visitors Centre and Viewing Platform previously used for the Airport Core Projects. Minor road widening near the entrance of the access road will be carried out as part of the proposed development.

are summarised as follows:

Major Development Parameters	Notional Scheme
Total Site Area	About 393,000m^2
Non-Domestic GFA	About 8,520m^2
Non-Domestic PR	Not more than 0.4(i)
BH *(Actual BH)*	Not more than 40mPD *(35m)*
Parking Spaces(ii)	**23**
Private Car	10
Motorcycle	5
Goods Vehicle	8
Loading/Unloading (L/UL) Spaces(ii)	**8**
Goods Vehicle	7
Container Vehicle	1

Notes:
(i) Based on the site area of the NKW surface works area (i.e. about 21,300m^2).
(ii) The provision of parking and L/UL facilities will be provided at the NKW portion of the Site in accordance with the standards for industrial use.

1.6 Before commissioning of the TKSR portal (tentatively in 2031), all outbound/ inbound traffic will use the existing haul road off NWTYI (**Plan A-2** and **Drawing A-9**). Upon commissioning of the TKSR portal, the vehicular ingress would be from TKSR via Tsing Yi North Coastal Road (TYNCR), while the egress would continue to be from the existing haul road off NWTYI, thus vehicular traffic will operate on a one-way loop system (**Drawing A-10**). According to the submitted Traffic and Transport Impact Assessment (TTIA), the proposed development will both generate and attract 177 passenger car units (pcus) per hour during peak hour periods. All assessed junctions and road links are anticipated to operate within their capacities during weekday peak hours for both the peak construction year of 2028 and the design year of 2031. All staff will be required to access the Site via designated vehicles/shuttle buses during the construction and operational phases. Temporary traffic arrangements will also be deployed at the haul road off NWTYI and the slip road from TYNCR. No traffic will be allowed to travel through the TKS Interchange and Tsuen Tsing Interchange during peak hours (i.e. 7:30 a.m. to 9:30 a.m. and 5:00 p.m. to 7:00 p.m.). Traffic Management Plan (TMP) will be submitted by the contractor during construction and operation phases. Barging points will also be made available for transporting construction materials and raw materials between NKW and WTW and/or off-site. The submitted Marine Traffic Impact Assessment (MTIA) concludes that the marine traffic risk would be insignificant with risk mitigation measures in place, including site survey, marine traffic management measures, marine traffic controls and a contingency plan for adverse weather and emergency conditions. In the event of any changes to the proposed development that may affect the findings or recommendations of the MTIA, the contractor would be required to submit a revised or supplementary MTIA to the applicant.

1.7 On environmental impact, the submitted Preliminary Environmental Review (PER) has assessed key environmental aspects, including air quality, noise, water quality, land contamination and terrestrial ecology, etc., and proposed appropriate mitigation measures to mitigate the potential environmental impacts. In terms of air quality, the future contractor will be required to implement mitigation measures as stipulated under the Air Pollution Control (Construction Dust) Regulation (Cap. 311R) and good site practices, including dust suppression systems and centralised air

conditioning with filtration, etc. On noise aspect, quieter construction equipment and noise barriers/enclosures will be deployed to reduce/screen off noise generated by construction activities. On water quality, construction site run-off will be managed through the provision of proper drainage systems, together with appropriate wastewater discharge measures in compliance with the Water Pollution Control Ordinance (WPCO). On land contamination, detailed land contamination assessment, including further site appraisal and potential decontamination works, will be carried out by the future contractor upon commencement of the proposed development at detailed design stage. On terrestrial ecology impacts, no recognised site of conservation importance was identified within the Site and direct ecological impact resulting from habitat loss is considered minor. Any potential ecological impacts and habitat loss will be further minimised through mitigation measures, such as transplantation of flora of conservation interest. Moreover, the future contractor shall also propose relevant implementation details to the applicant for agreement and relevant requirements will be specified in the contract in consultation with the Environmental Protection Department (EPD).

1.8 On geotechnical aspect, the submitted Geotechnical Assessment (GA) has identified all registered man-made features and further assessment of these features will be conducted, where necessary. Drill-and-blast and mechanical excavation methods will be adopted for the underground cavern quarrying within an enclosed space equipped with blast doors at tunnel portals. No explosives will be stored on-site. Based on the preliminary blasting assessment in the GA, the concerned silos, production lines, and piers on the adjoining lot are not considered as blasting sensitive receivers as they fall outside the blasting influence zone. No significant hazard to life risks generated by the proposed development are anticipated. Moreover, the future contractor will be required to submit a Blasting Assessment Report and obtain Blasting Permission prior to the commencement of works.

1.9 Regarding landscape aspect, 310 existing trees are proposed to be felled to make way for the proposed tunnel portals, while a further 455 trees within the NKW and WTW surface works area might need to be felled subject to the contractor's detailed design (**Drawing A-11**). Notwithstanding, no Old and Valuable Trees (OVTs) will be affected. According to the submitted Landscape Assessment (LA), 315 new trees is proposed to be planted at a compensation ratio of 1:1.01 (assuming that the further 455 trees need not be felled), which includes approximately 240 seedling trees for woodland shrub mix at NKW and TKS Portals and no less than 75 light standard trees for off-site tree compensation at Ma Wan. Apart from trees, approximately 567 shrubs and climbers mix will also be provided. After decommissioning the conveyor belt system upon completion of the proposed development, compensatory planting of woodland shrub mix will also be carried out as appropriate at the affected slopes, taking into account the slope gradient concerned.

1.10 On visual aspect, according to the submitted Visual Impact Assessment (VIA), the overall visual impacts of the proposed development from the seven identified public viewing points range from "negligible" to "slight" when compared with the existing condition. The proposed ancillary operations at the NKW surface works area will not exceed 40mPD in height, which is significantly lower than the existing Lantau Link Viewing Platform (at a site level of about 80mPD). Mitigation measures, including tree preservation, erection of decorative screen hoarding, adoption of sensitive and aesthetically pleasing designs, and buffer screen planting will be implemented to blend the proposed development with the surrounding area (**Drawings A-5** to **A-8**).

1.11 In terms of drainage, sewerage and waterworks, Drainage and Sewerage Impact Assessment (DSIA) and Waterworks Impact Assessment (WIA) have been conducted, which concludes that the groundwater seepage to be discharged from the cavern during the construction and operation phases will be insignificant. Industrial wastewater from concrete production will be treated on-site by the wastewater treatment plant and reused for production. If discharge is necessary, a license will be obtained under the WPCO. With proper design of drainage channels and sewerage discharge management, the proposed development will not generate any adverse drainage and sewerage impacts. The additional water demand generated by the proposed development is considered acceptable and will be served by the existing Tsing Yi North Low Level Fresh Water Service Reservoir. Detailed design and alignment of the waterworks connection will be subject to further liaison between the contractor and the Water Supplies Department (WSD) to ensure compliance with relevant operational requirements.

1.12 In support of the application, the applicant has submitted the following documents:

(a)	Application Form received on 8.9.2026	(**Appendix I**)
(b)	Planning Study Report (PSR)	(**Appendix Ia**)
(c)	Further Information (FI) received on 29.10.2026*	(**Appendix Ib**)

** exempted from publication and recounting requirements*

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are set out in the PSR and FI at **Appendices Ia** and **Ib** respectively and summarised as follows:

Supporting the Construction Industry through Sustainable Use of Local Resources

(a) Local quarries are crucial in ensuring resilience of the rock aggregate supply chain. Currently, Lam Tei Quarry in Tuen Mun is the only active local quarry in Hong Kong. The proposed development will provide a steady and sustainable local source of rock aggregates. The ancillary concrete and/or asphalt production uses will also strengthen the construction supply chain in support of the Northern Metropolis (NM) development. Additionally, the proposed quarry may have capacity to recycle surplus rock from other local construction projects for further processing, thereby relieving pressures on public landfills.

(b) The proposed stockpiling, rock processing and concrete/asphalt production, which are directly administered and managed by CEDD, are to support the underground quarrying and to put the quarry-produced aggregates into good use. Furthermore, the proposed development will create synergies with existing/planned concrete/ asphalt production plants and advanced construction industries in the area (**Plan A-3**) by supplying aggregates and other construction materials.

In line with Government Policies

(c) The proposed development is in line with the 2025 Policy Address (PA) directives to enhance long-term land availability for the sustainable growth of Hong Kong. Upon completion of the proposed development, the cavern created will contribute to the local land bank, enabling the relocation of existing facilities to the cavern and releasing surface land for gainful uses to meet evolving socioeconomic needs.

(d) Local and overseas experiences have demonstrated that underground caverns can successfully accommodate various uses, including recreation, logistics, warehouses, utilities and industrial operations, thereby reducing demand for surface land. The subject cavern space may provide opportunities to support recreational, industrial and marine-oriented uses in support of the long-term planning intentions of the area.

Creation of Revenue Source for the Government

(e) The proposed development will provide a new revenue stream for the Government through a revenue-generating contract, which aligns with the Government's policy initiative to identify new sources of income.

Compatible with the Surrounding Area

(f) The proposed development is considered not incompatible with the surrounding rural character. The Site is surrounded by similar industrial uses and situated away from residences. Surface works are largely confined to the tunnel portals and works area on existing formed land at NKW and WTW. Despite falling largely within the "GB" zone, most of the development will take place underground or on formed land to conserve the natural environment. Various mitigation measures, including compensatory planting and sensitive/aesthetically pleasing design, such as vertical greening, will be implemented to restore the green buffer function of the "GB" zone and to minimise visual and environmental impacts on the surrounding area.

No Harm on the Long-term Planning Intention of the "OU(RTRU)" Zone

(g) The proposed development is essentially temporary in nature albeit for an extended period of about 25 years. The underground space created may be put to recreational/ tourism-related uses in the future to support the long-term planning intention. Given that there is currently no planned development proposal within the subject "OU(RTRU)" zone, the proposed development would not prejudice the long-term planning intention for recreation and tourism activities.

No Adverse Impacts on Surrounding Area

(h) Various technical assessments, including GA, TTIA, PER, LA, VIA, MTIA, DSIA and WIA, have been submitted to demonstrate that with the implementation of appropriate mitigation measures (see paragraphs 1.6 to 1.11 above), the proposed development will not generate adverse geotechnical, traffic, environmental, landscape, visual, drainage, sewerage and waterworks impacts on the surrounding area. The future contractor will implement the identified mitigation measures under the contract and be regulated by the applicant. Relevant bureaux/departments (B/Ds) will be consulted on these measures, if necessary.

No Adverse Interfaces with Surrounding Uses

(i) It is considered premature to incorporate the development parameters and assumptions of the on-going rezoning application (No. Y/TY/2) into the technical assessments of the current application, as the rezoning case is not yet approved by the Board.

3. Compliance with the "Owner's Consent/Notification" Requirements

As the Site involves GL only, the "owner's consent/notification" requirements as set out in the Town Planning Board Guidelines on Satisfying the "Owner's Consent/Notification" Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31B) are not applicable to the application.

4. Town Planning Board Guidelines

The Town Planning Board Guidelines for Application for Development within Green Belt Zone under Section 16 of the Town Planning Ordinance (TPB PG-No. 10) are relevant to the application. The assessment criteria relevant to the current application are detailed at **Appendix II**.

5. Background

5.1 Local quarries are crucial in ensuring resilience of the rock aggregate supply chain. The current aggregate supply in Hong Kong mainly comes from quarries in Guangdong Province and partially supplemented by recycling suitable rock products generated from local construction projects[2]. It is expected that the demand for aggregates would increase with various planned construction projects in the coming years, such as those related to the NM development. To ensure a stable local aggregate supply, the Government proposes to develop underground quarries. In addition to rock excavation, quarries would also accommodate ancillary operations, including rock processing and concrete production. The 2025 PA stated that the subject underground quarrying-cum-cavern development at Northeast Tsing Yi would enhance Hong Kong's long-term land supply more efficiently as well as provide a local source of rock material supply.

5.2 In 2019, CEDD and Planning Department (PlanD) jointly commissioned the "Pilot Planning and Engineering Study on Development of Selected Strategic Cavern Areas – Feasibility Study" (the Pilot Study) as one of the follow-on initiatives after the promulgation of the territory-wide Cavern Master Plan[3] (CMP). The Pilot Study identified SCVA No. 10 – Tsing Yi North (**Plan A-1**, which covers the NKW portion of the Site) as a SCVA with relatively higher development potential, and recommended implementing the proposed development using an underground quarrying-cum-cavern development approach. Pursuant to the above findings, CEDD commissioned the "Underground Quarrying at Tsing Yi North – Investigation, Design and Construction" study in 2024 to establish the technical feasibility for the proposed development at the Site.

[2] According to statistics from the Census and Statistics Department, about 11 million tonnes of aggregates were imported and about 1.6 million tonnes of aggregates were generated from recycled rock products in 2024.

[3] As a planning tool, the CMP was formulated by the "Long-term Strategy for Cavern Development – Feasibility Study" to facilitate planning and implementation of cavern development in Hong Kong. Under the CMP, a total of 48 Strategic Cavern Areas (SCVAs) were designated across Hong Kong.

6. Previous and On-going Applications

6.1 A minor portion of the Site along the northern shore straddles the site boundary of a previous application (No. A/TY/87) submitted by a different applicant for proposed concrete batching plant use. The application was rejected by the Metro Planning Committee (the Committee) of the Board in 2005 mainly on the grounds that the proposed vehicular access would cause adverse traffic impacts and the proposed slope cutting works would create adverse visual impacts.

6.2 The WTW portion of the Site (about 5 ha in area) straddles the site boundary of an on-going application to rezone a 20 ha site from "Industrial" ("I"), "OU(RTRU)" and "GB" to "Residential (Group A)6" ("R(A)6") and "R(A)7" and an area shown as 'Road' submitted by a different applicant for proposed comprehensive private and public residential development (application No. Y/TY/2). The locations of the aforesaid applications are shown on **Plan A-1**.

7. Similar Application

There is no similar application within the subject zonings on the OZP.

8. The Site and Its Surrounding Areas (**Plans A-1** to **A-5**)

8.1 The Site is:

(a) located at the northwestern fringe of Tsing Yi Island, bounded by Rambler Channel to the north and the Ma Wan Channel to the west;

(b) mainly comprises vegetated and steep natural hillsides and man-made slopes extending northeast from Shek Wan to Yau Kom Tau (for the proposed underground caverns), and two formed surface lands at NKW and WTW currently occupied by the Drainage Services Department (DSD) under temporary government land allocations (GLAs) for stockpiling and rock processing[4]; and

(c) accessible (for the NKW portion) via an existing haul road off NWTYI and the western end of TKSR. There is no vehicular access to the WTW portion of the Site, which is only accessible by sea along Ma Wan Channel.

8.2 The surrounding areas have the following characteristics:

(a) to its north and northeast are marine-oriented uses along the northern shores of Tsing Yi Island, including a cement plant, shipyards and workshops;

(b) the Lantau Link Visitors Centre and Viewing Platform and the NWTYI dissects the NKW portion (to its east) and the WTW portion of the Site (to its west);

(c) to its further south and southeast across the elevated Lantau Link is a cluster of

[4] These operations are associated with DSD's ongoing project under "Relocation of Sha Tin Sewage Treatment Works to Caverns – Main Caverns Construction and Upstream Sewerage Works" which is scheduled for completion by end 2031.

industrial uses, including asphalt plants, concrete batching plants, dockyards and oil depots on land zoned "I"; and

(d) to the immediate south and east of the NKW portion are vegetated slopes of Shek Wan and Yau Kom Tau. The nearest residential development, Cheung Wang Estate, is located approximately 400m east of the Site.

9. Planning Intentions

9.1 The planning intention of the "GB" zone is primarily for the conservation of the existing natural environment amid the built-up areas/at the urban fringe, to safeguard it from encroachment by urban type development, and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone.

9.2 The planning intention of the "OU(RTRU)" zone is for low-density and low-rise recreation and tourism related development such as resort hotel, public recreational uses and other tourist attractions. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

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

9.4 Areas shown as 'Road' on the OZP, including the NWTYI, generally form part of the strategic road links connecting Tsing Yi with North Lantau, Tsuen Wan and Kwai Chung. The TYNCR also connects the existing Tsing Tsuen Bridge (Tsing Yi North Bridge) to the east and the Lantau Link to the west.

10. Comments from Relevant Government B/Ds

10.1 The following Government B/Ds have been consulted and their views on the application are summarised as follows:

Policy Perspective

10.1.1 Comments of the Secretary for Development (SDEV):

(a) she supports the application from the perspectives of maintaining a steady and reliable supply of local construction material in Hong Kong and cavern development;

(b) the proposed development will, in the long-term, provide dual benefits of enhancing local rock supply for the construction industry with the use of the excavated rocks, while creating cavern space for gainful uses;

(c) construction material and equipment account for about 25% to 35% of the overall construction cost, and fluctuation in their prices will directly affect the overall construction costs. Therefore, a steady and reliable supply of construction material (mainly include aggregates and concrete) is important for construction management. Among other

things, the Government proposes the development of underground quarries and providing suitable government sites for building concrete batching plants as measures to strengthen supply chains;

(d) CEDD's study on the demand and supply of concrete in Hong Kong conducted in 2025 reflects that the overall demand for concrete in the coming ten years from 2025 will broadly be maintained at around 8 to 9.5 million cubic metres per annum, while the total concrete production capacity will be maintained at around 11 to 12 million cubic metres per annum. Additional concrete production capacity could provide buffer for meeting the seasonal demand and cope with the situation of temporary shut down of concrete batching plants in whole or partly for maintenance. While some concrete batching plants are expected to close over the next few years due to the land resumption for the NM development, the establishment of new concrete batching plants nearby could help meet the anticipated growth in concrete demand arising from the NM development. To this end, the concrete supply under the proposed development has been taken into account in the above supply and demand review; and

(e) the current aggregate supply in Hong Kong mainly comes from quarries in Guangdong Province. The proposed development will provide stable source of supply and it can bring environmental and public benefits by recycling the surplus rocks excavated from other local construction sites, particularly Government construction sites, thereby relieving the burden on public fill banks and landfill sites through beneficial reuse of the excavated rocks. Also, on-site reuse of the recycled excavated rocks for concrete production under the proposed development can reduce unnecessary transportation and bring environmental and carbon reduction benefits to the public.

10.1.2 Comments of the Commissioner for Tourism:

while there is currently no project planned for the subject "OU(RTRU)" zone, the proposed underground quarrying and ancillary uses would sterilise the "OU(RTRU)" zoned portion of the Site from its intended recreation and tourism-related use for some 25 years. Should the application be approved by the Board, the applicant shall implement mitigation measures as appropriate to minimise any environmental impact on the "OU(RTRU)" zone and be required to reinstate the Site should any concrete tourism development proposal arise during the interim or upon completion of the operation, whichever is the earlier.

10.1.3 Comments of the Secretary for Transport and Logistics:

part of the Site, which falls within the "OU(BMIU)" zone, is not a waterfront location and is separated from the incumbent shipyards. Based on the current proposal, the proposed development would not impact the land reserved for waterfront shipyards or on the operations of existing shipyards within the "OU(BMIU)" zone.

Land Administration

10.1.4 Comments of the District Lands Officer/ Tsuen Wan and Kwai Tsing, Lands Department (DLO/TW&KT, LandsD):

(a) no objection to the application; and

(b) the Site boundary comprises the existing GLAs alongside the adjoining GL and cavern area. The GLAs include GLA-TKT 1939 and GLA-TKT 1940 (both allocated to DSD until 31.12.2026), in addition to STLA-TKT 114, STLA-TKT 115, STLA-TKT 140 and STLA-TKT 153 (allocated to the applicant in connection with the proposed quarry). Her other comments and advisory comments are at **Appendix III**.

Traffic

10.1.5 Comments of the Commissioner for Transport (C for T):

(a) no objection to the application;

(b) as revealed by the submitted TTIA, the proposed development will not engender unacceptable traffic impact on the transport capacity of TKSR nor would it impinge adversely on the transport capacity of major trunk roads and the nearby interchanges. Moreover, the planned strategic transport infrastructure projects in the vicinity of the proposed development, i.e. Tsing Lung Bridge of Route 11 and Tsing Yi–Lantau Link, will further help alleviate the traffic situation in the long term;

(c) the TTIA has formulated appropriate ingress and egress routes for heavy vehicles. Besides, the applicant has considered maintaining continuous dialogue between the future contractor and other industrial operators to minimise the potential traffic impact. Moreover, traffic restrictions have been proposed to restrict vehicles from entering and leaving the Site during peak commuting periods so as to maintain an acceptable level of traffic mobility in the surrounding road network;

(d) overall, the submitted TTIA has adequately examined and addressed the traffic and transport implications arising from the proposed development, and has identified and recommended associated mitigation measures; and

(e) should the application be approved by the Board, the following approval conditions should be stipulated:

(i) the submission and subsequent updating of a TMP and traffic control proposals (including compliance with the specified restrictions to site traffic accessing TKS Interchange and Tsuen Tsing Interchange during AM and PM peak periods) to the satisfaction of the C for T or of the Board; and

(ii) the design and provision of vehicular access arrangements, and car parking and L/UL facilities for the subject development to the

satisfaction of the C for T or of the Board.

Environment

10.1.6 Comments of the Director of Environmental Protection (DEP):

(a) no objection to the application;

(b) the applicant is required to apply for Specified Process Licence for the proposed concrete batching, asphalt production and rock crushing facilities to comply with Best Practice Means for Cement Works (Concrete Batching Plant) BPM 3/2, Best Practice Means for Tar and Bitumen Works (Asphalt Concrete Plants) and Best Practicable Means for Mineral Works (Stone Crushing Plants) BPM 11/1(95) respectively; and

(c) the mitigation measures identified in the PER will be implemented by the future contractor during the construction and operation phases for submission to the applicant in consultation with DEP, if required.

Fire Safety

10.1.7 Comments of the Director of Fire Services (D of FS):

(a) no comment on the application subject to water supplies for firefighting being provided to his satisfaction and compliance with the relevant requirements of Highways Department (HyD) and WSD for the provision of fire mains and hydrants;

(b) should the application be approved by the Board, an approval condition requiring the design and provision of fire service installations and water supplies for firefighting for the approved development should be stipulated; and

(c) his advisory comments are at **Appendix III**.

Water Supply

10.1.8 Comments of the Chief Engineer/Construction, WSD:

(a) no objection to the application;

(b) existing water mains will be affected (**Plan A-2**). The cost of any necessary diversion shall be borne by the proposed development; and

(c) his advisory comments are at **Appendix III**.

Urban Design and Landscape

10.1.9 Comments of the Chief Town Planner/Urban Design and Landscape, PlanD (CTP/UD&L, PlanD):

(a) no objection to the application from urban design, visual impact and

landscape planning perspectives;

Urban Design and Visual Impact

(b) the surrounding areas of the Site are mainly characterised by vegetated hillsides and industrial clusters with existing BHs generally not exceeding 30mPD. Lantau Link Viewing Platform at about 80mPD, is located to the immediate north of the WTW portion of the Site. The proposed development with a maximum BH of 40mPD is considered not incompatible with the surrounding areas;

(c) according to the submitted VIA, the overall visual impacts of the proposed development from the seven identified public viewing points range from "negligible" to "slight" when compared with the existing condition. As noted from the VIA, landscape treatments such as compensatory planting and buffer screen planting would be incorporated in the proposed development. It is considered that the proposed mitigation measures at paragraphs 1.9 and 1.10 above would help mitigate the visual impact of the proposed development. Given that the proposal would not exceed the BH restriction of 40mPD, the proposed development will unlikely induce significant adverse impacts on the visual character of the surrounding townscape;

Landscape Planning

(d) based on aerial photo taken in 2025, the Site was situated in an area of Uplands and Hillsides Landscape Character comprising dense woodlands, boatyard facilities and roads. The proposed development, which is primarily located underground with surface works area for accommodating tunnel portals and ancillary operations, is considered not entirely incompatible with the landscape character of the area;

(e) as "GB" is considered a distinctive landscape character, the applicant has submitted a LA. According to the LA, 1,230 existing trees were found within the Site, and none of which are registered OVTs or mature trees. A maximum of about 765 existing trees of common species are proposed to be felled. It is noted that the applicant has endeavored to minimise the extent of proposed tree felling as far as practicable. While 310 existing trees are proposed to be felled at the proposed tunnel portals, the proposed felling of the remaining 455 existing trees at the NKW and WTW portions of the Site will be subject to the contractor's final proposal. The actual number of trees to be felled may be reduced during the design and construction stage. To avoid causing adverse landscape impacts, the applicant should explore further opportunities to minimise the extent of the proposed tree felling;

(f) to mitigate adverse landscape impacts, planting of 315 new trees is proposed, including no fewer than 75 light standard trees for off-site tree compensation, and 240 seedling trees for woodland shrub mix at the NKW and TKS tunnel portals. As explained by the applicant, it is noted that on-site compensatory planting is severely constrained by

the surrounding steep natural terrain and engineered slopes and flat land suitable for planting. Nevertheless, the applicant should further explore more tree planting opportunities within the Site and off-site locations, so as to minimise and mitigate the adverse landscape impacts caused by the proposed development;

(g) it is noted that off-site compensatory planting is proposed to be completed within one year upon commencement of the operational phase. Moreover, the proposed on-site compensatory planting at NKW and TKSR portals is intended to be carried out after the completion of the portal construction works. Furthermore, it is noted that the conveyor belt system is a temporary installation and will be removed upon completion of the proposed development. The woodland shrub mix will be compensated on-site following the demolition of the conveyor belt system; and

(h) should the application be approved by the Board, an approval condition requiring the submission and implementation of a revised landscape proposal should be stipulated. Her advisory comments are at **Appendix III**.

District Officer's Comments

10.1.10 Comments of the District Officer (Kwai Tsing), Home Affairs Department:

(a) it is noted that the proposed development was discussed at the District Facilities and Works Committee in April 2026 and a local consultation regarding an allocation of GL near WTW, Tsing Yi, as a works area from DLO/TW&KT, LandsD to CEDD for the proposed development was conducted by Kwai Tsing District Office in February 2026. The applicant has addressed the comments raised by the sub-committee members and the objection received from a consultee of the local consultation in May 2026, which were mainly concerned on traffic impacts, blasting method and the associated mitigation measures, and interface issue with the on-going rezoning application (No. Y/TY/2); and

(b) his advisory comments are at **Appendix III**.

Harbourfront Planning

10.1.11 Comments of the Commissioner for Harbourfront, Development Bureau:

the Site covers an area of about 39.3 ha, of which a portion of about 2.1 ha at NKW falls within the harbourfront area under the purview of the Harbourfront Commission's Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing. The proposal should take into consideration the Harbour Planning Principles and Guidelines. Her advisory comments are at **Appendix III**.

Other Aspects

10.1.12 Comments of the Chief Highway Engineer/Research and Development (CHE/R&D), HyD:

(a) no objection to the application; and

(b) bituminous carriageways are a crucial element forming the road network. Under certain emergency conditions, supplying bituminous materials to the required locations within a specific time could be as short as one hour. Hence, the geographical location of asphalt production could be a factor to be considered for meeting such requirement. The proposed site for asphalt production in Tsing Yi is desirable from the perspective of the asphalt supply for the road network.

10.2 The following Government B/Ds have no objection to/no comment on the application, and their advisory comments, if any, are at **Appendix III**:

(a) Chief Highway Engineer/New Territories West, HyD;
(b) Chief Highway Engineer/Bridges and Structures, HyD;
(c) Project Manager/Major Works, HyD;
(d) Chief Engineer/Railway Development 1-1, Railway Development Office,HyD;
(e) Chief Engineer/Mainland South, DSD;
(f) Chief Building Surveyor/New Territories West, Buildings Department;
(g) Project Manager (West), CEDD;
(h) Chief Engineer/Port Works, CEDD;
(i) Director-General of Trade and Industry;
(j) Director of Marine (D of Marine);
(k) Commissioner of Police;
(l) Director of Food and Environmental Hygiene;
(m) Director of Leisure and Cultural Services;
(n) Director of Electrical and Mechanical Services; and
(o) Director of Agriculture, Fisheries and Conservation (DAFC).

11. Public Comments Received During the Statutory Publication Period

During the statutory public inspection period, a total of five public comments were received (**Appendix IV**), including one supporting comment from Yiu Lian Dockyards Limited (C2); one objecting comment from Kowloon Shipyard Company Limited (C1); and three comments providing views from Hongkong United Dockyards Limited (C3), jointly from Hong Kong Cement Manufacturing Company Limited, Hong Kong Concrete Company Limited, Quon Hing Concrete Company Limited, Quon Chun Infrastructure Management Company Limited and Hong Kong Cement Company Limited (C4) and from an individual. The concerned locations of C1 to C4 are shown on **Plan A-3** and the major views of the public comments received are summarised as follows:

Supporting Views (1 Comment)

(a) the proposed development seeks to optimise the use of land resources and is therefore worthy of support. Notwithstanding, given the heavy traffic anticipated from the

proposed development, the future operator should implement appropriate route planning and scheduling for heavy vehicles and forge continuous dialogue with industrial operators in the area;

Objecting Views (1 Comment)

(b) the proposed development will impose additional traffic loads on TKSR and hinder the upgrading and upscaling of existing shipyards nearby. Unless the Government holistically reviews the development potential and enhances the road traffic capacity in Tsing Yi North, the proposed development should not be approved;

Providing Views (3 Comments)

(c) there are potential interface issues between the WTW portion of the Site and the proposed comprehensive private and public residential development under the on-going rezoning application No. Y/TY/2. The proposed development at WTW will delay the long-term utilisation of the Site for public housing development as proposed under application No. Y/TY/2, and generate adverse dust, noise, visual and traffic impacts on the adjoining private housing portion proposed under the said rezoning application. Technical assessments in support of the application should take into account the proposed development under the rezoning application with appropriate mitigation measures identified;

(d) the applicant should review or modify the extent and duration of the proposed works, and consider the early surrender of the WTW portion of the Site. Furthermore, should this application be approved by the Board, it should neither affect, prejudice or predetermine the long-term planning intentions for the Site nor pre-empt the Board's considerations of the on-going rezoning application No. Y/TY/2;

(e) the Site is situated along an important gateway to Hong Kong near Tsing Ma Bridge. The impact of the proposed development on the experience and impression of visitors/tourists should be carefully considered;

(f) the proposed development prioritises revenue generation over safeguarding public interests, not least, the felling of 765 trees which would generate significant adverse landscape impacts to the surrounding area;

(g) the proposed concrete production use at NKW should be excluded from the application because (i) it will utilise imported raw materials rather than aggregates quarried from the Site; (ii) no information on aggregates testing data and supply-demand analysis on local concrete production has been submitted; and (iii) there are deficiencies in the submitted technical assessments on geotechnical, traffic and environmental aspects; and

(h) relevant approval conditions should be imposed on the operation of the proposed asphalt plant and underground cavern excavation works, including the submission of blasting impact assessment, barging operation plan, MTIA, TMP, environmental monitoring and audit programme, and a risk assessment on the transportation and use of explosives and their potential impacts on adjacent oil depots prior to the commencement/operation of the proposed development.

12. Planning Considerations and Assessments

12.1 The application is for proposed government use (underground quarrying-cum-cavern development with ancillary operations) at the Site mainly zoned "GB" and "OU(RTRU)", and partly zoned "OU(BMIU)" and within an area shown as 'Road' on the OZP, with a minor portion falling outside the OZP Planning Scheme Area. Although the Site falls largely within the "GB" zone (about 78.2%), most of the "GB" portion of the Site will be for underground quarrying and development of cavern space with no impact on the existing natural hillsides and man-made slopes above (**Plan A-3**). Only some aboveground developments will take place within the "GB" zone, which will mainly be confined to access roads for transportation, three tunnel portals and an elevated conveyor belt system (**Drawings A-1** to **A-3**).

Policy Aspect

12.2 The Site forms part of the SCVA No. 10 – Tsing Yi North, which is a SCVA identified with relatively higher development potential and prospect for using the underground quarrying-cum-cavern development approach. As detailed in paragraph 5 above, studies have been conducted to ascertain the strategy for local underground quarrying and to establish the technical feasibility for applying the underground quarrying-cum-cavern development approach at the Site. The proposed underground quarry will, over a 25-year period, deliver dual benefits of enhancing local rock supply for the construction industry with the use of the excavated rocks, while creating cavern space for long-term gainful uses (which will be subject to a separate land use study in the future). In this connection, SDEV supports the application from the perspectives of maintaining a stable supply of local construction materials for Hong Kong (i.e. mainly aggregates and concrete) and cavern development policy. Furthermore, CHE/R&D, HyD also considers the availability of a new asphalt production source in Tsing Yi to be desirable from the perspective of the overall asphalt supply for the territory's road network.

Planning Intentions

12.3 The proposed quarrying-cum-cavern development within the "GB" zone is predominantly underground, which will bring minimal disturbance to the existing landscapes of the surface lands. In this regard, DAFC has no objection to the application. With the adoption of avoidance-first design approach, the site formation footprint will be confined to small portions of the "GB" zone for the proposed tunnel portal area and NKW surface works area, and will not compromise the planning intention of the "GB" zone, which is primarily for the conservation of the existing natural environment amid the built-up areas/at the urban fringe.

12.4 While ancillary operations will mainly take place at NKW and WTW within the "OU(RTRU)" (about 17.5% of the Site) and "OU(BMIU)" zones (about 0.5%) respectively (**Plan A-2**, **Drawings A-2** and **A-3**), there is currently no concrete development proposal for recreation or tourism-related uses at the "OU(RTRU)" zoned portion of the Site nor does the "OU(BMIU)" portion of the Site enjoy direct waterfront access. As the proposed development is temporary in nature (albeit for an extended period of about 25 years), and given that the applicant has committed to reinstate the Site upon completion of the operation, the planning intentions and integrity of the "OU(RTRU)" and "OU(BMIU)" zones will not be compromised as a result of the proposed development.

12.5 Overall, although the proposed development is not in line with the planning intentions of the "GB", "OU(RTRU)", and "OU(BMIU)" zones, the operation is expected to last for about 25 years and will create new underground caverns that may be put to recreational, tourism, boatyard and marine-oriented industrial uses in the long-run. Given the temporary nature of the operation, it is considered that the long-term planning intentions of the zonings will not be compromised as a result of the proposed development.

Land Use Compatibility

12.6 The Site is situated in an isolated location at the northwestern periphery of Tsing Yi, which is separated and screened away from the major residential area to its east by hill ranges. The Site adjoins marine-oriented and industrial uses to its north, northeast, and southeast, including shipyards, dockyards, asphalt plants, concrete batching plants, workshops and oil depots (**Plans A-2** and **A-3**). The proposed ancillary operations at NKW and WTW are small in scale and will not exceed the existing BH restrictions for the "OU(RTRU)" zone on the OZP (i.e. BH of 40mPD) (**Drawings A-5** to **A-8**). CTP/UD&L, PlanD considers that the proposed development is not incompatible with the surrounding areas and would not induce significant adverse impacts on the visual character of the surrounding townscape.

Technical Aspect

12.7 The applicant has submitted various technical assessments as detailed in paragraphs 1.6 to 1.11 above, which confirm the technical feasibility of the proposed development. Concerned departments, including C for T, D of Marine, DEP, D of FS and CE/MS of DSD, have no objection to/no adverse comment on the application and consider the submitted technical assessments (including the findings, assumptions and methodologies, etc.) to be in order. With implementation of the identified mitigation measures, significant adverse traffic, environmental, fire safety and drainage impacts on the surrounding areas are not envisaged. To address the concerns of relevant B/Ds, relevant approval conditions and advisory comments are recommended in paragraph 13.2 below. Furthermore, although the proposed development is not a Designated Project under the Environmental Impact Assessment Ordinance, the future contractor will be closely monitored and regulated by the applicant under the terms of the future contractual agreement to ensure full compliance with relevant statutory requirements.

12.8 Regarding landscape and visual impacts, despite the potential felling of a maximum of about 765 existing trees, whether 455 of the said trees will eventually be felled or not will be subject to review by the future contractor at the detailed design stage. Appropriate landscape mitigation measures will also be implemented as part of the proposed development, including on-site/off-site compensatory tree planting (at a compensation ratio of 1:1.01, assuming none of the said 455 trees need to be felled). The submitted PER, LA and VIA confirm that no adverse landscape and visual impacts are anticipated with the implementation of mitigation measures. In this regard, CTP/UD&L, PlanD has no objection to the application, and relevant approval condition and advisory comments are recommended in paragraph 13.2 below to ensure proper implementation of the proposed landscaping measures.

12.9 Overall, the application is generally in line with the relevant criteria of TPB PG-No. 10 in that the scale and intensity of the proposed development is compatible

with the character of surrounding areas and that, with the implementation of mitigation measures, the proposed development is not anticipated to cause any adverse impacts on the surrounding areas.

Notional Scheme and Statutory Development Parameter

12.10 The submitted notional scheme only serves to demonstrate the technical feasibility and relevant infrastructural capacities of the Site, and to demonstrate that the proposed development will not generate significant adverse impacts on the surrounding area. Should the Committee approve the application, the proposed maximum GFA and BH will be binding on the future development. The indicative layout under the notional scheme does not form part of the approval and may be subject to change at the detailed design stage upon award of the works contract. Given the planning context as set out in paragraphs 1.4 and 1.5 above, this approach will allow for essential planning and design flexibility for project implementation.

Previous and On-going Planning Applications

12.11 A minor portion of the Site is the subject of a previous application for proposed concrete batching plant use (No. A/TY/87). The application was rejected by the Committee mainly on the grounds of adverse traffic and visual impacts. For the current application, C for T and CTP/UD&L of PlanD have no objection to the application from traffic engineering and visual impact perspectives. The WTW portion of the Site also straddles the application boundary of an ongoing rezoning application (No. Y/TY/2) for proposed comprehensive private and public residential development submitted by a different applicant, which will be considered by the Committee separately in due course.

Public Comments

12.12 Regarding the public comments raising concerns on the potential traffic impacts and the adequacy of technical assessments conducted by the applicant, relevant B/D's comments in paragraph 10 above and the planning assessments as set out in paragraphs 12.1 to 12.11 above are relevant. On the suggestion that the future operator/contractor should maintain regular dialogue with the operators nearby, an advisory clause is recommended in paragraph 13.2 below to this effect.

13. Planning Department's Views

13.1 Based on the assessments made in paragraph 12 above, and having taken into account the public comments mentioned in paragraph 11 above, the Planning Department has no objection to the application.

13.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 6.11.2030, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The following conditions of approval and advisory clauses are suggested for Members' reference:

Approval Conditions

~~(b)~~*(a)* the submission and implementation of an updated traffic management plan and traffic control proposals to the satisfaction of the Commissioner for Transport or of the Town Planning Board;

~~(c)~~*(b)* the design and provision of vehicular access arrangements, and car parking and loading/unloading facilities to the satisfaction of the Commissioner for Transport or of the Town Planning Board;

~~(d)~~*(c)* the design and provision of fire service installations and water supplies for firefighting to the satisfaction of the Director of Fire Services or of the Town Planning Board; and

~~(e)~~*(d)* the submission and implementation of a revised landscape proposal to the satisfaction of the Director of Planning or of the Town Planning Board.

Advisory Clauses

The recommended advisory clauses are at **Appendix III**.

13.3 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' reference:

the proposed development is not in line with the planning intentions of the "GB", "OU(RTRU)" and "OU(BMIU)" zones for the conservation of the existing natural environment, for low-density and low-rise recreation and tourism related development, and for boatyard and marine-oriented industrial uses respectively. There is no strong planning justification in the submission for a departure from such planning intentions.

14. Decision Sought

14.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.

14.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.

14.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

15. Attachments

Appendix I	Application Form received on 8.9.2026
Appendix Ia	PSR
Appendix Ib	FI received on 29.10.2026
Appendix II	Relevant Extracts of TPB PG-No. 10
Appendix III	Recommended Advisory Clauses
Appendix IV	Public Comments
Drawing A-1	Indicative Layout Plan (the entire Site)
Drawing A-2	Indicative Layout Plan (NKW portion)
Drawing A-3	Indicative Layout Plan (WTW portion)
Drawing A-4	Section (underground quarry portion)
Drawings A-5 to **A-8**	Photomontages
Drawings A-9 and **A-10**	Site Access Arrangements
Drawing A-11	Tree Removal/Preservation Arrangement
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plans A-4 and **A-5**	Site Photos

PLANNING DEPARTMENT
NOVEMBER 2026