

Form No. S16-I  
表格第 S16-I 號

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

根據《城市規劃條例》(第131章)  
第16條遞交的許可申請

2022年4月1日

Applicable to proposals not involving or not only involving  
適用於建議不涉及或不祇涉及：

- (i) Construction of "New Territories Exempted House(s)"  
興建「新界豁免管制屋宇」；
- (ii) Temporary use/development of land and/or building not exceeding 3 years in rural areas; and  
位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展；及
- (iii) Renewal of permission for temporary use or development in rural areas  
位於鄉郊地區的臨時用途或發展的許可續期

此文件在收到。城市規劃委員會  
收到所有必要的資料及文件後才正式確認收到  
申請的日期。  
- 1 APR 2022

The document is received on  
The Town Planning Board will formally acknowledge  
the date of receipt of the application only upon receipt  
of all the required information and documents.

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers:  
[https://www.info.gov.hk/tpb/en/plan\\_application/apply.html](https://www.info.gov.hk/tpb/en/plan_application/apply.html)

申請人如欲在本地報章刊登申請通知，以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟，請瀏覽以下網址有關在指定的報章刊登通知：  
[https://www.info.gov.hk/tpb/tc/plan\\_application/apply.html](https://www.info.gov.hk/tpb/tc/plan_application/apply.html)

**General Note and Annotation for the Form**  
填寫表格的一般指引及註解

# "Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made  
「現行土地擁有人」指在提出申請前六星期，其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足，請另頁說明

Please insert a 「✓」 at the appropriate box 請在適當的方格內上加上「✓」號



For Official Use Only 請勿填寫此欄	Application No. 申請編號	
	Date Received 收到日期	

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.  
申請人須把填妥的申請表格及其他支持申請的文件（倘有），送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會（下稱「委員會」）秘書收。
- Please read the “Guidance Notes” carefully before you fill in this form. The document can be downloaded from the Board’s website at <http://www.info.gov.hk/tpb/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).  
請先細閱《申請須知》的資料單張，然後填寫此表格。該份文件可從委員會的網頁下載（網址：<http://www.info.gov.hk/tpb/>），亦可向委員會秘書處（香港北角渣華道 333 號北角政府合署 15 樓 – 電話：2231 4810 或 2231 4835）及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓）索取。
- This form can be downloaded from the Board’s website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.  
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全，委員會可拒絕處理有關申請。

### 1. Name of Applicant 申請人姓名/名稱

( ☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☐ Company 公司 / ☐ Organisation 機構 )

Development Bureau, Works Branch, Works Division 2, Works Policies 3 Section,  
HKSAR Government

### 2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱（如適用）

( ☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 ☒ Company 公司 / ☐ Organisation 機構 )

Mott MacDonald Hong Kong Ltd.

### 3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	A site at GLA-TSK 2467 and a minor portion of GLA-TSK692 in D.D.245, Area 137, Tseung Kwan O, New Territories	
(b) Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	<input checked="" type="checkbox"/> Site area 地盤面積 4,900 sq.m 平方米 <input checked="" type="checkbox"/> About 約 <input checked="" type="checkbox"/> Gross floor area 總樓面面積 2,058 sq.m 平方米 <input checked="" type="checkbox"/> About 約	
(c) Area of Government land included (if any) 所包括的政府土地面積（倘有）	4,900 sq.m 平方米 <input checked="" type="checkbox"/> About 約	



(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Tseung Kwan O Outline Zoning Plan No. S/TKO/28
(e) Land use zone(s) involved 涉及的土地用途地帶	"Other Specified Uses" annotated "Deep Waterfront Industry" ("OU(DWI)")
(f) Current use(s) 現時用途	Under GLA-TSK2467 for the purpose of transfer of public fill and under GLA-TSK 692 for the purpose of fill bank and subsequent decommissioning of the fill bank.  (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

#### 4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 –

- ☐ is the sole "current land owner" (please proceed to Part 6 and attach documentary proof of ownership).  
是唯一的「現行土地擁有人」(請繼續填寫第 6 部分，並夾附業權證明文件)。
- ☐ is one of the "current land owners" (please attach documentary proof of ownership).  
是其中一名「現行土地擁有人」(請夾附業權證明文件)。
- ☐ is not a "current land owner".  
並不是「現行土地擁有人」。



The application site is entirely on Government land (please proceed to Part 6).  
申請地點完全位於政府土地上 (請繼續填寫第 6 部分)。

#### 5. Statement on Owner's Consent/Notification

就土地擁有人的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at ..... (DD/MM/YYYY), this application involves a total of ..... "current land owner(s)".  
根據土地註冊處截至 ..... 年 ..... 月 ..... 日的記錄，這宗申請共牽涉 ..... 名「現行土地擁有人」。

(b) The applicant 申請人 –

- ☐ has obtained consent(s) of ..... "current land owner(s)".  
已取得 ..... 名「現行土地擁有人」的同意。

Details of consent of "current land owner(s)" obtained 取得「現行土地擁有人」同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)



- ☐ has notified ..... "current land owner(s)"<sup>#</sup>  
已通知 ..... 名「現行土地擁有人」<sup>#</sup>。

Details of the "current land owner(s)" <sup>#</sup> notified 已獲通知「現行土地擁有人」 <sup>#</sup> 的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has taken reasonable steps to obtain consent of or give notification to owner(s):  
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

- ☐ sent request for consent to the "current land owner(s)" on \_\_\_\_\_ (DD/MM/YYYY)<sup>#&</sup>  
於\_\_\_\_\_ (日/月/年)向每一名「現行土地擁有人」<sup>#</sup>郵遞要求同意書<sup>&</sup>

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

- ☐ published notices in local newspapers on \_\_\_\_\_ (DD/MM/YYYY)<sup>&</sup>  
於\_\_\_\_\_ (日/月/年)在指定報章就申請刊登一次通知<sup>&</sup>
- ☐ posted notice in a prominent position on or near application site/premises on \_\_\_\_\_ (DD/MM/YYYY)<sup>&</sup>  
於\_\_\_\_\_ (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知<sup>&</sup>
- ☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on \_\_\_\_\_ (DD/MM/YYYY)<sup>&</sup>  
於\_\_\_\_\_ (日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會<sup>&</sup>

Others 其他

- ☐ others (please specify)  
其他（請指明）

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Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料



**6. Type(s) of Application 申請類別**

- ☐ Type (i) Change of use within existing building or part thereof  
第(i)類 更改現有建築物或其部分內的用途
- ☐ Type (ii) Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s)  
第(ii)類 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程
- ☐ Type (iii) Public utility installation / Utility installation for private project  
第(iii)類 公用事業設施裝置/私人發展計劃的公用設施裝置
- ☐ Type (iv) Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s)  
第(iv)類 略為放寬於法定圖則《註釋》內列明的發展限制
- ☒ Type (v) Use / development other than (i) to (iii) above  
第(v)類 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one 「✓」.

註 1：可在多於一個方格內加上「✓」號

Note 2: For Development involving columbarium use, please complete the table in the Appendix.

註 2：如發展涉及靈灰安置所用途，請填妥於附件的表格。

**(i) For Type (i) application 供第(i)類申請**

(a) Total floor area involved 涉及的總樓面面積	sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	(If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)		
(c) Number of storeys involved 涉及層數		Number of units involved 涉及單位數目	
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分 ..... sq.m 平方米 <input type="checkbox"/> About 約		
	Non-domestic part 非住用部分 ..... sq.m 平方米 <input type="checkbox"/> About 約		
	Total 總計 ..... sq.m 平方米 <input type="checkbox"/> About 約		
(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足，請另頁說明)	Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途



**(ii) For Type (ii) application 供第(ii)類申請**

(a) Operation involved 涉及工程	<input type="checkbox"/> Diversion of stream 河道改道		
	<input type="checkbox"/> Filling of pond 填塘		
	Area of filling 填塘面積 .....	sq.m 平方米	<input type="checkbox"/> About 約
	Depth of filling 填塘深度 .....	m 米	<input type="checkbox"/> About 約
	<input type="checkbox"/> Filling of land 填土		
	Area of filling 填土面積 .....	sq.m 平方米	<input type="checkbox"/> About 約
	Depth of filling 填土厚度 .....	m 米	<input type="checkbox"/> About 約
	<input type="checkbox"/> Excavation of land 挖土		
	Area of excavation 挖土面積 .....	sq.m 平方米	<input type="checkbox"/> About 約
	Depth of excavation 挖土深度 .....	m 米	<input type="checkbox"/> About 約
(Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用圖則顯示有關土地/池塘界線, 以及河道改道、填塘、填土及/或挖土的細節及/或範圍))			
(b) Intended use/development 有意進行的用途/發展			

**(iii) For Type (iii) application 供第(iii)類申請**

(a) Nature and scale 性質及規模	<input type="checkbox"/> Public utility installation 公用事業設施裝置													
	<input type="checkbox"/> Utility installation for private project 私人發展計劃的公用設施裝置													
	Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate 請註明有關裝置的性質及數量, 包括每座建築物/構築物(倘有)的長度、高度和闊度													
	<table border="1"> <thead> <tr> <th>Name/type of installation 裝置名稱/種類</th> <th>Number of provision 數量</th> <th>Dimension of each installation/ building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation/ building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)										
	Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation/ building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)											
(Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)														



**(iv) For Type (iv) application 供第(iv)類申請**

- (a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –  
請列明擬議略為放寬的發展限制並填妥於第(v)部分的擬議用途/發展及發展細節 –

- ☐ Plot ratio restriction From 由 ..... to 至 .....  
地積比率限制
- ☐ Gross floor area restriction From 由 .....sq. m 平方米 to 至 .....sq. m 平方米  
總樓面面積限制
- ☐ Site coverage restriction From 由 .....% to 至 ..... %  
上蓋面積限制
- ☐ Building height restriction From 由 .....m 米 to 至 ..... m 米  
建築物高度限制  
From 由 ..... mPD 米 (主水平基準上) to 至 .....mPD 米 (主水平基準上)  
From 由 ..... storeys 層 to 至 ..... storeys 層
- ☐ Non-building area restriction From 由 .....m to 至 ..... m  
非建築用地限制
- ☐ Others (please specify) .....  
其他 (請註明) .....

**(v) For Type (v) application 供第(v)類申請**

(a) Proposed use(s)/development  
擬議用途/發展

Proposed Temporary Concrete Batching Plant for a period of 7 years

(Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

**(b) Development Schedule 發展細節表**

Proposed gross floor area (GFA) 擬議總樓面面積	..... 2,058 ..... sq.m 平方米	✓ About 約
Proposed plot ratio 擬議地積比率	..... 0.42 .....	✓ About 約
Proposed site coverage 擬議上蓋面積	..... 23 ..... %	✓ About 約
Proposed no. of blocks 擬議座數	.....	
Proposed no. of storeys of each block 每座建築物的擬議層數	..... storeys 層	
	<input type="checkbox"/> include 包括 ..... storeys of basements 層地庫	
	<input type="checkbox"/> exclude 不包括 ..... storeys of basements 層地庫	
Proposed building height of each block 每座建築物的擬議高度	..... 33 ..... mPD 米(主水平基準上)	✓ About 約
	..... 28 ..... m 米	✓ About 約



☐ Domestic part 住用部分

GFA 總樓面面積 ..... sq. m 平方米 ☐ About 約

number of Units 單位數目 .....

average unit size 單位平均面積 .....sq. m 平方米 ☐ About 約

estimated number of residents 估計住客數目 .....

☐ Non-domestic part 非住用部分

## GFA 總樓面面積

☐ eating place 食肆 ..... sq. m 平方米 ☐ About 約

☐ hotel 酒店 ..... sq. m 平方米 ☐ About 約

(please specify the number of rooms

請註明房間數目) .....

☐ office 辦公室 ..... sq. m 平方米 ☐ About 約

☐ shop and services 商店及服務行業 ..... sq. m 平方米 ☐ About 約

☐ Government, institution or community facilities (please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

政府、機構或社區設施

☒ other(s) 其他

(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

**Proposed Concrete Batching Plant:**  
**About 2,058 sq.m**

☐ Open space 休憩用地

(please specify land area(s) 請註明地面面積)

☐ private open space 私人休憩用地 ..... sq. m 平方米 ☐ Not less than 不少於

☐ public open space 公眾休憩用地 ..... sq. m 平方米 ☐ Not less than 不少於

## (c) Use(s) of different floors (if applicable) 各樓層的用途 (如適用)

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
No. of blocks shall be decided by future tenant	No. of Floors shall be decided by future tenant	Comprises silos for storage of cement, aggregates and other materials for concrete production; material conveying system; weighing hoppers; concrete mixers; waste management and wastewater treatment facilities; and other supporting ancillary facilities.

## (d) Proposed use(s) of uncovered area (if any) 露天地方 (倘有) 的擬議用途

Ingress/egress, parking spaces, vehicular access, vehicle queuing spaces and other logistics support.



## 7. Anticipated Completion Time of the Development Proposal

### 擬議發展計劃的預計完成時間

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)

擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例：2023 年 6 月)

(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))

(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

... December 2023 .....

## 8. Vehicular Access Arrangement of the Development Proposal

## 擬議發展計劃的行車通道安排

<p>Any vehicular access to the site/subject building?          是否有車路通往地盤／有關建築物？</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate)          有一條現有車路。(請註明車路名稱(如適用))</p> <p><b>A section of access road under TGLA (No. GLA-TSK 692)</b></p> <p><input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width)          有一條擬議車路。(請在圖則顯示，並註明車路的闊度)</p>
<p>Any provision of parking space for the proposed use(s)?          是否有為擬議用途提供停車位？</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan)          請註明種類及數目並於圖則上顯示)</p> <p>Private Car Parking Spaces 私家車車位 <u>10</u></p> <p>Motorcycle Parking Spaces 電單車車位 <u>          </u></p> <p>Light Goods Vehicle Parking Spaces 輕型貨車泊車位 <u>          </u></p> <p>Medium Goods Vehicle Parking Spaces 中型貨車泊車位 <u>          </u></p> <p>Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 <u>          </u></p> <p>Others (Please Specify) 其他 (請列明) <u>          </u></p> <p><b>Concrete Mixer Truck</b> <u>22</u></p> <p><u>          </u> <u>          </u></p>
<p>Any provision of loading/unloading space for the proposed use(s)?          是否有為擬議用途提供上落客貨車位？</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan)          請註明種類及數目並於圖則上顯示)</p> <p>Taxi Spaces 的士車位 <u>          </u></p> <p>Coach Spaces 旅遊巴車位 <u>          </u></p> <p>Light Goods Vehicle Spaces 輕型貨車車位 <u>          </u></p> <p>Medium Goods Vehicle Spaces 中型貨車車位 <u>          </u></p> <p>Heavy Goods Vehicle Spaces 重型貨車車位 <u>          </u></p> <p>Others (Please Specify) 其他 (請列明) <u>          </u></p> <p><b>Concrete Mixer Truck</b> <u>4</u></p> <p><u>          </u> <u>          </u></p>



## 9. Impacts of Development Proposal 擬議發展計劃的影響

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures.

如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。

<p>Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?</p>	<p>Yes 是</p>	<p><input type="checkbox"/> Please provide details 請提供詳情</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>																														
<p>Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)</p>	<p>Yes 是</p>	<p><input type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及／或範圍)</p> <p><input type="checkbox"/> Diversion of stream 河道改道</p> <p><input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 ..... m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 ..... m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 ..... m 米 <input type="checkbox"/> About 約</p>																														
<p>Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？</p>	<p>No 否</p>	<table border="0"> <tr> <td>On environment 對環境</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> </table> <p><b>No adverse impacts on marine traffic.</b> <b>Please refer to Supporting Planning Statement.</b></p> <p>Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(尚可)</p> <p>N/A</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>	On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On traffic 對交通	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On water supply 對供水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On drainage 對排水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On slopes 對斜坡	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Affected by slopes 受斜坡影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Landscape Impact 構成景觀影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Tree Felling 砍伐樹木	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																														
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Tree Felling 砍伐樹木	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																														
Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																														
Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																														



## 10. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.  
現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明。

Please refer to the Supporting Planning Statement.



**11. Declaration 聲明**

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.  
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion. 本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature  
簽署



*K S LI*

K S LI

Name in Block Letters  
姓名（請以正楷填寫）

☐ Applicant 申請人 / ☒ Authorised Agent 獲授權代理人

Technical Director

Position (if applicable)  
職位（如適用）

Professional Qualification(s) ☒ Member 會員 / ☐ Fellow of 資深會員

專業資格

- ☐ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /  
☐ HKIS 香港測量師學會 / ☒ HKIE 香港工程師學會 /  
☐ HKILA 香港園境師學會 / ☐ HKIUD 香港城市設計學會  
☐ RPP 註冊專業規劃師

Others 其他 .....

on behalf of Mott MacDonald Hong Kong Ltd.

代表

☒ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期

18 / 03 / 2022

..... (DD/MM/YYYY 日/月/年)

**Remark 備註**

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

**Warning 警告**

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

**Statement on Personal Data 個人資料的聲明**

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:

委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

- (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and  
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及  
 (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.  
方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。



**For Developments involving Columbarium Use, please also complete the following:**  
如發展涉及靈灰安置所用途，請另外填妥以下資料：

Ash interment capacity 骨灰安放容量<sup>@</sup>

Maximum number of sets of ashes that may be interred in the niches

在龕位內最多可安放骨灰的數量

Maximum number of sets of ashes that may be interred other than in niches

在非龕位的範圍內最多可安放骨灰的數量

Total number of niches 龕位總數

Total number of single niches

單人龕位總數

Number of single niches (sold and occupied)

單人龕位數目 (已售並佔用)

Number of single niches (sold but unoccupied)

單人龕位數目 (已售但未佔用)

Number of single niches (residual for sale)

單人龕位數目 (待售)

Total number of double niches

雙人龕位總數

Number of double niches (sold and fully occupied)

雙人龕位數目 (已售並全部佔用)

Number of double niches (sold and partially occupied)

雙人龕位數目 (已售並部分佔用)

Number of double niches (sold but unoccupied)

雙人龕位數目 (已售但未佔用)

Number of double niches (residual for sale)

雙人龕位數目 (待售)

Total no. of niches other than single or double niches (please specify type)

除單人及雙人龕位外的其他龕位總數 (請列明類別)

Number of niches (sold and fully occupied)

龕位數目 (已售並全部佔用)

Number of niches (sold and partially occupied)

龕位數目 (已售並部分佔用)

Number of niches (sold but unoccupied)

龕位數目 (已售但未佔用)

Number of niches (residual for sale)

龕位數目 (待售)

Proposed operating hours 擬議營運時間

<sup>@</sup> Ash interment capacity in relation to a columbarium means –

就靈灰安置所而言，骨灰安放容量指：

- the maximum number of containers of ashes that may be interred in each niche in the columbarium;  
每個龕位內可安放的骨灰容器的最高數目；
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and  
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.  
在該骨灰安置所內，總共最多可安放多少份骨灰。




## Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.)

(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)		
Location/address 位置／地址	A site at GLA-TSK 2467 and a minor portion of GLA-TSK692 in D.D.245, Area 137, Tseung Kwan O, New Territories 新界將軍澳第 137 區的 GLA-TSK 2467 地段和丈量約份第245約地段GLA-TSK692地段 (一小部分)		
Site area 地盤面積	4,900	sq. m 平方米	<input checked="" type="checkbox"/> About 約
	(includes Government land of 包括政府土地	4,900	sq. m 平方米 <input checked="" type="checkbox"/> About 約)
Plan 圖則	Approved Tseung Kwan O Outline Zoning Plan No. S/TKO/28 將軍澳分區分區計劃大綱核准圖編號 S/TKO/28		
Zoning 地帶	"Other Specified Uses" annotated "Deep Waterfront Industry" ("OU(DWI)") 「其他指定用途」註明「深水海旁工業」地帶		
Applied use/ development 申請用途／發展	Proposed Temporary Concrete Batching Plant for a period of 7 years. 擬議混凝土配料廠(為期 7 年)		
(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	2,058 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	0.42 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of block 幢數	Domestic 住用		
	Non-domestic 非住用		
	Composite 綜合用途		



(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 <input type="checkbox"/> (Not more than 不多於)
		mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
		Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)  ( <input type="checkbox"/> Include 包括/ <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Non-domestic 非住用	m 米 <input type="checkbox"/> (Not more than 不多於)
		About 33 mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
		Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)  ( <input type="checkbox"/> Include 包括/ <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Composite 綜合用途	m 米 <input type="checkbox"/> (Not more than 不多於)
		mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
		Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)  ( <input type="checkbox"/> Include 包括/ <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
(iv) Site coverage 上蓋面積	23 %  About 約	
(v) No. of units 單位數目		
(vi) Open space 休憩用地	Private 私人	sq.m 平方米 <input type="checkbox"/> Not less than 不少於
	Public 公眾	sq.m 平方米 <input type="checkbox"/> Not less than 不少於



(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數	32
	Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) Concrete Mixer Truck	10      22
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	4
	Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) Concrete Mixer Truck	     4

### Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

	Chinese 中文	English 英文
<b>Plans and Drawings 圖則及繪圖</b>		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Block plan(s) 樓宇位置圖	<input type="checkbox"/>	<input type="checkbox"/>
Floor plan(s) 樓宇平面圖	<input type="checkbox"/>	<input type="checkbox"/>
Sectional plan(s) 截視圖	<input type="checkbox"/>	<input type="checkbox"/>
Elevation(s) 立視圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	<input type="checkbox"/>	<input type="checkbox"/>
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input type="checkbox"/>
<hr/>		
<b>Reports 報告書</b>		
Planning Statement/Justifications 規劃綱領/理據	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及／或水的污染)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Visual impact assessment 視覺影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Landscape impact assessment 景觀影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Tree Survey 樹木調查	<input type="checkbox"/>	<input type="checkbox"/>
Geotechnical impact assessment 土力影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Drainage impact assessment 排水影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sewerage impact assessment 排污影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Risk Assessment 風險評估	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Water Supply Impact Assessment, Marine Traffic Impact Assessment</b>		
<hr/>		
Note: May insert more than one 「✓」. 註：可在多於一個方格內加上「✓」號		



Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註：上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。



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**S. 16 PLANNING APPLICATION  
APPROVED TSEUNG KWAN O OZP NO. S/TKO/28**

**Proposed Temporary Concrete Batching Plant  
at a Site in Tseung Kwan O Area 137**

## **SUPPORTING PLANNING STATEMENT**

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**March 2022**

**Applicant:**  
**Development Bureau**

**Consultancy Team:**  
**Mott MacDonald Hong Kong Ltd.**  
**Kenneth To & Associates Ltd.**



**M**  
**M**  
MOTT  
MACDONALD

RECEIVED

7 MAY -5 P 4: 36

TOWN PLANNING BOARD

Secretary, Town Planning Board  
15/F  
North Point Government Offices  
333 Java Road  
North Point  
Hong Kong

Our Reference  
SHC/KSL/KL/402989/L-  
0150

**Proposed Temporary Concrete Batching Plant for a Period of 7 Years at  
Government Land in Area 37, Tseung Kwan O**

**TPB Ref. A/TKO/126 - S16 Planning Application Further Information No. 1**

Mott MacDonald  
3/F Manulife Place  
348 Kwun Tong Road  
Kwun Tong  
Kowloon  
Hong Kong

T +852 2828 5757  
mottmac.hk

5 May 2022

Dear Sirs / Madams,

Reference is made to the captioned S16 Planning Application submitted to the Town Planning Board ("TPB") on 1 April 2022 and various departmental comments received in April 2022.

In response to the comments received, please find attached 70 hard copies of the Further Information submission. The submission document consists of:

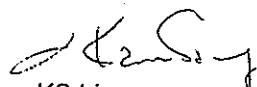
Response-to-Comment Table

Annex A	Replacement Pages of Planning Statement
Annex B	Replacement Pages of Environmental Assessment
Annex C	Replacement Pages of Water Supply Impact Assessment

Should you have any queries, please contact the undersigned at 2828 5972.

Yours faithfully,

For MOTT MACDONALD HONG KONG LIMITED



KS Li  
Project Manager  
2828 5972  
ks.li@mottmac.com

Encl.

70 copies of the Further Information submission

cc Miss LEE Yuk Sin, Florence

DPO/SK&I



## ***Responses - to - Comments***

---



**M**  
**M**  
MOTT  
MACDONALD

Secretary, Town Planning Board  
15/F  
North Point Government Offices  
333 Java Road  
North Point  
Hong Kong

Our Reference  
SHC/KSL/KL/402989/L-  
0154

**Proposed Temporary Concrete Batching Plant for a Period of 7 Years at  
Government Land in Area 37, Tseung Kwan O**

**TPB Ref. A/TKO/126 - S16 Planning Application Further Information No. 2**

Mott MacDonald  
3/F Manulife Place  
348 Kwun Tong Road  
Kwun Tong  
Kowloon  
Hong Kong

T +852 2828 5757  
mottmac.hk

17 May 2022

Dear Sirs / Madams,

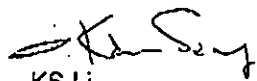
Reference is made to the captioned S16 Planning Application submitted to the Town Planning Board ("TPB") on 1 April 2022.

In response to the public comments received, please find attached 70 hard copies of the Further Information No.2 submission. The submission document consists of a Response-to-Comment Table.

Should you have any queries, please contact the undersigned at 2828 5972.

Yours faithfully,

For MOTT MACDONALD HONG KONG LIMITED

  
KS Li  
Project Manager  
2828 5972  
ks.li@mottmac.com

Encl.

70 copies of the Further Information No.2 submission

RECEIVED  
17 MAY 17 P 3:01  
TOWN PLANNING BOARD



Summary of Responses to Public Views Received on the S16 Planning Application (A/TKO/126)

Item Reference	Comments	Response
1.1.	<p><b><u>Traffic Concerns</u></b></p> <ol style="list-style-type: none"> <li>1) Traffic within LOHAS Park is already overloaded with construction vehicles of the existing landfill and fill bank. The Proposed CBP would further overload the traffic capacity;</li> <li>2) Concrete trucks would bring adverse traffic impact to the Cross Bay Link;</li> <li>3) The TIA submitted does not include realistic assumption on concrete production and delivery; and</li> <li>4) Lack of technical assessments and layout plans to demonstrate the Proposed CBP would not result in adverse impacts.</li> </ol>	<p>It is anticipated that CMTs from the proposed CBP delivering concrete to other areas in the territory will travel via Wan Po Road and Cross Bay Link (CBL) to leave TKO without the need to travel through the local roads in TKO. According to our assessments, the proposed CBP will supply concrete (i.e. slightly more than 30% of its production capacity) for upcoming developments in TKO locally including the Site Formation and Infrastructure Works for public housing developments at TKO, MTR Pak Shing Kok Ventilation Building, and Re-planning at TKO Area 137. In that case, there will be less CMT traffic going outside TKO via CBL. At the same time, with the proposed CBP meeting the concrete demand at TKO, the cross-district CMTs traffic currently using TKO Tunnel as the major route will also be largely reduced, which would help ease the traffic condition of the TKO Tunnel.</p> <p>With the proposed CBP in place, the additional traffic flow arising from the CMTs will constitute only about 3% of the traffic (in terms of pcu) along CBL during peak hours. Only those CMTs for concrete delivery to serve the development of TKO will pass through Wan Po Road while other CMTs for concrete delivery to areas outside TKO will go through CBL.</p> <p>The concrete production capacity of the proposed CBP is under control by the Specified Process License (SPL). In fact, sufficient queuing space and parking space have been allowed in the plant design. Therefore, queueing, waiting and parking of CMTs on local roads are not expected.</p>



Item Reference	Comments	Response
1.2.	<p><b><u>Environmental Concerns</u></b></p> <ol style="list-style-type: none"> <li>Existing residents of LOHAS Park already suffering from air pollution due to on-going construction activities (i.e. construction of the Proposed Cross Bay Link and construction vehicles travelling to-and-from within the district). The Proposed CBP would further aggravate problems brought by pollution;</li> <li>Concrete trucks traveling through the Cross Bay Link would cause serious noise and dust pollution to residential developments of LOHAS Park. The planned noise barriers would not mitigate noise impacts effectively;</li> <li>The Proposed CBP may cause health and hygiene concerns to local residential developments; and</li> <li>The Proposed CBP may cause water pollution impacts in the nearby waters.</li> </ol>	<p>According the environmental assessments, the proposed CBP at TKO Area 137 is located some 2km away from the major residential developments at LOHAS Park and the hill of Fat Tong Chau also acts as a natural barrier separating the CBP from the residential areas concerned. In this connection, air and noise impacts are not expected from the operation of the CBP. For the CMT traffic, the environmental assessments revealed that the induced air and noise impacts on the local residents was insignificant.</p> <p>In accordance with the proposed measures (Clause 13.11.2 – Vehicular Movement in the EA), the CMT shall not be allowed to leave the construction site until the entire washing and dripping/drying processes are completed. Moreover, with the implementation of the proposed control and mitigation measures (such as Clause 5.6.28 in the EA), the water quality in the area will not be affected by the proposed CBP. Conveyor belts should be used for delivery of raw materials from barges to the shore. The conveyor belts should be fully enclosed to prevent any spillage of materials to the sea in the process. In addition, material receiving hoppers should be fitted with level-alarms to stop any over-spilled raw materials from dropping into the sea.</p> <p>Furthermore, in order to ensure that the operation of CBP would not cause environmental nuisance to nearby areas, special conditions are recommended to be imposed on the STT and SPL so that the CBP operator would be required to implement more stringent air quality and water control measures. Please refer to the details stipulated in supplementary information provided below this table.</p>



Item Reference	Comments	Response
1.3.	<p><b><u>Compatibility Concerns</u></b></p> <ol style="list-style-type: none"> <li>1) TKO and LOHAS Park has a high population density. The Proposed CBP would adversely affect a significant number of residents in the future;</li> <li>2) The adjoining areas in TKO have been occupied by unpleasant facilities (i.e. landfill and temporary fill bank) and decades. Further proposing a CBP in TKO would degrade living quality of the new town;</li> <li>3) It is unjustifiable to relocate the CBP to TKO (with the population five times of Yau Tong);</li> <li>4) The existing CBP in Yau Tong could be relocated to alternative sites (i.e. existing industrial land, Tsing Yi West and North Lantau, etc.);</li> <li>5) The Proposed CBP will take up valuable land resources for housing and greening in TKO Area 137; and</li> <li>6) The Proposed Concrete Batching Plant (CBP) would be incompatible with the planned non-polluting developments in the future TKO Area 137.</li> </ol>	<p>In light of the public concerns on the establishment of the temporary CBP, we have carefully considered all aspects of impacts on the public in the selection of the site for the temporary CBP. First of all, from geographical point of view, the proposed CBP is located at the northwest corner of TKO Area 137 next to a hill of Fat Tong Chau, which acts as a natural barrier separating the proposed CBP from the Tseung Kwan O residential areas. Moreover, the proposed CBP is far away from the nearest residential area which is located at some 2 kilometres (km) from the proposed CBP. Secondly, the proposed CBP is temporary in nature under a Short-Term Tenancy (STT) for 7 years, which will not overlap with the future residential developments in TKO Area 137 in terms of time. In the long run, the CBP site will be reviewed at appropriate time to match with the future development of TKO Area 137.</p> <p>Furthermore, the proposed CBP is not an intention to relocate the CBPs at Yau Tong to TKO Area 137. The proposed CBP at TKO Area 137 will be opened for tendering under a short-term tenancy agreement. In order to ensure the quality and capability of the future CBP operator, it is recommended to include some prerequisite requirements on the eligibility of the tenderers for bidding the STT. For instance, the tenderer must have sufficient experience in operating a CBP and has not been rejected or disqualified by Environmental Protection Department (EPD) for operating a CBP in recent years.</p> <p>In view of the above, the proposed location of the temporary CBP concerned is suitable with due consideration on the effects on existing and future nearby development.</p>



Item Reference	Comments	Response
1.4.	<p><b><u>Impact on TKO Desalination Plant</u></b></p> <p>1) Waste water and accidental leakage discharged from the Proposed CBP would cause pollution to the operation of the planned TKO Desalination Plant and affect the desalinated water produced therein.</p>	<p>In regard to the impact of the proposed CBP on the TKO Desalination Plant, the TKO Desalination Plant is located far away from the proposed CBP. With the above-mentioned water control measures in place, no wastewater will be discharged from the CBP. Besides, the independent environmental consultant will regularly monitor nearby environmental conditions including air and seawater quality so as to ensure that the operation of the CBP would be in compliance with the relevant statutory requirements. In addition, the Water Supplies Department will monitor the quality of water source to ensure that the water supply from the desalination plant would be in full compliance with the drinking water standards. Notwithstanding the above, an Emergency Communication Plan is to be set up such that the operator of TKO Desalination Plant and Water Supplies Department shall be notified immediately under exceptional situation that waste water is discharged accidentally from the proposed CBP to the nearby sea during the construction and operation phases.</p>
1.5.	<p><b><u>Operation Concerns of CBP</u></b></p> <p>1) Concerns on potential renewal of the Proposed CBP despite being claimed to be operating on a temporary basis for 7 years; and</p> <p>2) The CBPs at Yau Tong have caused a lot of pollution. Concerns that the same will happen for the proposed CBP. More stringent requirements should be imposed.</p>	<p>Currently, there are more than 20 licensed CBPs in Hong Kong. According to our experience, the operation of the majority of CBPs does not cause any environmental and traffic impacts on the nearby residents. The nuisance caused by the individual CBPs in Yau Tong, which were recently refused to renew their SPL by EPD, is due to the poor management of CBPs by the operators. Therefore, it is crucial to ensure that the future CBP operator would manage the operation of the CBP properly. To achieve this, it is recommended to impose special conditions in STT and SPL so that the CBP operator would be required to implement more stringent air quality and water control measures. If the CBP operator cannot effectively operate the necessary measures to meet the requirements of SPL to prevent its operation from causing nuisance to the nearby residents, the EPD will reject the subsequent application for renewal of the SPL for the CBP. For details, please refer to the supplementary information provided below this table.</p> <p>The proposed CBP is temporary in nature under an STT for 7 years, which will not overlap with the future residential developments in TKO Area 137 in terms of time. In the long run, the CBP site will be reviewed at appropriate time to match with the future development of TKO Area 137.</p>



## Other Supplementary Information:

### **In response to public comments, we would like to provide supplementary information or justification for the below salient points for consideration by the TPB:**

- What is the key consideration in justifying the setting up of temporary CBP at TKO Area 137?
- In order to upkeep the environmental control practices and maintain a good traffic management for the proposed CBP throughout its tenure, are there any measures to be enforced into the STT conditions/license requirement for the operator to follow?

### **Key consideration in justifying the setting up of temporary CBP at TKO Area 137**

Concrete is extensively used in construction projects in Hong Kong and reliable concrete supply is very important. As fresh concrete will harden with time, it must be delivered timely to construction sites in various regions. Long travelling time may affect the quality of concrete. Therefore, the locations of CBPs entail a geographical consideration. A number of CBPs have been set up in various regions over the territory to supply concrete for the construction projects in nearby areas.

1. In order to cope with the development of East Kowloon and New Territories East, there is a substantive need to identify an appropriate site for the market to set up a CBP within the region concerned. As for the location of the CBP, we have to consider a number of factors, including locations of concrete demand, compatibility of land use, environmental and traffic impact, and prerequisites for facilitating the operation of the CBP such as a waterfront site to allow transportation by sea of raw materials for concrete production to avoid increasing road traffic loads. The proposed temporary CBP at TKO Area 137 is considered suitable and will be able to provide a reliable supply of concrete to support the development of East Kowloon and New Territories East. It can also reduce cross-district transportation of concrete.

### **Statutory measures on the proposed CBP to upkeep the environmental and traffic management**

2. To prevent the operation of CBP from causing environmental nuisance, the Government plans to impose special conditions in STT and SPL, such as –
  - a) Only sea routes can be used as the means of transporting raw materials such as cement, sands and aggregates, in order to reduce the pressure of land transportation, and the barges transporting raw materials are required to be fully covered or sealed (Requirements to be included in SPL);
  - b) The future CBP operator is required to install and adopt Global Positioning System (GPS) for traffic monitoring of concrete mixer trucks (CMTs) (Requirements to be included in SPL);
  - c) The future CBP operator is required to carry out a series of environmental management measures, including cleaning the nearby roads mainly leading to the CBP, and employing an independent environmental consultant to regularly monitor nearby environmental conditions including air and seawater quality with the relevant results announced publicly. (Requirements to be included in STT (for air and water quality) and SPL (for air quality));
  - d) More stringent cleaning requirement for CMTs leaving the CBP would be imposed. The body of the CMT is required to be free from dripping water before leaving the CBP, and the surrounding area of the CBP should be installed with adequate surface channels so as to prevent any waste water from flowing out of the CBP (Requirements to be included in SPL);
  - e) In order to strengthen the monitoring of the environmental performance of CBP, the CBP operator is required to install CCTVs in the CBP for better monitoring the environmental impacts on the nearby area arising from the processes or installations (Requirements to be included in SPL); and

If the CBP operator cannot effectively operate the necessary measures to meet the requirements of SPL to prevent its operation from causing nuisance to the nearby residents, the EPD will reject the subsequent application for renewal of the SPL for the CBP (Requirements to be included in SPL).



西貢區議會主席及全體成員

2022 年 5 月 3 日西貢區議會二零二二年第三次會議提出動議

**撤回將軍澳第 137 區擬議臨時混凝土配料廠計劃，  
促請研究岩洞方案興建永久混凝土廠**

*背景*

發展局向城市規劃委員會就一幅位於將軍澳第 137 區的用地的擬議混凝土配料廠，申請有效為不多於 7 年的規劃許可(申請編號 A/TKO/126)。

*內容*


根據土木工程拓展署及環境保護署(環保署)資料顯示，每日平均有約 1,500 架次車輛前往填料庫及堆填區，居民飽受重型車滋擾多時，如排放污染、車輛超速、超載、「衝尾燈」問題。以工廠最大生產能力每天 2,880 立方米計算，預計額外帶來近 1,000 架次車輛來回工地及擬建混凝土廠房，勢必加重環保大道車流量、加劇區內污染和違例停泊。

即使混凝土廠的運作需要領有由環保署發出的指明工序牌照，以確保不會對附近的居民造成環境滋擾。惟油塘混凝土廠導致區內沙塵滾滾、塵土飛揚的投訴不斷，違規情況更屢勸不改。即使不獲續牌，仍然無牌運作，顯示混凝土廠視執法部門如無物，漠視部門監管。

將軍澳為住宅區，且人口持續增長。將軍澳工業邨亦轉型為創新園，園內為非污染性及高科技行業，與混凝土廠房帶來土地用途兼容性問題。將軍澳區居民關注混凝土廠對該區的環境、交通安全、空氣質素和噪音造成影響，故區內居民對重置計劃表示強烈反對，促請當局慎重考慮其他合適選址或其他方案，如「岩洞」方案。

*措辭*

本動議文件「撤回將軍澳第 137 區擬議臨時混凝土配料廠計劃，促請研究岩洞方案興建永久混凝土廠」提呈 2022 年 5 月 3 日西貢區議會二零二二年第三次會議。

動議  和議  
方國珊



王水生



劉啟康



周賢明



陳耀初



張展鵬



張美雄



蔡明禧

2022 年 4 月 13 日





中華人民共和國香港特別行政區  
Hong Kong Special Administrative Region of The People's Republic of China



立法會 Legislative Council Member  
李世榮議員, MH Hon Stanley Li Sai-wing, MH



本處編號：LD20220218-01

1227

香港北角渣華道 333 號北角政府合署 15 樓

城市規劃委員會秘書

敬啟者：

反對政府計劃於將軍澳 137 區設置混凝土廠  
( 規劃申請編號 A/TKO/126 )



政府去年表示計劃於將軍澳第 137 區的臨海地點設置臨時混凝土廠後，隨即引起將軍澳居民強烈不滿。就將軍澳未來發展，我們認為政府應有更全面及更適合當區的規劃發展藍圖。因此，我們就將軍澳 137 區設置混凝土廠 ( 規劃申請編號 A/TKO/126 ) 表示堅決反對。

將軍澳近年人口不斷增長，發展迅速，已成為香港其中一個重要市鎮，人口至今已近 50 萬。即使只計算日出康城一帶的居住人口，也估計達 8 萬多人。然而將軍澳 137 區已設有建築廢料堆填區和填料庫，每天有千次的泥頭車進出將軍澳隧道、環保大道、寶邑路連接召信路的迴旋處，對區內造成環境污染及道路擠塞。若果將軍澳 137 區再增設混凝土廠，必然對區內居民造成嚴重的民生影響。

將軍澳居民明確反對將軍澳 137 區設置混凝土廠，我們希望城規會接納居民意見，暫停有關申請。如何之處，示覆為盼。如有查詢，歡迎致電 2902 6366 與本處職員馮先生聯絡，謝謝！

順祝  
工作順利！



立法會議員 李世榮，MH

2022 年 4 月 19 日



**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號

**Reference Number:**

220429-182513-04850

提交限期

**Deadline for submission:**

29/04/2022

提交日期及時間

**Date and time of submission:**

29/04/2022 18:25:13

有關的規劃申請編號

**The application no. to which the comment relates:**

A/TKO/126

「提意見人」姓名/名稱

**Name of person making this comment:**

女士 Ms. 林素蔚

意見詳情

**Details of the Comment :****重申居民反對於137區設置臨時混凝土廠的建議**

將軍澳區人口密集，但政府有意在區內設置臨時混凝土廠，引起全將軍澳區居民關注。近年油塘混凝土廠的經營情況備受關注，亦一直困擾鄰近的居民，污染情況極為顯著。

縱管政府當局表示只會設置「臨時」混凝土廠，但市民根據過往的經驗都可以知道，「臨時」往往都並不臨時，也隨時「落地生根」。

建設混凝土廠所費不菲，「臨時」性質並不合乎成本效益。誰會做賠本生意呢？根據劣積斑斑的中國混凝土公司於2021年6月7日接受星島日報訪問中提及，興建混凝土廠房投資額約五至六億，希望政府能批出至少20年的租借權，確保有足夠時間回本。

以現時的臨時填料庫為例，一再反口延完又延。今天的承諾由誰兌現，或者該和誰問責？換個說法，如何確保不會延期如期關閉？又或者會否設日落條款？如果延期會否以每戶受影響人士作出補償？

在發展局回應議員的書面質詢中，指出混凝土廠會利用水路運送各種製造材料，對此我們認為當局的說話只說一半。因為並無回應混凝土成品後田螺車對社區造成的影響。混凝土製成品一定由陸路運輸，進出137區目前只有兩條道路，不是環保大道就是跨灣大橋。跨灣大橋是本港首條結合行人路單車徑及主要幹道的橋樑。過去針對田螺車的事故率非常高，田螺車發生意外相關的處理時間極長，往往需要大型機械工具協助清理。可以預見萬一不幸發生意外將徹底癱瘓將軍澳對外交通。

現時的臨時填料庫「泥鬼」可見一斑，嘔泥等屢見不鮮。故重申居民反對於137區設置臨時混凝土廠的建議。

立法會議員林素蔚



**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號

**Reference Number:**

220429-125136-91873

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**The application no. to which the comment relates:**

A/TKO/126

「提意見人」姓名/名稱

**Name of person making this comment:**

西貢區議會

意見詳情

**Details of the Comment :**

西貢區議會對政府當局向城規會申請於將軍澳第137區改變規劃，准許興建臨時混凝土廠表示強烈反對。

西貢區議會一直建議善用將軍澳137區，進行整體規劃，改為綜合發展用地，興建住宅樓宇和社區設施；但政府一直拖延有關規劃研究，遲遲未有進行公開諮詢，只把大部份地方不斷以短期租約方式，作各類型工地或儲存用途。

137區的臨時填料庫以及毗鄰的新界東南穀堆填區多年來已經對本區造成極大滋擾，每日超過2000架次的重型車輛行經區內主要幹道及環保大道，嚴重影響空氣及污染道路。同時，現時擬議臨時混凝土廠選址大約1公里外正在興建海水化淡廠，而淨化後的淡水只供將軍澳居民使用。臨時混凝土廠運作產生的污染，將嚴重影響附近海水水質，令區內出現嚴重的食水安全問題。

現時將軍澳南和康城區一帶住宅項目發展和相關基建已陸續接近完成，區內尚有的數千個住宅單位主要是房屋署採用預計組件興建的資助房屋，對混凝土的需求相對減少。然而政府在東九龍、九龍及港島北岸和東部一帶將有不少發展和重建計劃，為何捨近取遠，同時令本區居民繼續受環境污染之苦呢！

資料顯示，政府無力監管油塘的混凝土廠，卻只能將問題轉移，申請於將軍澳第137區改變規劃以准許興建臨時混凝土廠。本區不少居民對政府能夠切實監督臨時混凝土廠妥善管理和營運存疑；本會亦不相信政府聲稱能解決所有引致的環境滋擾和問題。我們更不希望臨時混凝土廠如臨時電填料庫一樣，不斷自動續期！

本會懇請城市規劃委員會否決是項規劃申請，或延擱至政府公布137區整體規劃研究結果之後六個月再重新審議，以讓政府、本社區及公眾能周詳考慮整體規劃的協調和佈局。

謝謝！



**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號

**Reference Number:**

220429-184101-28842

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29/04/2022 18:41:01

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**The application no. to which the comment relates:**

A/TKO/126

「提意見人」姓名/名稱

**Name of person making this comment:**

先生 Mr. 張展鵬區議員

意見詳情

**Details of the Comment :**

將軍澳居民對137區設立混凝土廠規劃表現出極度關注，十分擔憂油塘混凝土廠污染問題在將軍澳區重演。本處與有關部門多次就項目會談，得到發展局回覆選址有利於地區發展符合經濟效益，而將污染問題推由環保署監管。環保署就回覆指，他們只提供意見而項目落實由城規會決定。而環境評估基於營運商合規管理，但往往事與願違，不然就不會出現油塘污染問題，相信當時油塘項目的落實也是符合程序，符合效益，有法例法規規管，但最後還是要周邊的居民去承受大量空氣及噪音污染，卻見不到哪一個部門能解決問題及承擔責任。

促進地區發展無可厚非，但不正視既有漏洞以油塘問題為鑒，項目落實易請難送，部門視而不見，強調已有管制去應付，互相推卸責任，繼續漠視問題，最後又是居民去承受苦果。因此本處要求：

1)政府要引入違規東主、董事及持牌人扣分記分制，避免屢次違規商家以不同公司名義入標及經營混凝土廠；

2)將油塘混凝土廠多年被揭發的環境衛生問題，列為招標合約罰則條款並加大罰則後果；

3)137區是政府用地，政府有權在混凝土廠合約內列明安裝全天候7x24實時空氣、水質、田螺車監察及攝錄系統，解決現時部門欠缺人手，監察無力問題；

4)主動向公眾及地區人士公開及解說環境評估及交通流量報告標書，以釋除居民疑慮。

通過以上措施要求堵塞現有監管程序的漏洞，避免油塘問題在將軍澳重演，做到有效有力的監管，就將軍澳混凝土廠項目落實相關責任。

新一屆行政長官候選人李家超先生所言要以結果為目標，因此本處希望政府部門可打破既有程序改善工作堵塞監管漏洞，開展跨部門合作，真正就民生事務全方位護航，為市民謀福祉，以市民安居樂業為目標。



**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號

220429-185103-17370

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A/TKO/126

**The application no. to which the comment relates:**

「提意見人」姓名/名稱

先生 Mr. 張展鵬區議員

**Name of person making this comment:**

意見詳情

**Details of the Comment :****Objection to the Proposed Concrete Batching Plant at TKO Area 137 (A/TKO/126)****1. Issue A – Deficiency of the TIA Report****(I) Observed Traffic Flows are Outdated**

The TIA Report states that traffic survey was conducted during the AM and PM periods on a typical weekday in mid-June 2020, but did not specify the exact survey date. However, this Application was submitted in April 2022, i.e. some 2 years after the conduct of the traffic surveys. Hence, the traffic flows used in the TIA Report are outdated, and updated traffic surveys should be conducted!

It is important to note that COVID-19 has been out broken in early 2020 and a lot of social restrictions were imposed by Government so that the traffic flows in the whole territory Hong Kong are reduced substantially. It is believed that adjustment due to the effect of COVID-19 has to be taken into account in order to work out a more reasonable and reliable assessments.

In view that the Proposed Concrete Batching Plant is located to the south of Tseung Kwan O Industrial Estate, traffic generation of this industrial estate might have higher peak periods other than the general AM and PM periods, and have seasonal fluctuation. For example, in the industrial area of Tsing Yi and Tsuen Wan, apart from the AM and PM peak periods, the logistic peak period is also assessed.

Hence, the assessment for the peak related to the Tseung Kwan O industrial area should be undertaken.

**(II) Incorrect Assessment Year**

According to the “Guidelines and Requirements of Traffic Impact Assessment (TIA) Studies” published by Transport Department (the “TIA Guideline”): “in general, the design year for traffic forecast should be set at the time at least 3 years after the planned completion of the development, or 5 years from the date of submission, whichever is the later”.

Since the Proposed Concrete Batching Plant is expected to be completed in late 2023 / early 2024, the design year to be adopted for the TIA should be either 2027, i.e. 3 years after completion of the development or 5 years from the date of submission.

The design year of 2026 adopted in the TIA Report does not comply with the “TIA Guideline” issued by Transport Department.

**(III) Under-estimation of Deliveries for Concrete Production Materials**



The TIA Report claims that all concrete production materials will be delivered via waterway. However, the Applicant failed to explain how enforcement could be carried out to ensure that all production materials: (i) would use the waterway, and (ii) would not be delivered by road. Hence, the proposed transportation via waterway cannot be guaranteed, monitored or enforced.

Drawing No. 2.4 of the TIA Report (see Figure 1 below) shows that there are 2 loading / unloading bays near the silica / PFA / admixture / water / ice tank and ice handling facilities.

If all production materials are delivered by waterway, then, there is no need to provide loading / unloading bays, unless the delivery is by road.

Since loading / unloading bays are provided, the Applicant has grossly under-stated the traffic generation associated to the delivery of raw materials by road, which is via Wan Po Road. This potential traffic impact associated with the delivery of raw materials by trucks to Wan Po Road is not addressed.

#### FIGURE 1 – ELEVATION OF THE PROPOSED CONCRETE BATCHING PLANT

Source: Drawing No. 2.4 of the TIA Report

#### (IV) Planned Developments are not Fully Considered

According to the “TIA Guideline”, “the TIA should take into account any committed or planned developments in the vicinity on the area / district basis and over a longer development horizon, at least 3 years after the planned completion of the development”.

A number of on-going or planned projects found in the vicinity of Tseung Kwan O Industrial Estate were not considered in the TIA Report. These include the following:

- (a) Chinese Medicine Hospital at Pak Shing Kok
- (b) Government Chinese Medicines Testing Institute at Pak Shing Kok
- (c) Public Housing Development at East of HK Movie City
- (d) Joint-user Government Building in Tseung Kwan O Area 86
- (e) Data Centre Development at Tseung Kwan O Town Lot No. 131
- (f) RTHK Broadcasting House at Tseung Kwan O Area 85
- (g) Advanced Manufacturing Centre at Tseung Kwan O Industrial Estate
- (h) Public Vehicle Park cum Town Park at Tseung Kwan O Area 66

#### (V) Interface with Adjoining Fill Bank in Area 137

The Proposed Concrete Batching Plant will operate concurrently with the adjoining Fill Bank and Temporary Construction Waste Sorting Facility at Tseung Kwan O Area 137, which is shown in Figure 2. However, the TIA Report did not address the traffic-related conflict between the existing developments in terms of traffic generation, internal traffic circulation, parking and run-in / out arrangement.

#### FIGURE 2 – LOCATION OF TSEUNG KWAN O AREA 137

Source: Extract from SKDC(M) Paper No. 182/21

While the “Planning and Engineering Study for Re-planning of Tseung Kwan O Area 137” is currently undertaking by CEDD, the Applicant has assumed construction of Tseung Kwan O Area 137 will commence before 2029. However, the Applicant failed to assess the cumulative traffic impact and provide quantitative assessment for year 2029, i.e. before the expiry of Proposed Concrete Batching Plant.

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號

220429-185435-67298

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**Date and time of submission:**

有關的規劃申請編號

A/TKO/126

**The application no. to which the comment relates:**

「提意見人」姓名/名稱

先生 Mr. 張展鵬區議員

**Name of person making this comment:**

意見詳情

**Details of the Comment :****Objection to the Proposed Concrete Batching Plant at TKO Area 137 (A/TKO/126)****2. Issue B – Queuing of Concrete Mixer Trucks**

The TIA report failed to provide a quantitative Queueing Assessment to demonstrate that the Proposed Concrete Batching Plant can accommodate the concrete mixer trucks within the Application Site.

**(I) Absence of Quantitative Assessment**

The TIA report did not provide any quantitative assessment to demonstrate that the internal parking spaces and loading / unloading bays are sufficient for the worst case operation of the Proposed Concrete Batching Plant. If the Proposed Concrete Batching Plant is full, concrete mixer trucks will queue along the access road and then to Wan Po Road, which will create adverse traffic impact to the adjoining Fill Bank and Temporary Construction Waste Sorting Facility.

**(II) Under-estimation of Concrete Production Rate**

The TIA Report claims that the design concrete production capacity of the Proposed Concrete Batching Plant is 240m<sup>3</sup>/hour. However, the production rate of only 192m<sup>3</sup>/hour, i.e. 80% of design capacity, is adopted in the assessment!

The Applicant did not provide details or justify why a 20% discounted concrete production rate is adopted in the TIA!

Transport Department should note that even a small-scale concrete batching plant in Hong Kong could have a concrete production rate of 100 – 120m<sup>3</sup>/hour. For the Application Site with site area of 4,900m<sup>2</sup>, which is substantially larger than a small-scale concrete batching plant, it is unacceptable that this large concrete batching plant produces less concrete!

**(III) Unrealistic Concrete Mixer Truck Carrying Capacity**

The typical load size of a 4-axle mixer truck in Hong Kong is around 7.5m<sup>3</sup> instead of 8m<sup>3</sup> as assumed in the TIA Report.

Taking into consideration the design concrete production capacity of 240m<sup>3</sup>/hour, 32 concrete mixer trucks with typical capacity of 7.5m<sup>3</sup> (i.e. 240m<sup>3</sup> ÷ 7.5m<sup>3</sup>) could be loaded during one hour. However, the TIA Report has adopted an arrival rate of 24 vehicles per hour, and has resulted in an under-estimation of the vehicle arrival rate by 33%!

**(IV) Under-estimation of the Arrival Rate**

The TIA Report has assumed that “the share of the CMT traffic to the TKO Area and outside T



KO via the CBL will be about at 30% and 70%, respectively” and “CBP operators target to deliver concrete to the destinations within about 1 hour”. [Note: CMT stands for concrete mixer trucks, TKO stands for Tseung Kwan O and CBP stands for concrete batching plant]  
The Applicant did not provide details to justify the assumption on the 30% and 70% split of destinations and the 1-hour delivery time.

It should be noted that concrete is produced in accordance to the demand and is immediately delivered to the project site and it cannot be stored. Hence, the delivery routing and travel time of concrete mixer trucks fluctuates in line with the actual demand and destination. Therefore, the Applicant should assess the worst case scenario based on different delivery route options and destinations located more than 1 hour away which require deployment of more concrete mixer trucks! The Proposed Concrete Batching Plant has a fleet of 36 concrete mixer trucks but only provides 22 parking spaces, which are insufficient. As stated in the TIA Report, “operators may arrange parking in the fringe of the urban area for convenient collection of CMT by drivers”. However, the Applicant did not provide details of these parking spaces in the urban area, e.g. location, quantity, land status, etc.

In addition, the Proposed Concrete Batching Plant did not provide any internal queuing space for concrete mixer trucks. Without sufficient internal parking and queuing spaces, concrete mixer trucks will park and queue outside the Application Site or even on Wan Po Road which is a traffic sensitive route, and may affect the operation of the adjoining Fill Bank and Temporary Construction Waste Sorting Facility.

#### (V) Absence of Traffic Management Plan

The Applicant has failed to provide an operational traffic management plan which would include details of vehicle access control arrangement, security management, queuing arrangement and monitoring measures. This operational traffic management plan is required to demonstrate that the Proposed Concrete Batching Plant will not induce undesirable vehicle queues to the access road and then to Wan Po Road and the adjoining Fill Bank and Temporary Construction Waste Sorting Facility.

A sensitivity test, say 100% increase in vehicle flows in the peak operation period, should be conducted to ensure that ensure adequacy of queuing area within the Proposed Concrete Batching Plant. In addition, an emergency plan and backup arrangement should be provided for the case when all loading / unloading and waiting spaces are fully occupied. In view that a sensitivity test is not conducted, the Applicant has failed to demonstrate that the Proposed Concrete Batching Plant is acceptable when it is operating under peak conditions.

In view of the absence of the traffic management plan, the TIA Report has failed to demonstrate that the Proposed Concrete Batching Plant could accommodate all the arriving concrete mixer trucks without vehicles tailing back onto the public road.

Without sufficient waiting spaces, concrete mixer trucks will queue outside the Application Site and then extend to the access road and then to Wan Po Road, thus creating a severe traffic gridlock and will affect the movement of vehicles travelling to the adjoining Fill Bank and Temporary Construction Waste Sorting Facility.

Clearly, the traffic impact undertaken for the Proposed Concrete Batching Plant is not acceptable.

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號

**Reference Number:**

220429-185549-82612

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A/TKO/126

「提意見人」姓名/名稱

**Name of person making this comment:**

先生 Mr. 張展鵬區議員

意見詳情

**Details of the Comment :****Objection to the Proposed Concrete Batching Plant at TKO Area 137 (A/TKO/126)****3. Issue C – Accessibility of the Proposed Concrete Batching Plant****(I) Insufficient Internal Transport Facilities**

It is noted that dimensions (including length, width and headroom) of all internal parking spaces and loading / unloading bays are not specified in the Applicant's TIA Report. If parking spaces and loading / unloading bays provided are sub-standard, vehicles may have to load / unload outside the Application Site and along the access road.

As per Figure 1 as shown above, the Proposed Concrete Batching Plant has only two loading / unloading bays but no waiting space for material delivery trucks, waste disposal trucks, service trucks and testing vans. Taken into consideration delivery of various raw materials, the risk of raw material trucks queuing along the access road and Wan Po Road is high if raw materials could not be transported via waterway.

Even though the Proposed Concrete Batching Plant is located in a remote area where there are no public transport services, the Applicant's TIA did not say if shuttle bus lay-by is provided within the Proposed Concrete Batching Plant.

**(II) Incorrect Dimensions of Concrete Mixer Trucks**

Based on drawing found in the Applicant's TIA report, an 8.895m test vehicle was used in the swept path analysis to simulate movements of concrete mixer trucks. It should be noted that the majority of the concrete mixer trucks used in Hong Kong is more than 10m in length. If the parking space is shorter than the length of concrete mixer truck, a portion of the parked concrete mixer truck will encroach onto the driveway, which will hinder the movement of other vehicles travelling along the driveway, which is unsafe and unacceptable!

**(III) Validity of Vehicle Swept Path Analysis**

Although vehicle swept path analysis was conducted by the Applicant, details of the swept path analysis programme used such as name of programme, width and turning radius of test vehicle, are not provided. Hence, the validity of the Applicant's vehicle swept path analysis is doubtful. In view that Drawing No. 2.4 of the Applicant's TIA Report (see Figure 1 above) shows that there are 2 loading / unloading bays near the silica / PFA / admixture / water / ice tank and ice handling facilities, swept path analysis should be conducted for the long materials delivery vehicles, e.g. PFA tanker truck is 15m long and material delivery trucks are 11 – 15m long.

The use of a 8.895m goods vehicle for the swept path analysis could not demonstrate the ease of



manoeuvrability of these long materials delivery vehicles!

(IV) Inefficient Internal Transport Layout

According to Volume 7 of the Transport Planning and Design Manual (TPDM), the minimum aisle width for perpendicular parking of rigid and articulated HGV shall be 12m and 16m respectively. However, it is found that the internal driveway of the Proposed Concrete Batching Plant is only

around 7.3m. Hence, it can be concluded that the internal transport layout does not comply with the TPDM requirement.

(V) Pedestrian Safety is of Concern

No footpaths are found within and outside the Application Site. The Master Layout Plan submitted by the Applicant shows no continuous footpath between the Application Site and Wan Po Road.

In view that footpaths are not provided within and outside the Application Site, it is unsafe for pedestrians to walk to and within the Application Site.

4. Conclusion

Based on the above highlighted problems, it can be concluded that the Proposed Concrete Batching Plant is not acceptable from traffic engineering point of view. There is substantially under-estimation of traffic generation and the internal transport layout is non-functional.



本處檔號: Our Ref.: 20220428-CL01

7532

致 城市規劃委員會:

### 本人就 A/TKO/126 擬議臨時混凝土配料廠計劃的意見

我是西貢區議員(環保南)張美雄，就 A/TKO/126 擬議臨時混凝土配料廠計劃，我收到大量將軍澳區的居民對此計劃表示反對意見，而我亦對於此計劃反對，理由如下：

1. 發展局及土木工程署在 2022 年 4 月 19 日與李世榮立法會議員及本人等人士的會談中，土木工程署副署長承認擬建的混凝土廠中有約 70%產出的混凝土都是透過將來的將軍澳跨灣大橋送往東九龍等外區。為減散運輸成本、田螺車沿路運送時造成的環境及交通影響，擬建的混凝土廠應建在需要大量使用混凝土的東九龍(不同人士曾多次向發展局建議其他合適地方)，而非本身因堆填區及填料庫引致而有嚴重交通問題的將軍澳區；

2. 據政府部門提交予西貢區議會的文件指，2021 年 11-12 月每日約有 1 千架次泥頭車進入將軍澳填料庫、500 架次垃圾車進入將軍澳堆填區，雙向即約 3000 架次。如增加以上混凝土廠在將軍澳區，田螺車估計會增加 6 百至 1 千架次雙向流量，區內的交通問題以及引伸的環境衛生問題定會更加嚴重；

3. 在李世榮立法會議員及西貢區議會安排的兩次與發展局會談中，發展局都未能就以下事項作出答允處理：

- 混凝土廠「發牌制度」引入違規記分制的牌照條款（避免屢次違規的東主、董事及持牌人以其他公司名義再申請牌照）作出承諾；
- 將軍澳 137 區擬建混凝土廠用地條款上，訂立水質，空氣，噪音監察指標作為每年續約條款；
- 假日停工安排；
- 24 小時監察系統；
- 現時油塘廠的嚴重管理問題，源出多層分判業務，出租與其他混凝土公司生產，及出售建築材料，並非其屬下運輸車隊，因此不能作出管理，應指明用途，由中標營運公司，經營指定項目，由漆上公司標誌車隊運作，方使市民監察。

由於局方只計劃急就章通過計劃，沒有誠意處理問題，未能答允改善方案

通訊地址：將軍澳調景嶺善明邨善禮樓附翼地下 1 號

Address: 1, G/F, Shin Lai House, Shin Ming Estate, Tiu Keng Leng, Tseung Kwan O

電話 Phone No.: 2265 8566/

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釋除當區居民疑慮，引起大量居民反感及堅決反對。

4. 另外，參閱 A/TKO/126 項目的交通影響評估報告有以下意見：

- 2.1.1, 2.2.3 和表 2.1: 報告指出，擬建混凝土廠的最大每小時生產量為 240 立方米/小時。但是，報告的計算僅以生產量的 80% (即 192 立方米/小時) 為基礎，這是如何推算出來？是否保證日後產量不會超過 80%？這未必反映到真實的情況，其評估也低估了將來田螺車對將軍澳交通的影響；
- 2.2.2: 報告指出，評估會於 2026 年方進行測量。不過，該廠擬於 2024 年至 2029 年營運。若 2026 年後交通狀況發生重大變化，將導致將軍澳 137 區的交通嚴重擁堵，報告無法作出評估判斷。

城規會不僅需考慮田螺車帶來的影響，還應考慮混凝土廠運營的年數。因此，如果 2026 年後評估範圍內的交通非常擁堵，城規會是不應批准 7 年的申請。

- 2.3.5 和表 2.3 : 報告指出，已調查了類似混凝土廠的田螺車流量。調查的流量設定太低且不現實。報告應提供調查的詳細信息，例如調查日期的混凝土生產量，以證明其可靠性。
- 2.4.3: 報告指出田螺車到目的地的時間在 1 小時以內，往返時間為 90 分鐘，故此車隊規模為 36 輛。137 區於香港東南角最遠末端，1 小時內送達目的地必然過度樂觀。

5. 有違「人車共融」的新將軍澳跨灣大橋原則，對其他大橋使用者如跑步人士及踏單車人士造成空氣質素的滋擾及安全影響，影響人數數以萬計計算，很多居民質疑 A/TKO/126 計劃有否迫切性

6. 擬建廠房鄰近海水化淡廠，沒有官員可以擔保，混凝土廠不會影響將來海水水質，引發香港的食水危機。



環保南（日出康城、工業邨）民選議員  
張美雄

2022 年 4 月 28 日

通訊地址：將軍澳調景嶺善明邨善禮樓附翼地下 1 號

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有關題述規劃申請，現附上兩份意見書。

如有查詢，可致電2623 7371與我們聯絡。

方國珊議員辦事處

2022年4月29日

--

方國珊議員 工程師

Councilor Christine FONG Kwok-shan

2, G/F, Shin Chi House, Shin Ming Estate, Tseung Kwan O

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## **反對在將軍澳 137 區興建混凝土廠 要求另覓合適的岩洞重置油塘混凝土廠**

### **背景**

發展局向城市規劃委員會就一幅位於將軍澳第 137 區的用地的擬議混凝土配料廠，申請有效為不多於 7 年的規劃許可(申請編號 A/TKO/126)。

### **將軍澳為數十萬居民的住宅社區 不適合興建混凝土廠**

現時，每日有約 1500 架次重型車輛駛經將軍澳隧道及區內主要車道環保大道，前往堆填區和第 137 區填料庫，造成空氣污染、超速超載、衝尾燈等道路交通隱患，有面向環保大道的高層單位住戶更表示須每日清理露台塵埃。

### **PM2.5 空氣污染**

每日約 1500 架次重型泥頭、垃圾車駛經將軍澳隧道及環保大道，前往堆填區和第 137 區填料庫，馬路沙塵滾滾。日後混凝土廠運作，估計將增加額外過千架次車流，加劇空氣污染。

本團體曾於環保大道量度 PM2.5 懸浮粒子含量，結果顯示最高超出世衛標準 4.6 倍。PM2.5 會長時間飄浮在空氣中，還能躲過人類鼻毛的捕捉，深入肺泡，甚至透過血液循環，造成全身性傷害，導致哮喘、肺癌、心血管疾病、先天性疾病等。根據世界衛生組織的報告，空氣污染在 2016 年造成全球城市和農村地區約 420 萬人過早死亡。

### **忍受多年高污染厭惡設施 加重醫療系統負擔**

將軍澳厭惡性設施林立，居民已忍受超過 40 年的沙塵滾滾及堆填區臭味，由當初的小鄉村發展成 50 萬人的新市鎮。

受長期空氣污染影響，將軍澳不少居民受鼻敏感、支氣管炎等呼吸系統疾病困擾，醫管局資料顯示，九龍東醫院聯網的耳鼻喉科門診新症輪候時間長達 105 星期，名列前茅。

### **混凝土及碎石掉落路面 造成塞渠及馬路炸彈**

環保大道長久以來，不論植物或是道路設施均佈滿泥塵，路邊排水渠經常被泥頭淤塞，近工業邨（現稱將軍澳創新園）路段更於雨季發生水浸。混凝土車運行期間掉落的混凝土及碎石，以上情況勢必加劇，且混凝土掉落路面乾透後難以清理，長遠導致路面不平。

此外，不論是高速行車輾起的碎石或是由泥頭車、混凝土車掉落的大小石塊，不時打中私家車及公共運輸車輛的車頭玻璃，不少將軍澳車主深受其害，猶如馬路炸彈。



### **重型車輛超速、衝尾燈 釀成反車等嚴重意外**

涉及重型車輛的交通意外頻生，將軍澳隧道公路、環保大道經常發生泥頭車傾斜泥漿落路面，甚至翻側，禍及尾隨或對面行車線的私家車。

在3月19日則發生混凝土車在觀塘偉發道、茶果嶺道交界懷疑失平衡自炒翻側，車上混凝土漏出路面。在將軍澳跨灣大橋-藍田隧道通車後，類似交通事故亦可能在新幹道發生。



### **將軍澳發展成大型住宅社區 工業邨、137區發展轉型 混凝土廠格格不入**

隨著多個大型住宅項目火速落成入伙，將軍澳發展成大型住宅社區，灣仔稅務大樓及入境事務大樓的多個政府部門快將遷入。將軍澳工業區逐漸轉型成創新科技發展，更名為將軍澳創新園。137區亦計劃由建築泥頭填料庫，建設新發展區，估計容納10萬人口居住。隨著大量人口的遷入，厭惡設施理應逐步關閉，而非把新厭惡設施遷入。

### **油塘混凝土廠無視政府部門監管 市民欠缺信心**

位於油塘工業區運作20年來烏煙瘴氣，將沙石直接倒進海中，加上處理物料不當令區內沙塵滾滾，令當區居民投訴不斷。而東源街22號的混凝土廠續牌申請及上訴被拒後，仍無牌運作，廣大市民質疑部門監管的成效，更對當局聲稱運作期限為7年的說法存疑。

### **海水化淡廠取水點**

將軍澳137區部正興建全港首家海水化淡廠，供應全港5%用水。同一地段擬建之混凝土廠鄰近海水化淡廠取水口，若混凝土廠繼續將泥沙倒落海，市民質疑此舉影響水質，全港市民將來或飲用混凝土水。

油塘多間混凝土廠惡名昭著，令區內10萬名居民「日日食塵」，亦增加空氣污染及噪音污染，將沙石直接倒進海中、混凝土跌落路面及混凝土車涉及的交通意外頻生，污染情況多年來毫無改善。如當局執意讓廠房搬入將軍澳，等同將高度環境污染轉移至另一個發展成熟、有數十萬居民的住宅區，將進一步加劇

環保大道的重型車車流及區內的空氣污染。

將軍澳近年高速發展期間地盤林立，居民深切體會混凝土車、泥頭車行車帶來的禍患，更關注混凝土廠對該區的環境、交通安全、空氣質素和噪音造成影響，故對重置計劃表示強烈反對，促請當局考慮其他合適選址或其他方案，如「岩洞」方案。



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#### **Traffic Comments on the Proposed Concrete Batching Plant at TKO Area 137:**

1. Refer to Para. 2.1.1, Para. 2.2.3 and Table 2.1

The report states that the maximum hourly production rate of the proposed plant is 240 m<sup>3</sup> per hour. However, the calculation only assumes 80% of the maximum capacity (i.e. 192 m<sup>3</sup> per hour). This approach and methodology does not represent the worst case and its assessment results have under-estimated the traffic impact and therefore is considered inappropriate.

2. Refer to Para. 2.2.2

The report states that design year 2026 is chosen for assessment in the TIA.

However, the plant is proposed to be operated from 2024 to 2029. If the traffic conditions change significantly after 2026 which will cause traffic congestion in the area of TKO Area 137, this report will not be able to tell.

The TPB will not only consider the impact due to proposed CMT, but also consider the number of years the plant can be allowed to operate. Hence, if the traffic in the influence area is very congested after 2026, TPB may consider to approve the application for 4 years instead of 7 years.

Therefore, the design year should base on 2029 instead of 2026.

3. Refer to Para. 2.3.5 and Table 2.3

The report states that surveys had been carried out to find out the generation/attraction for non-concrete mixer trucks of similar CBP sites.

The surveyed flows are too low and not realistic. The report should give the details of the survey, such as the concrete production rate at the date of survey, to prove its reliability.

4. Refer to Para. 2.2.5 and Para. 2.3.6

The report states that the split of the CMT is on a 30%/70% split (i.e. 30% concrete mix supply in TKO and 70% supply outside TKO).

There is no support or explanation or justification in supporting this assumption. Or, how this can be controlled to achieve this 30%/70% split. Obviously, different assumptions would give different assessment results on both the local road network and the strategic highways.



In addition, reference is made to the traffic flows at the junction Wan Po Road /Wan O Road given in the Figures 5.3 “2026 reference flows” and Figure 5.4 “2026 Design Flow” of the report, the flows do not match with the split of 30%/70% as mentioned.

5. Refer to Para. 2.4.3

The report states that the time taken for the CMT to the destinations is within 1 hour and gives a round trip in 90 minutes, and hence a fleet size of 36 nos. CMT is required.

Based on the location of the site which is located at the very far end of the south east corner of the territory of Hong Kong, the delivery time to the destinations within 1 hours seems unrealistic and have been under estimated.

In addition, if the delivery time is 1 hour, then the return time will also be 1 hour. These, together with the 40 minutes operation time within the plant, as stated in para. 2.4.6, should give a round trip time of 160 minutes instead of 90 minutes. In addition, it also needs to allow time required for the placing the concrete and preparing the concrete cubes, carrying out slump tests in the destinations would give the time much more than the round trip of 160 minutes.

Hence, the calculated fleet size is not correct.

6. Refer to Para. 2.4.4

The report states that CMT will only maintain a fleet size to meet the 50% to 60% normally of the maximum production capacity.

It is not able to find in the report for the justifications in supporting this assumption. As this will affect the stacking spaces required for satisfying the fleet size, it is understood that any under provision of the parking, loading/unloading and stacking facilities will end up concrete trucks queuing outside the plant and cause obstruction to the traffic in the external road network.

7. Refer to Para. 3.2

The traffic surveys was carried out in mid-June 2020. It is important to note that COVID-19 has been out broken in early 2020 and a lot of social restrictions were imposed by Government so that the traffic flows in the whole territory Hong Kong are reduced substantially.

Information on traffic flows obtained from the AADT published by TD at the Station No. 5021 (at TKO Tunnel in TKO) from year 2015 to 2020 is shown in the table below.

Year	2015	2016	2017	2018	2019	2020
Daily Flow (vehicles) (Monday – Friday)	89,590	92,120	93,570	94,600	97,120	93,160
Growth Factor (Daily Flow)		2.82%	1.57%	1.10%	2.66%	-4.08%
Average Growth Factor	1.016%					-4.08%

The above table indicates clearly that the traffic flow in 2020, which is the period of social restrictions enforced, is much lower than the normal situation. It is believed that adjustment due to the effect of COVID-19 has to be taken into account in order to work out a more reasonable and reliable assessments.

As a result, study approach, modelling methodology, validation/calibration and assessments that related to the surveyed traffic flows carried out in mid-June 2020 are not accurately reflecting the actual traffic condition.

8. Refer to Table 3.4, Table 5.3 and Table 5.4

The link capacity used for assessment is not in compliance with the TPDM Volume 2 Chapter 2.4 Table 2.4.1.1. The link capacities used in the Report are much higher than the standards given in TPDM, and therefore the Link Performance has been over-estimated. If the link capacities given in TPDM is adopted, many road links would be overloaded.

It is understood the link capacity given in the report is based on the “Restructuring and Enhancement of the CTS-3 Model. However, this is only used for traffic modelling purposes. It is not applicable the engineering assessment purposes.

9. Actual Site Observation

Based on the on-site observation in the past years, numerous junctions in TKO were congested before the outbreak of COVID-19 in early 2020. Among all these junctions, for those junctions that will be affected by the proposed CBP includes junction Wan Po Road/Chun Yat Street, Junction Wan Po Road/Lohas Park Road and junction Wan Po Road/Pung Loi Avenue were found congested. These observations are very different from the assessments as presented in Table 3.3 of the Report. This is most probably because of the traffic flows have been under-estimated as the effect due to the COVID-19 has been ignored by the study report.

It is important to note that the congestion at junction Wan Po Road/Chun Yat Street will not be relieved even with the completion of the CBL and TKO-Lam Tin Tunnel.



It is therefore believed that the existing road network would be very congested and improvement measures needed to be proposed and carried out to meet the additional demand due to the proposed CBP.

#### 10. Summary

- i) The assessment based on a 80% of the maximum production capacity does not represent the worst case and hence the assessments results are under estimated.
- ii) The design year 2029 should be used for assessment so that TPB could have a full understanding of the traffic condition throughout the proposed operation period for consideration.
- iii) The surveyed trips for non-concrete mixer trucks were too low. More details of the survey, such as the concrete production rate at the date of survey are required to be considered.
- iv) No support on the assumption of 30% concrete mix supply to TKO and 70% supply outside TKO. If the amount of concrete mix supply to TKO is higher, the impact to all the junctions along Wan Po Road will be worse. As the junctions along Wan Po Road is always congested and very sensitive to this assumption, it is necessary to have this verified.
- v) It is necessary to clarify the Flows in Figures 5.3 “2026 reference flows” and Figure 5.4 “2026 Design Flow” because it does not match with the split of 30%/70% as stated in the report.
- vi) The calculation of the round trip time is incorrect, and hence the proposed fleet size of the CMT, loading/unloading and stacking spaces are also incorrect.
- vii) Clarification on a fleet size to meet the 50% to 60% of the maximum production capacity is required.
- viii) Effect due to the COVID-19 has not been considered and hence the traffic flows should have been under-estimated. As a result, study approach, modelling methodology, validation/calibration, and assessments are not accurate.
- ix) The link capacity used for assessment does not in compliance with the TPDM Volume 2 Chapter 2.4 Table 2.4.1.1 and the Link Performance has been over-estimated. Some of the road links should be overloaded.
- x) The assessment results are inaccurate because the results do not match with the site observation on the junction performance. For instance, junction Wan Po Road/Chun

Yat Street, Junction Wan Po Road/Lohas Park Road and junction Wan Po Road/Pung Loi Avenue were found congested in past years and improvement measures are required. But the report states that these existing junctions will operate within acceptable reserve capacities.

- xi) In addition to (x), if COVID-19 factor and corrections to the Link flow capacities were applied, the following junctions and road links will be overloaded.
- Junction Wan Po Road/Wan O Road
  - Junction Wan O Road/Road R5
  - Junction Wan Po Road/ Shek Kok Road
  - Road Links –Road sections along Wan Po Road at the south of Wan O Road
- xii) In summary, the following junctions and road link will be affected by the proposed CBP and are expected to be overloaded:

Junction		
Wan Po Road/Chun Yat Street	Junctions were observed to be congested before the outbreak of COVID-19	
Wan Po Road/Lohas Park Road		
Wan Po Road/Pung Loi Avenue		
Wan Po Road/ Shek Kok Road		
Wan Po Road/Wan O Road	Junction was observed to be congested before the outbreak of COVID-19	The performance of this junction as given in the report is very marginal. If the correction on COVID-19 was made, this will be overloaded
Wan O Road/Road R5	This is a new junction. The performance of this junction as given in the report is very marginal. If the corrections on COVID-19 was made, they will be overloaded	
Road Links		
Road sections along Wan Po Road at the south of Wan O Road	Road links as given in the report is very marginal. If the corrections on COVID-19 and as per TPDM were made, they will be overloaded	



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傳真號碼: 2623 7372

電郵地址:



## 岩洞混凝土廠重置方案

本團體建議之「岩洞」方案為室內密封全自動化操作，初步建議於茜草灣（東隧側之藍田交匯處）側之山體(圖 1)興建。建議選址的山體高約 20 米，挖掘高約 10 米的岩洞(圖 3)；

於岩洞頂部興建構築物，供運載原材料之貨車進內卸貨，在對應的物料儲存坑道卸下原材料；

岩洞頂部或對出興建辦公室大樓及控制室，供廠房人員日常辦公及監控運作。

### 岩洞設計參數 (圖 3)

石層： 高 20 米，岩洞廠房高 10 米；

底部： 闊約 85 米；

儲存倉：3 個，高約 10 米，闊約 10 米；

(分別作存放沙、混凝土、碎石或化學品)

車輛通道：3 條車道，共 12 米闊；

(雙線單向行車，另加 1 條緊急通道)

### 廠房運作

1. 混凝土原材料可經由海陸運送，於茶果嶺公眾貨物裝卸區(圖 2)改以貨車運輸到廠房；
2. 運載原材料之車輛於岩洞頂部構築物卸貨；
3. 廠房按照客戶需求調配混凝土；
4. 混凝土車於岩洞底部之車道運走混凝土，車道同時可作為天然的通風廊。
5. 建議之廠房為全自動化操作，除必要的檢查維修外，廠房人員主要在控制室透過電腦系統及閉路電視監控廠房運作，通風需求較低。

### 環境紓緩措施

1. 外露之構築物進行天台綠化及美化外牆；
2. 使用全新混凝土車；
3. 廠房運作時間完結後清洗對出之馬路。

### 建議之岩洞混凝土廠方案優點

1. 全密封式運作，避免廠房運作對周邊構成空氣污染、水污染等環境污染；
2. 不會影響周邊景觀；
3. 選址(圖 1)地處東隧側之將藍隧道藍田交匯處，道路網四通八達，符合混凝土須於半小時內由廠房運抵九龍東、安達臣、新界東沙田、馬鞍山的工地之要求；
4. 根據地質報告，該處之石層堅固；



5. 可長期運作，避免短時間內搬遷，符合成本效益；
6. 全自動化運作，提升生產科技。

#### 總結

市民的健康重於經濟成本，「岩洞」混凝土廠方案的造價或較現有的混凝土廠高，但能把對周邊的景觀和環境影響減至最低。市民的健康是無價，興建厭惡設施時不能僅從經濟角度考慮。

圖 1 建議之岩洞混凝土廠選址

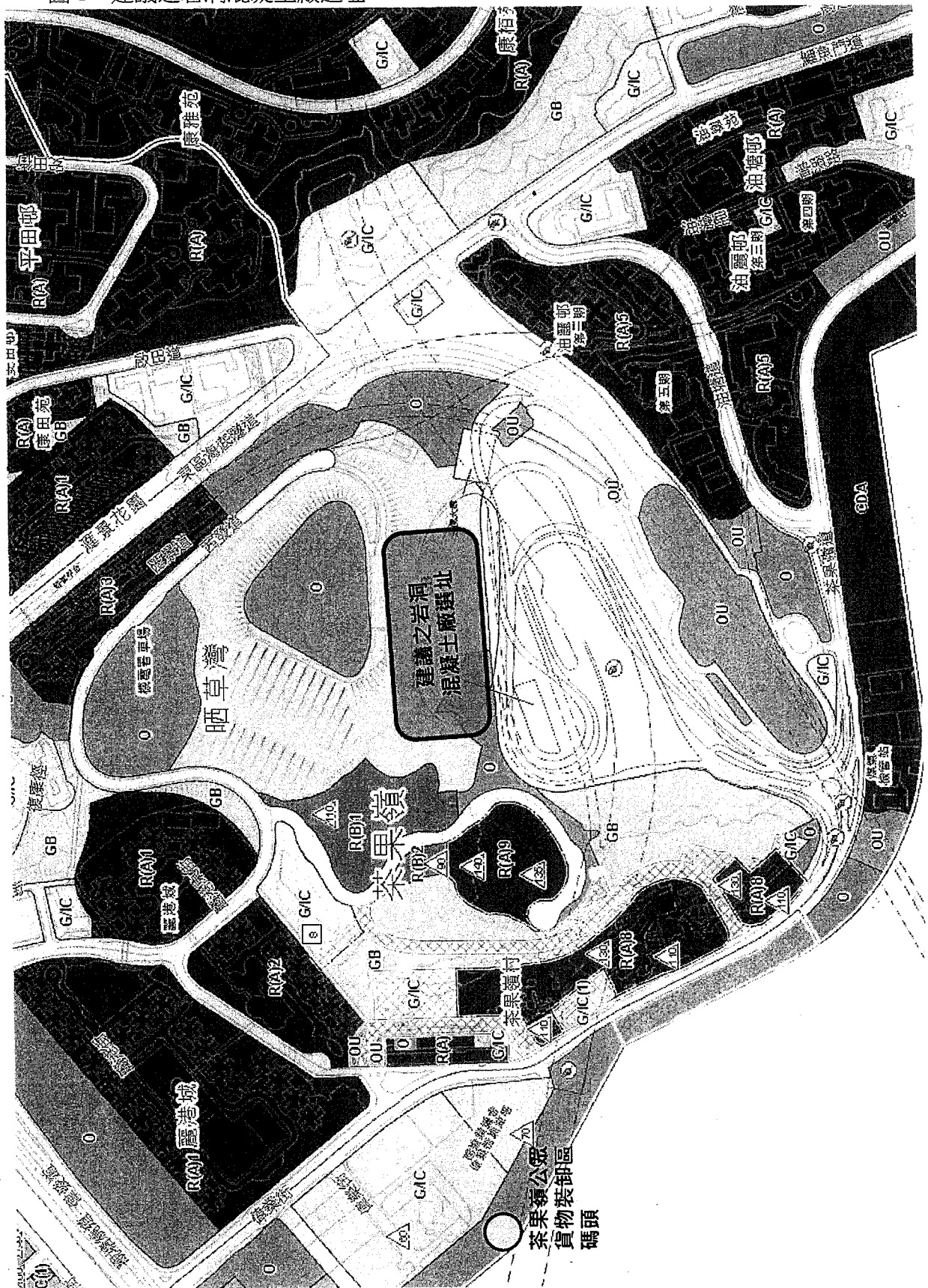
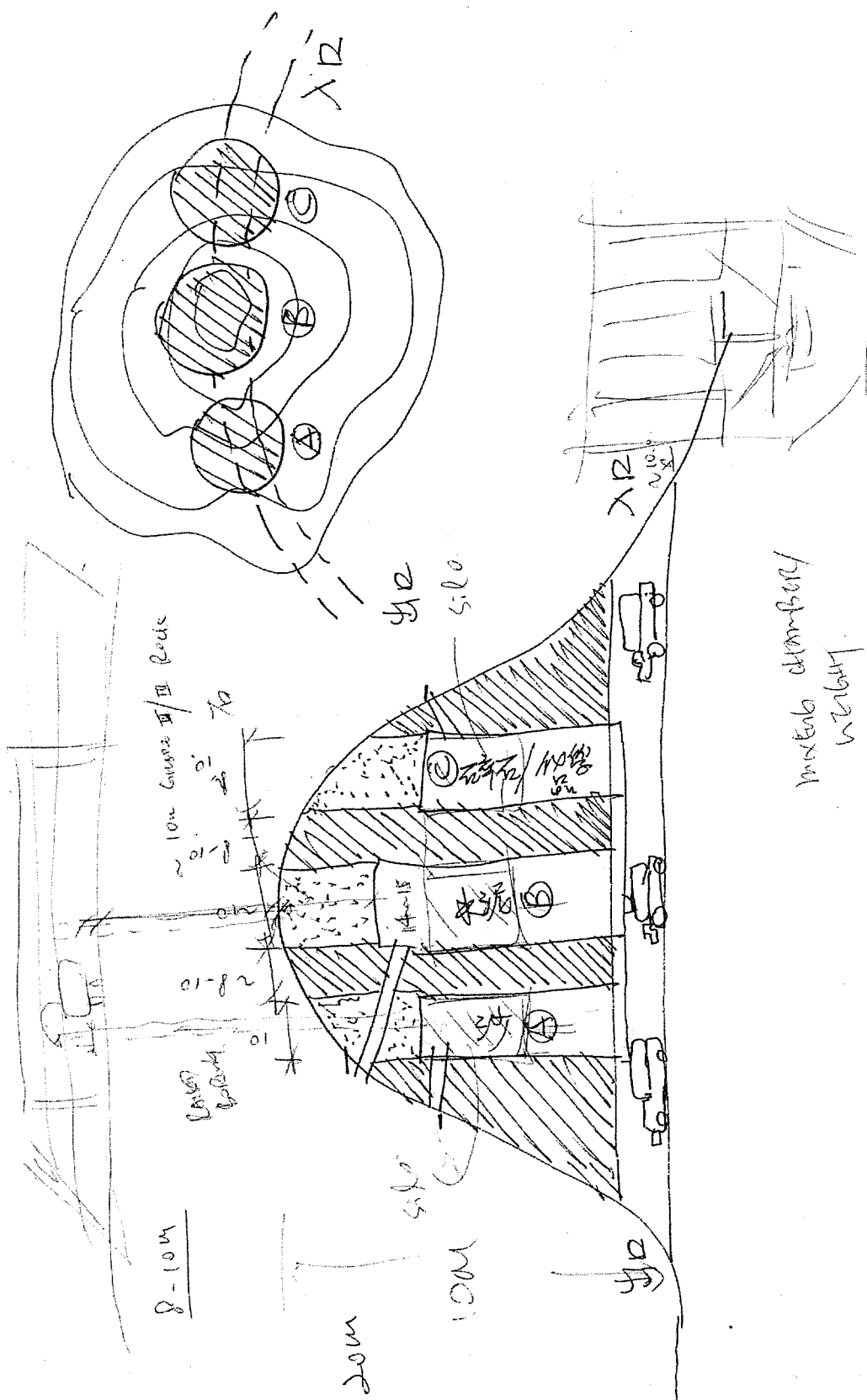




圖 2 茶果嶺公眾貨物裝卸區



圖 3 建議之岩洞混凝土廠設計圖





特首辦公室、發展局、城市規劃委員會：

4788

## 強烈反對將軍澳設置水泥廠

據悉，發展局有計劃搬遷油塘的混凝土廠，並在將軍澳第 137 區用地重新設置。我們對此強烈反對，故特此來函，陳述反對理據如下：

- 1) 將軍澳不少屋苑已經落成，區內人口大增，接近 43 萬人，交通十分擠塞。若然於 137 區設置水泥廠，交通流量將大增，污染沿途屋苑和環保大道。另外，廠方指車輛進出擬建地點只需行駛跨灣連接路，但跨灣連接路的設計是人車共融，將影響居民使用跨灣連接路單車徑；
- 2) 於 2021 年 4 月，有團體委託環境評估和污染控制顧問公司，在本年 3 月在油塘混凝土廠附近所進行的空氣污染檢測，附近空氣的可吸入懸浮粒子 (PM10) 指數於 7 日內連續 6 日超標，在 2020 年 3 月 20 日污染最為嚴重，PM10 指數更高達 170 (微克/立方米)，遠超《空氣污染管制條例》中所設立的濃度限值，即 100 (微克/立方米)。
- 3) 環保署指執法人員在過往巡查油塘混凝土廠期間，多次發現上述混凝土廠不當運作，已先後於 2018 年和 2020 年分別就混凝土廠違反牌照條款檢控 3 宗個案，其後被法院定罪，惟混凝土廠負責人屢勸不改，自今年年初至 4 月，環保署仍發現該廠涉違規個案，正搜證以期提出檢控。署方強調，會持續加強巡查油塘區內其他混凝土廠的運作情況並嚴厲執法，以保障附近居民的生活環境。油塘的混凝土廠已多次發現違規，證明若在將軍澳第 137 區用地重新設置，將對沿途居民造成污染和影響；
- 4) 現時堆填區及 137 區填料庫問題仍十分嚴重，數千泥頭車每日進出將軍澳，污染沿途屋苑和道路。將軍澳社區已承擔多項厭惡設施多



年，社區已完成社會責任，強烈反對再增設厭惡設施。

故此，我們反對在將軍澳第 137 區用地重新設置混凝土廠，要求政府另覓點設置混凝土廠，正視及聆聽我們市民的訴求，撤回有關建議。

如有任何垂詢，請聯絡陳展浚先生，電話 [REDACTED] 地址：將軍澳富康花園第四座地下辦公室。謝謝！

順祝  
安康！



將軍澳民生關注組主席

2022 年 4 月 27 日



# 晉海業主附屬委員會

## Wings at Sea Owners Sub-Committee

西貢康城路一號晉海第五座地下晉海客務處

Wings at Sea Guest Service Centre, G/F Tower 5, Wings at Sea, 1 Lohas Park Road, Sai Kung, New Territories

電話(Tel) : 3615 0013

傳真(Fax) : 3615 0047

致： 城市規劃委員會  
香港北角  
渣華道 333 號  
北角政府合署 15 樓

1228



### 有關表達「將軍澳第 137 區興建混凝土廠計劃」的意見

就發展局向 貴會申請將軍澳 137 區興建臨時混凝土廠事宜（申請編號：A/TKO/126），本會現謹代表晉海居民就上述計劃提出反對，理由如下：

1. 水泥廠在油塘已經多次違反環保署規例，遭環保署多次發出告票後仍繼續違規，多年間公眾不斷質疑環保署欠缺監管，甚至初期縱容水泥廠。然而，發展局在 2021 年 10 月 26 日回覆立法會申訴部文件指「將軍澳設水泥廠會得到環保署發牌及監管，理應不會對將軍澳居民帶來環境問題」。本會質疑為什麼搬來將軍澳問題就會解決，就不會發生在油塘期間環保署監管不力的情況，環保署為何容許屢次違規的水泥廠搬至將軍澳。
2. 現時擬建水泥廠的位置附近正在興建海水化淡廠，倘若水泥廠運作，很多居民擔心會影響附近海水化淡廠抽取的海水水質，出現香港的嚴重的食水安全問題。
3. 將軍澳已飽受建築廢料堆填區和填料庫帶來的滋擾近 30 年，現時仍在運作，填料庫「臨時」了 20 年仍多次成功續牌運作，此乃對將軍澳居民不公平。
4. 因應新界東南堆填區的運作，每天已有數以千計的大型車輛出入將軍澳區，對區內造成污染及道路擠塞。若水泥廠搬入，即使大橋落實，將軍澳區內的交通也必然會進一步擠塞，有違以往的交通影響評估研究。
5. 連接日出康城至興建中的將軍澳藍田隧道的跨灣大橋將設有行人路及單車徑，如大量田螺車行走跨灣大橋會影響行人及單車使用者安全及污染空氣，恐怕有違設計原意。

故此本會反對發展局在將軍澳建設水泥廠的計劃，以及建議局方考慮使用其他替代方案並將水泥廠搬至遠離民居的地方。

就上述事宜，懇請 貴會正視本會及所有居民的意見，謝謝。



晉海業主附屬委員會

2022 年 4 月 21 日

副本致：晉海客務處

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有關:反對將軍澳第137區政府土地興建臨時混凝土配料廠  
28/04/2022 16:15

From:

To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>

File Ref:

1 attachment



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尊敬的甯主席:

根據城市規劃委員會的資料,發展局現正就將軍澳第137區的政府土地擬議臨時混凝土配料廠(為期7年)作出規劃申請(申請編號:A/TKO/126)。我們對此表示反對,詳細請參閱附件。

如有任何查詢,請賜電2351 8100 與服務處職員聯絡。

謝謝

天晉III A服務處

Tel: 2351 8100 Fax: 2351 8108

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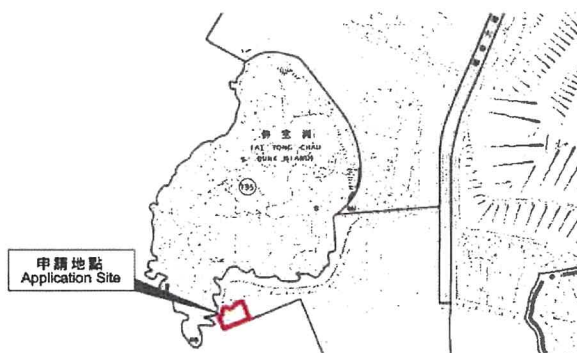


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信件編號: TKOD/2022/04/01

城市規劃委員會  
香港北角渣華道 333 號  
北角政府合署 15 樓  
主席 甯漢豪女士

甯主席:



有關: 反對將軍澳第 137 區政府土地興建臨時混凝土配料廠

根據城市規劃委員會的資料, 發展局現正就將軍澳第 137 區的政府土地擬議臨時混凝土配料廠(為期 7 年)作出規劃申請(申請編號: A/TKO/126)。我們對此表示反對, 理由如下:

1. 加重整個將軍澳區交通負擔

將軍澳區人口持續增長, 現時交通擠塞問題已日趨嚴重, 興建臨時混凝土配料廠定必會增加大型車輛出入, 令將軍澳區原已十分擠塞的交通, 更不勝負荷。

2. 加劇區內污染, 影響居民健康

據油塘混凝土廠的經驗, 在廠附近的空氣污染嚴重, 沙塵滾滾的情況屢見不鮮, 甚至乎混凝土車輛行經的車路及沿路的屋苑亦會受到影響, 令原已受到泥頭車污染影響的將軍澳區居民, 更擔憂居住環境及家人的健康。

3. 混凝土廠屢次出現違規情況

政府雖然對混凝土廠的營運有規管, 但以油塘混凝土廠為例, 環保署已多次發現違規情況, 並作出檢控, 可惜作用不大, 違規情況仍然持續, 將軍澳居民難免會聯想到他日將軍澳第 137 區亦會遇到相同情況。

有見及此, 歸納以上各項, 我們反對將軍澳第 137 區政府土地興建臨時混凝土配料廠, 建議在其他遠離民居的地方興建混凝土配料廠, 以減少對整個將軍澳居民的影響。如對上述事宜有任何查詢, 請致電 2351 8100 與天晉 IIIA 服務處聯絡。



新都城一期業主委員會  
(寶琳區屋苑)



蔚藍灣畔住宅業主附屬委員會  
(坑口區屋苑)



天晉 IIIA 業主委員會  
(將軍澳區屋苑)



都會駅業主委員會  
(調景嶺區屋苑)



領都業主附屬委員會  
(康城區屋苑)



海天晉業主委員會  
(將軍澳區屋苑)

日期: 2022 年 4 月 29 日

備註: 整個將軍澳主要分為 5 大區(寶琳、坑口、將軍澳、調景嶺及康城), 屋苑排名不分先後



特首辦公室、發展局、城市規劃委員會：

4789

## 強烈反對將軍澳設置水泥廠

據悉，發展局有計劃搬遷油塘的混凝土廠，並在將軍澳第 137 區用地重新設置。我們對此強烈反對，故特此來函，陳述反對理據如下：

1) 將軍澳不少屋苑已經落成，區內人口大增，接近 43 萬人，交通十分擠塞。若然於 137 區設置水泥廠，交通流量將大增，污染沿途屋苑和環保大道。另外，廠方指車輛進出擬建地點只需行駛跨灣連接路，但跨灣連接路的設計是人車共融，將影響居民使用跨灣連接路單車徑；

2) 於 2021 年 4 月，有團體委託環境評估和污染控制顧問公司，在本年 3 月在油塘混凝土廠附近所進行的空氣污染檢測，附近空氣的可吸入懸浮粒子 (PM10) 指數於 7 日內連續 6 日超標，在 2020 年 3 月 20 日污染最為嚴重，PM10 指數更高達 170 (微克/立方米)，遠超《空氣污染管制條例》中所設立的濃度限值，即 100 (微克/立方米)。

3) 環保署指執法人員在過往巡查油塘混凝土廠期間，多次發現上述混凝土廠不當運作，已先後於 2018 年和 2020 年分別就混凝土廠違反牌照條款檢控 3 宗個案，其後被法院定罪，惟混凝土廠負責人屢勸不改，自今年年初至 4 月，環保署仍發現該廠涉違規個案，正搜證以期提出檢控。署方強調，會持續加強巡查油塘區內其他混凝土廠的運作情況並嚴厲執法，以保障附近居民的生活環境。油塘的混凝土廠已多次發現違規，證明若在將軍澳第 137 區用地重新設置，將對沿途居民造成污染和影響；

4) 現時堆填區及 137 區填料庫問題仍十分嚴重，數千泥頭車每日進出將軍澳，污染沿途屋苑和道路。將軍澳社區已承擔多項厭惡設施多年，社區已完成社會責任，強烈反對再增設厭惡設施。



故此，我們反對在將軍澳第 137 區用地重新設置混凝土廠，要求政府另覓點設置混凝土廠，正視及聆聽我們市民的訴求，撤回有關建議。

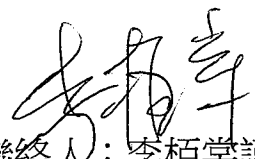
**屋苑聯署名單：**

	屋苑名稱	姓名和職銜	聯絡電話	聯絡地址
1	領都	業委會主席 李栢棠先生		將軍澳日出康城領都 客務處
2	都會駅	業委會主席 葉寶儀小姐		將軍澳都會駅 客務處
3	蔚藍灣畔	業委會主席 梁有泉先生		將軍澳蔚藍灣畔 客務處
4	天晉	業委會主席 黎兆聰先生		將軍澳天晉 客務處
5	君傲灣	業委會主席 周嘉誠先生		將軍澳君傲灣 客務處
6	日出康城	發展項目業主委員會 秘書 姜新華先生		將軍澳日出康城 地標會所客務處
7	峻瀝	業委會主席 劉天明先生		將軍澳峻瀝 客務處
8	首都	業委會前主席 張志董先生		將軍澳日出康城首都 客務處
9	日出康城	康城居民協會主席 簡啟惠先生		將軍澳日出康城領都 客務處
10	天晉 3A	業委會主席 何金榮先生		將軍澳天晉 3A 客務處
11	欣明苑	業主立案法團司庫 林咏然先生		將軍澳欣明苑 管理處
12	寶盈花園	業主立案法團 第六屆（第二任）管 理委員會主席 劉紹邦先生		將軍澳寶盈花園 屋苑服務中心

13	富康花園	業主立案法團主席 陸平才先生		將軍澳富康花園第四座 地下法團辦公室
14	怡明邨	怡悅樓互助委員會 主席 呂文瀚先生		怡明邨怡悅樓地下 互助委員會
15	健明邨	明宇樓互助委員會 主席 黃炳雄先生		健明邨明宇樓地下 互助委員會
16	峻滢 II	業委會主席 林凱豪先生		將軍澳峻滢 II 客務處

如有任何垂詢，請聯絡李栢棠先生，電話 [REDACTED]，地址：將軍澳日出康城領都客務處。謝謝！

順祝  
安康！

  
聯絡人：李栢棠謹啟

2022 年 4 月 27 日



# 維景灣畔業主委員會

## Ocean Shores Owners' Committee

Our Ref. : OS/OC/L016/22

Your Ref. :

香港北角渣華道 333 號  
北角政府合署 17 樓  
城市規劃委員會  
城市規劃委員會主席  
甯漢豪女士, JP

7533

敬啟者：

### 有關：「一人一信」反對將軍澳第 137 區政府土地擬議臨時混凝土配料廠 (申請編號: A/TKO/126)事宜

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據悉發展局有意將油塘的混凝土廠搬遷至將軍澳 137 區，大量將軍澳、調景嶺、日出康城的區內居民對此計劃十分抗拒及反對，現時將軍澳 137 區已設有建築廢料堆填區和填料庫，每天有數千部重型車進出將軍澳隧道、環保大道，對區內造成環境污染及道路擠塞。

事實上，接二連三的報導已揭露現時油塘多間水泥廠多次違反環保署規例，污煙瘴氣，投訴不斷，令區內居民「日日食塵」，有關水泥廠承建商更將沙石直接倒進海中，污染情況多年來毫無改善，遭環保署多次發出告票。很多將軍澳居民擔心油塘水泥廠搬至將軍澳，只會將以上污染問題複製到另一個人口更多的地方，令將軍澳成為“翻版”油塘。

此外，將軍澳居民已長年忍受區內的堆填區及填料庫，比起其他區已承擔多年的龐大社會責任。加上附近正興建將軍澳海水化淡廠，倘若水泥廠影響水質，更令香港出現食水安全隱憂。

本會已於屋苑收集 264 封一人一信反對相關計劃，本會懇請 貴會考慮將軍澳民生問題，重新為混凝土配料廠選址。

如有任何疑問，請致電 2709 0223 與服務處或

與本會主席陳繼偉先生聯絡。

此致  
城市規劃委員會主席



維景灣畔業主委員會主席  
陳繼偉 謹啟

2022 年 4 月 29 日

維景灣畔業主委員會轉交：九龍澳景路八十八號維景灣畔第一座地下服務處  
Ocean Shores Owners' Committee C/O: Management Services Office, G/F., Tower 1, Ocean Shores, No. 88 O King Road, Kowloon

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號

**Reference Number:**

220408-144832-61313

提交限期

**Deadline for submission:**

29/04/2022

5-12

提交日期及時間

**Date and time of submission:**

08/04/2022 14:48:32

有關的規劃申請編號

**The application no. to which the comment relates:** A/TKO/126

「提意見人」姓名/名稱

**Name of person making this comment:**

先生 Mr. SITT YING WAI

意見詳情

**Details of the Comment :**

支持於當地建水泥廠，加快興建東九發展！  
只要加設管制條件就不會再出現油塘水泥廠的亂局，位置離康城偏遠不影響當地居民。

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號

**Reference Number:**

220408-202148-69075

提交限期

**Deadline for submission:**

29/04/2022

68

提交日期及時間

**Date and time of submission:**

08/04/2022 20:21:48

有關的規劃申請編號

**The application no. to which the comment relates:**

A/TKO/126

「提意見人」姓名/名稱

**Name of person making this comment:**

先生 Mr. Mark Yu

意見詳情

**Details of the Comment :**

強烈反對將混凝土廠重置于將軍澳。

1 將軍澳為人口密集區域。未來混凝土車會經將軍澳跨灣大橋及跨灣連接路（D9路）來往混凝土廠，對於沿途居民，特別是康城第10期、第九期、第六期及第四期居民造成嚴重噪音、塵土及地面環境污染。D9路之半密封式隔音屏障不足以彌補如此嚴重的噪音及塵土污染，而跨灣大橋上更沒有任何保護措施，對於旁邊的行人及單車徑使用者造成嚴重影響。

建議：禁止混凝土車輛使用跨灣大橋，或將D9路之半密封式隔音屏障改為全密封，或100%之來貨及90%之去貨均使用水路運輸

2 將軍澳區域歷史承擔大量厭惡性質設施，包括將軍澳堆填區第1-3期，新界東南堆填區、填料庫等等，未來137區也在進行居住區域之規劃，將混凝土廠就此重置實為短時之規劃。建議另尋他地重置，比如將混凝土廠集中在青衣西和北大嶼山（青嶼幹線收費站旁邊）工業用地



**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號

**Reference Number:**

220409-103523-81063

提交限期

**Deadline for submission:**

29/04/2022

**335**

提交日期及時間

**Date and time of submission:**

09/04/2022 10:35:23

有關的規劃申請編號

**The application no. to which the comment relates:**

A/TKO/126

「提意見人」姓名/名稱

**Name of person making this comment:**

先生 Mr. YIP Chi Ming

意見詳情

**Details of the Comment :**

There is only one route connecting the Lohas and TKO Industrial Zone. Even later on an additional in commission but the capacity still with limit.

If there is a batching plant erected in Area 137, there will be huge amount of heavy vehicles running through the developed districts include Lohas Park areas, TKO Industrial Zone, TKO South, etc. All the impacted areas are already well developed with congested residential buildings.

Thus, the advantage of the LTTKO tunnel and cross bay link will be eliminated. Most important, such additional traffic loads give no contribution to the impacted areas.

In case there is a must to erect batching plant in Area 137, please consider,

- All raw material MUST be delivered to plant by marine traffic;
- The batching plant can only supply products to support TKO areas

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號  
**Reference Number:** 220409-105106-55454

提交限期  
**Deadline for submission:** 29/04/2022

提交日期及時間  
**Date and time of submission:** 09/04/2022 10:51:06

349

有關的規劃申請編號  
**The application no. to which the comment relates:** A/TKO/126

「提意見人」姓名/名稱  
**Name of person making this comment:** 先生 Mr. 張騰升

意見詳情  
**Details of the Comment :**

本人強烈支持將混凝土廠搬去將軍澳137區。

油塘已經有大量住宅，但因工廠導致空氣質素差劣，對住戶健康構成負面影響。

將軍澳137區遠離住宅，實為良好規劃。

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號

**Reference Number:**

220410-161629-50948

提交限期

**Deadline for submission:**

29/04/2022

**559**

提交日期及時間

**Date and time of submission:**

10/04/2022 16:16:29

有關的規劃申請編號

**The application no. to which the comment relates:**

A/TKO/126

「提意見人」姓名/名稱

**Name of person making this comment:**

先生 Mr. Kenny Tse

意見詳情

**Details of the Comment :**

完全贊成盡快將水泥廠搬入137工業區：

- 1) 對環境污染少
- 2) 不會影響附近民居
- 3) 水泥廠工人可以但就業
- 4) 跨灣大橋，配合將藍隧道，迅速為市區帶來方便嘅水泥運輸
- 5) 附合環評



**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號

**Reference Number:**

220412-111151-97278

提交限期

**Deadline for submission:**

29/04/2022

提交日期及時間

**Date and time of submission:**

12/04/2022 11:11:51

739

有關的規劃申請編號

**The application no. to which the comment relates:** A/TKO/126

「提意見人」姓名/名稱

**Name of person making this comment:**

先生 Mr. Jeff

意見詳情

**Details of the Comment :**

本人並不是完全介意混凝土廠設立但必須有監察

本人建議

一，於跨灣大橋設全橋快相系統

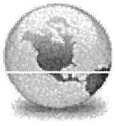
二，跨灣大橋未段與工廠區至混凝土廠全CCTV 監察

三，扣除混凝土廠按金一億，每單交通意外，空氣質素影響不論過失只要與混凝土廠有關，扣除單次一千萬賠償

四，如因混凝土廠施工，運送，污染而影響交通，每十分鐘延誤，康城/將軍南居民獲發每人一百元賠償

五，環保署環每100 米設立空氣監察系統，不論原因如混凝土廠周邊空氣質素與將軍澳區平均懸浮粒子超過10% 當日必須停工，直至空氣質素改善 如不停工，每戶將軍南/康城居民每日獲5000 元賠償

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi



**A/TKO/126, Comment**

21/04/2022 11:23

1226

From:

To:

File Ref:

"tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>

2 attachments



A\_TKO\_126\_LauYinPong.pdf s16 comment 20220419.pdf

Dear sirs,

pls see attached form and attached comment regarding s16 application no. A/TKO/126 for your kind consideration.

Best regards,

Lau Yin Pong

[Redacted signature]

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

**To: Secretary, Town Planning Board**

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

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有關的規劃申請編號 The application no. to which the comment relates

A/TKO/126

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

Please refer to attached comment.

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「提意見人」姓名／名稱 Name of person/company making this comment

LAN YIN PONG.

簽署 Signature

[Signature]

日期 Date

21 Apr 2022



As a resident of Lohas Park, I strongly oppose the subject s16 application (A/TKO/126) on following grounds:-

#### 1. Short Term vs Long Term

According to the tentative programme provided by the applicant, the construction of proposed concrete batching plant (CBP) will be carried out between 2022 Q4 to late 2023/early 2024 (about 1.5 yrs) and the CBP will be commenced its operation from late 2023/early 2024 to 2029 Q2 (about 5.5 yrs).

As per latest Policy Address, there will be a no. of infrastructures/new development areas (NDAs) planned in coming years, e.g. Northern Metropolis, Central Waters Artificial Islands, Kwu Tung/Fanling North NDA, Hung Shui Kiu NDA, Yuen Long South NDA, San Tin Technopole, the Lo Wu/Man Kam To Comprehensive Development Node, Kai Tak, Anderson Road, etc. The demand of concrete is uprising, especially the speeding up of the statutory processes related to development proposed by Development Bureau recently.

The demand of concrete for urban Kowloon, east Kowloon and Tseung Kwan O (TKO) will not suddenly evaporated after the expiry of the subject s16 application in 2029 Q2. In fact, Area 137 of TKO where subject application site is situated, is another important housing supply in the territory, which requires huge amount of concrete after 2029.

Therefore, it is not a desirable urban planning to solve a long term demand (concrete) by a short term supply (subject application). Moreover, the government should also consider the health and environmental impact of Lohas Park with estimated population of 63,000 (2025). Without thorough consultation and address all concerns, the CBP should not be implemented.

#### 2. Available of Alternative Sites for CBP Use

In fact, following completion of the infrastructures in recent years/coming years, such as Central-Wanchai Bypass, Route 6 (2025/26), TKO/Lam Tin Tunnel (2023), the travelling time of different areas in the territory has been largely shortened and the necessity to have the CBP in TKO, as claimed by the applicant, may not be valid, especially the population of TKO is already very high (over 400,000 in 2020 and estimate population

451,600 in 2029)<sup>1</sup>. Setting up a CBP in such a high-density residential area would definitely affect the living environment and bring extra pressure to the traffic.



Figure 1 Route 6

I’ve identified 3 areas, which all enjoy excellent transport infrastructure and sea access/pier similar to subject application site but are distant from residential area, for the board’s consideration:

Location of CBP for TPB’s consideration	Distance from Residential Area	Travelling Time
Various government sites near Stonecutters Island/Container Terminal 7 & 8 (Figure 2)	2.3 Km (Mei Foo Sun Chuen, Population: about 41,000)	Chai Wan (22 mins) Anderson Rd (25 mins) Area 137, TKO (32 mins) Hung Shui Kiu (21 mins) Kwu Tung (22 mins)

<sup>1</sup> Projections of Population Distribution 2021-2029 (Planning Department, HKSAR)  
[https://www.pland.gov.hk/pland\\_en/info\\_serv/statistic/wgpd21/tables/Locked\\_WGPD%20Report\\_2021-2029.pdf](https://www.pland.gov.hk/pland_en/info_serv/statistic/wgpd21/tables/Locked_WGPD%20Report_2021-2029.pdf)

Various government sites at Tsing Yi Island South (Figure 3)	2.2 Km (Mayfair Garden, Population: about 4,600)	Chai Wan (25 mins) Anderson Rd (22 mins) Area 137, TKO (29 mins) Hung Shui Kiu (20 mins) Kwu Tung (24 mins)
Various government sites at Lung Kwu Tan, Tuen Mun (Figure 4)	3.1 Km (Melody Garden, Population: about 6,200)	Chai Wan (45 mins) Anderson Rd (42 mins) Area 137, TKO (50 mins) Hung Shui Kiu (21 mins) Kwu Tung (28 mins)



Figure 2 Sites suitable for CBP in Stonecutters Island/Container Terminal 7 & 8



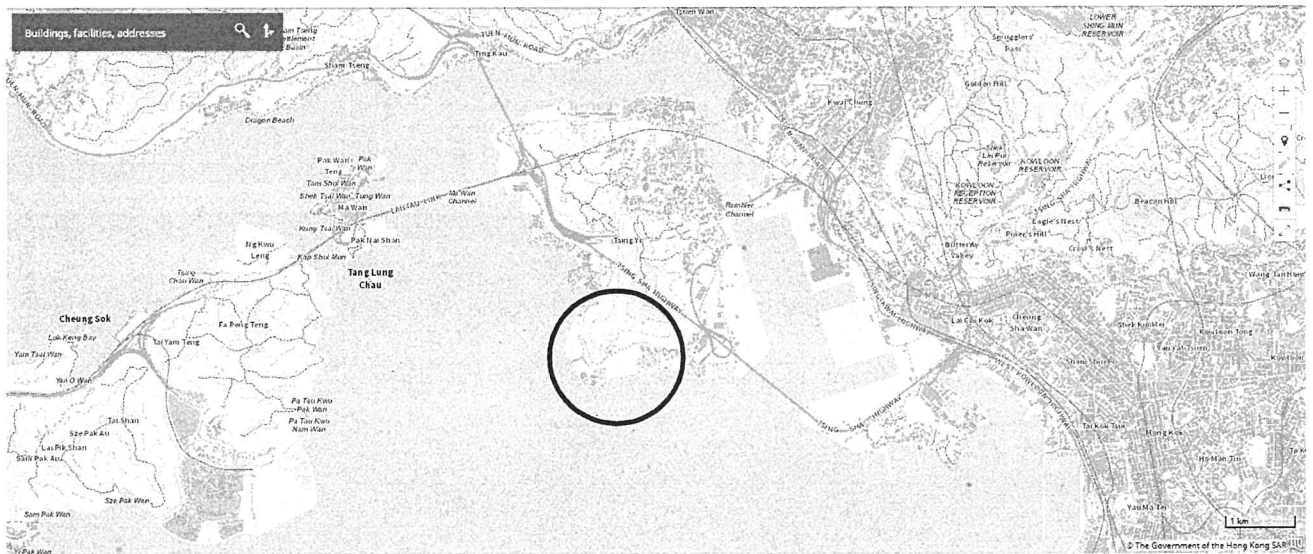


Figure 3 Sites suitable for CBP in Tsing Yi Island South

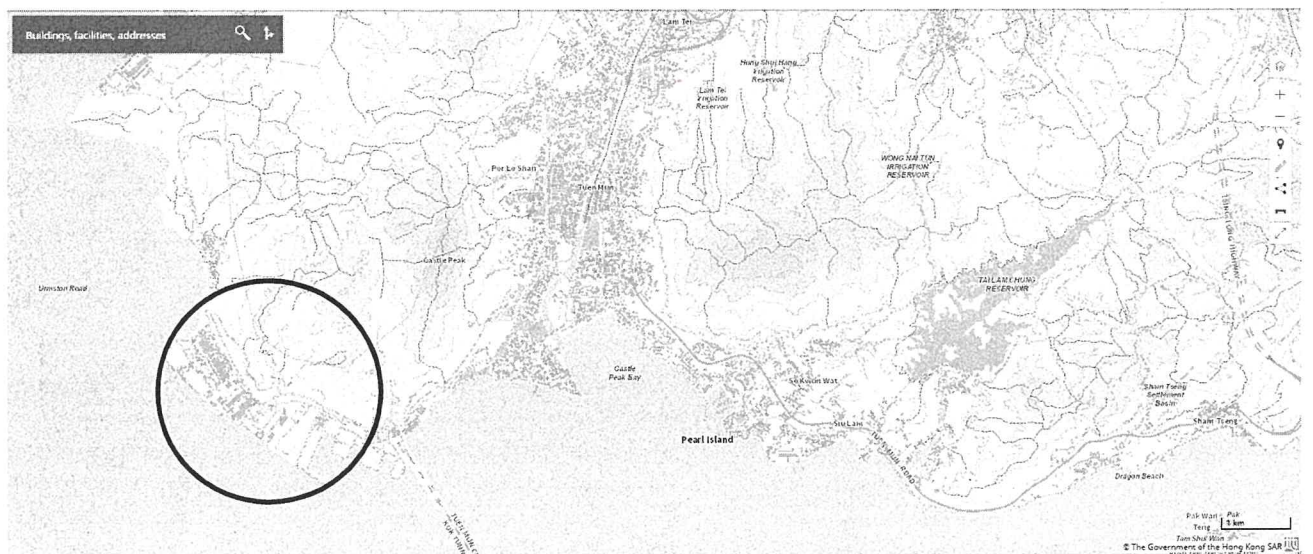


Figure 4 Sites suitable for CBP in Lung Kwu Tan

All these 3 locations have travelling times ranging from 21 mins to 50 mins to most part of Hong Kong. Thus, it would not cause segregation or impact on workability of the concrete mix. For the board's information, with the proper transportation means, the freshly mixed concrete can have a maximum travelling time of 2 hours after production<sup>2</sup>.

<sup>2</sup> Department of Civil & Environmental Engineering and Instructional Systems, The Pennsylvania State University

Besides, compared to the distance between the CBP and the nearest residential area, all these 3 locations have a longer distance than that subject site (2.2-3.1Km vs 1.9Km) (Figure 5). The population of Lohas Park after completion of all phases (around 2025) will be about 63,000, almost 1.54-13.7 folds of the nearest residential area of above 3 locations.

In terms of the distance from the nearest residential area and the population of such residential area, the subject application site is not desirable for the CBP use when better alternative sites are available.

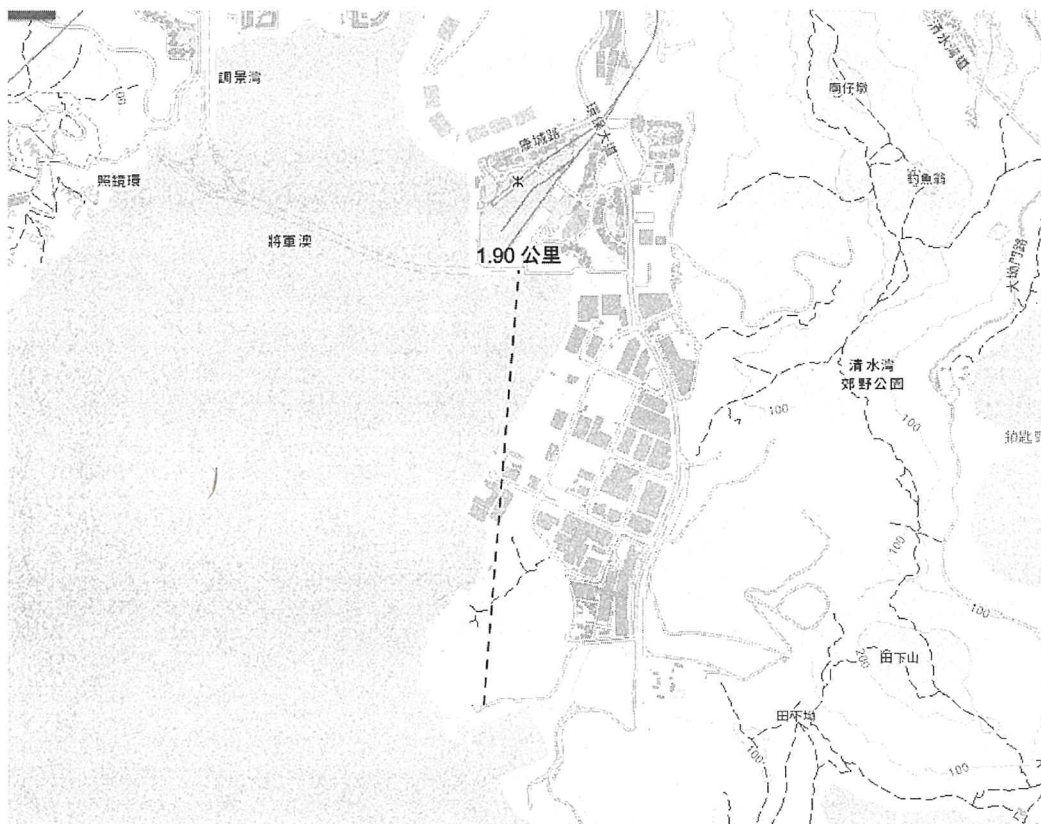


Figure 5 Distance between proposed concrete batching plant and Lohas Park

### 3. Applicant's Past Record on its Promise

Lohas Park area is notorious of nearby landfill sites in Hong Kong since year 2002. The fill bank in Area 137 was granted on short term basis, i.e. 5 years from 2002 and would be expired in 2007. However, the applicant has failed to keep its promise by renewing the fill



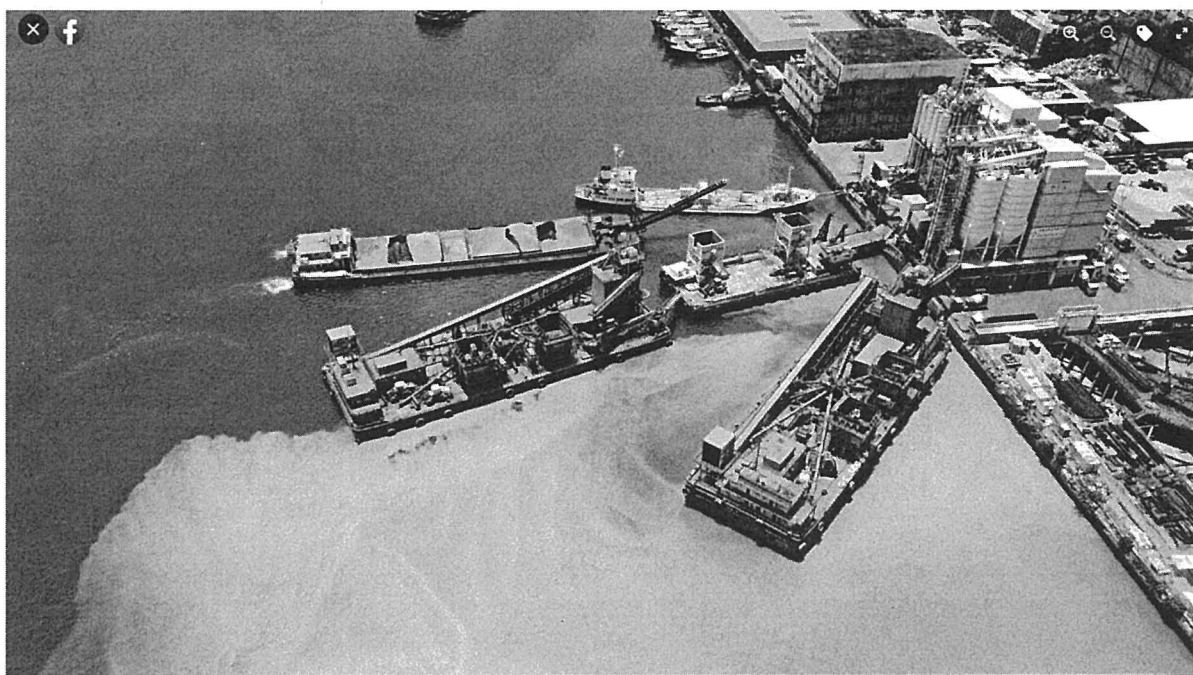
bank 4 times upto year 2026<sup>3</sup>. I, personally, am not persuaded the fill bank in Area 137 will be terminated after 2026 according to applicant's past record nor its promise of subject application on short term basis.

As discussed in previous paragraph, it is much desirable to have a permanent location for CBP to cater for a long term demand and my suggestion of the permanent locations may worth the applicant to study.

#### 4. CBP Tenant's Malpractice

As the board may aware, the use of subject site for CBP is due to the applicant's relocation of those CBPs from Yau Tong Industrial Area, which is being converted into residential area.

I would like to draw your attention to follow photos, which demonstrates the malpractice of these CBP operators in Yau Tong:-



<sup>3</sup> Oriental Daily, 6 July 2021 -將軍澳臨時填料庫限期不斷延長 區議員批評出爾反爾  
[https://hk.on.cc/hk/bkn/cnt/news/20210706/bkn-20210706102837540-0706\\_00822\\_001.html](https://hk.on.cc/hk/bkn/cnt/news/20210706/bkn-20210706102837540-0706_00822_001.html)







A picture is worth a thousand words. These photos demonstrate why I strongly oppose subject application. Although licence of one CBP operator in Yau Tong has been cancelled in April this year<sup>4</sup>, the appeal of Air Pollution Control Appeal Board's decision on renewal of licence of the same operator is still pending.

It is a usual practice for the applicant to let the CBP site to the bidder who can offer highest rent through public tender. With the proper mitigation measures included enclosed plant, enclosed trucks, appropriate approval conditions under s16 application, operation codes and conditions stipulated in EPD's licence, I believe there will be no significant impact to the environment, or the residents. But why the CBP in Yau Tong is still in operation all these years after numerous complaints from different media on its malpractice?

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<sup>4</sup> Press release, HKSAR Government, 27 January 2022  
<https://www.info.gov.hk/gia/general/202201/28/P2022012800682.htm>

The crux of the problem is the penalty imposed by the court under the ordinance, which is so tiny (\$8,000) to the whole business<sup>5</sup>. The penalty, which forms part of the business operation cost, cannot effectively prevent the operator from not complying with all the above conditions/codes/ordinance.

Even though the licence to operate the CBP has been cancelled, the same CBP operator in Yau Tong is still running the plant at the moment of this submission.<sup>6</sup>

The same operator has proposed to run its business in subject application site by submitting the proposal to government for its consideration last year<sup>7</sup>, which is coincidentally similar to the current proposal submitted to the board.

The applicant may explain to the board that the tender of subject site is open to public and is not obligated to accept the highest bid as it claimed in the public. But as per my finding, all land tender cases were awarded to the tenderers with the highest bid, save for those two-envelope tender sites. The prospective tenant of the subject site may offer the highest bid by saving the cost of all or part of mitigation measures imposed on the site.

Moreover, it is easy to hide the tenderer's authentic identity before the award of tender.

The applicant may also claim that it may impose stringent terms and conditions to the short term tenancy (STT) agreement of subject site, allowing the applicant to have the authority to terminate the STT in case of non-compliance of conditions. I would stress that these conditions can only control the practice/operation within the site, but not the daily operation outside the site, e.g. those trucks running on the road without proper enclosure and the barge with raw materials. Even with the termination notice issued to the operator, the operator may ignore or illegally occupied until legal action is taken, which may requires another 9-12 months' period normally.

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<sup>5</sup> Press release, HKSAR Government, 9 July 2021  
<https://www.info.gov.hk/gia/general/202007/09/P2020070900472.htm?fontSize=1>

<sup>6</sup> Press release, HKSAR Government, 4 April 2022  
<https://www.info.gov.hk/gia/general/202204/04/P2022040400593.htm>

<sup>7</sup> 頭條日報, 7 June 2021  
<https://hd.stheadline.com/news/realtime/hk/2092543/%E5%8D%B3%E6%99%82-%E6%B8%AF%E8%81%9E-%E6%96%B0%E8%81%9E%E8%BF%BD%E6%93%8A-%E5%B0%87%E8%BB%8D%E6%BE%B3%E6%B7%B7%E5%87%9D%E5%9C%9F%E5%BB%A0-%E6%93%AC%E5%BB%BA%E4%BA%9E%E6%B4%B2%E9%A6%96%E5%80%8B%E5%85%A8%E5%B0%81%E9%96%89%E5%BB%A0%E6%88%BF>



In the circumstances, the applicant has to demonstrate to the board how it can ensure the operation of its tenant is in compliance with the Ordinance and the approval conditions which may be imposed by the board.

#### 5. Desalination Plant in Area 137

From the photos above, the delivery of the raw materials by the barge may also threaten the water quality of Area 137. The commissioning of proposed desalination plant in Area 137 may be affected by the poor water quality. I must stress that the current licence system under the Air Pollution Control Ordinance may not effectively control the practice of the CBP. Taken into account the time for prosecution and appeal, the whole process to terminate the licence may require 1-2 years' time.

#### 6. Precedent Case

If approved by the board, it will set a poor precedent case in Area 137 for CBP use, and may attract other prospective CBP operators to apply for similar concrete batching use in TKO

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號

**Reference Number:**

220429-233057-41597

提交限期

**Deadline for submission:**

29/04/2022

提交日期及時間

**Date and time of submission:**

29/04/2022 23:30:57

有關的規劃申請編號

**The application no. to which the comment relates:**

A/TKO/126

「提意見人」姓名/名稱

**Name of person making this comment:**

夫人 Mrs. Chan Lai Ping

意見詳情

**Details of the Comment :**

支持此申請，因為九龍東及將軍澳仍然需要石屎建設，只要新廠房做好防止污染物外洩及英泥車走線儘量避免經過民居就可以

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號

**Reference Number:**

220411-131210-44716

提交限期

**Deadline for submission:**

29/04/2022

5-113

提交日期及時間

**Date and time of submission:**

11/04/2022 13:12:10

附加

有關的規劃申請編號

**The application no. to which the comment relates:**

A/TKO/126

「提意見人」姓名/名稱

**Name of person making this comment:**

先生 Mr. Diamond Tai

意見詳情

**Details of the Comment :**

發展局計劃向城規會申請將軍澳137區興建臨時混凝土廠/水泥廠，我是將軍澳居民，一直反對有關計劃，理由如下：

- 水泥廠在油塘已經多次違反環保署規例，遭環保署多次發出告票後仍繼續違規，多年間公眾不斷質疑環保署欠缺監管，甚至初期縱容水泥廠。然而，發展局在2021年10月26日回覆立法會申訴部文件指「將軍澳設水泥廠會得到環保署發牌及監管，理應不會對將軍澳居民帶來環境問題」。我們質疑為什麼搬來將軍澳問題就會解決，就不會發生在油塘期間環保署監管不力的情況，環保署為何容許屢次違規的水泥廠搬至將軍澳。

- 現時擬建水泥廠的位置附近正在興建海水化淡廠，倘若水泥廠運作，很多居民擔心會影響附近海水化淡廠抽取的海水水質，出現香港的嚴重的食水安全問題。

- 將軍澳已飽受建築廢料堆填區和填料庫帶來的滋擾近30年，現時仍在運作，填料庫「臨時」了20年仍多次成功續牌運作，為什麼對將軍澳居民如此不公平？

- 現時每天有數千部泥頭車雙向進出將軍澳區內道路，對區內造成污染及道路擠塞，水泥廠搬入，田螺車問題定必會令情況加劇惡化

故此我反對發展局在將軍澳設水泥廠的計劃，以及建議局方使用岩洞方案並水泥廠搬至遠離民居的地方。



**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號

220409-103720-02500

Reference Number:

提交限期

29/04/2022

Deadline for submission:

339

提交日期及時間

09/04/2022 10:37:20

Date and time of submission:

有關的規劃申請編號

A/TKO/126

The application no. to which the comment relates:

「提意見人」姓名/名稱

先生 Mr. Frank LUK

Name of person making this comment:

意見詳情

Details of the Comment :

**【尋求各方支援，繼續促請發展局撤回將軍澳臨時水泥廠計劃】**

就發展局計劃係將軍澳137區擬建水泥廠/混凝土廠，過往我們一直不同行動，包括向局方遞交過萬居民簽名、在區議會、立法會上申訴等等。

今日有幸得到立法會議員 \*狄志遠\* 支持及幫忙，到政府總部遞交請願信件，懇請發展局撤回將軍澳137區設水泥廠計劃，以下係我在政總從 #法理情 方面的發言：

1. 係 #法 方面：現時油塘水泥廠多次違反環保署規例，污煙瘴氣，有關水泥廠更曾將沙石直接倒進海中，曾遭環保署多次發出告票。為什麼發展局及環保署仍容許屢次違規的水泥廠營辦商在將軍澳137區重置廠房？難道搬至將軍澳區就不會造成滋擾？政府應修定現時水泥廠的發牌制度，加入條款避免屢次違規的東主或股東以其他公司名義繼續申請牌照。

2. 係 #理 方面：將軍澳及西貢人口約50萬，比油塘人口多近5倍，為什麼水泥廠會搬至一個人口更多的社區。臨時水泥廠的問題不單是密封與否的問題，而是田螺車進出造成的道路擠塞及滋擾，加上現時區內每日已有數以千計的往堆填/填料庫的泥頭車，對將軍澳早已塞爆的交通實在不堪設想。加上水泥廠選址近香港首間海水化淡廠，如何說服市民信心不會污染食水？

3. 係 #情 方面：在此臨時水泥廠計劃之前，將軍澳已承擔全港的社會責任超過30年，現時區內的近百公頃的堆填區及臨時填料庫仍在運作中，舊債仍未清，如何說服居民搬入新的厭惡設施？

狄議員發言時表示，將軍澳發展一日千里，現時已經是全港其中一個最大型新市鎮，再搬入水泥廠實在是規劃失誤，另外現時政府亦計劃簡化城規會條例，他擔心會剝削市民對於不合理規劃表達意見的空間。

雖然局方始乎打定了主意，而區議會職能坦言亦有限，但我會運用獨立區議員的特質，尋求各方人士及立法會議員的支持，理性務實地為將軍澳居民據理力爭。

除了狄議員以外，在此亦十分感謝新界東南立法會 \*李世榮\* 議員，李世榮議員早前也主動為將軍澳居民發聲，在月中安排了發展局會議，加上本月尾西貢區議會與發展局的會議，屆時我也會出席表達區內居民意見。

註：另一名新界東南立法會 \*林素蔚\* 議員在今年2月期間亦幫手在立法會展開了質詢，要求發展局應全面捨棄將軍澳設水泥廠的計劃，以及建議局方使用岩洞方案。

西貢區議員張美雄

詳情及相片 <https://www.facebook.com/groups/1355437118120891/permalink/1663456957318904/>

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號

**Reference Number:**

220409-124409-46106

提交限期

**Deadline for submission:**

29/04/2022

5-360

提交日期及時間

**Date and time of submission:**

09/04/2022 12:44:09

3470

有關的規劃申請編號

**The application no. to which the comment relates:**

A/TKO/126

「提意見人」姓名/名稱

**Name of person making this comment:**

先生 Mr. Kim

意見詳情

**Details of the Comment :**

As a resident of LOHAS Park, I, together with many neighbours of mine, strongly object the proposal.

Residents of LOHAS Park have been suffering from the nuisance caused by the nearby reclamation area long enough, not only the environmental perspective but also the problems created by the trucks.

While we're looking forward to a better use of the land upon the completion of reclamation, it's a nightmare for us to know that it's intended to have a cement factory built there. Seems our nightmare will be extended!

Why don't the government consider to make use of this piece of land for recreational purposes like a big resort area with a big piece of grass land that we HK citizens are lack of, artificial beaches, camping sites, maybe with big shopping complexes and carparks only for electric vehicles. This area is not suitable for another big town without well planned transportation network.

I therefore suggest the government to consider my views above - terminate the proposal of building a cement factory and replace it by the development of a recreational area, for the sake of all HK citizens.



**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號

Reference Number:

220409-172909-37297

提交限期

Deadline for submission:

29/04/2022

提交日期及時間

Date and time of submission:

09/04/2022 17:29:09

456

有關的規劃申請編號

The application no. to which the comment relates:

A/TKO/126

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Cheng

意見詳情

Details of the Comment :

發展局局長

黃偉綸先生 JP :

強烈反對將軍澳設置水泥廠

據悉，發展局有計劃搬遷油塘的混凝土廠，並在將軍澳第137區用地重新設置。我們對此強烈反對，故特此來函，陳述反對理據如下：

- 1) 將軍澳不少屋苑已經落成，區內人口大增，接近43萬人，交通十分擠塞。若然於137區設置水泥廠，交通流量將大增，污染沿途屋苑和環保大道。另外，廠方指車輛進出擬建地點只需行駛跨灣連接路，但跨灣連接路的設計是人車共融，將影響居民使用跨灣連接路單車徑；
- 2) 於2021年4月，有團體委託環境評估和污染控制顧問公司，在本年3月在油塘混凝土廠附近所進行的空氣污染檢測，附近空氣的可吸入懸浮粒子（PM10）指數於7日內連續6日超標，在2020年3月20日污染最為嚴重，PM10指數更高達170（微克/立方米），遠超《空氣污染管制條例》中所設立的濃度限值，即100（微克/立方米）。
- 3) 環保署指執法人員在過往巡查油塘混凝土廠期間，多次發現上述混凝土廠不當運作，已先後於2018年和2020年分別就混凝土廠違反牌照條款檢控3宗個案，其後被法院定罪，惟混凝土廠負責人屢勸不改，自今年年初至4月，環保署仍發現該廠涉違規個案，正搜證以期提出檢控。署方強調，會持續加強巡查油塘區內其他混凝土廠的運作情況並嚴厲執法，以保障附近居民的生活環境。油塘的混凝土廠已多次發現違規，證明若在將軍澳第137區用地重新設置，將對沿途居民造成污染和影響；
- 4) 現時堆填區及137區填料庫問題仍十分嚴重，數千泥頭車每日進出將軍澳，污染沿途屋苑和道路。將軍澳社區已承擔多項厭惡設施多年，社區已完成社會責任，強烈反對再增設厭惡設施。

故此，我們反對在將軍澳第137區用地重新設置混凝土廠，要求政府另覓點設置混凝土廠，要求正視及聆聽我們市民的訴求，撤回有關建議。

1512

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：[tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: [tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)

有關的規劃申請編號 The application no. to which the comment relates

A/TKO/126

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

- 根據交通評估報告混凝土配料廠會有七成的石屎量去將軍澳以外嘅地方
- 為何要選址將軍澳去供應其他地方？
- 香港其他地區已有足夠的混凝土配料廠
- 將軍澳跨灣大橋開通後，由九龍西的混凝土配料廠至將軍澳亦只須 30 分鐘
- 甚至 T2 主幹路開通後，相信只須 15 分鐘便能到達將軍澳
- 為何要將軍澳區區民犧牲！

「提意見人」姓名／名稱 Name of person/company making this comment

李德文

簽署 Signature

文

日期 Date

22 APR 2022

1513

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：[tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: [tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)

有關的規劃申請編號 The application no. to which the comment relates ATKO/126

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

- 反對混凝土廠在將軍澳興建及運作！
- 影響交通、破壞環境！
- 其他區分已有混凝土廠，當將軍澳跨灣連接大橋開通後，由青衣去將軍澳只需半小時左右。
- 根本無需於將軍澳區興建混凝土廠！

「提意見人」姓名／名稱 Name of person/company making this comment

WONG WING

簽署 Signature

Wong Wing

日期 Date

22 APR 2022



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：[tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)

1511

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: [tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)

有關的規劃申請編號 The application no. to which the comment relates A/TKO/126

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

本人是日出康城的居民，極力反對上述申請於 TKO137 興建混凝土石屎廠！

現在已有很多重型車輛於區內進出，將來每日混凝土車、泥頭車並其他重型車輛

於此地方及附近路段不斷進進出出，將造成交通道路嚴重負荷！

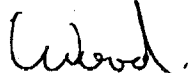
此等厭惡工廠並其相關車輛產生大量廢氣，污染環境，嚴重影響附近居民健康！

促請政府部門正視有關問題！反對相關厭惡工廠於民居區內繼續發展！

絕不能置居民的健康及環境保護於不理！

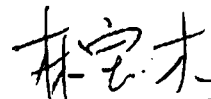
「提意見人」姓名／名稱 Name of person/company making this comment

簽署 Signature



日期 Date

23 APR 2022



# 反對將軍澳第 137 區重置混凝土廠

Against the proposed Concrete Batching Plant in Area 137, Tseung Kwan O

致城市規劃委員會：

發展局向城市規劃委員會就一幅位於將軍澳第 137 區的用地的擬議混凝土配料廠，申請有效為不多於 7 年的規劃許可(申請編號 A/TKO/126)。

- ◆ 現時位於油塘工業區的混凝土廠塵土飛揚，對居民構成影響，將軍澳居民對於區內擬設混凝土廠表示強烈反對。
- ◆ 西貢區內已設有混凝土廠。
- ◆ 政府正於第 137 區興建海水化淡廠，並已規劃該區為住宅區。將混凝土廠遷入更多人口規劃的地區及海水化淡廠附近，擔心影響附近水質。
- ◆ 將軍澳已飽受堆填區帶來的滋擾近 30 年。
- ◆ 每日已有逾千架次重型次行經將軍澳隧道及環保大道主要幹道前往 137 區填料庫，再興建混凝土廠，憂慮加劇區內污染
- ◆ 重型車超速、超載、「衝尾燈」等問題仍然未解決。

將軍澳區居民關注混凝土廠對該區的環境、交通安全、空氣質素和噪音造成影響，故區內居民對重置計劃表示強烈反對，促請當局慎重考慮其他合適選址或其他方案。

姓名 Name

Regina Chow

聯絡電話 Phone number

其他意見 Other opinions



致：城市規劃委員會  
發展局

有關：「一人一信」反對將軍澳第 137 區政府土地擬議臨時混凝土配料廠

(申請編號: A/TKO/126)事宜

發展局計劃將油塘的混凝土廠搬遷至將軍澳 137 區，現正向城規會申請將軍澳第 137 區興建臨時混凝土廠/水泥廠(申請編號: A/TKO/126)。本人對此提出反對，原因如下：

1. 造成區內環境污染。
2. 每天數百架田螺車增加交通負荷。
3. 油塘有水泥廠劣跡斑斑，曾將沙石倒進海中及違規而收到多次檢控，如何說服將軍澳居民不會歷史重演？
4. “臨時”是 7 年合約，之後可重複續約，令人擔心關閉無期。
5. 選址鄰近興建中的將軍澳海水化淡廠(食水)，擔心造成食水問題。

本人反對發展局在將軍澳設水泥廠的計劃(申請編號: A/TKO/126)，並要求各部門跟進。

\* Matthew  
住戶簽署

\* Matthew Brooker  
住戶姓名

- 註: 1. 本人授權維景灣畔業主委員會主席陳繼偉為代理人。  
2. 住戶亦可另行選擇自行向政府部門遞交。  
3. \*必須填寫  
4. 有關收集所得之個人資料會按個人資料(私隱)條例處理，完成後會依法處理。

**個人資料收集聲明**

以下是維景灣畔業主委員會(業委會)遵照香港特別行政區法例第 486 章《個人資料(私隱)條例》之要求而發表，在向閣下收集資料時通知閣下若干事項。

- 在業委會為閣下提供服務之時，閣下會被要求向業委會提供個人識別資料。業委會有必要收集閣下之個人資料，以便向閣下提供服務或向相關政府部門及法定機構/組織反映意見。倘若閣下未能提供所需資料，業委會將不能向閣下提供有關服務。
- 業委會所收集之個人資料的用途只限於達成收集目的所需範圍。
- 業委會只會在有需要的時間內，為了達到收集個人資料所需目的而保存閣下的個人資料及只供業委會的獲授權人使用。當收集個人資料所需目的達到後，收集所得之個人資料會被銷毀。

倘若閣下需要查核業委會是否持有閣下之個人資料，又或者想存取或更正閣下有關之個人資料，請電郵 oceanshores@kaishing.com.hk /電話: 2709 0223 透過維景灣畔服務處聯絡業委會。

維景灣畔業主委員會





## 【一人一聯署】：反對在將軍澳137區重 置混凝土廠

致城市規劃委員會：

RECEIVED

29 APR 2022

Town Planning  
Board

7894 to 9449

發展局計劃向城規會申請將軍澳137區興建臨時混凝土廠/水泥廠，我是將軍澳居民（有關個人資料看下列表格），一直反對有關計劃，理由如下：

- 水泥廠在油塘已經多次違反環保署規例，遭環保署多次發出告票後仍繼續違規，多年間公眾不斷質疑環保署欠缺監管，甚至初期縱容水泥廠。然而，發展局在2021年10月26日回覆立法會申訴部文件指「將軍澳設水泥廠會得到環保署發牌及監管，理應不會對將軍澳居民帶來環境問題」。我們質疑為什麼搬來將軍澳問題就會解決，就不會發生在油塘期間環保署監管不力的情況，環保署為何容許屢次違規的水泥廠搬至將軍澳。
- 現時擬建水泥廠的位置附近正在興建海水化淡廠，倘若水泥廠運作，很多居民擔心會影響附近海水化淡廠抽取的海水水質，出現香港的嚴重的食水安全問題。
- 將軍澳已飽受建築廢料堆填區和填料庫帶來的滋擾近30年，現時仍在運作，填料庫「臨時」了20年仍多次成功續牌運作，為什麼對將軍澳居民如此不公平？
- 現時每天有數千部泥頭車雙向進出將軍澳區內道路，對區內造成污染及道路擠塞，水泥廠搬入，田螺車問題定必會令情況加劇惡化

故此我反對發展局在將軍澳設水泥廠的計劃，以及建議局方使用岩洞方案並水泥廠搬至遠離民居的地方。

稱呼	電話	屋苑	其他意見
張生		領都	
Jun Lai		LP6	
Anthony		LP6	
Candy Chan		緻藍天	
April		晉海	
Chow Pui Ting		領都	
Brian Tsang		領都	
Joanne		領都	唔好再破壞將軍澳的環境, 堆填區已經係最大的困擾.
Mr Joe		領都	強烈反對水泥廠搬入將軍澳
Ng Kin Ching		領都	
陈安源		領都	強烈反對發展局研究在將軍澳137區重置混凝土廠
李小姐		領都	
Jamie Ng		Malibu	
Jess		LP6	
Timothy Tsui		Malibu	
Winnie		領都	
Norman Lui		Malibu	Strongly against this proposal by HKSAR which will affect many residents in the area. Moreover, there are many children living in this
何太		領都	
YC WONG		將軍澳中	強烈反對作時間對將軍澳居民不公平
wong		領都	反對建混凝土廠
Winnie ka		緻藍天	
Sherman Sum		其他屋苑	強烈反對發展局有計劃搬遷油塘的混凝土廠.
CM Fok		領都	
Miss Lee		領都	
陳先生		領都	
Miss Wun		領都	
mrs wong		領都	
Lau Man Por		領都	
Jacky NG		晉海	
甘太		領都	





## 【一人一聯署】：反對在將軍澳137區重 置混凝土廠

致城市規劃委員會：

RECEIVED

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Town Planning  
Board

9450

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# 反對發展局研究在將軍澳 137區設水泥廠 一人一簽名

Against the proposed Concrete Batching Plant in Area 137, Tseung Kwan O

8/4

稱呼 (Name)

屋苑 (Address)

簽名 (Signature)

小姐/先生

Ms/Mr

頤都/緻藍天/晉海/

P6/首都/峻澄/

其他期數: \_\_\_\_\_

小姐/先生

Ms/Mr

頤都/緻藍天/晉海/

P6/首都/峻澄/

其他期數: \_\_\_\_\_

小姐/先生

Ms/Mr

頤都/緻藍天/晉海/

P6/首都/峻澄/

其他期數: \_\_\_\_\_

小姐/先生

Ms/Mr

頤都/緻藍天/晉海/

P6/首都/峻澄/

其他期數: \_\_\_\_\_

小姐/先生

Ms/Mr

頤都/緻藍天/晉海/

P6/首都/峻澄/

其他期數: \_\_\_\_\_

小姐/先生

Ms/Mr

頤都/緻藍天/晉海/

P6/首都/峻澄/

其他期數: \_\_\_\_\_

小姐/先生

Ms/Mr

頤都/緻藍天/晉海/

LP6/首都/峻澄/

其他期數: \_\_\_\_\_

小姐/先生

Ms/Mr

頤都/緻藍天/晉海/

LP6/首都/峻澄/

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其他期數: \_\_\_\_\_

小姐/先生

Ms/Mr

頤都/緻藍天/晉海/

LP6/首都/峻澄/

其他期數: \_\_\_\_\_

Cheng

**Detailed Comments of Government Departments**

**1. Building Matters**

Comments of the Chief Building Surveyor/New Territories West, Buildings Department (BD):

- (a) before any new building works (including containers/open sheds as temporary buildings) are to be carried out on the application site (the Site), the prior approval and consent of the BD should be obtained, otherwise they are Unauthorized Building Works (UBW). An Authorized Person should be appointed as the coordinator for the proposed building works in accordance with the Buildings Ordinance (BO). In this connection, the following should be observed:
  - (i) the Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with the Building (Planning) Regulations (B(P)R) 5 and 41D respectively;
  - (ii) if the Site does not abut on a specified street of width not less than 4.5m, the development intensities and building height shall be determined by the Building Authority under B(P)R19(3) upon formal submission of building plans to BD; and
  - (iii) detailed comments under the BO on the development proposal will be formulated at the formal building plan submission stage;
- (b) if there are existing structures which had been erected on leased land without approval of the BD (not being a New Territories Exempted House), they are unauthorized under the BO and should not be designated for any approved use under this application; and
- (c) for UBW erected on leased land, enforcement action may be taken by the BD to effect their removal in accordance with BD's enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the Site under the BO.

**2. Electricity and Gas Safety**

Comments of the Director of Electrical and mechanical Services:

the applicant is reminded that in the interest of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, design, organisation and supervision of any activities near the underground cable or overhead line under the application should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the Site. The Electricity Supply Lines (Protection) Regulation and the 'Code of Practice on Working near Electricity Supply Lines' established under the Regulation should be observed when works are carried out

in the vicinity of the electricity supply line.



**Recommended Advisory Clauses**

- (a) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (BD) that:
- before any new building works (including containers/open sheds as temporary buildings) are to be carried out on the application site (the Site), the prior approval and consent of the BD should be obtained, otherwise they are Unauthorized Building Works (UBW). An Authorized Person should be appointed as the coordinator for the proposed building works in accordance with the Buildings Ordinance (BO). In this connection, the following should be observed:
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  - if there are existing structures which had been erected on leased land without approval of the BD (not being a New Territories Exempted House), they are unauthorized under the BO and should not be designated for any approved use under this application;
  - for UBW erected on leased land, enforcement action may be taken by the BD to effect their removal in accordance with BD's enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the Site under the BO; and
  - if the proposed use under application is subject to the issue of a licence, please be reminded that any existing structures on the application site intended to be used for such purposes are required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority.
- (b) to note the comments of the Comments of the Director of Fire Services (D of FS) that:
- the applicant is reminded that the provision of emergency vehicular access (EVA) shall comply with Section 6, Part D of the 'Code of Practice for Fire safety in Buildings 2011', which is administered by the Buildings Department. The EVA provision of the nearby buildings shall not be affected by the proposed work; and
  - the applicant should make a separate enquiry to D of FS if the proposed work affect any licensed premises in the area, such as Petrol filling station or dangerous goods store.

- (c) to note the comments of the Director of Electrical and Mechanical Services that:
- the applicant is reminded that in the interest of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, design, organisation and supervision of any activities near the underground cable or overhead line under the application should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the Site. The Electricity Supply Lines (Protection) Regulation and the 'Code of Practice on Working near Electricity Supply Lines' established under the Regulation should be observed when works are carried out in the vicinity of the electricity supply line.
- (d) to note the comments of Director of Environmental Protection that:
- the applicant should ensure that the mitigation and control measures recommended in the Environmental Assessment (EA) Report will be incorporated into the agreement with the future operator for proper implementation.
- (e) to note the comments of Antiquities and Monuments Office (AMO), Development Bureau that:
- the applicant is advised that the design and works proposal of the CBP, demonstrating fulfilment of the EA Report in the subject s.16 planning application, shall be submitted to the satisfaction of AMO.
- (f) to note the comments of Chief Engineer/Port Works, Civil Engineering and Development Department that:
- the applicant is reminded that the future operator should maintain the seawall and other marine structures and facilities within, fronting or adjoining the Site or formed for provision of services to or formed for the support or protection of the Site at his own cost up to the satisfaction of the Government.
- (g) to note the comments of Chief Engineer/Construction, Water Supplies Department that:
- the applicant should ensure that the Emergency Communication Plan will be incorporated into the agreement with the future operator for proper implementation.