

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/YL-SK/410

- Applicant** : Join Bright Warehousing Limited represented by R-riches Property Consultants Limited
- Site** : Lots 573 RP and 1710 in D.D.114, Shek Kong, Yuen Long, New Territories
- Site Area** : 4,411m² (about)
- Lease** : (a) Lot 573 RP in D.D. 114: Block Government Lease (demised for agricultural use)
(b) Lot 1710 in D.D. 114: New Grant No. 1180
- Plan** : Approved Shek Kong Outline Zoning Plan (OZP) No. S/YL-SK/9
- Zoning** : “Industrial (Group D)” (“I(D)”) *[restricted to a maximum plot ratio (PR) of 1.6, maximum site coverage (SC) of 80% and a maximum building height (BH) of 13m]*
- Application** : Proposed Temporary Concrete Batching Plant with Ancillary Facilities for a Period of 5 Years

1. The Proposal

- 1.1 The applicant seeks planning permission for proposed temporary concrete batching plant with ancillary facilities for a period of five years at the application site (the Site), which falls within an area zoned “I(D)” on the OZP (**Plan A-1**). According to the Notes of the OZP for the “I(D)” zone, ‘Concrete Batching Plant’ is a Column 2 use which requires planning permission from the Town Planning Board (the Board). The Site is largely paved and currently used for open storage of junk vehicles, vehicle parts and construction materials (**Plans A-2 and A-4**).
- 1.2 According to the applicant, the proposed concrete batching plant at the Site is to facilitate the relocation of an existing concrete batching plant in Hung Shui Kiu which will be affected by the Second Phase development of Hung Shui Kiu/Ha Tsuen (HSK/HT) New Development Area (NDA).
- 1.3 The proposed use consists of six silos with a total capacity of about 2,100 tonnes for storage of materials for concrete production, aggregate storage and handling system including two aggregate stockpiles, two concrete mixing towers, an ice handling

system, five water tanks and one chiller plant, and two truck washing facilities (**Drawing A-1**). Other ancillary supporting facilities include fire services tank and fire services pump room, transformer room and switch room, and store room. The proposed use will accommodate two production lines, each with a design production capacity of about 100m³ concrete per hour. The major development parameters of the proposed use are summarised as follows:

Site Area	About 4,411m ²
Gross Floor Area	About 4,411m ²
PR	About 1.0
Covered Area	About 1,411m ²
SC	About 32%
BH	Not more than 13m
Parking Spaces	
• Private cars	2
• Heavy goods vehicles	12
Loading/Unloading (L/UL) Bays for Tankers	2

- 1.4 The proposed operation hours will be from 7:00 a.m. to 11:00 p.m. daily, including Sundays and public holidays. According to the applicant, concrete production and the delivery of ice for the concrete production will take place from 7:00 a.m. to 7:00 p.m., while delivery of other raw materials will take place from 9:00 a.m. to 11:00 p.m.. There will be 12 on-site workers, and the operation is anticipated to commence in mid-2026. The layout plan and elevation plan submitted by the applicant are at **Drawings A-1** and **A-2** respectively.
- 1.5 In support of the application, the applicant has submitted Supporting Planning Statement (SPS) and technical assessments including Traffic Impact Assessment (TIA), Environmental Assessment (EA) and Drainage Proposal.

Traffic

- 1.6 The Site is accessible via Chun Yiu Road, which is an existing paved road with a minimum width of about 6m allowing two-lane two-way traffic, leading to Kam Tin Road. The ingress/egress (about 11m wide) will be located at the northern fringe of the Site (**Drawing A-1** and **Plans A-1 to A-2**). Two private car parking spaces, 12 heavy goods vehicles parking spaces and two L/UL spaces for tankers will be provided at the Site (**Drawing A-1**). According to the applicant, portion of Chun Yiu Road has fallen into disrepair. In order to serve the proposed use without causing traffic impact on the surrounding areas, the applicant proposes to carry out road improvement works on the existing Chun Yiu Road¹ at his own cost (**Drawing A-3**). Upon approval of the application, the applicant will submit the detailed design of the proposed road improvement works, including the final alignment, to relevant government departments for agreement before its implementation. Relevant ordinances and regulations will be observed and complied with during the detailed design stage of the proposed road improvement works. The applicant also undertakes that the operation of the proposed use will only commence after the completion of the proposed road improvement works. With the proposed road improvement works to

¹ Portion of the proposed road improvement works at Chun Yiu Road falls within areas zoned “Conservation Area” (“CA”) and “Residential (Group D)” (“R(D)”) on the approved Pat Heung OZP No. S/YL-PH/11.

be implemented by the applicant, the submitted TIA concludes that all junctions and road link will have sufficient capacity with the proposed use in place, and the proposed use is considered acceptable from traffic engineering point of view.

Environmental

Air Quality

- 1.7 The submitted EA reveals that since no diesel generator is needed for generation of electricity supply during the operation of the proposed use, the major potential emission sources will only be the fugitive dust emissions, including those generated from L/UL activities, as well as handling, transferring and storing of dusty materials, at both construction and operation stages. In this regard, relevant mitigation measures, including provision of truck washing facilities, regular spraying of water on access road within the Site, storing of aggregates at a three-sided enclosed structure, etc. are proposed. The applicant has also committed to observe and comply with the Air Pollution Control Ordinance and associated regulations/guidelines upon approval of the current application. In addition, Specified Process Licence will be obtained before the operation of the proposed use. With the implementation of mitigation measures and good site practices, the EA concludes that no adverse air quality impacts are anticipated from the proposed during both construction and operation stages.

Noise

- 1.8 According to the submitted EA, the proposed use would not result in adverse noise impact during both construction and operation stages, with the implementation of relevant noise mitigation measures, including the use of quality powered mechanical equipment and quieter construction methods and provision of acoustic screen or enclosure during the construction period, enclosing the concrete mixer, and installation of acoustic curtain for concrete collection activities, as well as erection of a 2.4m-high hoarding surrounding the Site boundary, etc.. In addition, the applicant will comply with the Professional Persons Environmental Consultative Committee Practice Note (ProPECC) PN 1/24 on 'Minimizing Noise from Construction Activities' in relation to the production hours and other relevant control measures.

Sewerage and Water Quality

- 1.9 According to the applicant, all structures of the proposed use will maintain a minimum buffer of 3.8m from the bank of the watercourse abutting the southern boundary of the Site in order to protect the existing watercourse (**Drawing A-1**). No filling of land will be carried out at any part of the watercourse. Besides, two sewage holding tanks will be provided to temporarily store the sewage generated from the toilets at the Site for off-site disposal regularly. The wastewater generated from the truck washing facilities and water sprinklers will also be collected and diverted to a sedimentation tank for silt removal and the treated effluent will be reused onsite. The applicant will also comply with relevant ordinance and regulations, including the Water Pollution Control Ordinance, and obtain the Effluent Discharge Licence before commencing operation of the proposed use. With the above proposed measures, the submitted EA concludes that no adverse sewerage and water quality impacts during the construction and operation stages of the proposed use are anticipated.

Waste Management and Land Contamination

- 1.10 Relevant waste management measures have been proposed by the applicant, including regular collection of solid waste by registered waste collectors, employment of licensed collector for handling and disposal of chemical waste, and disposal of the cementitious cake, which will be generated during the sedimentation process of the wastewater, at appropriate Public Fill Reception Facilities. The applicant also commits to obtain relevant licences before the operation of the proposed use, including the Chemical Waste Permits under the Waste Disposal Ordinance and the Public Dumping Licence under the Land (Miscellaneous Provisions) Ordinance. Hence, adverse waste management impact is not anticipated. In addition, the submitted EA also concludes that no adverse land contamination impact is anticipated.

Drainage

- 1.11 A Drainage Proposal has been submitted to demonstrate that the proposed use will not lead to adverse drainage impact. A series of surface drains with sand trap and catch pit along the periphery of the Site are proposed to collect the stormwater surface runoff, which will then be discharged to the watercourse to the south of the Site via a proposed underground stormwater drainage pipe to be constructed and maintained by the applicant. Upon approval of the application, the applicant commits to submit detailed design of the proposed on-site drainage system for the agreement of relevant government departments.
- 1.12 In support of the application, the applicant has submitted the following documents:
- (a) Application Form with attachments received on 18.2.2025 (**Appendix I**)
 - (b) Further Information (FI) received on 8.4.2025* (**Appendix Ia**)
 - (c) FI received on 9.4.2025* (**Appendix Ib**)
- * accepted and exempted from the publication and recounting requirements*

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the Application Form and FI at **Appendices I to Ib** and can be summarised as follows:

- (a) The Site is located in the “I(D)” zone, where ‘Concrete Batching Plant’ is a Column 2 use. The surrounding areas are predominantly industrial in character mainly comprising open storage yards. Hence, the proposed use is not incompatible with the surrounding land uses. Besides, the current application is temporary in nature and will not frustrate the long-term planning intention of the “I(D)” zone.
- (b) The current application is submitted by Join Bright Warehousing Limited on behalf of Glorious Concrete (H.K.) Limited to facilitate relocation of an existing concrete batching plant in Hung Shui Kiu to the Site. As the existing concrete batching plant is located within the Second Phase development of HSK/HT NDA, its operation will be affected by upcoming land resumption by the Government. As such, the existing operator urgently needs to relocate its business to the Site to continue the operation.

- (c) The applicant has undergone a site search to identify alternative sites in the New Territories for relocation of the existing concrete batching plant. However, those sites were considered not suitable or impracticable due to various issues such as locations, land use compatibility, concrete delivery time, as well as environmental and traffic concerns. The Site is considered more suitable for the relocation as it is relatively flat, in proximity to NDAs and easily accessible from Kam Tin Road, reducing cross-region traffic for concrete delivery.
- (d) The Site is considered suitable for the relocation as it has similar area as the existing concrete batching plant in Hung Shui Kiu. The applicant will take this opportunity to upgrade the existing silos which have limited capacity. The proposed use demonstrates a more efficient use of land at this suitable location, which is zoned “I(D)” and the surrounding areas predominated by brownfield operations, while conforming to the development restrictions of the OZP.
- (e) The proposed use could meet the growing demand for production of concrete, which is a commonly-used raw materials in construction projects. With the Government’s initiatives to develop various NDAs, it is anticipated that the demand for concrete will remain robust. The continuation of the applicant’s concrete batching plant business is thus important in ensuring a steady and sustainable concrete supply, as well as facilitate the infrastructural and economic development of Hong Kong.
- (f) The applicant has submitted technical assessments including TIA, EA and Drainage Proposal to demonstrate that no significant adverse impacts would be induced from the proposed use. Relevant mitigation measures to minimise the impacts on the surrounding areas, in particular the scattered residential structures to the north of the Site across Chun Yiu Road, are also proposed. The applicant has committed to follow relevant ordinances and guidelines, such as Noise Control Ordinance, and apply for relevant licences, such as Specified Process Licence to Environmental Protection Department (EPD), upon approval of the application. The applicant has also committed to upgrade portion of Chun Yiu Road to serve the proposed use at his own cost and submit the detailed design and alignment to relevant government departments for agreement. The operation of the proposed use will only commence upon completion of the proposed road improvement works.

3. Compliance with the “Owner’s Consent/Notification” Requirements

The applicant is not a “current land owner” but has complied with the requirements as set out in the Town Planning Board Guidelines on Satisfying the “Owner’s Consent/Notification” Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31B) by posting site notice and sending notice to Pat Heung Rural Committee by registered post. Detailed information would be deposited at the meeting for Members’ inspection.

4. Background

The Site is not subject to any active planning enforcement action.

5. Previous Application

The Site is not subject to any previous application.

6. Similar Application

There is no similar application in the same “I(D)” zone in the past five years.

7. The Site and Its Surrounding Areas (Plans A-1 to A-4)

7.1 The Site is:

- (a) paved and currently used for open storage of junk vehicles, vehicle parts and construction materials; and
- (b) accessible via Chun Yiu Road leading to Kam Tin Road.

7.2 The surrounding areas are rural in character and predominated by open storage yards, temporary structures and vacant/unused land, with few scattered residential structures near the local road to the north of the Site. There is a watercourse abutting the southern boundary of the Site (**Plan A-2**).

8. Planning Intention

The planning intention of the “I(D)” zone is primarily for industrial uses that cannot be accommodated in conventional flattened factories due to extensive land and/or high ceiling requirements. It is also intended for the redevelopment of existing informal industrial uses, which are operated in workshop premises in rural area, to properly designed permanent industrial buildings.

9. Comments from Relevant Government Departments

9.1 Apart from the government bureau/department as set out in paragraph 9.2 below, other government departments consulted have no objection to or no adverse comment on the application. Their general comments on the application and advisory comments in the Recommended Advisory Clauses, if any, are provided in **Appendices II and III** respectively.

9.2 The following government bureau/departments have the following comments on the application:

Policy Aspect

9.2.1 Comments of the Secretary for Development (SDEV):

- (a) the application is supported from the policy perspective;

- (b) the current application is to facilitate the relocation of a brownfield operation (concrete batching plant) which is currently situated at various lots in D.D. 130 in Tuen Mun. The brownfield operation will be affected by the Second Phase development of the HSK/HT NDA; and
- (c) according to the applicant, a site search was conducted with a view to identifying suitable site for re-establishment of the businesses elsewhere, and the Site is considered as the most suitable relocation site. The Site is of similar size as the one to be cleared by the Government.

Land Administration

9.2.2 Comments from the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD):

- (a) no adverse comment on the application;
- (b) the Site comprises two private lots, namely Lot Nos. 573 RP and 1710 both in D.D.114. Lot No. 573 RP in D.D.114 is an old schedule agricultural lot held under Block Government Lease and no structure is allowed to be erected without the prior approval of the Government. For Lot No. 1710 in D.D.114, it is a new grant lot held under New Grant No. 1180 for private residential purposes;
- (c) the lot owner(s) shall apply to his office for a Short Term Waiver (STW) to permit the structure(s) erected within the private lots under application and Short Term Tenancy (STT) for the occupation of the Government land (if any). The application(s) for STW and/or STT will be considered by the Government in its capacity as a landlord and there is no guarantee that it/they will be approved. The STW and/or STT, if approved, will be subject to such terms and conditions including the payment of waiver fee/rent and administrative fee as considered appropriate by LandsD. Besides, given the proposed use is temporary in nature, only erection of temporary structure(s) will be considered; and
- (d) the actual site area, land status, ownership particulars etc. of the private lots under application have to be verified at the land application stage if any STW and/or STT is/are applied for by the applicant to LandsD.

Traffic

9.2.3 Comments from the Commissioner for Transport (C for T):

- (a) no in-principle objection to the application from traffic engineering perspective;

- (b) should the application be approved, approval conditions on the submissions of a revised TIA including details of the proposed road improvement works and the provision of the road improvement works, as proposed by the applicant, should be incorporated; and
- (c) advisory comments are detailed in **Appendix III**.

Environmental

9.2.4 Comments from the Director of Environmental Protection (DEP):

- (a) with the implementation of appropriate mitigation measures, it is considered that no insurmountable environmental impact is anticipated from the proposed use. As such, he has no objection to the planning application from environmental planning perspective;
- (b) should the planning application be approved, it is recommended to incorporate the following approval conditions:
 - (i) submission of a revised Air Quality Impact Assessment and implementation of the recommended mitigation measures identified therein;
 - (ii) submission of a Land Contamination Assessment Plan and Contamination Assessment Report to ascertain whether the Site is subject to land contamination. In the event that the Site is subject to land contamination, submission of a Remedial Action Plan and implementation of the remedial actions identified therein should be required; and
 - (iii) implementation of the recommended noise mitigation measures identified in the EA;
- (c) it is noted from the submitted TIA that the applicant proposes to upgrade a road named Chun Yiu Road leading to the Site. Based on his review, it is noted that a portion of the upgraded road would encroach onto a “CA” zone. Subject to further confirmation from the applicant, the proposed road upgrading works may potentially constitute a Designated Project (DP) under the Environmental Impact Assessment Ordinance (EIAO) by virtue of Item Q.1 (i.e. All projects involving earthworks, dredging works and other building works partly or wholly in an existing or gazetted proposed country park or special area, a conservation area, an existing or gazetted proposed marine park or marine reserve, and a site of special scientific interest). In this regard, the applicant is reminded to liaise with his Department on the potential EIAO implication of the proposed road improvement works;
- (d) there was no environmental complaint received at the Site in the past three years; and

- (e) advisory comments are detailed in **Appendix III**.

Drainage

9.2.5 Comments from the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

- (a) no in-principle objection to the application; and
- (b) should the application be approved, condition requiring the submission of revised Drainage Proposal and implementation and maintenance of the proposed drainage facilities should be incorporated.

Nature Conservation

9.2.6 Comments of the Director of Agriculture, Fisheries and Conservation (DAFC):

- (a) no objection to the application;
- (b) it is noted that no filling of land will be carried out in any part of the watercourse and all structures of the proposed use will maintain a distance of at least 3.8 m from the top bank of the watercourse; and
- (c) advisory comments are detailed in **Appendix III**.

Local Views

9.2.7 Comments from the District Officer (Yuen Long), Home Affairs Department (DO/YL, HAD) and local comments he conveyed are as follow:

- (a) his office has no departmental comment on the application;
- (b) he received adverse comment from the Pat Heung Rural Committee which states that there is lack of consultation before the proposed works and the Committee has received complaints from nearby residents concerning environmental, hygienic, noise, traffic, air quality and road safety impacts arising from the proposed use; and
- (c) he is aware that the community holds strong views on the application.

10. Public Comments Received During the Statutory Publication Period

- 10.1 On 25.2.2025, the application was published for public inspection. During the statutory public inspection period, 61 public comments were received, including 53 objecting comments (**Appendix IVa**) and eight supporting comments from individuals (**Appendix IVb**). Among the 53 objecting comments, 52 were in the form of standard letter from the villagers of Pat Heung Sheung Tsuen, members of Pat Heung Rural Committee and villagers of Wang Toi Shan Lo Uk Tsuen, and the

remaining one was from an individual. For the eight supporting comments, all were from individuals.

10.2 Their major comments/views are summarised as follows:

Supporting Comments

- (a) the Site is a suitable location for relocating the applicant's existing plant as it is distanced from residential areas, easily accessed from and in close proximity to NDAs, in line with the planning intention of the "I(D)" zone and compatible with the surrounding land uses. The Site which has already been formed is also ready for immediate occupation;
- (b) the proposed use with upgraded facilities will have a higher production capacity than the existing plant, shortening the project timeline of construction projects. It could meet the local demand for concrete and support infrastructural development and developments of NDAs in Hong Kong; and
- (c) the applicant has purposely separated the production and delivery times, which could avoid day-time congestion of Kam Tin Road.

Objecting Comments

- (a) the proposed use will result in adverse air quality, noise and water quality impacts to the surrounding areas. The quality of life and health of the nearby residents would be affected. Besides, night-time operation would also create nuisances. Pollution on nearby watercourse could also affect wildlife and their habits, as well as existing agricultural activities in the vicinity, posing threats to the nearby biodiversity;
- (b) the additional traffic generated by the proposed use with transportation of raw materials may lead to frequent use of heavy goods vehicles, worsening congestion and condition of the road; and
- (c) the proposed use may pose burden on essential infrastructure such as water and electricity.

11. Planning Considerations and Assessments

- 11.1 The application is for proposed temporary concrete batching plant with ancillary facilities for a period of five years at the Site zoned "I(D)" (**Plan A-1**). The proposed use is in line with the planning intention of the "I(D)" zone, which is primarily for industrial uses that cannot be accommodated in conventional flat factories due to extensive land and/or high ceiling requirements. Besides, the current application is to facilitate relocation of an existing concrete batching plant affected by HSK/HT NDA development, and the applicant, having undertaken a site search, considers the Site suitable for the relocation as it has a similar site area as the affected plant, a location in close proximity to NDAs and good accessibility. Having considered the above, SDEV supports the application from policy perspective. In view of the above and

taking into account the planning assessments below, there is no objection to the proposed use on a temporary basis for five years.

- 11.2 The proposed use is considered not incompatible with the surrounding areas which are rural in character predominated by open storage yards, temporary structures and vacant/unused land (**Plan A-2**). While there are a watercourse abutting the southern boundary of the Site and few scattered residential structures to the north of the Site across Chun Yiu Road, the applicant has proposed relevant mitigation measures (as detailed in paragraphs 1.7 to 1.11 above and further discussed in paragraph 11.5 below) to minimise its impact during both construction and operation stages of the proposed use. The Chief Town Planner/Urban Design and Landscape, Planning Department (PlanD) considers that no significant landscape impact arising from the proposed use is anticipated. DAFC and DEP also have no objection to the application from nature conservation and environmental planning perspective.
- 11.3 According to the submitted TIA, the applicant proposes road improvement works at Chun Yiu Road, which is an existing paved road currently fallen into disrepair, with a minimum width of about 6m allowing two-lane two-way traffic (**Drawing A-3**). The applicant commits to carry out road improvement works at his own cost, and undertakes that the operation of the proposed use will only commence after the completion of the proposed improvement works. C for T has no in-principle objection to the application from traffic engineering point of view subject to imposition of relevant approval conditions, including the submission of a revised TIA including details of the proposed road improvement works, as well as its provision before the commencement of operation of the proposed use.
- 11.4 For the proposed road improvement works, should the application be approved, the applicant will be required to submit the details to relevant government departments for agreement before its implementation, and relevant ordinances and regulations for the proposed road improvement works shall be duly observed and complied with. Noting that a portion of the proposed road improvement works at Chun Yiu Road falls within areas zoned “CA” and “R(D)” on the Pat Heung OZP, the applicant will be reminded that the portion encroaching onto the “CA” zone may constitute a DP under the EIAO as advised by DEP, and planning permission from the Board may also be required for the portion falling within “CA” and “R(D)” zone, both subject to the detailed design of the proposed road improvement works. The applicant will also be advised that the approval of the current application does not imply approval of the proposed road improvement works, and the proposed road improvement works should be submitted to the relevant authorities for agreement before its implementation.
- 11.5 According to the technical assessments on environmental and drainage aspects submitted by the applicant, no adverse impacts arising from the proposed use are anticipated with the implementation of the sensitive layout, mitigation measures and good site practices proposed by the applicant as detailed in paragraphs 1.7 to 1.11 above, such as provision of truck washing facilities and regular spraying of water on access road to mitigate potential air quality impact; provision of acoustic screen during construction period and enclosing relevant machineries during the operation stage to mitigate the potential noise impact; provision of sewage and drainage handling facilities to mitigate the potential sewerage and drainage impacts; avoidance of filling of land in any part of the Site and provision of adequate buffer from the

existing watercourse to mitigate the potential water quality impact. The applicant has also committed to comply with relevant ordinances and regulations, and obtain relevant licences before commencing operation of the proposed use. In view of the above, DEP and CE/MN, DSD have no objection to the application from environmental, drainage and sewerage perspectives subject to imposition of relevant approval conditions to ensure the design and implementation of the mitigation measures. DAFC also has no objection to the application from nature conservation perspective.

- 11.6 Other relevant government departments consulted, including Director of Fire Services and Chief Highway Engineer/New Territories West, Highways Department, have no objection to or no adverse comment on the application. To address the technical requirements of concerned departments, relevant approval conditions are recommended in paragraph 12.2 below. It is also recommended to advise the applicant to follow relevant environmental-related guidelines and regulations, and apply for relevant licences, such as the Specified Process Licence and Effluent Discharge Licence, before the operation of the proposed use as appropriate
- 11.7 Regarding the local objections conveyed by DO/YL, HAD and public comments as detailed in paragraphs 9.2.7 and 10 above, the planning considerations and departmental comments above are relevant. As for the concerns related to the lack of consultation before the proposed works, general public could provide comment on the application during the statutory public inspection period.

12. Planning Department's Views

- 12.1 Based on the assessments made in paragraph 11 and having taking into account local comments conveyed by DO/YL, HAD and the public comments mentioned in paragraphs 9.2.7 and 10 respectively, PlanD has no objection to the application.
- 12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid on a temporary basis for a period of five years until 11.4.2030. The following conditions of approval and advisory clauses are also suggested for Members' reference:

Approval Conditions

- (a) the submission of a revised Traffic Impact Assessment including details of the road improvement works, as proposed by the applicant, before the commencement of any construction works of the proposed use to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (b) the provision of the road improvement works, as proposed by the applicant, before the commencement of the operation of the proposed use to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (c) in relation to (b) above, the road improvement works shall be maintained at all times during the planning approval period;

- (d) the submission of a revised Air Quality Impact Assessment before the commencement of any construction works of the proposed use to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;
- (e) in relation to (d) above, the implementation of the mitigation measures identified in the revised Air Quality Impact Assessment before the commencement of and during the operation of the proposed use to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;
- (f) the submission of a Land Contamination Assessment Plan and Contamination Assessment Report and, if land contamination is confirmed, a Remediation Action Plan and implementation of the remedial actions identified therein before commencement of any construction works of the proposed use to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;
- (g) the implementation of the noise mitigation measures identified in the Environmental Assessment before the commencement of and during the operation of the proposed use to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;
- (h) the submission of a revised drainage proposal before the commencement of any construction works of the proposed use to the satisfaction of the Director of Drainage Services or of the Town Planning Board;
- (i) in relation to (h) above, the implementation of the drainage proposal before the commencement of the operation of the proposed use to the satisfaction of the Director of Drainage Services or of the Town Planning Board;
- (j) in relation to (i) above, the implemented drainage facilities on the site shall be maintained at all times during the planning approval period;
- (k) if any of the above planning condition (a), (d), (f) or (h) is not complied with before the commencement of any construction works for the proposed use, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice;
- (l) if any of the above planning condition (b), (e), (g) or (i) is not complied with before the commencement of the operation of the proposed use, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice;
- (m) if any of the above planning condition (e) or (g) is not complied with during the operation of the proposed use, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice; and
- (n) if any of the above planning condition (c) or (j) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice.

Advisory Clauses

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

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

the applicant fails to demonstrate that the proposed use would have no adverse traffic and environmental impacts on the surrounding areas.

13. Decision Sought

- 13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the period of which the permission should be valid on a temporary basis.
- 13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

14. Attachments

Appendix I	Application Form with attachments received on 18.2.2025
Appendix Ia	FI received on 8.4.2025
Appendix Ib	FI received on 9.4.2025
Appendix II	Government Departments' General Comments
Appendix III	Recommended Advisory Clauses
Appendices IVa and IVb	Public Comments
Drawing A-1	Layout Plan
Drawing A-2	Elevation Plan
Drawing A-3	Road Improvement Work Plan
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plan A-4	Site Photos