S16 PLANNING APPLICATION
APPROVED KWAI CHUNG OZP No. S/KC/32

Proposed Concrete Batching Plant in "Industrial" zone
at 13 - 17 Wah Sing Street, Kwai Chung

SUPPORTING PLANNING STATEMENT

October 2024

Applicant:
Master Green Ltd.

Consultancy Team:
Edwin Lai International Limited
KTA Planning Limited
CKM Asia Limited
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PLANNING LIMITED
規劃顧問有限公司

Executive Summary

This S16 Planning Application is prepared and submitted on behalf of Master Green Limited (the "Applicant") to the Town Planning Board ("TPB") under Section 16 of the Town Planning Ordinance for the Proposed Concrete Batching Plant ("Proposed CBP") at KCTL 111 S.A., 13-17 Wah Sing Street, Kwai Chung (the "Site").

The Site falls within an area zoned "Industrial" ("I") under the Approved Kwai Chung Outline Zoning Plan (the "Approved OZP") No. S/KC/32. According to the Notes of the OZP, "Concrete Batching Plant" is a Column 2 use of the "I" zone and may be permitted on application to the Town Planning Board.

The Proposed CBP would be a fully enclosed structure with building height of about +62.5mPD. Based on a total site area of about 1,777.608m^2, the Proposed CBP yields a total gross floor area of about 10,500m^2 at a plot ratio of 5.9.

The Proposed CBP will operate 24 hours a day, with the peak production to occur between 0600 – 1800 and peak raw materials delivery to occur between 1800 – 2300. There will be 4 production lines each with a design production capacity of about 100m^3/hour/line. The Specified Process License to be issued by the Environmental Protection Department would govern more details of the operation of the Proposed CBP.

The Proposed CBP is fully justified due to the following main reasons:

- The Proposed CBP shall provide support to the planned housing and other developments/redevelopment projects as well as the planned transport infrastructure in the Territory;
- The Proposed CBP would help to meet the demand of ready-mixed concrete in Hong Kong;
- The Proposed CBP will continue to meet the prevailing planning intention of "I" zone; and
- The Proposed CBP will not result in adverse traffic and sewerage impact.

行政摘要

（內文如有差異，應以英文版本為準）

本規劃申請書是代表騰翠有限公司（下稱「申請人」）根據城市規劃條例第 16 條，向城市規劃委員會（下稱「城規會」）就位於葵涌華星街 13 至 17 號葵涌市地段第 111 號 A 分段（下稱「申請地點」）的擬議「混凝土配料廠」用途提出申請。

申請地點於葵涌分區計劃大綱核准圖編號 S/KC/32 （下稱「核准圖」）上被劃為「工業」地帶。根據該地帶的註釋，「混凝土配料廠」為有關地帶土地用途表的第二欄用途，須先向城市規劃委員會申請。

擬議的混凝土配料廠涉及一幢全封閉的建築物，最高建築物高度為不多於主水平基準以上 62.5 米。以總地盤面積約 1,777.608 平方米，擬議發展的總樓面面積將大約為 10,500 平方米，地積比率為約 5.9 倍。

擬議混凝土配料廠將全天 24 小時運行，生產高峰期為 0600-1800，原料交付高峰期為 1800-2300 。環保署會以頒發《指定工序許可證》管轄及審批更多擬議混凝土配料廠營運的細節。

擬議混凝土配料廠發展計劃的主要理據如下：

- 擬議混凝土配料廠為香港已規劃的住宅和其他發展/重建項目，以及未來的交通基礎設施提供支援；
- 擬議混凝土配料廠將有助於滿足香港對預拌混凝土的需求；
- 擬議發展仍然符合現時「工業」地帶的規劃意向；及
- 不會帶來負面交通及排污影響。

基於以上各項規劃理據，申請人懇請城規會支持這規劃申請。

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Supporting Planning Statement

1. INTRODUCTION

1.1 Purpose

1.1.1 This S16 Planning Application is prepared and submitted on behalf of Master Green Limited (the "Applicant") to the Town Planning Board ("TPB") under Section 16 of the Town Planning Ordinance for the Proposed Concrete Batching Plant ("Proposed CBP") at KCTL 111 S.A., 13-17 Wah Sing Street, Kwai Chung (the "Site"). The Site falls within an area zoned "Industrial" ("I") under the Approved Kwai Chung Outline Zoning Plan (the "Approved OZP") No. S/KC/32. This Supporting Planning Statement is to provide the TPB with necessary information to facilitate consideration of this application.

1.2 Report Structure

1.2.1 Following this introductory section, the site and planning context will be briefly summarised in Section 2. The proposed development scheme is included in Section 3. The planning justifications for the application will be explained in Section 4. The Planning Statement will be concluded in Section 5.

2. SITE AND PLANNING CONTEXT

2.1 Site Location and Existing Use

2.1.1 The Site is located at KCTL 111 S.A., 13-17 Wah Sing Street, Kwai Chung, in the northern portion of Central Kwai Chung Industrial Area ("CKCIA") (**Figure 2.1** refers). The Site fronts onto Wah Sing Street to the south-east, and is bounded by three existing industrial buildings, namely The Venus Industrial Building, Gold King Industrial Building and Vanta Industrial Centre, to its immediate south-west, west and north respectively. Wah Sing Street is a cul-de-sac, but it is also a major pathway towards Chung Kwai Chung (via an existing footbridge crossing Castle Peak Road).

2.1.2 The Site was previously occupied by a 5-storey industrial building. The said building has already been demolished and the Site is currently vacant.

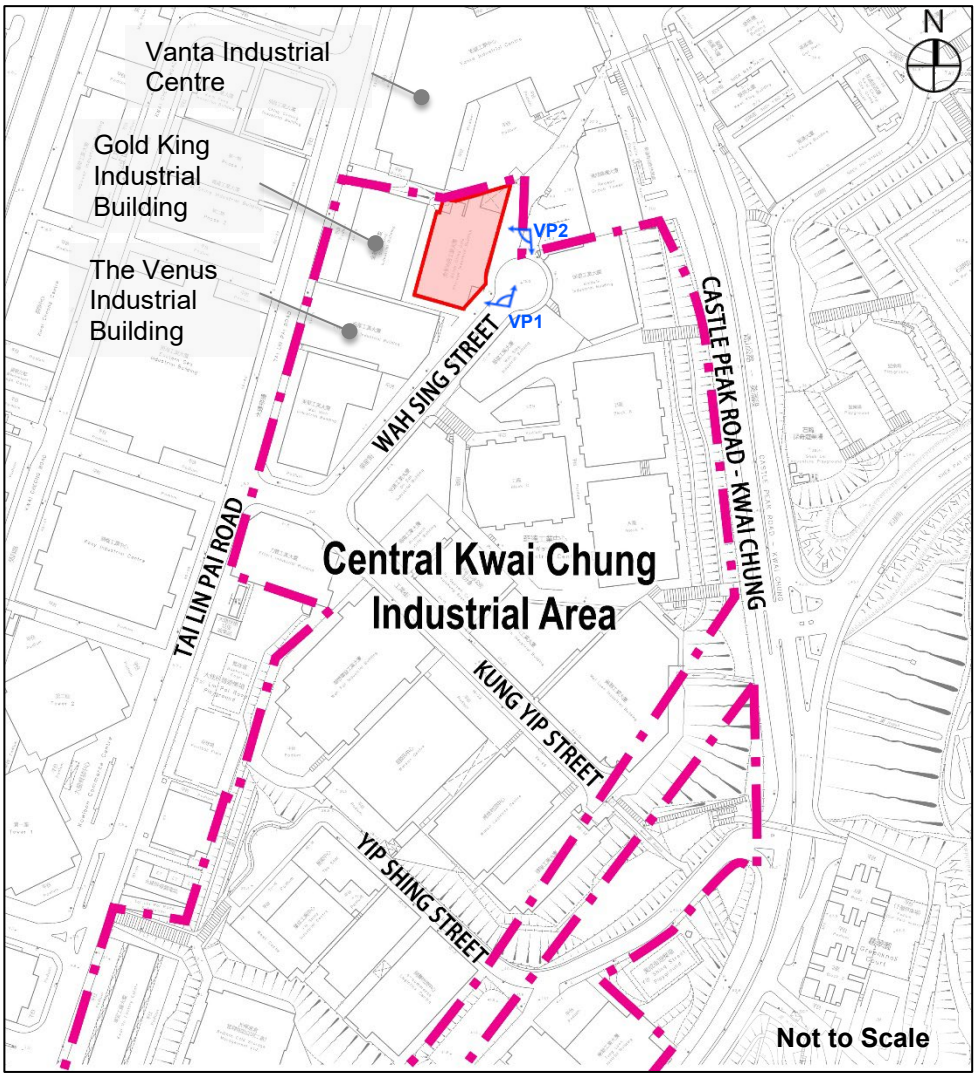

Figure 2.1 Site Location Plan

2.2 Land Status and Lease Condition

2.2.1 The Site, also known as Lot KCTL 111 S.A., has a registered area of about 19,134 sq.ft. (i.e. approx. 1,777.608m^2). The Lot Index Plan is found in **Figure 2.2** below. The Applicant is the sole registered owner of the subject industrial building. Under the Special Conditions of the Lease, the lot shall only be used for general industrial purposes and/or godown purposes excluding offensive trade. There is no restriction on gross floor area ("GFA"), site coverage ("SC"), or building height ("BH") under the prevailing lease.

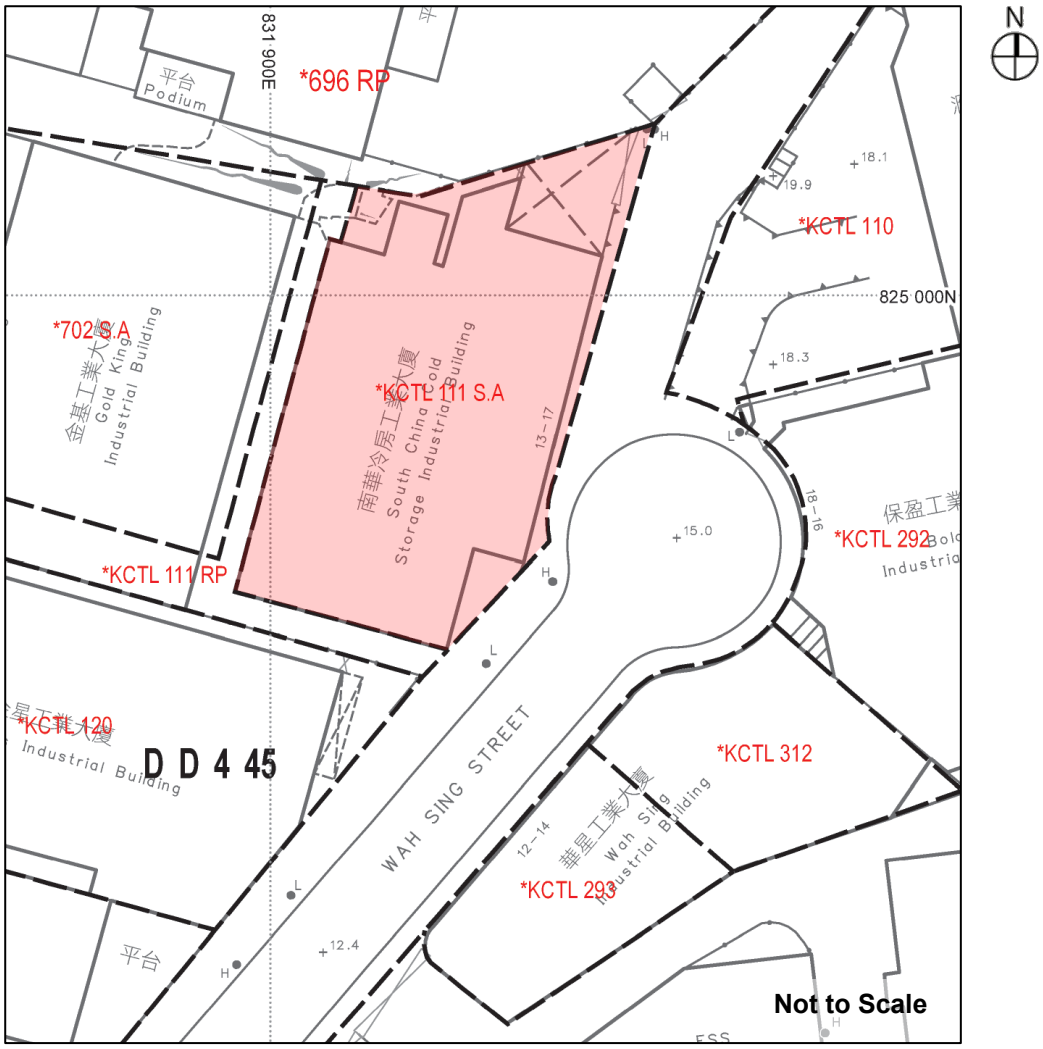

Figure 2.2 Lot Index Plan

2.3 Surrounding Land Use Pattern

2.3.1 The Site is located at the northern portion of the CKCIA comprising of mainly industrial buildings. The vicinity of the Site is predominantly occupied by a mix of industrial/business developments, high-rise residential developments intermingled

with open space and Government, Institution and Community ("GIC") facilities. The surrounding is characterised by:

- To the immediate north of the Site is the Vanta Industrial Centre and other industrial/ industrial-office buildings in Kwai Chung Road industrial/business area with BH restriction of 105mPD;

- To the immediate south of the Site are industrial developments within the CKCIA;

- To the north-east of the Site across Castle Peak Road – Kwai Chung are mainly high-rise residential developments, commercial developments, and the industrial/business developments at Castle Peak Road/Wo Yi Hop Road with BH restrictions ranging from 120mPD to 190mPD; and

- To the east and south-east of the Site bounded by Castle Peak Road – Kwai Chung and Shek Pai Street are primarily occupied by high-rise private residential developments and public housing developments with BH restrictions between 150mPD and 220mPD.

2.4 Existing Landscape Character

2.4.1 The Site is located within CKCIA with various industrial buildings which are actively in used. The urban and industrial setting define the characteristics of the locality. Very little greening can be found at the podium level of the existing buildings, but no roadside greening has been observed. The Application Site has no existing vegetation either.

2.5 Statutory and Non-Statutory Planning Context

Statutory Planning Context

2.5.1 The Site falls within an area zoned "Industrial" ("I") with a maximum building height of +120mPD as stipulated on the Approved Kwai Chung Outline Zoning Plan ("Approved OZP") No. S/KC/32 (**Figure 2.3** refers). According to the Statutory Notes of the Approved OZP, the planning intention of "I" zone is intended *"primarily for general industrial uses". "Information technology and telecommunications industries, office related to industrial use, and selected uses akin to industrial production and would not compromise building and fire safety are also always permitted in this zone"* ."Concrete Batching Plant" use is a Column 2 use, which may be permitted on application to the Town Planning Board.

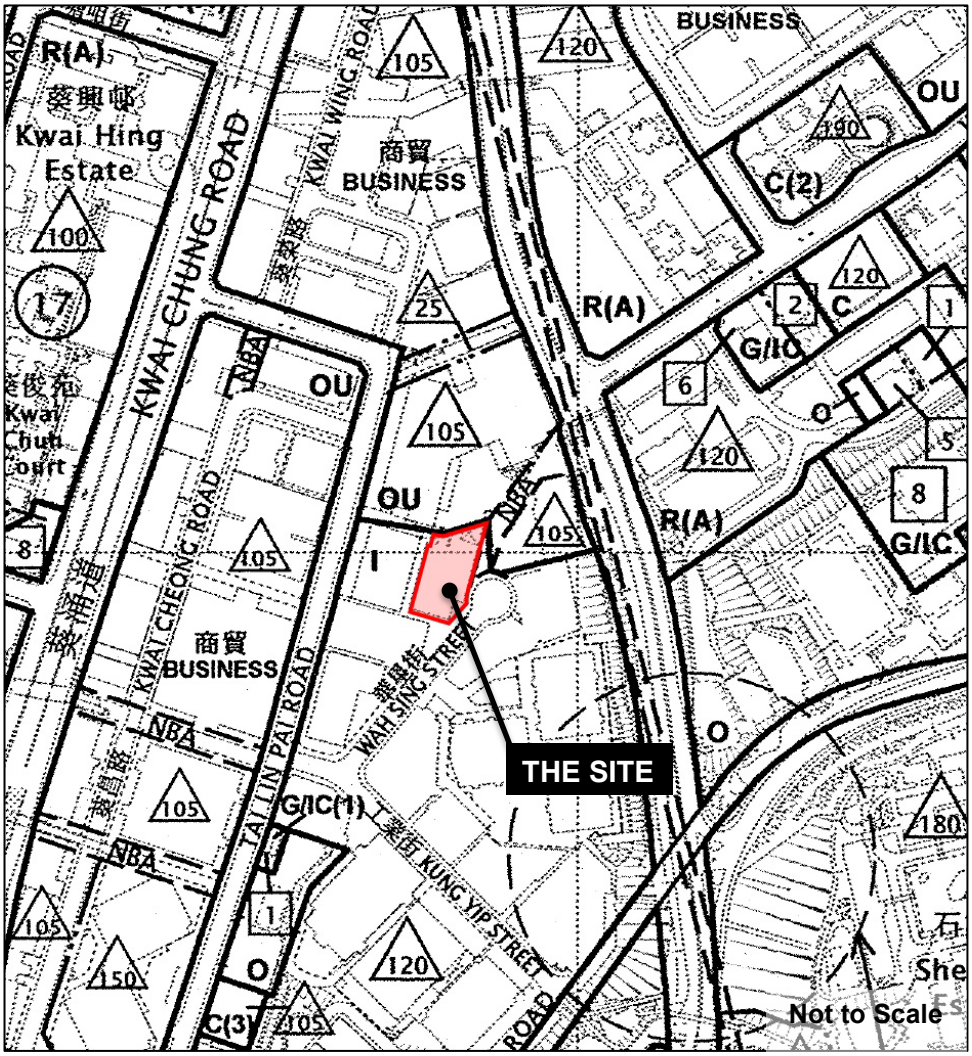

Figure 2.3 Zoning Context Plan (Extracted from Approved Kwai Chung OZP No. S/KC/32)

Non-statutory Planning Context

Kwai Chung Outline Development Plan

2.5.2 According to the Draft Kwai Chung Outline Development Plan No. D/KC/D ("Draft ODP"), Wah Sing Street is planned to be widened to about 20.5m with footpaths on both sides (**Figure 2.4** refers). Buildings along Wah Sing Street should provide full-height setback upon redevelopment to enable the planned road widening.

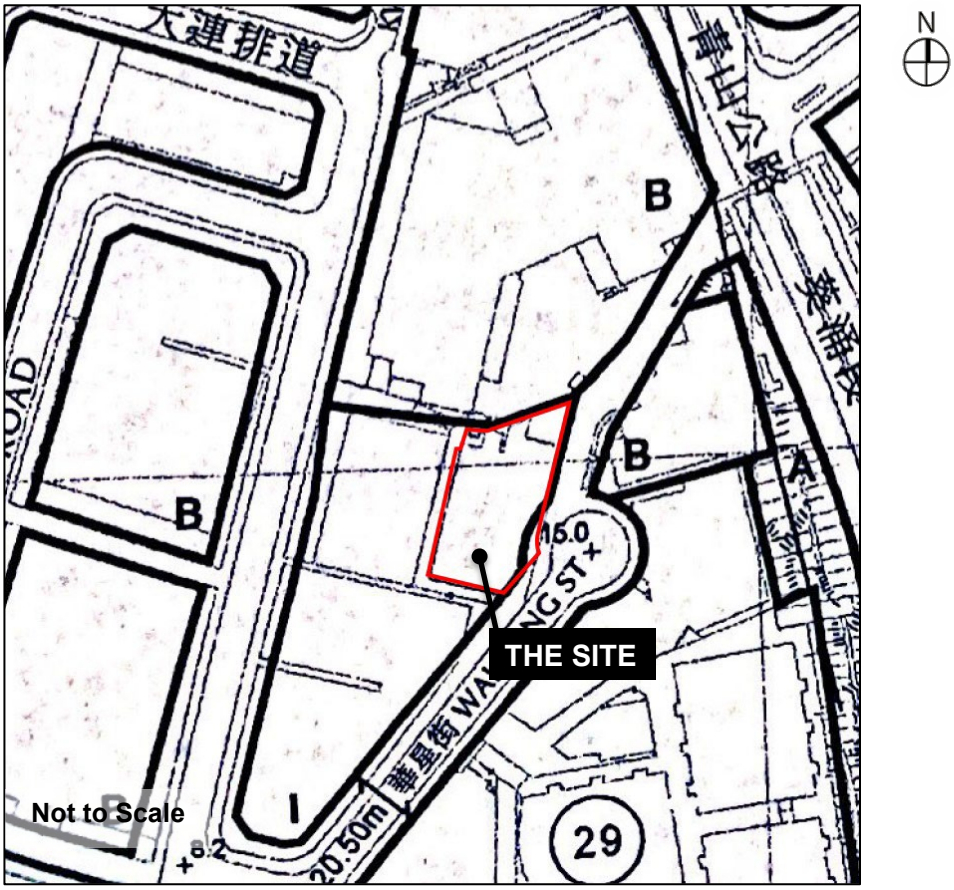

Figure 2.4 Proposed Setback along Wah Sing Street on Draft Kwai Chung Outline Development Plan (Extracted from Draft Kwai Chung ODP No. D/KC/D)

3. THE PROPOSED DEVELOPMENT SCHEME

3.1 The Proposed Development

3.1.1 The Proposed CBP would be a fully enclosed structure that 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 which is to screen the collected surface run-off contaminated by materials in the CBP and other wastewater generated by the operation of the CBP to meet the appropriate standard; and other supporting ancillary facilities. The concrete production process is described in Section 3.2.

3.1.2 The Proposed CBP will operate 24 hours a day, with the peak production to occur between 0600 – 1800 and peak raw materials delivery to occur between 1800 – 2300. There will be 4 production lines each with a design production capacity of about 100m^3/hour/line. The Specified Process License to be issued by the Environmental Protection Department would govern more details of the operation of the Proposed CBP.

3.1.3 As shown in the schematic drawings, there is a full-height setback with an area of about 64m^2, ranging from about 1.5m to 2.7m in width along Wah Sing Street in crescent shape to fulfil the setback requirement specified on ODP (**Figure 2.4** refers). The proposed scheme has incorporated an about 6m by 9m triangular planter at the eastern corner of the Site to improve street amenity. In addition, the Applicant will make use of the flat roof at 62.5mPD for harvesting of solar energy by placing solar panels at the roof of the structure.

3.1.4 key development parameters of the Proposed CBP are summarised in Table 3.1 below. An indicative layout of the proposed development is appended in *Appendix I*. It should be noted that the layout is indicative only with the purpose of illustrating the key components and the plant operation of the Proposed CBP. The prospective CBP operator would carry out the detailed plant design to suit his specific operation needs.

Table 3.1 Major Development Parameters

Proposed Concrete Batching Plant	
Site Area	1,777.608m^2
Site Coverage	Not more than 69%
Gross Floor Area	About 10,500m^2
Plot Ratio	About 5.9
Maximum Building Height	62.5mPD
Internal Transport Facilities	
No. of Concrete Mixer Truck Waiting Spaces	2
Raw material unloading bay for container	1
Concrete mixer truck loading point	4
Raw material unloading area	3

3.2 Operation Process

3.2.1 The concrete production process involves three major steps, which are (1) delivery of raw materials, (2) materials weighing and mixing, and (3) loading and distribution of ready-mixed concrete with their details provided below:

- Step 1: Delivery of Raw Materials

  Majority of the raw materials such as cement, other cementitious materials (such as pulverized fuel ash (PFA)), aggregates, etc. will be delivered by specific vehicles.

  Conveyors of the proposed CBP for the transfer of aggregates will be enclosed and water spraying by sprinklers will be turned on during the unloading operation.

  Cement and other cementitious materials will be also delivered by vehicle. These materials will be pumped to the overhead silos through pipes. The loading, transfer and storage of the materials will be carried out in an enclosed system. Each silo should be equipped with a dust collector to treat the waste gas generated during the loading of the materials to silos.

- Step 2: Materials Weighing and Mixing

  All raw materials, cement, PFA, aggregate, water and admixtures will be weighed in hoppers in proper proportion and then discharged into a mixer for concrete production.

  Weighing hoppers and mixers will normally be housed inside an enclosed environment.

- Step 3: Product Loading and Distribution

  The produced concrete will be discharged into concrete mixer trucks

(CMTs) by gravity via wet concrete guiding chute.

The external surface and wheels of the concrete mixer trucks will be washed within the Site before departure to avoid carrying dust outside the plant.

The concrete mixer trucks are targeted to deliver the concrete to construction sites within a short period of time to ensure its quality.

4. PLANNING MERITS AND JUSTIFICATIONS

4.1 Supporting the Planned Housing and Other Developments/Redevelopment Projects as well as the Planned Transport Infrastructure in the Territory

4.1.1 In the Policy Address 2024, the Chief Executive announced that the Government will deliver about 3,000 ha. of newly formed land in the coming 10 years (2025-26 to 2034-35) and make land available for the production of around 80,000 private housing units for disposal in the market in the next 5 years (2025-26 to 2029-30). At the same time, the Government also targeted to increase public housing production in the five-year period from 2025-26 to 2029-30 to about 189,000 units. The demand for concrete to deliver these planned developments would be enormous.

4.1.2 The Hong Kong Major Trasport Infrastructure Development Blueprint published on 12 December 2023 outlined the major road and railway infrastructural upgrading till 2046. In short, this involves an addition of 120km of the total length of the major roads and another 120km increase of railway network.

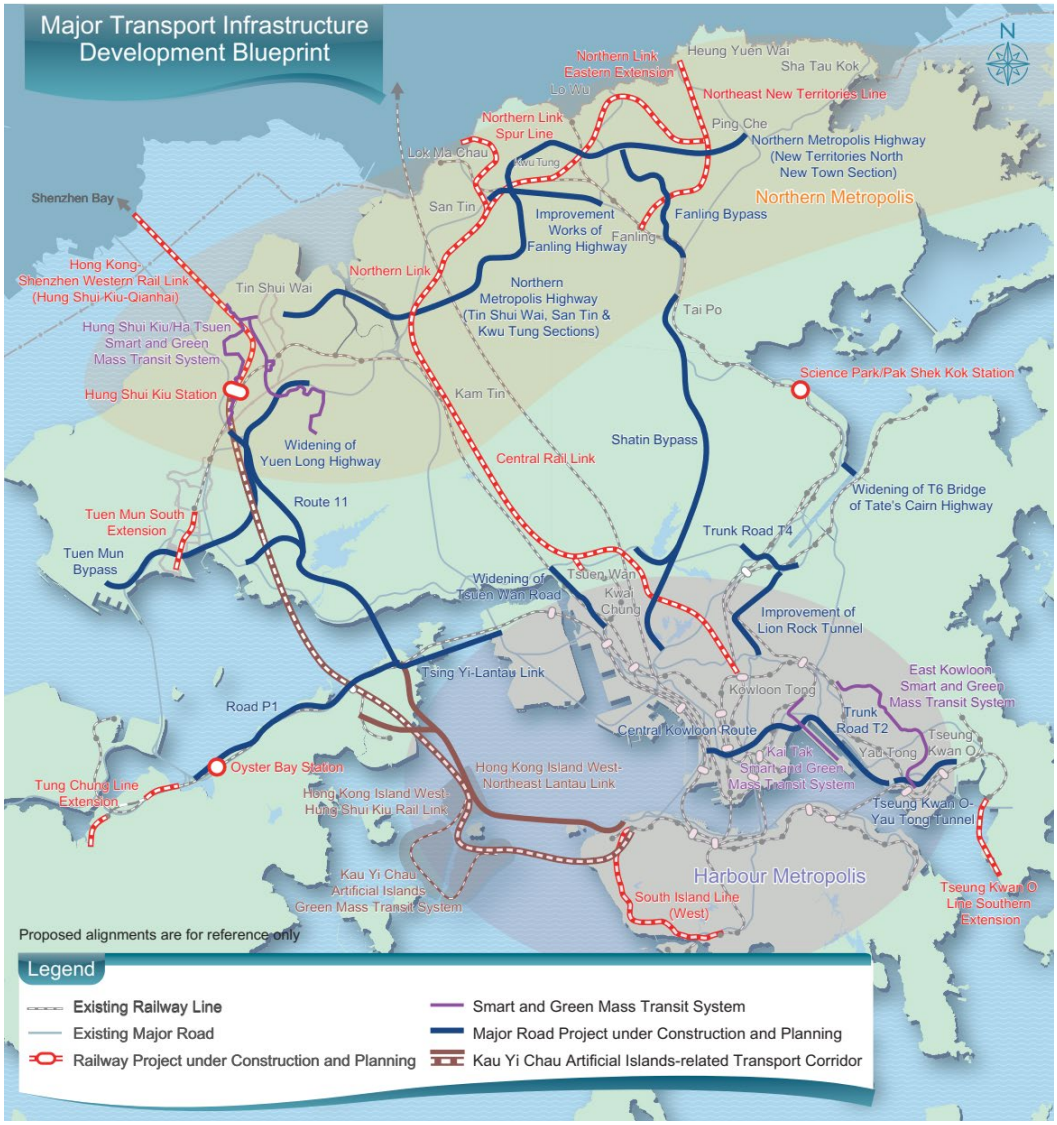

Figure 4.1 Overview of the Hong Kong Major Trasport Infrastructure Development Blueprint

4.1.3 The proposed housing developments and other development/redevelopment projects as well as transport infrastructure under planning imply that there will be a great demand for concrete. The Proposed CBP is to respond to the increasing demand for high-quality concrete and provide support to the Government's land and housing and transport infrastructure policy.

4.2 Meeting the Demand of Ready-Mixed Concrete in Hong Kong

4.2.1 Ready-mixed concrete is one of the most commonly used raw materials for construction projects in Hong Kong. With the continued development of the territory, the amount of construction works and thus the demand for concrete from the major planned development projects at both the public sector and private sector will remain high in the short, medium to long term.

4.2.2 The Proposed CBP at the Site will be able to contribute to the supply of ready-mixed concrete and maintain the sustainability of concrete supply to meet the increasing concrete demand arising from the planned developments for economic land uses, housing developments, GIC facilities, and other infrastructural projects in both the public sector and private sector.

4.2.3 In this regard, the proposed Site is at a strategic location in Kwai Chung with good existing traffic connectivity to both the new territories and the rest of the urban area where large number of infrastructure and development projects are in progress or under planning. The Proposed CBP will therefore help to support the sustainability of concrete supply in the region which require that ready-mixed concrete should be delivered within certain time to ensure its quality.

4.2.4 Most importantly, a few of the existing concrete batching plants are located within the planned New Development Areas (e.g. Hung Shui Kiu/Ha Tsuen New Development Area and Yuen Long South) and the operation will eventually be terminated as the planned developments proceed. The Proposed CBP in Kwai Chung would also a stead and long-term supply of ready-mixed concrete to support the future development/redevelopment and transport infrastructure developments of Hong Kong.

4.3 In Line with the Planning Intention of "Industrial" Zone

4.3.1 The planning intention of the "I" zone is to reserve land primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. The Explanatory Statement attached to the Approved OZP also states that there are vibrant industrial activities in Planning Area 10, 26, **29** (where the Site is located at), 37 and 38 and "there are no I/R interface problems".

4.3.2 The Proposed CBP is therefore considered in line with the prevailing planning intention of the "I" zone set out in the Approved OZP.

4.4 Compliance with the Setback Requirement in the Outline Development Plan

4.4.1 The Proposed CBP has incorporated a full-height building setback along Wah Sing Street (about 64m^2) to comply with the setback requirement set out in the Kwai Chung Outline Development Plan ("ODP") No. D/KC/D. The full-height setback area is located along Wah Sing Street, with a width ranging from 1.5m to 4.2m in crescent shape. The setback requirement has been met thus the Proposed CBP would not affect the planned/future road widening of Wah Sing Street.

4.5 No Adverse Traffic and Sewerage Impact

4.5.1 Technical assessments on traffic and environmental impact have been conducted to ascertain the technical feasibility of the Proposed CBP.

4.5.2 The Proposed CBP is tentatively scheduled for completion in 2026, a Traffic Impact Assessment ("TIA") for the assessment year of 2029 has been carried out to assess the possible traffic impacts to the local road network (*Appendix II* refers). With the further improvement on the junction of Tai Lin Pai Road / Kwai On Road in addition to the improvement proposed by the Hong Kong Housing Authority, all junctions analysed have sufficient capacity to accommodate the expected traffic flow in 2029 and the traffic to be generated by the Proposed Concrete Batching Plant. Therefore, no adverse traffic impact to the surrounding road network would be anticipated.

4.5.3 The Sewerage Impact Assessment ("SIA") in *Appendix III* has demonstrated that the utilisation of the existing sewers from FMH4021329 and FMH4021335 upon development of the Proposed CBP would be about 19% to 83%, which means no adverse sewerage impact would be anticipated during the operation of the Proposed CBP.

5. CONCLUSION AND SUMMARY

5.1 In light of the above, it is recommended that the Proposed CBP should be favourably considered by the TPB from a planning point of view based on the following reasons:

- The Proposed CBP shall provide support to the planned housing and other developments/redevelopment projects as well as the planned transport infrastructure in the Territory;
- The Proposed CBP would help to meet the demand of ready-mixed concrete in Hong Kong;
- The Proposed CBP will continue to meet the prevailing planning intention of “I” zone; and
- The Proposed CBP will not result in adverse traffic and sewerage impact.