

**Attachment II**

**Revised Supporting Planning  
Statement with Appendices**

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

**RENEWAL OF PLANNING APPROVAL FOR TEMPORARY CONCRETE BATCHING PLANT  
FOR A PERIOD OF 5 YEARS  
AT TSING YI TOWN LOT NO. 108 RP (PART), SAI TSO WAN ROAD, TSING YI, NEW TERRITORIES  
ON THE APPROVED TSING YI OUTLINE ZONING PLAN NO. S/TY/32**

**SUPPORTING PLANNING STATEMENT**

**MAY 2024**

## Executive Summary

This Application is submitted to the Town Planning Board (“TPB”) under Section 16 of the Town Planning Ordinance by the Applicant who seeks renewal of planning approval for the current ‘Concrete Batching Plant’ use (“the Use”) at Tsing Yi Town Lot No. 108RP (Part), Sai Tso Wan Road, Tsing Yi, New Territories (“the Application Site”) for a period of five years. The Application Site is about 7,198.7m<sup>2</sup> in size and currently zoned “Industrial” (“I”) on the approved Tsing Yi Outline Zoning Plan (“OZP”) No. S/TY/32. According to the Notes of the OZP, ‘Concrete Batching Plant’ is a Column 2 use within the “I” zone, thus planning permission is required from TPB.

The Application Site is subject to a previous planning application No. A/TY/136 and Class B Amendments No. A/TY/136-1 for the same use for a period of five years until 2 August 2024. The continuance of the Use will not cause changes to the development parameters of the Application Site. All approval conditions under the previous planning approval have been complied with.

The Use under this Application supports the local construction sector to meet the growing demand for concrete products arising from the upcoming large-scale infrastructure projects. The Application Site is located at a remote area of Tsing Yi West industrial area and the range of high hills at the central part of Tsing Yi Island would serve as a partition to block off the concrete batching plant’s potential environmental impacts and disturbances to the residential areas in the north-eastern part of Tsing Yi. The required technical assessments also concluded that no adverse impacts would be induced to the surrounding area since its commencement of operation in December 2022.

In view of above, favorable consideration by the TPB is hereby sought to approve this Application.

## 內容摘要

申請人按<<城市規劃條例>>第 16 條向城市規劃委員會(『城規會』)提交規劃許可申請將新界青衣西草灣路青衣市地段第 108 號餘段(部分)(『申請地點』)為期五年的臨時混凝土配料廠規劃許可續期(『有關用途』)。申請地點地盤面積約 7,198.7 平方米及位於青衣分區計劃大綱核准圖編號 S/TY/32(『大綱圖』)上的『工業』用途地帶內。根據大綱圖，在『工業』用途地帶內，「混凝土配料廠」屬於第二欄用途，因此有需要獲得城規會的規劃許可。

申請地點的先前規劃申請 (No. A/TY/136) 及先前規劃許可的 B 類修訂(No. A/TY/136-1) 用作相同用途，為期五年，至 2024 年 8 月 2 日。申請地點繼續用作本用途將不會對現有混凝土配料廠的發展參數有任何改動。所有先前的規劃許可附帶條件均已履行。

本申請將支援本地建築行業，以滿足將來大型基礎設施項目落成對混凝土產品不斷增長的需求。申請地點位於青衣西工業區較偏遠的區域，青衣島中部的山脊可阻擋混凝土配料廠潛在的環境影響及對青衣東北部住宅區域的滋擾。本申請附屬的技術評估斷定混凝土配料廠自 2022 年 12 月投入運作以來不會為周邊環境帶來負面影響。

基於上述情況，以及規劃綱領內的詳細規劃理據，申請人懇請城規會給予考慮批准是次規劃申請。

(中英文版如有差異，皆以英文版本為準。)

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## 1 Introduction

### 1.1 Background

This Application is submitted under section 16 of the Town Planning Ordinance (Cap.131) on behalf of Hongkong United Dockyards Limited (“the Applicant”) to seek renewal of planning approval from the Town Planning Board (“TPB”) for temporary concrete batching plant for a period of 5 years at Tsing Yi Town Lot No. 108RP (Part), Sai Tso Wan Road, Tsing Yi, New Territories (“the Application Site”). The Applicant is intended to continue the operation of the current temporary concrete batching plant under the approved Class B Amendments (no. A/TY/136-1) scheme of application no. A/TY/136 at the Application Site. The Application Site falls within an area currently zoned “Industrial” (“I”) on the approved Tsing Yi Outline Zoning Plan (“OZP”) No. S/TY/32 (“the OZP”). According to the Notes of the OZP, ‘Concrete Batching Plant’ use (“the Use”) is a Column 2 use under the “I” zone which requires planning permission from TPB.

### 1.2 Statement Structure

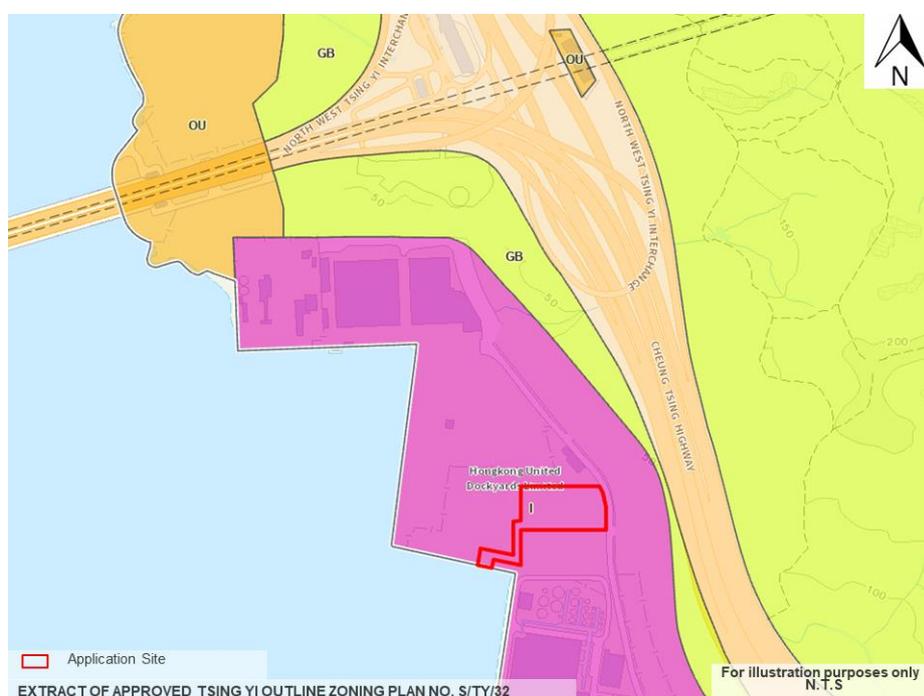
This Supporting Planning Statement consists of six sections. Following the introduction, **Section 2** will cover the descriptions of the Application Site and its surrounding context. **Section 3** will elaborate on the respective planning context within which this Application is subject to. The current use will be presented in **Section 4**, which is followed by the relevant justifications in **Section 5**. The Statement will be concluded in **Section 6**. The following technical assessments and supplementary materials are attached along with the Statement in supporting this Application:-

- Schematic Drawings (**Appendix I**)
- Revised Traffic Management Plan (**Appendix II**)
- Revised Traffic Impact Assessment (“TIA”) Report (**Appendix III**)
- Approval Letters of Planning Application No. A/TY/136 and A/TY/136-1 (**Appendix IV**)
- Approval Letters regarding Compliance of Approval Conditions (**Appendix V**)
- Approved Fire Service Installation Proposal and Certificate of FS 251 (**Appendix VI**)

## 2 The Application Site and its Surroundings

### 2.1 Application Site

The Application Site is a piece of flat land located at the southern portion of TYTL 108 RP, which is situated in the western part of Tsing Yi. It is owned by the Applicant and currently being used under valid Class B Amendments scheme of planning application No. A/TY/136 (No. A/TY/136-1). The Application Site has an area of about 7,198.7m<sup>2</sup>, following Temporary Waiver Plan dated 19 January 2022 (memorial No. 22041400910020) and the approved building plan dated 1 November 2022. The Application Site is mainly accessible from a private road of TYTL 108RP in the east, which extends from the end of Sai Tso Wan Road. It has a sea frontage to its southwest (**Figure 1**).



**Figure 1:** Location Plan of the Application Site

### 2.2 Land Status

The Application Site forms part of TYTL No. 108 RP held under Conditions of Exchange New Grant No. 6647. According to the land grant, the Application Site is restricted, inter alia, to ship building, ship repairing and ancillary uses, such heavy engineering uses as may be approved by Lands Department (“LandsD”), cargo handling, and storage and repair of containers. Upon development or redevelopment, the subject lot is restricted to a maximum plot ratio of 2.5. Any building or structure to be erected on the subject lot shall not exceed a height of 335mPD, or such height affecting the lot as may be prescribed under Section 3 of the Hong Kong Airport (control of Obstructions) Ordinance, whichever is the lower.

The Applicant has already obtained temporary waiver dated 19 January 2022 (memorial No. 22041400910020) from the LandsD for the implementation of the Use.

## 2.3 Surrounding Environment

The surrounding areas have the following characteristics:

- a) mainly a special industrial area with shipyards, oil depots, warehouses, open vehicle parks and container-related uses;
- b) to the further northwest which also forms part of the TYTL No. 108 RP, there are two existing temporary concrete batching plants approved by the Metro Planning Committee (“Committee”) on a temporary basis of five years on 6 September 2019 and 1 September 2020 (Application No. A/TY/139 and A/TY/143 respectively). Besides, there is an existing asphalt plant approved by the Committee on a temporary basis of five years on 1 September 2020 (Application No. A/TY/144);
- c) to its northeast is a steep slope, and the North West Tsing Yi Interchange is located on top;
- d) to its immediate south of the Site, there is an existing asphalt plant under Application No. A/TY/135. It was approved by the Committee on a temporary basis of five years on 2 August 2019;
- e) to the south and southeast is the Shell Oil Depot; to the further southeast, there is an existing concrete batching plant approved by the Committee on a temporary basis of five years on 24 September 2021 (Application No. A/TY/145) and;
- f) to its west and southwest is the Ma Wan Channel.

## 2.4 Previous Planning Applications

There are 2 previous planning applications for temporary concrete batching plants (Application No. A/TY/112 and A/TY/136) and Class B Amendments under the latest previous application No. A/TY/136 (No. A/TY/136-1). All the approval conditions of the latest previous application have been complied with. The approval letters from the Planning Department are attached at **Appendix V**.

Application No.	Applied Use / Development	Total Site Area (about)	Gross Floor Area (about)	Decision
A/TY/112	Temporary Concrete Batching Plant for a Period of Three Years	About 7,560m <sup>2</sup> (about 30.6% of the Application Site)	About 2,230m <sup>2</sup>	Approved with Conditions until 24.9.2013*
A/TY/136 (Class B Amendments)	Temporary Concrete Batching Plants for a Period of Five Years	About 7,287m <sup>2</sup>	About 3,492m <sup>2</sup> (Class B Amendments)	Approved with Conditions

A/TY/136-1)			About 2,691.63m <sup>2</sup> )	until 2.8.2024
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**Figure 2:** Details of Previous Applications

*\*A/TY/112 revoked on 24.6.2012 due to non-compliance with approval conditions regarding the implementation of operation control and traffic management measures, the implementation of the landscape proposal, and the provision of emergency vehicular access, water supplies for fire fighting and fire service installations proposals.*

## 2.5 Similar Planning Applications

There are 16 similar planning applications (No. A/TY/32, A/TY/58, A/TY/59, A/TY/85, A/TY/101, A/TY/102, A/TY/110, A/TY/117, A/TY/119, A/TY/123, A/TY/126, A/TY/128, A/TY/132, A/TY/139, A/TY/143, and A/TY/145) for concrete batching plant use within the “I” zone on the Tsing Yi OZP. Among all applications, four applications (No. A/TY/32, A/TY/58, A/TY/59 and A/TY/85) approved on a permanent basis between January 1995 and October 2003 were subsequently not implemented and the planning permissions were lapsed.

The rest of the applications were approved with conditions by TPB for a period of 3 years or 5 years between February 2008 and September 2021, except application No. A/TY/101 was rejected in September 2007. In general, the approvals were granted on the grounds that developments were generally in line with the planning intention of the “I” zone; considered not incompatible with the surrounding industrial related development and no adverse comments from relevant government departments were received.

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

Application No.	Applied Use / Development	Decision
A/TY/32	Cement Manufacturing and Concrete Batching Plant	Approved with Conditions (Lapsed)
A/TY/58	Proposed Asphalt Concrete Batching and Cement Manufacturing Plant	Approved with Conditions (Lapsed)
A/TY/59	Proposed Asphalt Concrete Batching and Cement Manufacturing Plant	Approved with Conditions (Lapsed)
A/TY/85	Redevelopment of an Existing Concrete Batching Plant	Approved with Conditions (Lapsed)
A/TY/101	Concrete Batching Plant	Rejected
A/TY/102	Temporary Concrete Batching Plant for a Period of 3 Years	Approved with Conditions until 22.2.2011

A/TY/110	Renewal of Planning Approval for Temporary Concrete Batching Plant Use for a Period of 3 Years	Approved with Conditions until 22.2.2014
A/TY/117	Proposed Temporary Concrete Batching Plant for a Period of 3 Years	Approved with Conditions until 6.7.2015 (revoked on 6.10.2014)
A/TY/119	Temporary Concrete Batching Plant for a Period of 3 Years	Approved with Conditions until 6.7.2015
A/TY/123	Proposed Temporary Concrete Batching Plant for a Period of 3 Years	Approved with Conditions until 28.11.2017
A/TY/126	Proposed Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions until 28.11.2019
A/TY/128	Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions until 7.8.2020
A/TY/132	Proposed Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions until 14.10.2021
A/TY/139	Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions until 6.9.2024
A/TY/143	Renewal of Planning Approval for Temporary Concrete Batching Plant for a Period of Five Years	Approved with Conditions until 1.9.2025
A/TY/145	Renewal of Planning Approval for Temporary Concrete Batching Plant for a Period of Five Years	Approved with Conditions until 14.10.2026

**Figure 3:** Details of Similar Applications

### 3 Planning Context

#### 3.1 Planning Intention

The planning context has largely remained unchanged since the approval of Class B Amendments of planning application No. A/TY/136 (No. A/TY/136-1). According to the OZP, the planning intention of the subject “I” zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. Information technology and telecommunications industries and office related to industrial use are also always permitted in this zone.

#### 3.2 Statutory Planning Control

According to the OZP, within the subject “I” zone, no new development, or addition, alteration and / or modification to or redevelopment of an existing building shall result in a total development and / or redevelopment in excess of a maximum plot ratio of 9.5, or the plot ratio of the existing building, whichever is the greater.

### **3.3 Town Planning Board Guideline No. 34D (“TPB PG-No.34D”)**

With reference to the TPB PG-No. 34D on Renewal of Planning Approval, a streamlined approach could be adopted in which no new technical assessments will be required to support the application. The guideline also sets out the criteria in assessing the planning renewal application as follows:

- (a) whether there has been any material change in planning circumstances since the previous temporary approval was granted (such as a change in the planning policy/land-use zoning for the area) or a change in the land uses of the surrounding areas;
- (b) whether there are any adverse planning implications arising from the renewal of the planning approval (such as pre-emption of planned permanent development);
- (c) whether the planning conditions under previous approval have been complied with to the satisfaction of relevant Government departments within the specified time limits;
- (d) whether the approval period sought is reasonable; and
- (e) any other relevant considerations.

### **3.4 Hong Kong Planning Standard and Guidelines**

According to the Chapter 5 of Hong Kong Planning Standards and Guidelines (“HKPSG”), ‘Concrete Batching Plant’ could be classified as a special industrial activity. It mainly engages in heavy industries and the handling bulky commodities, raw materials and/or dangerous goods. Special industries are generally capital intensive, land intensive and often have special infrastructure and locational requirements. Subject to functional requirements, the location of special industries should be: (a) land extensive; (b) remote from residential areas; (c) preferably in the western quadrant of residential areas; (d) preferably in areas with good air dispersion capacities and where pollution is not serious; (e) sites with deep water frontage; and (f) directly assessed to sea transport and a safe navigational approach route for ships must be available.

According to Chapter 9 of the HKPSG, concrete batching plants are considered sources of dusty air pollution. It is suggested that air polluting industries should be located to the west or southwest of the main urban centres and new towns. These industries should preferably not be located in topographically-confined areas. Adequate buffer areas should be given between the air-polluting uses and sensitive receivers.

### **3.5 Territorial Context**

To unleash the development potential of Hong Kong, a number of large-scale public infrastructures and developments have been/ will be commenced, including the Tsing Yi – Lantau Link, Northern Metropolis, including New Territories North, Kwu Tung North, Fanling North, San Tin Technopole,

Yuen Long South, Tseung Kwan O Area 137, Kai Tak Development, and Kau Yi Chau Artificial Islands etc. These major public projects will significantly increase demand for concrete in the coming years.

With reference to the Long-Term Housing Strategy (“LTHS”) Annual Progress Report 2023, the total housing supply target for the next decade will be 440,000 units. Since concrete mix is one of the main construction materials used for buildings, a stable concrete supply is essential to meet the increasing housing need. According to the Civil Engineering and Development Department’s (CEDD) “Study on Land Requirements for Construction Industry”, the demand for concrete would increase 20% by 2030. In longer terms, the reclamation projects outside the Victoria Harbour as well as Kau Yi Chau Artificial Islands will also require abundant supply of concrete.

Additionally, the Government aims to play an active role in the development of the Guangdong-Hong Kong-Macao Greater Bay Area and hence there will be a strong demand for professional and infrastructure services including the construction sector for various projects.

#### 4 The Current Use

The Applicant is intended to continue the operation of the Use at the Application Site on a temporary basis for further 5 years. The Application Site has a site area of about 7,198.7m<sup>2</sup>, following Temporary Waiver Plan dated 19 January 2022 (memorial No. 22041400910020) and the approved building plan dated 1 November 2022. There will not be any changes in the total Gross Floor Area, plot ratio, site coverage, building height, no. of non-domestic blocks, and no. of parking spaces and loading / unloading spaces, in relation to the continuation of the Use at the Application Site compared to the Class B Amendments scheme (no. A/TY/136-1) of previous planning approval No. A/TY/136, as listed in the table below:

Development Parameters	Class B Amendments Scheme (No. A/TY/136-1) of Previous Planning Approval No. A/TY/136	Current Application
Site Area	About 7,287m <sup>2</sup>	About 7,198.7m <sup>2</sup>
Total Gross Floor Area	About 2,691.63m <sup>2</sup>	No Changes
Plot Ratio	About 0.37	
Site Coverage	About 28.9%	
No. of Non-domestic Blocks	36	
Maximum Building Height of the Structure(s)	Not more than 40.3mPD (Not more than 35m)	
No. of Heavy Goods Vehicle Parking Spaces	22	
No. of Private Car Parking Spaces	4	
No. of Loading / Unloading Bays	3	

**Figure 4: Development Parameters of the Use**

The Use is for accommodation of the subject concrete batching plant and its ancillary uses, including silos, weigh bridges, transfer towers, control rooms, storage room, water tanks, washroom, mobile slurry separator, water tanks and mobile shelter truck washing facility. The normal operation hours remain unchanged as 0700 – 1900 from Mondays to Saturdays, and occasionally during night time and on Sundays or public holidays, if required. There will be three production lines each with a design production capacity of 100m<sup>3</sup> per hour, and hence the maximum design production capacity of the plant will be 300m<sup>3</sup> per hour. However, the actual production rate will be limited to not exceeding 80% of the output rate (i.e. 240m<sup>3</sup> per hour) under the Specific Process Licence issued by the Environmental Protection Department. All equipment inside the Proposed Development will be powered by electricity and no fuel combustion is required.

The barging operation arrangement will remain unchanged as outlined in the approved barging operation plan that was implemented to comply with approval condition (i) under the previous application No. A/TY/136. The maintenance of the proposed measures at all times will be continued throughout the operation period of the proposed development to the satisfaction of the Director of Marine or the TPB. Majority of the raw materials required for the operation of the plant would be delivered by sea as marine access is available. Maximum of one cement barge and one aggregate barge will be required per day under the maximum production capacity. The Applicant will liaise with the barge operator to exercise control such that only one barge will arrive at the Application Site at one time. No major impact on the marine traffic is anticipated.

No marshalling area outside the Application Site will be provided in accordance with the submission for the compliance with approval condition (f) under previous application. There are contingency plans in case the operation of the plant encounters system failure from one production line to three production lines to avoid stacking of vehicles outside the proposed plant. The Application Site can accommodate a maximum of 25 heavy goods vehicles in case the whole plant comes to no production due to system failure (**Appendix III**).

The current scheme is the same as the last approved Class B Amendments scheme of previous application no. A/TY/136, including traffic restrictions required to comply with approval condition (a) under the previous application No. A/TY/136. These include traffic restrictions on critical junctions during the peak hour periods except under emergency and exceptional cases (**Figure 5**), and the related monitoring and auditing. The updated traffic management plan and the updated traffic impact assessment are outlined in **Appendix II and Appendix III**.

Proper design layout, traffic arrangement, environmental measures and fire services installations will continue to be provided to ensure no insurmountable impacts and prevent fire risks.

Ref.	Junction	Restriction imposed under previous approval A/TY/136	Restricted Hours
J4	Sai Tso Wan Road / Tsing Yi Road / Tsing Yi Road West	No right turn from Sai Tso Wan Road to Tsing Yi Road West	AM Peak 07:45-09:15

Ref	Junction(s)	Restriction imposed under previous approval A/TY/136	Restricted Hours		
			AM Peak 07:45 – 9:15	Logistic Peak 11:45-12:45	PM Peak 16:30 – 17:30
J8	Tsing Yi Road West / Ching Hong Road	No trucks should be allowed to pass through the prescribed junctions	X	X	X
RA1	Tsing Yi Interchange		X	O	X
RA2	Tsing Yi Road West / Tsing Yi Hong Wan Road / Tsing Sha Highway		X	X	X
RA5	Tam Kon Shan Interchange		X	O	O
RA6	Tsing Yi Heung Sze Wui Road / Fung Shue Wo Road / Tsing King Road (Together with Junction Cheung Wan Street / Tsing Yi Heung Sze Wui Road)		X	X	X

**Figure 5:** Traffic Restrictions under Previous Approval continue to be implemented  
(\*X: Not allowed to pass through; O: Allowed to pass through)

## 5 Justifications

### 5.1 No Material Change Since Previous Approval

The development parameters of the current concrete batching plant at the Application Site will remain unchanged. There is no significant change in planning circumstances since the latest planning approval and Class B Amendments granted in 2019 and 2020 respectively, such as land use zoning, planning policy and the land use in the vicinity. Approval of this Application is in line with the TPB's previous decisions.

### 5.2 Compliance with Planning Conditions

The plant has been well-managed and has received no complaint since its operation. The Applicant has complied with all the approval conditions of the latest previous application No. A/TY/136 regarding traffic management plan, road junction improvements works, vehicle marshalling area, water supplies for fire fighting and fire service installations proposals and barging operation plan, as well as full site

inspection conducted in accordance with requirements in the 'Practice Guide for Investigation and Remediation of Contamination Land'.

### **5.3 Adoption of Streamline Approach for the Application**

The Use at the Application Premises has been operating since December 2022. According to TPB PG-No. 34D for renewal of planning approval, a streamlined approach (i.e. no need to undertake new technical assessments to support the s.16 application) could be adopted provided that there are no material changes in planning circumstances, adverse planning implications or non-compliance with planning conditions of previous approval. As such, updated technical assessments are considered suffice to support the subject renewal planning application.

### **5.4 In Line with the Planning Intention and Compatible with Surrounding Area**

The Application Site is zoned "I" on the OZP and the Use falls under Column 2 which may be permitted with or without conditions on application to TPB. The subject "I" zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. In this connection, the Use is generally in line with the planning intention.

Although the Application Site is situated within the rezoning application area (i.e., Y/TY/2) for the proposed comprehensive private residential and public housing development, along with the provision of a marina and supporting community facilities at Tsing Yi Town Lot 80 and 108 RP and adjoining Government Land, the rezoning application is currently undergoing public inspection, and the implementation of the proposed development remains uncertain. Furthermore, the Tsing Yi – Lantau Link ("TYLL"), which encompasses the Application Site to the northeast according to the proposed alignment, is currently under study. The TYLL, along with other relevant major roads, is tentatively scheduled to be commissioned in phases by 2033. Overall, the temporary nature of the Use will not impact the long-term planning for the area.

Moreover, the Application Site is situated in an industrial area with a cluster of concrete batching plants and asphalt plants. It is separated from any sensitive receivers by a range of hills, which is over 1000m from the residential development and the adverse environmental impact arising from the Use is unlikely.

### **5.5 Meeting the Demand of Local Construction Industry**

The Use provides a timely delivery of ready-mixed concrete in Hong Kong, which is crucial to the construction industry. There will be an increasing demand for construction materials, including concrete, due to the implementation of large-scale projects in Hong Kong, such as the Tsing Yi – Lantau Link, Northern Metropolis (including New Territories North, Kwu Tung North, Fanling North, San Tin Technopole and Yuen Long South), Tseung Kwan O Area 137, Kai Tak Development and

Kau Yi Chau Artificial Islands, etc. Given the strong demand for concrete mix, the planning permission for the current batching operation should be renewed to ensure a steady supply that supports the local construction industry.

## **5.6 Strategic location of the Application Site for the Proposed Development**

The Application Site is strategically located at the centre of Hong Kong, with marine access for the delivery of raw materials for concrete production. The Application Site is located at the centre of the territory with relatively equidistance to major construction sites in Kowloon East, North District, North Lantau and Northern Hong Kong Island. Also, the convenient access provided by the strategic road network in Tsing Yi is considered desirable for the concrete batching plant development and will enhance the efficiency to distribute ready mixed concrete to various areas of Hong Kong.

According to Chapter 5 and 9 of the HKPSG, a concrete batching plant can be classified as a ‘special industrial activity’ and is recognized as a source of dusty air pollution. The Application Site meets all the locational requirements for the current use. It is situated at a remoting area of Tsing Yi West industrial area and in the western quadrant in relation to the residential area of Tsing Yi, thereby satisfying the downwind requirement for most of the year.

The Application Site is not positioned in an area that is susceptible to severe air pollution and is not within a topographically confined airshed. The range of high hills at the centre part of Tsing Yi Island serves as a partition to block off potential environmental impacts and disturbances to the residential areas in the north-eastern part of Tsing Yi.

## **5.7 Approved Planning Applications for Concrete Batching Plants Nearby**

Since 2008, all the previous and similar planning applications for concrete batching plants within the same Site and other “I” zone within the same OZP have been approved based on the grounds that the developments were generally in line with the planning intention of the “I” zone; considered not incompatible with the surrounding industrial related developments; and no adverse comments were received from relevant Government departments. The approval of this planning application is in line with TPB’s previous decisions.

## **5.8 No Adverse Impacts**

Since there have been no major changes to the development parameters compared to the previously approved Class B Amendments scheme of application No. A/TY/136, the current development is not expected to generate any additional adverse impacts in terms of traffic, air, water, and waste. The updated traffic impact assessment and traffic management plan concluded that with the continued implementation of the traffic restrictions imposed under the compliance with approval condition of application No. A/TY/136, there will not be insurmountable effects on traffic conditions in the vicinity of the site.

In terms of environment, there is no additional emission source identified as there is no change to the current development. No additional sensitive receiver is identified as the nearby land use remains the same as presented in the previous Environmental Assessment (“EA”). Thus, the findings of the previous EA are still considered valid. With the implementation of mitigation measures discussed in the previous EA, no adverse environmental impact due to the operation of the development is anticipated.

## 6 Conclusion

The subject Application is submitted to seek TPB’s permission for renewal of the planning approval for a period of 5 years at TYTL No. 108RP (Part), Sai Tso Wan Road, Tsing Yi, New Territories, to continue the operation of the Use under the previously approved Class B Amendments scheme of planning application No. A/TY/136, which will be valid until 2 August 2024. There is no material change to the development parameters of the Application Site. Besides, all the planning conditions under previous application No. A/TY/136 have been complied with. The Use under this Application supports the local construction sector in order to meet the growing demand for concrete products. It is of temporary nature and compatible with its surrounding environment in terms of land use, traffic, and environmental aspects. Moreover, the Use at the Application Site is also supported by previous applications and similar applications. In view of above, favourable consideration by the TPB is hereby sought to approve this Application.

## 7 Appendices

<b>Appendix I</b>	Schematic Drawings
<b>Appendix II</b>	Revised Traffic Management Plan
<b>Appendix III</b>	Revised Traffic Impact Assessment (“TIA”) Report
<b>Appendix IV</b>	Approval Letters of Planning Application No. A/TY/136 and A/TY/136-1
<b>Appendix V</b>	Approval Letters regarding Compliance of Approval Conditions
<b>Appendix VI</b>	Approved Fire Service Installation Proposal and Certificate of FS 251