

For discussion
on 11 June 2001

LEGISLATIVE COUNCIL
PANEL ON PLANNING, LANDS AND WORKS

Proposed Disposal of Concrete/Asphalt Production Sites

This paper provides information on the proposed disposal of two sites (Tsing Yi Town Lot (TYTL) 161 and 162) in south-west Tsing Yi for concrete/asphalt production purposes and the application for temporary lease modification for TYTL 102 for concrete production.

Background information on TYTL161 and 162

2. These two sites have been zoned for industrial use on the Tsing Yi Outline Zoning Plan No. S/TY/16 (site plan at Annex A). On 5 May 2000, the Town Planning Board approved the use of these two sites for concrete/asphalt production. The sites have been included in the Application List for this year's Land Sale Programme.

3. The two sites are located at the south-western part of Tsing Yi Island with direct sea frontage. Currently, the sites are held under two short term tenancies for open storage of containers. To the north is a shipyard and to the south is a site reserved for industrial/godown development, and the Mobil Oil Terminal. Adjacent to these two lots is a proposed site for LPG vehicle repair workshop. The location of the subject sites and other land users is shown on the plan at Annex B. The proposed use of these two lots (i.e. concrete/asphalt production) is considered compatible with the surrounding land uses

4. The road network of Tsing Yi is shown on the plan at Annex C. Tsing Yi is linked by six bridges to the rest of the territory with the seventh one, the Stonecutters Bridge, being planned as part of the Route 9 project. The existing bridges are Tsing Ma Bridge, Ting Kau Bridge, Tsing Yi North Bridge (i.e. Tsing Tsuen Road), the Tsing Kwai Highway

leading to Cheung Tsing Tunnel and the two Tsing Yi South Bridges.

Possible Impact on the Environment and Traffic

5. Tsing Yi Island has hills running in the north-south direction. They form a natural barrier separating the major residential areas on the north-eastern part of the Island from the heavy industrial area (with oil depots, shipyards and container related uses) on the south-western part.

6. The transportation of raw materials such as sand and cement to the two proposed concrete batching sites is likely to be by sea with minimal impact to land traffic. The Tsing Ma Bridge and Ting Kau Bridge are some distance from the residential developments hence any traffic generated will not create nuisance to residents. Concrete vehicles using the Tsing Yi South Bridges are not expected to have a significant impact on the residential area as the most direct route from the two proposed sites to the bridges would not pass through the residential areas. Only the Tsing Yi North Bridge is adjacent to residential areas. This bridge is at the opposite end of Tsing Yi from the subject sites. Heavy use of this bridge by concrete vehicles is unlikely. As far as additional vehicle trips generated from the two sites are concerned, Transport Department is satisfied that they will not pose significant impact on the existing roads on Tsing Yi Island.

7. The Environmental Protection Department considers that the two proposed sites will not cause direct nuisance to residents of Tsing Yi. The two proposed concrete/asphalt production sites are some two kilometers from the nearest residential area and with a natural barrier of hills (over 300 metres high) between them. This distance and the natural barrier of the hills will screen off any adverse impact of the proposed concrete batching plants from the residential area. The two sites are far away from any air or noise sensitive uses. Moreover, the future grantee of the lots will have to comply with the relevant provisions of the environmental protection legislation.

Potential Risks of Heavy Industrial Developments in Tsing Yi

8. Two overall studies of risks posed by potentially hazardous

industries (PHI) on Tsing Yi island were carried out in 1982 and 1989 respectively. Relevant risk guidelines have been included in the Hong Kong Planning Standards and Guidelines since 1992. The risk guidelines and associated land-use planning strategy together ensure that the risks posed to the community are kept to the minimum. The Government is keeping the risk situation under constant review.

9. The two proposed concrete/asphalt production sites will likely be disposed of by short leases. This will not pose constraint to any future development if the long term planning intention for this part of the Tsing Yi Island changes. It should be noted that a considerable long lead time would be required to relocate the existing industries such as oil depots and shipyards, before any long term alternative uses could be effected on those sites.

Suggestion of relocating the existing heavy industrial land uses in Tsing Yi

10. Preliminary views of the Planning Department on the suggestion of relocating the existing heavy industrial uses from Tsing Yi to Stonecutters Island and Tseung Kwan O are as follows:

Stonecutters Island

11. Currently about 90% of the area, as covered by the approved Stonecutters Island OZP No. S/SC/4, are for the following existing/proposed developments :

- (a) military use;
- (b) Container Terminals No. 6, 7 and 8;
- (c) sewage treatment works;
- (d) Government Dockyard;
- (e) proposed KMB Bus Depot; and
- (f) proposed Port Rail Terminal.

12. Given the above existing and proposed uses, these will only be pockets of scattered land available for other developments. Such scattered land will not be capable of accommodating the existing

industrial activities, such as oil depots and shipyards, in the south-western part of the Tsing Yi Island.

Tseung Kwan O Industrial Estate

13. The Tseung Kwan O Industrial Estate (TKOIE) site has been granted to the Hong Kong Industrial Estate Corporation (HKIEC) who has the discretion to decide the types of industries to be developed within the Industrial Estate. HKIEC has a set of criteria to assess applications for leasing land within the Industrial Estate. There are already the Hong Kong Oxygen in TKOIE. In Area 137 of Tseung Kwan O, there will be some proposed environmentally sensitive uses such as LPG storage, gas plant, and concrete batching plant. All the land within the Tseung Kwan O New Town has been committed for various uses and no suitable site can be identified for additional and environmentally sensitive industrial developments.

Gold Coast Extension Project

14. The proposed addition of three high-rise residential blocks within the Gold Coast complies with the planned use of the site. Lease modification to permit the proposed development was concluded between Government and the developer in October 1996. When the developer intended to start construction work in late 1997, objections were lodged by residents in the area. The developer has suspended the construction work. This is a decision taken by the developer based on his own considerations.

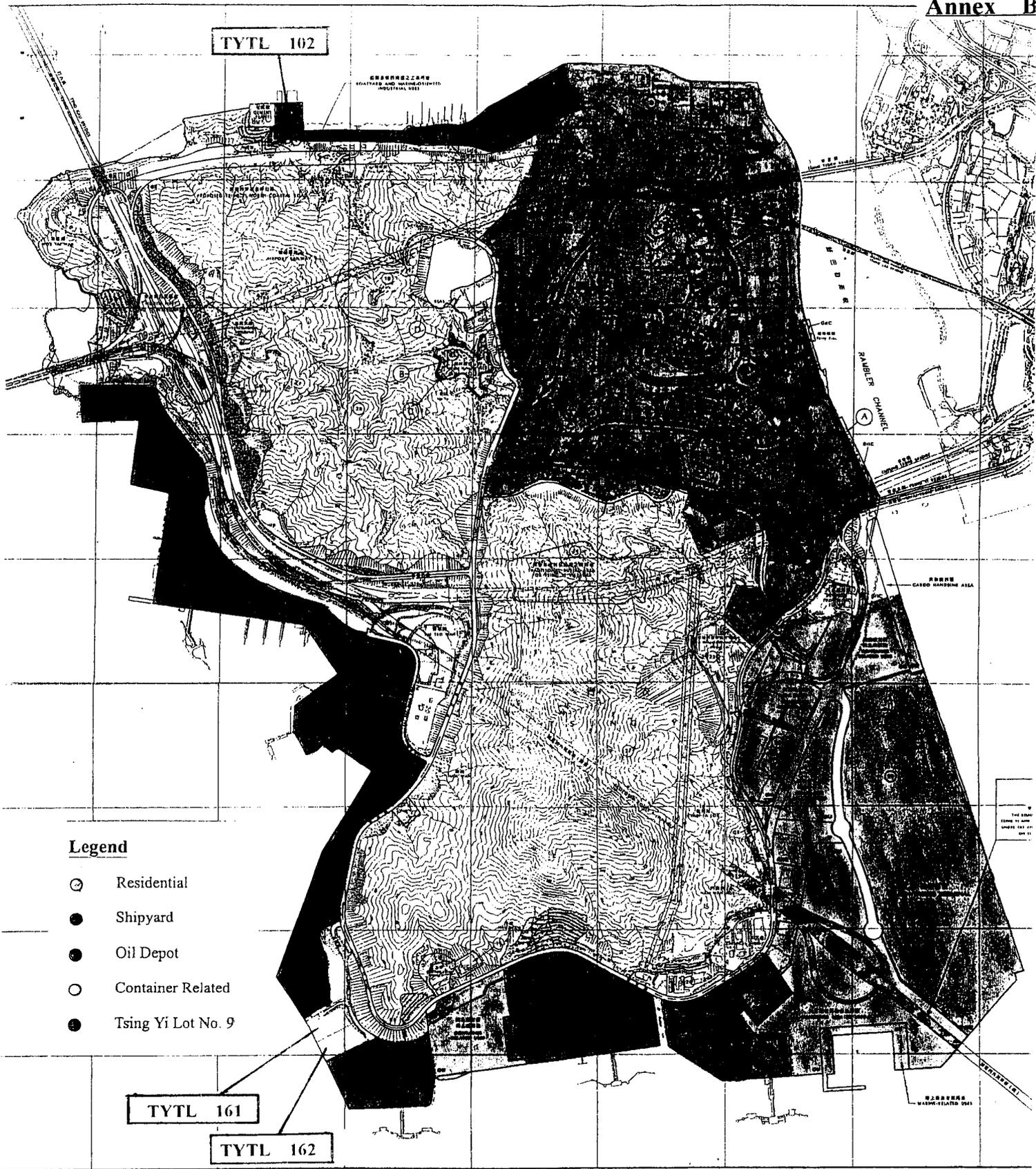
Application for using part of TYTL 102 for concrete production

15. TYTL 102 was granted to the Hong Kong Ferry (Holdings) Company Ltd. in 1996 for the relocation of the Tai Kok Tsui Shipyard affected by the West Kowloon Reclamation. The site is restricted to shipyard purpose, primarily for the construction and maintenance of ferry vessels and such ancillary purposes. TYTL 102 lies at the end of Tam Kon Shan Road approximately 1 kilometre from the nearby residential area. It is right next to an existing concrete production plant at TYTL 119.

16. The lot owner has applied to convert part (12%) of this site (about 2,400 square metres out of the lot area of 19,740 square metres) into a concrete batching plant. The Town Planning Board (TPB) approved, on 12 January 2001, the application for a period of 5 years on condition that the plant could not operate before the commissioning of the Tsing Yi North Coastal Road (scheduled for completion by early 2002).

17. Other than the TPB approval, the lot owner is required to seek Lands Department's approval of the lease modification for changes to the user clause. The lot owner has submitted an application to the District Lands Office/Kwai Tsing for a temporary modification of the lease in accordance with TPB's approved scheme. The application is now under consideration by the Lands Department.

Planning and Lands Bureau
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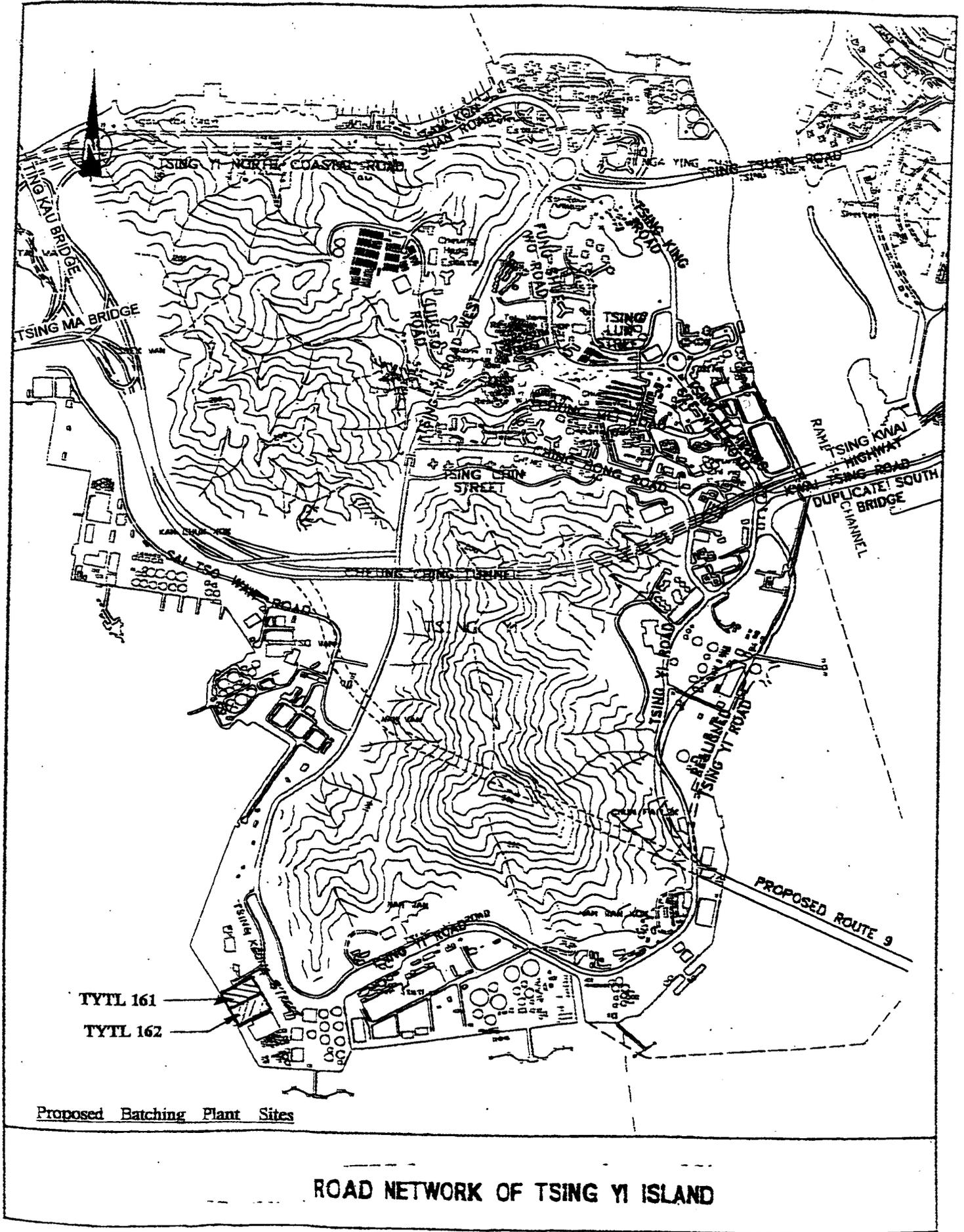


Legend

- Residential
- Shipyard
- Oil Depot
- Container Related
- Tsing Yi Lot No. 9

香港城市規劃委員會依據城市規劃條例擬備的青衣分區計劃大綱圖
 TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
 TSING YI - OUTLINE ZONING PLAN

SCALE 1:7 500 1:1 MK
 METRES 200 0 200 400 600 800 1000 METRES



ROAD NETWORK OF TSING YI ISLAND