

**Extracts from the minutes of the LegCo Members' meeting  
with Kwai Tsing District Council members  
held on 1 February 2001**

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**I. Proposed construction of a cement plant and a concrete batching plant in Tsing Yi**

- (a) cement plant - Tsing Yi Town Lots 161 and 162;
- (b) concrete batching plant - Hong Kong Ferry shipyard land in Tsing Yi North

2. Ms Nancy POON and Mr LUI Ko-wai pointed out that the Town Planning Board (TPC) had approved the use of the above lots for the manufacturing and storage of concrete and asphalt. K&TDC took a strong stance and opposed the sale of the land concerned for these purposes. The views of K&TDC were summarized below -

- (a) As concrete and asphalt had to be transported to other places after production, the traffic volume on the roads in Tsing Yi might be increased significantly. The major bridges in Tsing Yi were currently located at the densely-populated north-eastern part of Tsing Yi Island, with many large housing estates and residential developments along them. The increased traffic volume would certainly cause nuisance to residents.
- (b) Two concrete plants had already been in operation in Tsing Yi for more than ten years. It was estimated that about 400 concrete vehicles plied the roads in Tsing Yi every day. Most of these vehicles were diesel vehicles with unsealed containers producing very high exhaust emission. The commissioning of the new concrete batching plants would further aggravate the pollution problem.
- (c) Currently, many hazard-prone and environmentally unfriendly industrial developments, such as oil depots, shipyards and chemical waste treatment centres, were located in Tsing Yi. The addition of new concrete batching plants would be unfair to the Tsing Yi residents. Given that Tsing Yi had a growing population, the Government should identify other suitable sites to relocate all these facilities. Stonecutters Island was a feasible option.

Action

- (d) The land planning blueprint of Tsing Yi was largely pre-empted by the potential risk assessment report of Tsing Yi which was completed in 1989. As the report was completed more than a decade ago and in view of the continual development of Tsing Yi over the years, it was necessary to re-assess the potential risks of the heavy industrial developments in Tsing Yi.

3. The Convenor agreed that hazard-prone and environmentally unfriendly industrial developments should be co-located. He opined that at present there was sufficient land, for example, in the Tseung Kwan O Industrial Estate, to accommodate these developments.

4. Hon TAM Yiu-chung pointed out that after TPB had approved the land use, the land would be included in the Land Sale Programme and the terms of land sales would also be announced. Interested parties could submit their applications to the Lands Department. Successful applicants must abide by the terms of the land lease. He held the view that K&TDC should continue conveying their views on the long-term land use to the Administration so that their suggestions could be reflected in the lease terms.

5. Citing the Gold Coast extension project in Tuen Mun as an example, Hon Albert CHAN pointed out that although the project had been approved by TPB several years ago, the construction works concerned had not been commenced yet due to the residents' strong opposition.

Secretariat

6. Hon TAM Yiu-chung suggested and Members agreed to refer the issue to the Legislative Council (LegCo) Panel on Planning, Lands and Works for discussion.

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