

**For information**

**LEGISLATIVE COUNCIL PANEL  
ON PLANNING, LANDS AND WORKS**

**Yuen Long South Development –  
Proposed Roadworks in Areas 13 and 14, Yuen Long**

**PURPOSE**

This paper informs Members of our proposal to carry out roadworks in Yuen Long South (Areas 13 and 14) to serve the new developments and planned developments in the area.

**PROJECT SCOPE AND NATURE**

2. We propose to carry out the following works:-
  - (a) construction of about 4.4 kilometres (km) of roads including Roads L1, L2, L3, L4, L5 and associated footpath in Yuen Long Areas 13 and 14;
  - (b) reconstruction of two sections of Tai Tong Road at its junctions with Roads L2 and L4;
  - (c) reconstruction of a section of Tai Shu Ha Road East at its junction with Road L2;
  - (d) construction of five vehicular bridges and widening of an existing vehicular bridge across the Yuen Long Nullah;

- (e) Construction of a pedestrian subway under Road L2 near Shap Pat Heung Interchange;
- (f) widening and reconstruction of a section of Ma Tin Road;
- (g) reconstruction of a section of Tai Shu Ha Road East and Kung Um Road;
- (h) demolition of three existing vehicular bridges;
- (i) associated drainage works, retaining walls, slope and landscaping works;
- (j) provision of noise barriers and indirect noise mitigation measures in the form of window insulation and air conditioning to an existing school and dwellings; and
- (k) implementation of an environmental monitoring and audit (EM&A) programme for works mentioned in paragraphs (a) to (j) above.

Site plans and details of the proposed works are shown in the attached Enclosures 1 to 2. We plan to start the proposed works in November 2002 for completion in May 2005.

## **JUSTIFICATIONS**

3. A number of new private developments in Yuen Long Areas 13 and 14 have either been completed, under construction or under active planning. In Area 13, a residential development east of Road L1 (the Greenery Place) has been completed and started population intake while the adjacent residential development to the south is applying for land exchange. There is also another private residential development at the junction of Road L2 and Kung Um Road under planning with site formation works to start soon. In Area 14, a very substantial private development south of Road L2 (Sereno Verdo) will be completed in phases with the first phase already ready for occupation. With the on-going population intake associated with these developments, we estimate

the population in Yuen Long South will increase from the present population of about 10 000 to 62 000 in 2011.

4. In May 1998, we completed the Traffic and Transport Study Final Assessment Report for Yuen Long South, which concluded that the future developments in the area would generate a significant volume of traffic. The provision of new roads and supporting infrastructure is essential to cope with the projected population generated from the southward expansion of the Yuen Long Town. Strong requests have been received from Yuen Long District Council to complete the proposed road schemes in Areas 13 and 14 at the earliest possible date so as to provide relief to the traffic congestion in the existing road network.

5. Completion of the proposed road network in Areas 13 and 14 will provide a direct road link between Yuen Long Town and Shap Pat Heung Interchange through Road L2 and will relieve the traffic congestion within the town centre. This direct link will also provide substantial improvements to the traffic flow of the existing road junctions along Ma Tong Road, Hop Yick Road, Fung Cheung Road, and Kau Yuk Road.

## **PUBLIC CONSULTATION**

6. We consulted the Shap Pat Heung Rural Committee on 26 August 1997 and the Environmental Improvement Committee of the then Yuen Long Provisional District Board (YLPDB) on 26 September 1997 on the proposed works. Members of both committees supported the proposed works. We also consulted the YLPDB on 28 August 1997 and 23 October 1997. They again showed support to the works.

7. We briefed the Town Planning and Development Committee of the YLPDB (known as the Yuen Long District Council as from January 2000) on the proposed works on 2 September 1997, 15 September 1999 and on 11 July 2001. They supported the proposed works and urged for early implementation of the road schemes to relieve the anticipated traffic congestion in Yuen Long Town arising from the population intake from several residential developments in Areas 13 and 14.

8. We first gazetted the road schemes under the Roads (Works, Use and Compensation) Ordinance (RO) on 26 May 2000. During the gazettal period, objections were received related to the resumption of private land and the concerns that the new roads would worsen the flooding problem of Ma Tin Tsuen. We have then revised the road scheme in Area 14 to address the concerns of some of the objectors, and gazetted the amended scheme under the RO on 23 February 2001. As for the concerns about flooding, we have explained to the objectors that a floodwater pumping station at Ma Tin Tsuen would be constructed under another flood protection project to provide long-term protection to the village from flooding.

9. On 25 September 2001, the Chief Executive in Council authorized the proposed road works without modification.

## **ENVIRONMENTAL IMPLICATIONS**

10. We completed an Environmental Impact Assessment (EIA) study for the project in November 1997. The EIA report was endorsed by the Director of Environmental Protection in November 1997 and accepted by the Advisory Council on the Environment in December 1997.

11. The EIA study identified that road traffic noise during the operational stage as the major concern. The key measures to mitigate the predicted long term impacts include the provision of about 2.2 km of noise barriers ranging from 1.2m to 4.2m in height, and indirect noise mitigation measures in the form of window insulation and air conditioning to protect existing noise sensitive receivers at locations such as road junctions where installation of noise barriers are not practical owing to space constraints and the need to maintain acceptable sight line at the road junctions.

12. We will incorporate into the contract standard measures to control pollution arising during construction. These measures will include frequent watering of the site, the provision of wheel-washing facilities and covering of materials on trucks to reduce emission of dust, the use of silenced construction plant, siting of equipment and mobile noise barriers for controlling construction noise, and other procedures as recommended in Environmental Protection Department's Recommended Pollution Control Clauses. We have included the costs of noise

mitigation measures and an EM&A programme in the overall project estimate.

## **WAYFORWARD**

13. We plan to seek the Public Works Sub-committee's endorsement for upgrading the works mentioned in paragraph 2 (at an estimated cost of \$385.5 million) to Category A on 22 May 2002.

14. We would be pleased to brief Members on the details of the projects if necessary.

## **ATTACHMENT**

Enclosure 1 – Plan No. NTN 2116

Enclosure 2 – Plan No. NTN 2117

**Territory and Development Department**  
**May 2002**

