

For information

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

**PWP Item No. 723CL –
Engineering Infrastructure Works for Pak Shek Kok Development,
Stage 2D – Road L3 and Road L7**

PURPOSE

This paper briefs Members on the proposal to upgrade **723CL** “Engineering infrastructure works for Pak Shek Kok development, stage 2D – Road L3 and Road L7” to provide a proper vehicular access between Pak Shek Kok (PSK) Development Area and Tai Po Areas 12 and 39.

PROJECT SCOPE AND NATURE

2. The project **723CL** was included in Category B in October 2006. The scope of works comprises -

- (a) construction of about 65 metres (m) long and 10.3 m wide single two-lane carriageway (Road L3) with one traffic lane in each direction connecting to the road network in PSK;

- (b) construction of about 510 m long and 10.3 m wide single two-lane carriageway (Road L7) with one traffic lane in each direction linking Road L3 at PSK and Tai Po Areas 12 and 39, including a section of about 250 m long elevated road (Road L7 Bridge) crossing over Tolo Highway and Kowloon-Canton Railway Corporation East Rail tracks;
- (c) construction of associated footpaths, cycle tracks, cycle parks, drainage works, sewerage works, fire mains, fire hydrants, roadside amenities, retaining walls, slope works and landscaping works; and
- (d) implementation of environmental mitigation measures and an Environmental Monitoring and Audit (EM&A) programme for the works mentioned in items (a) to (c) above.

The site plans and section diagram of the proposed works are at

Enclosures 1 and 2.

3. We plan to commence the construction works in January 2008 for completion in May 2011.

JUSTIFICATION

4. We need to complete the planned road networks in PSK Development Area and Tai Po Areas 12 and 39 to serve the existing and future developments there. Upon completion, Road L3 and Road L7 will serve as a direct vehicular access between PSK Development Area and Tai Po Areas 12 and 39. In addition, Road L3 and Road L7 will also serve as a convenient alternative route for emergency service vehicles as well as a relief route for the traffic on Tolo Highway and Tai Po Road via Yau King Lane in the event of severe traffic congestion on Tolo Highway or Tai Po Road. In particular, emergency service vehicles such as fire appliances and ambulances can use Road L3 and Road L7 to shorten their response time to Tai Po Areas 12 and 39.

PUBLIC CONSULTATION

5. We consulted the Development and Housing Committee of the Sha Tin District Council (DC) on 31 October 2000, and the Tai Po DC on 7 November 2000. Both DCs supported the proposed works.

6. We gazetted on 26 October 2001 the proposed road works and sewerage works of **658CL (part)** “Remaining engineering infrastructure works for Pak Shek Kok development Work Package 2 Phase 2 – Construction of Roads L3, L4(Part), L5(Part), L7 and extension of Yau King Lane at Pak Shek Kok”, the parent project of **723CL**, under the Roads (Works, Use and Compensation) Ordinance (RO) and under the RO as applied by the Water Pollution Control (Sewerage) Regulation respectively. We received two objections from Villa Castell, a residential development at Yau King Lane, against the road works at Yau King Lane and construction of Road L7. On 22 October 2002, the Chief Executive in Council (CE in C) considered and overruled these objections and authorised the road and sewerage scheme with modifications (i.e. re-aligning the section of Yau King Lane in front of Ville Castell). The objectors were notified of the scheme modifications and authorisation on 5 November 2002.

7. We consulted the Incorporated Owners of Villa Castell (IOVC) in 2006 on **714CL** “Engineering infrastructure works for Pak Shek Kok development, stage 2B – improvement and extension of Yau King Lane”. The IOVC objected to Road L3 and Road L7 lest these roads would attract additional traffic to the area, thereby worsening both the traffic and environmental conditions at Yau King Lane. Notwithstanding our explanation to them that the maximum peak hour traffic at Yau King Lane would be reduced with the implementation of Road L7 because some of the traffic from the Tai Po Areas 12 and 39 would choose to use Road L7 to Tolo Highway for accessing to other districts, the IOVC reiterated their views, among others, that they objected to Road L3 and Road L7.

8. In considering the proposed upgrading of part of **714CL**, some Members of the PWSC at the meeting on 3 January 2007 noted the IOVC’s objection against Road L3 and Road L7 and requested the Administration to further consult the local residents and the IOVC prior to seeking funding for **723CL**.

9. On 26 January 2007, we circulated an information paper to members of the Environment, Housing and Works Committee of the Tai Po DC. We did not receive any further comment on the project. On 22 March 2007, we

consulted the Village Representatives (VRs) of Cheung Shue Tan Village and Tai Po Mei Village, the TPDC member of the constituency concerned and a representative of the Tai Po Rural Committee (TPRC) on the proposed works and they all supported the project and urged for its early implementation because the proposed works would improve the road network in the area.

10. We continued to consult IOVC on **723CL** in 2007, including sending them an information paper on 31 January 2007 and meeting them on 12 April 2007 to explain the proposed works under **723CL**. On 17 April 2007, the IOVC replied that they maintained their objection to Road L3 and Road L7. On 24 April 2007, we further explained to IOVC in writing the justification for and the benefit of the project as described in paragraph 4. The IOVC's letter of 17 April 2007 and our reply of 24 April 2007 are at
Enclosures 3 and 4 respectively.

11. Throughout the period from end 2000 to present, we have consulted the local community fully and tried to address their concerns. We have obtained the support of the DCs and the village representatives and completed all the necessary statutory procedures. We need to implement the project without further delay for completing the planned network in PSK

Development Area. Except for the objection from IOVC over Road L3 and Road L7, there is consensus on and community support for the proposed road works.

ENVIRONMENTAL IMPLICATIONS

12. The PSK Development is a designated project under Schedule 3 of the Environmental Impact Assessment (EIA) Ordinance. However, all works under **723CL** (part of former **658CL**) are not designated projects under Schedule 2 of the EIA Ordinance and no environmental permit is required for the construction and operation of the proposed works.

13. In June 1998, we completed an EIA report on “PSK Development Area” which includes the proposed works of the subject project. On 6 July 1998, the Advisory Council on the Environment endorsed the findings and recommendations of the EIA report. The Director of Environmental Protection approved the EIA report on 10 August 1998.

14. We will incorporate into the works contract mitigation measures recommended in the EIA report to control pollution arising from

construction works to within established standards and guidelines. These measures include the use of quiet plant (silenced equipment) and frequent watering of the site and provision of wheel-washing facilities to reduce emission of fugitive dust, and other procedures as recommended in Environmental Protection Department's Recommended Pollution Control Clauses. Furthermore, we will implement the EM&A programme recommended in the EIA report. We have included \$6.0 million in the project estimate for implementing the environmental mitigation measures.

15. We have considered the level and layout of the proposed works and construction sequence in the planning and design stages to reduce the generation of construction and demolition (C&D) materials where possible. In addition, we will require the contractor to reuse inert C&D materials (e.g. excavated soil) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of C&D materials to public fill reception facilities. We will encourage the contractor to maximize the use of recycled or recyclable C&D materials, as well as the use of non-timber formwork to further minimize the generation of construction waste.

16. We will also require the contractor to submit a waste management plan (WMP) for approval. The WMP will include appropriate mitigation measures to avoid, reduce, reuse and recycle C&D materials. We will ensure that the day-to-day operations on site comply with the approved WMP. We will control the disposal of public fill, C&D materials and C&D waste to public fill reception facilities, sorting facilities and landfills through a trip ticket system. We will require the contractor to separate public fill from C&D waste for disposal at appropriate facilities. We will record the disposal, reuse and recycling of C&D materials for monitoring purposes.

17. We estimate that the project will generate about 9 500 tonnes of C&D materials. Of these, about 3 300 tonnes (35%) will be reused on site. The remaining 6 200 tonnes (65%) are C&D waste and they will be disposed of at landfills. The total cost for accommodating C&D waste at landfill sites is estimated to be \$775 000 for this project (based on a unit cost of \$125/tonne¹ for disposal at landfills).

¹ This estimate has taken into account the cost for developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost for existing landfill sites (which is estimated at \$90/m³), nor the cost to provide new landfills (which is likely to be more expensive) when the existing ones are filled.

LAND ACQUISITION

18. The proposed works do not require any land acquisition.

BACKGROUND

19. In October 2001, we circulated an information paper (LC Paper No. CB(1) 170/01/02) to the Planning, Lands and Works Panel (PLW Panel) introducing the proposed engineering works at PSK and Ma Liu Shui to serve the various planned developments in the PSK Development Area.

20. In May 2003, we circulated another information paper (LC Paper No. CB(1) 1830/02-03(01)) to the PLW Panel introducing the proposed engineering works at PSK to serve the Science Park Phase 2 development.

21. In March 2006, we circulated another information paper (LC Paper No. CB(1) 1135/05-06(01)) to the PLW Panel for PWP Item No. **720CL** “Engineering infrastructure works for Pak Shek Kok development, stage 2C – road L5 and adjoining parking and loading/unloading areas” introducing the proposed engineering works at PSK to serve the planned

uses in the PSK Development Area, namely the waterfront promenade and open space, private residential developments and recreation site.

22. In December 2006, we circulated another information paper (LC Paper No. CB(1) 492/06-07(01)) to the PLW Panel for PWP Item No. **714CL** “Engineering infrastructure works for Pak Shek Kok development, stage 2B – improvement and extension of Yau King Lane” introducing the part upgrading of the works involving the proposed extension of Yau King Lane to Category A and retention of the remaining part involving the proposed construction of noise barrier and realignment of a section of Yau King Lane in front of Villa Castell in Category B.

23. We have already commenced part of the proposed infrastructure works at PSK Development Area (Stage 1 works under PWP Item No. **695CL** “Remaining engineering infrastructure works for Pak Shek Kok development – stage 1” in April 2002 and the Stage 2A works under PWP Item No. **704CL** “Engineering infrastructure works for Pak Shek Kok development – stage 2A” in June 2004), which provide most of the infrastructure required for the commissioning of Science Park Phase 2 development. We also commenced the construction of the Stage 2C works under PWP Item No. **720CL** in November 2006.

24. On 26 January 2007, the Finance Committee considered the proposal under PWP Item No. **714CL** as described in paragraph 23 above. A new PWP Item number and project title have subsequently been assigned for the part proposed to be upgraded to Category A, namely PWP Item No. **727CL** “Engineering infrastructure works for Pak Shek Kok development – stage 2B – extension of Yau King Lane” with the remainder of **714CL** re-titled as “Engineering infrastructure works for Pak Shek Kok development – stage 2B – improvement of Yau King Lane”.

25. The construction contract of PWP Item No. **727CL** “Engineering infrastructure works for Pak Shek Kok development – stage 2B – extension of Yau King Lane” was awarded on 8 May 2007. We anticipate the works will commence in end May 2007 for completion in November 2009.

26. For the remaining engineering works in the PSK Development, we have split them into three stages, viz –

- (a) PWP Item No. **723CL** “Engineering infrastructure works for Pak Shek Kok development – stage 2D – Road L3 and Road L7” (**723CL**);

(b) PWP Item No. **714CL** “Engineering infrastructure works for Pak Shek Kok development – stage 2B – improvement of Yau King Lane” (**714CL**); and

(c) PWP Item No. **658CL** “Engineering infrastructure works for Pak Shek Kok development, stage 2 – remaining works” (**658CL**).

27. The works under **723CL** (coloured light blue on the site plan at Enclosure 1) are set out in paragraph 2 and the subject of this information paper. The works under **714CL** (coloured purple) comprise the construction of about 220 m roadside noise barriers (2.5 m high) and realignment of about 500 m of existing carriageway along an existing section of Yau King Lane in front of Villa Castell. The remaining works under PWP Item No. **658CL** (coloured green) comprise the provision of a fire tug pier. We plan to implement the works under **714CL** and **658CL** at a later stage to tie in with the remaining planned developments in the PSK Development Area.

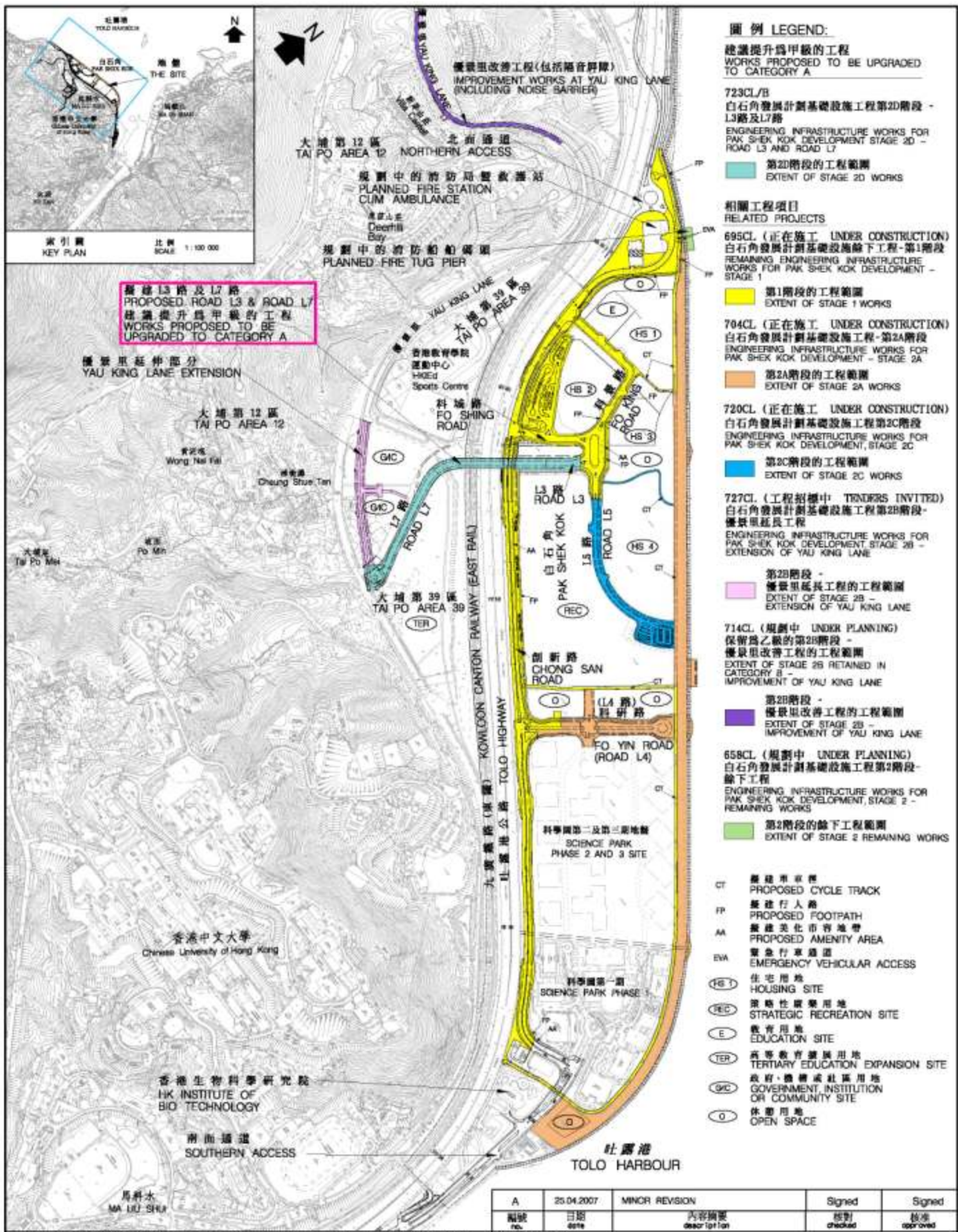
WAY FORWARD

28. We plan to seek the Public Works Sub-Committee's endorsement for upgrading of the proposed Stage 2D works under **723CL** to Category A (at an estimated cost of about \$306.9 million in money-of-the-day prices) in June 2007.

ATTACHMENT

- Enclosure 1 Plan No. NTN 2176A
- Enclosure 2 Plan No. NTN 2177
- Enclosure 3 Letter of 17 April 2007 from the IOVC
- Enclosure 4 CEDD's reply of 24 April 2007 to the IOVC

Housing, Planning and Lands Bureau
Civil Engineering and Development Department
May 2007

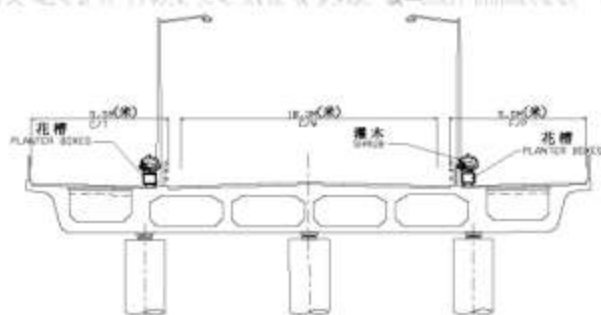


- 圖例 LEGEND:**
- 建議提升為甲級的工程
WORKS PROPOSED TO BE UPGRADED TO CATEGORY A
- 723CL/B
白石角發展計劃基礎設施工程第2D階段 - L3路及L7路
ENGINEERING INFRASTRUCTURE WORKS FOR PAK SHEK KOK DEVELOPMENT STAGE 2D - ROAD L3 AND ROAD L7
- 第2D階段的工程範圍
EXTENT OF STAGE 2D WORKS
- 相關工程項目
RELATED PROJECTS
- 695CL (正在施工 UNDER CONSTRUCTION)
白石角發展計劃基礎設施工程第1階段
REMAINING ENGINEERING INFRASTRUCTURE WORKS FOR PAK SHEK KOK DEVELOPMENT - STAGE 1
- 第1階段的工程範圍
EXTENT OF STAGE 1 WORKS
- 704CL (正在施工 UNDER CONSTRUCTION)
白石角發展計劃基礎設施工程第2A階段
ENGINEERING INFRASTRUCTURE WORKS FOR PAK SHEK KOK DEVELOPMENT - STAGE 2A
- 第2A階段的工程範圍
EXTENT OF STAGE 2A WORKS
- 720CL (正在施工 UNDER CONSTRUCTION)
白石角發展計劃基礎設施工程第2C階段
ENGINEERING INFRASTRUCTURE WORKS FOR PAK SHEK KOK DEVELOPMENT, STAGE 2C
- 第2C階段的工程範圍
EXTENT OF STAGE 2C WORKS
- 727CL (工程招標中 TENDERS INVITED)
白石角發展計劃基礎設施工程第2B階段 - 擴展延長工程
ENGINEERING INFRASTRUCTURE WORKS FOR PAK SHEK KOK DEVELOPMENT STAGE 2B - EXTENSION OF YAU KING LANE
- 第2B階段 - 擴展延長工程的工程範圍
EXTENT OF STAGE 2B - EXTENSION OF YAU KING LANE
- 714CL (規劃中 UNDER PLANNING)
保留為乙級的2B階段 - 擴展延長工程
EXTENT OF STAGE 2B RETAINED IN CATEGORY B - IMPROVEMENT OF YAU KING LANE
- 第2B階段 - 擴展延長工程的工程範圍
EXTENT OF STAGE 2B - IMPROVEMENT OF YAU KING LANE
- 658CL (規劃中 UNDER PLANNING)
白石角發展計劃基礎設施工程第2階段 - 餘下工程
ENGINEERING INFRASTRUCTURE WORKS FOR PAK SHEK KOK DEVELOPMENT, STAGE 2 - REMAINING WORKS
- 第2階段的餘下工程範圍
EXTENT OF STAGE 2 REMAINING WORKS
- CT 擬建單車徑
PROPOSED CYCLE TRACK
- FP 擬建行人路
PROPOSED FOOTPATH
- AA 擬建美化市青地帶
PROPOSED AMENITY AREA
- EVA 緊急行車通道
EMERGENCY VEHICULAR ACCESS
- HS 1 住宅用地
HOUSING SITE
- REC 策略性康樂用地
STRATEGIC RECREATION SITE
- E 教育用地
EDUCATION SITE
- TER 高等教育擴展用地
TERTIARY EDUCATION EXPANSION SITE
- GIC 政府、機構或社區用地
GOVERNMENT, INSTITUTION OR COMMUNITY SITE
- O 休憩用地
OPEN SPACE

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| 二00七至二00八年度工務小組委員會文件 P.W.S.C. SUBMISSION 2007/2008 | | | | |
| 圖則名稱 drawing title | | | | |
| 白石角發展計劃基礎設施工程第2D階段 - L3路及L7路 ENGINEERING INFRASTRUCTURE WORKS FOR PAK SHEK KOK DEVELOPMENT, STAGE 2D - ROAD L3 AND ROAD L7 | | | | |
| 修訂 REVISION | | | | |
| 繪圖 drawn | 簽署 initial | 日期 date | 項目編號 item no. | 辦事處 office |
| K H LO | SIGNED | 27.03.2007 | 723CL | 新界西及北拓展處 NEW TERRITORIES NORTH AND WEST DEVELOPMENT OFFICE |
| 校對 checked | 簽署 initial | 日期 date | 比例 scale | |
| H K MO | SIGNED | 28.03.2007 | 1:7 500 | 土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT |
| 核准 approved | 簽署 initial | 日期 date | 圖則編號 drawing no. | |
| H W LAU | SIGNED | 28.03.2007 | NTN 2176A | |

圖例 LEGEND

- 工程範圍
LIMIT OF WORKS
- 擬建行車道
PROPOSED CARRIAGEWAY
- 擬建 L7 路高架橋
PROPOSED ROAD L7 BRIDGE
- 擬建行人路
PROPOSED FOOTPATH
- 擬建單車徑
PROPOSED CYCLE TRACK
- 擬建單車停放處
PROPOSED CYCLE PARK
- 擬建美化市容地帶
PROPOSED AMENITY AREA



L7 路橋截面圖 A-A
SECTION A-A OF ROAD L7 BRIDGE

比例
SCALE 1 : 200

二〇〇七年至二〇〇八年年度工程小組委員會文件 P.W.S.C. SUBMISSION 2007/2008

圖名
DRAWING TITLE

白石角發展計劃基礎設施工程第2D階段 - L3路及L7路
ENGINEERING INFRASTRUCTURE WORKS FOR
PAK SHEK KOK DEVELOPMENT, STAGE 2D -
ROAD L3 AND ROAD L7

| 繪圖 DRAWN | 簽署 SIGNED | 日期 DATE | 項目編號 ITEM NO. |
|----------------|--------------|------------|---------------------|
| K H LO | SIGNED | 27.03.2007 | 723CL |
| 校對 CHECKED | 簽署 SIGNED | 日期 DATE | 比例 SCALE |
| H K MO | SIGNED | 29.03.2007 | 1 : 2 500 |
| 核准 APPROVED | 簽署 SIGNED | 日期 DATE | 圖則編號 DRAWING NO. |
| H W LAU | SIGNED | 29.03.2007 | NTN 2177 |

修訂 REVISION

| 編號 NO. | 日期 DATE | 內容摘要 DESCRIPTION | 校核 CHECKED | 核准 APPROVED |
|-----------|------------|---------------------|---------------|----------------|
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辦事處
OFFICE
新界西及北拓展處
NEW TERRITORIES NORTH AND
WEST DEVELOPMENT OFFICE

土木工程拓展署
CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT

白石角
PAK SHEK KOK

Kowloon-Canton Railway East Rail

新界路
CHONG SAN ROAD

吐露港公路
TOLU HIGHWAY

九廣鐵路
KOWLOON-CANTON RAILWAY

香港教育學院運動中心
The Hong Kong Institute of
Education Sports Centre

大埔第39區
TAI PO AREA 39

大埔第39區
TAI PO AREA 39

大埔第12區
TAI PO AREA 12

通車區延長路
TAU WING LANE EXTENSION

擬建L3路
PROPOSED ROAD L3

擬建花槽
PROPOSED PLANTER BOXES

擬建花槽
PROPOSED PLANTER BOXES

擬建花槽
PROPOSED PLANTER BOXES

擬建L7路
PROPOSED ROAD L7



THE INCORPORATED OWNERS OF VILLA CASTELL

新翠山莊業主立案法團

本公司檔號：CAST/IO/004(07)

新界沙田

上禾輦路一號

沙田政府合署九樓

招展署 - 劉漢偉先生

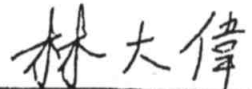
劉先生,

有關對興建 L3 及 L7 路橋的意見

您好!首先多謝貴署在 2006 年 4 月 12 日晚聯同大埔區議會議員陳笑權先生及安誠工程顧問有限公司代表前來向我們講解及諮詢我們對有關公務工程項目第 723CL 白石角發展計劃基礎設施工程第 2D 階段 - L3 路及 L7 路計劃的意見,在經過貴署介紹有關興建 L3 及 L7 路的目的後,我們對是項工程提出意見如下:

- 1.) 我們對興建 L3 路及 L7 路橋的經濟成本效益及實際需要存有疑問,因為據之前我們所同意的延長優景里道路工程已能為樟樹灘、黃泥塊村等一帶的居民提供一條合乎規格的道路,因此我們實在質疑是否有需要再花費大量公帑興建路橋接駁白石角及吐露港公路;此外
- 2.) 若 L3 及 L7 路橋的興建目的是作為一旦當吐露港公路發生嚴重事故時作為疏導交通之用的話,我們對此更抱著一個極大的懷疑,因為眾所周知,大埔公路全程絕大部份路段皆為單線行車,彎多路窄,加上附有多間學校,因此,當一旦作為疏導用途時,路面的負載能力實在值得質疑,更可能由於交通流量的激增而發生更重大的害處;
- 3.) 我們擔心一旦當日後 L3 路及 L7 路橋通車之後,將來會有雙層巴士、專線小巴或重型車輛,例如貨櫃車等來回行走上述路段,對本山莊及附近居民造成滋擾及危險。

因此,基於上述原因,我們對興建 L3 及 L7 路橋提出正式反對,希望貴署及各有關方面能審慎考慮我們的各科意見。



新翠山莊業主立案法團

第二屆管理委員會

副主席 林大偉

二零零七年四月十七日

副本致:立法會財務委員會主席 - 劉慧卿議員

大埔區議會 - 陳笑權議員

大埔區民政事務處

Villa Castell Management Office, 20 Yau King Lane, Tai Po Kau, Tai Po, N.T.

新界大埔優景里20號新翠山莊管業處

Tel(電話): 2658 8068 Fax(傳真): 2657 7282 E-Mail(電郵): villa_castell@yahoo.com.hk



新界西及北拓展處

New Territories North and West
Development Office

Web site 網址 : <http://www.cedd.gov.hk>
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 Telephone 電話 : (852) 2158 5612
 Facsimile 傳真 : (852) 2693 2918
 Our reference 本署檔號: () in NTNTPF 2/14/123(A) Pt.17
 Your reference 來函檔號: CAST/10/004(07)

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 Sha Tin,
 New Territories, Hong Kong

新界大埔滘
 優景里 20 號
 新翠山莊業主立案法團
 第二屆管理委員會副主席
 林大偉先生

傳真：2657 7282

林先生：

有關：工務工程項目第 723CL 號
白石角發展計劃基礎設施工程 第 2D 階段 -
L3 路及 L7 路

多謝你在本月十七日的來信，就本處代表與貴業主立案法團在本月十二日的會面後，總結了你們對題述工程的意見。

就你們對興建 L3 路及 L7 路所提出的意見，本處回應如下：

- (1) L3 路及 L7 路的作用在本處於一月三十一日給你們的資料文件中及本月十二日的會議上已詳述過。有關 L3 路及 L7 路與延伸優景里道路工程的各自不可互相代替的功能，本處在去年六月十四日給你們的回應時已清楚解釋過。我現再次詳述如下：優景里及其延伸路與 L3 路及 L7 路都是大埔第 12 及 39 區和白石角發展區的整體道路網絡的一部分，它的興建是為了配合該區的現有及未來發展，所有的道路工程計劃須要配合該區域的發展進程。延伸優景里道路工程旨在提供一條符合標準的行車路，把現有的優景里段與就工務項目第 713CL 號「大埔發展計劃—第 12 區（部分）及第 39 區的土地開拓及提供公共設施第 2A 期工程」下的擬建道路網絡連接。興建 L3 路及 L7 路天橋連接白石角發展區及大埔第 12 及 39 區的目的，主要是提供地區性道路給這兩發展區之用。在正常情況下，L3 路及 L7 路可達致交通分流作用，使第 12 及 39 區（包括新翠山莊）的居民可以選擇使用大埔公路或吐露

港公路；同時可在緊急及特殊情況下，如大埔公路或吐露港公路有重大事故須要全部或局部封閉，作為大埔公路與吐露港公路之間的一條紓緩通道。此外，L3 路及 L7 路更可提供大埔公路與吐露港公路之間的一條通道給緊急車輛(如消防車、救護車)選用。事實上，在規劃該區的發展計劃時已在白石角填海區預留土地將來作發展為消防局暨救護站之用。當有關發展完成後，緊急救援車輛經 L3 路及 L7 路奉召到達大埔第 12 及 39 區的時間將可大為縮短。得知你們在本月十二日的會議上也肯定了這規劃上對該區帶來的正面影響。

- (2) 正如上文所述，興建 L3 路及 L7 路的目的並不是為吐露港公路的交通作疏導之用，其主要目的是提供地區性道路給白石角發展區，大埔第 12 及 39 區（包括樟樹灘、黃泥塊、坡面和大埔尾村等）和鄰近地區現有及未來發展之用。如大埔公路或吐露港公路有重大事故需要全部或局部封閉，L3 路及 L7 路能為大埔公路與吐露港公路之間作一條紓緩通道。但如我們在本月十二日的會議上指出，這特殊情况是不會時常發生的。
- (3) 本處在與運輸署商討後得知該署在現階段沒有計劃安排專利巴士或專線小巴行駛優景里。即使將來有此建議，該署也會就有關計劃諮詢區議會和當地居民，相信你們的關注到時會得到充分考慮。至於你們憂慮在 L3 路及 L7 路通車後可能對附近居民造成滋擾，我們已根據環評報告計劃在貴山莊外的一段優景里擬建改善工程，包括建造隔音屏障及更改優景里的路線使較為遠離貴山莊，從而減低駛經優景里的車輛對貴山莊居民的環境影響（如交通噪音）至符合法定的準則。因應你們的要求，上述改善工程會配合實際的車輛流量在適當時展開。此外，現有優景里的道路設計是適合重型車輛行駛的。當然，運輸署亦會不時檢討道路的實際使用情況並在有需要的時候加強道路安全的設施。

如有任何查詢，請與本處高級工程師劉漢偉先生(電話：2158 5626)或本人聯絡。

新界西及北拓展處處長

(陳耀明 陳耀明 代行)

二〇〇七年四月二十四日

副本送：

立法會財務委員會主席
大埔區議員
大埔區議會
大埔民政事務處
新翠山莊管理處
房屋及規劃地政局局長
運輸署總工程師（新界東）

劉慧卿議員
陳笑權先生
張沛鈴小姐
鄧健明先生
陳錦城先生
葉文輝先生
鄭鴻亮先生

HKM/HWL/YMC/