

## **NOTE FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE**

### **Supplementary Information on 253CL – Yuen Long – Tuen Mun Corridor – engineering works for Hung Shui Kiu and Ping Shan**

#### **INTRODUCTION**

In considering PWSC(2000-01)15 on 17 May 2000 on **253CL** “Yuen Long – Tuen Mun Corridor – engineering works for Hung Shui Kiu and Ping Shan”, Members requested the Administration to explain the “environmentally friendly” concepts that have been adopted in the planning of the proposed Hung Shui Kiu (HSK) Strategic Growth Area (SGA) and confirm whether the proposed road works under **253CL** are in compliance with such concepts.

#### **THE ADMINISTRATION’S RESPONSE**

2. In planning new SGAs in the New Territories, we have committed to employing as many environmentally friendly concepts as possible, subject to the circumstances of individual cases. In the case of HSK SGA, we have adopted the following environmentally friendly principles and measures -

- (a) Rail-based Residential Development: The population will be accommodated in developments located adjacent to or within a catchment area of walking distance from the proposed West Rail HSK station.
- (b) Stepped-density Concept: Developments with the highest residential density will be located closest to the West Rail station to maximise the use of rail service.

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- (c) Environmentally Friendly Transport Planning: To limit traffic levels and associated air and noise pollution within the town, the following measures have been proposed -
- (i) major roads are located on the periphery of the new town and internal roads will be kept to the minimum;
  - (ii) a truck route scheme is proposed to prohibit heavy goods vehicles from entering the town;
  - (iii) the main road in the future HSK town centre will be built in sunken form to create traffic-free pedestrian environment;
  - (iv) travellers are proposed to link the West Rail station to the light rail transit system and the main commercial centre; and
  - (v) residential developments would be inter-linked wherever possible by pedestrian connection of various forms and designs to minimize the need for local traffic.
- (d) Removing Incompatible Uses: A consolidated container back-up site would be located at the north-west corner of the SGA and adjacent to major roads to eliminate environmental nuisances currently created by incompatible land uses scattered within the area.
- (e) Green and Safe Neighbourhood: A pedestrian/cycle path network links residential areas with district open spaces, major community facilities and adjacent countryside areas.

3. We have briefed the Planning, Lands and Works Panel on the proposed HSK SGA development (please refer to the map at Annex 1) on 9 December 1999.

4. Despite the Government's commitment to create a much more environmentally friendly environment for the future SGAs, it is not possible to eliminate local roads entirely. There are certain functions of roads that could not be replaced by mass transit system, e.g. to provide access for emergency services (ambulance, fire service, police, etc), for maintenance of public utilities as well as for the delivery of goods. However, we will keep the number of local roads to the minimum, and for those which are absolutely necessary, we would design them in the most environmentally friendly way possible.

5. The road works proposed under **253CL** are essential for serving the committed developments in the area such as the public housing site in Area 13 and the private residential developments in Areas 9A and 11. These roads, i.e. Roads D2, L2, L5 and L5a, are required for internal circulation and provide access to lots within this area. Apart from these roads, we will also construct associated footpaths, cycle tracks and provide landscaping.

6. In the course of the detailed design of the developments served by the proposed roads, we would consider connecting them through elevated walkways, footbridges, podiums, thus creating a pedestrian-friendly environment and minimizing any environmental impact that might be caused by such local roads. Such design is fully in compliance with the environmentally friendly concepts of HSK SGA.

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Planning and Lands Bureau  
June 2000

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