

**Legislative Council Panel on Transport
Public Works Sub-committee**

Route 5 – section between Shek Wai Kok and Chai Wan Kok

Supplementary Information

PURPOSE

This paper informs members of the outcome of the discussion on the captioned project at the meeting of the Legislative Council Panel on Transport on 23 February 2001.

SUMMARY OF THE DISCUSSION

2. The Legislative Council Panel on Transport was supportive of the project. During the discussion, they raised the following two issues –
- (a) impact on Tang Clan Grave; and
 - (b) noise impact of the Project.

Impact on Tang Clan Grave

3. A member asked whether the Tang Clan's objections to the scheme had been resolved. In response, the Administration explained that the scheme did not affect the grave itself, but the Tang Clan was concerned about the fung shui problem associated with the road scheme. The road works and the associated retaining wall will be at a level lower than the grave itself, and so will not affect the view from the grave. We have made a number of modifications to the design of the retaining wall to meet the Tang Clan's request for pedestrian access to the grave. The issue still to be resolved is the amount of 'Tun Fu' fee to be paid.

Noise Impact of the Project

4. Some members enquired about the potential noise impact of the project. We explained that the project includes a number of noise mitigation

measures such as low noise road surfacing, noise barriers and extensive sections of semi-enclosure. Such measures will fully mitigate the noise generated by the new Route 5 to under 70 dBA. However, in areas such as the Tsuen Kam Interchange the noise arising from the existing roads causes the aggregate noise level to still exceed 70dBA. Increasing the amount of noise mitigation on Route 5 would not improve the situation, as the noise level from the new road is not the main factor contributing to the overall noise level. Although there is now a new policy to allow retrofitting of noise barriers on existing roads, there are technical reasons, such as sightlines, which make it impracticable to retrofit barriers in these areas. However, it must be pointed out that with the completion of Route 5, the noise levels experienced by sensitive receivers at the adjacent existing roads in 20 years' time will in many cases be lower than the current noise level, and in most other cases will not increase by more than 1dBA. This means that the overall effect of Route 5 is generally to either improve, or at least contain, the noise situation over the long term for most sensitive receivers.

Transport Bureau
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