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Attention: Mr LEE Yiu Fat, SDE/NE

20 May 2011

Dear Sirs

Agreement No. CE 61/2007 (CE)
North East New Territories New Development Areas
Planning and Engineering Study – Investigation

Notes of Meeting – Meeting to Discuss Application of Noise Reducing Road
Surfacing on Low Speed Road in NENT NDAs

We attach a copy of the minutes of the meeting held on 28 March 2011 regarding captioned for your record and retention.

Yours faithfully



Davis Lee
Project Manager

Enc

cc CEDD – Ms P Y Tai (w/e, by fax only)
PlanD – Ms Gina Wong (w/e, by fax only)
EPD – Mr K H To (w/e, by fax only)
Arup – Franki Chiu/Samuel Chan (w/e, by email)

Agreement No. CE 61/2007 (CE)
North East New Territories New Development Areas
Planning and Engineering Study – Investigation

Meeting to Discuss Application of Noise-Reducing Road Surfacing
on Low Speed Road in NENT NDAs

Date: 28 March 2011 (Monday)
Time: 9:30 a.m.
Venue: Conference Room 915, Sha Tin Government Offices,
No. 1 Sheung Wo Che Road, N.T.

Present:

CEDD

Mr. M T LAW	CE/P2	(Chairman)
Mr. Y P HUNG	SE/8	
Mr. K K LO	E/1	
Miss P Y TAI	E/2	

PlanD

Ms. Gina WONG	TP/S&R 2
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HyD

Mr. K W YAU	CHE /NTE
Mr. Y F LEE	SDE/NE
Ms. P Y NG	DE/N&FL

EPD

Mr. Aaron LUI	SEPO(A&N)2
Mr. K H TO	SEPO(A&N)5
Mr. Raymond NG	EPO(A&N)21
Mr. Alex LYN	Project Engineer

Consultants

Mr. Davis LEE	Associate Director	Ove Arup & Partners
Mr. Samuel CHAN	Senior Engineer	Hong Kong Ltd. (Arup)
Mr. Elvis LAU	Consultant	
Mr. Ken CHAN	Senior Engineer	
Mr. L F MAK	Engineer	(Secretary)

Ms. Alice WONG

Assistant Urban Townland
Designer

Summary of Discussions and Follow-up Actions Required

1. Noise Reducing Road Surfacing on Low Speed Road
 - 1.1 In accordance to HyD RD/GN/011B - Guidance Notes on Noise Reducing Road Surfacing (July 2001), noise-reducing road surface might be applied for low speed road subject to several conditions and on case-by-case basis. This working meeting was therefore arranged to seek HyD and EPD's comments on the application of noise-reducing road surfacing in the NENT NDAs in terms of highway maintenance and noise mitigation.
 - 1.2 HyD and EPD agreed that porous friction course (noise reducing road surfacing) was standard surfacing on high speed road. There was no objection to its application on high speed road.
 - 1.3 Eastern FLN NDA: Arup presented different noise mitigation proposals for the eastern FLN NDA near existing Ma Sik Road, including the scenarios with and without noise-reducing road surfacing. Although the road network had already been designed to divert traffic away from the local roads as much as possible, it was found that if noise-reducing road surfacing was not applied, extensive noise barrier and / or development setback would be required at this location. CEDD, PlanD, HyD and EPD considered that extensive noise barrier was unfavorable in urban planning, visual impact and required extensive tree felling along Ma Sik Road. Members of the meeting agreed that it was worthwhile to explore the application of noise-reducing road surfacing at this location, in order to minimise the extent of noise barrier required.
 - 1.4 HyD advised that the base course and sub-base of Ma Sik Road might not be suitable for the application of porous friction course. Re-paving of the base course and sub-base might be required.
 - 1.5 HyD and CEDD would further discuss on the appropriate recurrent cost arrangement for the use of noise-reducing road surfacing in the NDAs.
 - 1.6 HyD and Arup discussed on the limitation of applying porous friction course at junction in term of highway maintenance. HyD agreed to provide more information to Arup for reference. (Post-meeting note: HyD advised that Stone Mastic Asphalt (SMA) should be used in junction for durability reason. Arup would assume no porous friction course 10m from the junction stop line in the noise assessment.)

- 1.7 Po Shek Wu Flyover: HyD expressed concern that Po Shek Wu Road was frequently used by heavy vehicles and lane closure on the proposed flyover for resurfacing would cause traffic congestion and should be minimised. Arup agreed with HyD's concern and no noise-reducing road surfacing would therefore be proposed on the Po Shek Wu Flyover.
- 1.8 KTN NDA: HyD, EPD and Arup discussed the feasibility of applying noise-reducing road surfacing in KTN NDA. It was agreed that the steeper gradient of the primary distributor road would lead to more difficulty in highway maintenance. In view that this new road would have less existing constraints, Arup would explore other noise mitigation measures like full noise enclosure instead of applying noise-reducing road surfacing at this location. For the local roads around the school sites, it was agreed that noise-reducing road surfacing would only be used as the last resort.
- 1.9 Induced traffic noise to existing road network: Arup reported that in some existing local roads, the induced traffic noise due to the NDAs would be more than 1dB(A) and the total noise level at these locations would be higher than 70dB(A). In fact even without the NDA project in place, the projected noise level at some of these locations in the design year would be higher than 70dB(A). Noise-reducing road surfacing alone could not reduce the noise level to below 70dB(A). However, noise barrier was found highly undesirable to the public in these existing roads. Examples were Jockey Club Road and Fan Leng Lau Road where noise barriers would block the access to shop frontage. EPD admitted the problem in the existing community and would review the findings case-by-case.
- 1.10 Based on the discussions in the meeting, Arup would revise the noise mitigation measures proposal and circulate it to CEDD, PlanD, HyD and EPD for comment ASAP.

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