

## ***Appendix 3.28***

---

***Predicted Traffic Noise Level (Mitigated)***

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
N1	1	70	5.1	64.9	<b>78.8</b>	<b>79.0</b>	0.2
	2	70	8.1	65.0	<b>78.6</b>	<b>78.8</b>	0.2
N2	1	70	8.2	44.7	<b>79.3</b>	<b>79.3</b>	0.0
	3	70	14.2	47.7	<b>78.2</b>	<b>78.2</b>	0.0
	5	70	20.2	51.3	<b>77.1</b>	<b>77.1</b>	0.0
N3	1	70	9.1	59.6	<b>72.8</b>	<b>73.0</b>	0.2
	5	70	21.1	60.9	<b>73.8</b>	<b>74.1</b>	0.3
	10	70	36.1	61.5	<b>74.7</b>	<b>74.9</b>	0.2
	15	70	51.1	61.4	<b>75.0</b>	<b>75.2</b>	0.2
	20	70	66.1	61.4	<b>75.0</b>	<b>75.2</b>	0.2
	25	70	81.1	61.3	<b>74.9</b>	<b>75.1</b>	0.2
	27	70	87.1	61.3	<b>74.8</b>	<b>75.0</b>	0.2
N4	1	65	6.8	59.2	<b>70.1</b>	<b>70.5</b>	0.4
	3	65	12.8	59.2	<b>70.3</b>	<b>70.6</b>	0.3
	6	65	21.8	59.2	<b>70.5</b>	<b>70.8</b>	0.3
N5	1	65	6.6	62.9	<b>72.1</b>	<b>72.6</b>	0.5
	3	65	12.6	62.9	<b>72.9</b>	<b>73.3</b>	0.4
	6	65	21.6	61.3	<b>73.7</b>	<b>73.9</b>	0.2
N6	1	70	9	66.0	<b>77.7</b>	<b>78.0</b>	0.3
	5	70	21	60.3	<b>75.8</b>	<b>75.9</b>	0.1
	10	70	36	57.0	<b>74.1</b>	<b>74.2</b>	0.1
	15	70	51	57.9	<b>73.1</b>	<b>73.2</b>	0.1
	20	70	66	59.0	<b>72.4</b>	<b>72.6</b>	0.2
	25	70	81	60.6	<b>71.7</b>	<b>72.0</b>	0.3
	30	70	96	60.9	<b>71.1</b>	<b>71.5</b>	0.4
	33	70	105	60.8	<b>70.8</b>	<b>71.2</b>	0.4
N7	1	70	10	50.9	<b>78.1</b>	<b>78.1</b>	0.0
	5	70	22	53.6	<b>78.8</b>	<b>78.8</b>	0.0
	10	70	37	53.0	<b>78.2</b>	<b>78.2</b>	0.0
	15	70	52	53.9	<b>77.7</b>	<b>77.7</b>	0.0
	19	70	64	54.5	<b>77.2</b>	<b>77.2</b>	0.0
N8	1	65	10.6	61.2	<b>78.5</b>	<b>78.6</b>	0.1
	5	65	22.6	57.9	<b>79.0</b>	<b>79.0</b>	0.0
	10	65	37.6	61.1	<b>78.0</b>	<b>78.1</b>	0.1
	15	65	52.6	61.0	<b>77.5</b>	<b>77.6</b>	0.1
	19	65	64.6	60.7	<b>77.2</b>	<b>77.3</b>	0.1
N9	1	65	10.9	61.0	<b>75.8</b>	<b>76.0</b>	0.2
	5	65	22.9	49.9	<b>74.5</b>	<b>74.6</b>	0.1
	10	65	37.9	60.0	<b>74.1</b>	<b>74.3</b>	0.2
	15	65	52.9	60.6	<b>74.5</b>	<b>74.6</b>	0.1
	19	65	64.9	60.4	<b>74.3</b>	<b>74.5</b>	0.2
N10A	1	70	11	68.9	<b>81.4</b>	<b>81.7</b>	0.3
	5	70	23	68.6	<b>80.6</b>	<b>80.9</b>	0.3
	10	70	38	68.0	<b>79.4</b>	<b>79.7</b>	0.3
	15	70	53	67.4	<b>78.3</b>	<b>78.7</b>	0.4
	20	70	68	66.9	<b>77.4</b>	<b>77.8</b>	0.4
	25	70	83	66.4	<b>76.7</b>	<b>77.0</b>	0.3
	29	70	95	66.0	<b>76.1</b>	<b>76.5</b>	0.4
N10B	1	70	12.5	66.6	<b>73.5</b>	<b>74.3</b>	0.8
	5	70	24.5	68.4	<b>74.2</b>	<b>75.1</b>	0.9
	10	70	39.5	68.6	<b>74.1</b>	<b>75.0</b>	0.9
	15	70	54.5	68.3	<b>73.9</b>	<b>74.8</b>	0.9
	20	70	69.5	67.9	<b>73.6</b>	<b>74.5</b>	0.9
	25	70	84.5	67.5	<b>73.2</b>	<b>74.1</b>	0.9
	29	70	96.5	67.2	<b>72.9</b>	<b>73.8</b>	0.9
N11	1	65	7.4	62.9	<b>87.0</b>	<b>87.1</b>	0.1
	3	65	13.4	62.9	<b>85.9</b>	<b>86.0</b>	0.1
	6	65	22.4	62.8	<b>84.0</b>	<b>84.0</b>	0.0

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
N12	1	55	6.8	<b>64.8</b>	<b>82.2</b>	<b>82.3</b>	0.1
	3	55	12.8	<b>64.8</b>	<b>82.1</b>	<b>82.1</b>	0.0
	6	55	21.8	<b>64.8</b>	<b>81.6</b>	<b>81.7</b>	0.1
N13	1	65	6.2	64.4	<b>79.4</b>	<b>79.5</b>	0.1
	2	65	9.2	64.4	<b>79.3</b>	<b>79.5</b>	0.2
	3	65	12.2	64.4	<b>79.3</b>	<b>79.5</b>	0.2
N14	1	70	10.7	65.3	<b>81.7</b>	<b>81.8</b>	0.1
	3	70	16.7	65.3	<b>81.6</b>	<b>81.7</b>	0.1
	5	70	22.7	65.2	<b>81.3</b>	<b>81.4</b>	0.1
N15	1	70	10.8	67.5	<b>85.2</b>	<b>85.2</b>	0.0
	3	70	16.8	67.4	<b>84.4</b>	<b>84.5</b>	0.1
	5	70	22.8	67.3	<b>83.7</b>	<b>83.8</b>	0.1
N16	1	70	10.2	48.1	66.8	66.8	0.0
	5	70	22.2	59.3	<b>78.7</b>	<b>78.7</b>	0.0
	10	70	37.2	59.2	<b>77.0</b>	<b>77.1</b>	0.1
	11	70	40.2	59.1	<b>76.8</b>	<b>76.9</b>	0.1
N17	1	70	18.2	58.0	<b>78.9</b>	<b>79.0</b>	0.1
	5	70	30.2	58.8	<b>77.1</b>	<b>77.2</b>	0.1
	10	70	45.2	59.0	<b>75.7</b>	<b>75.8</b>	0.1
	15	70	60.2	59.0	<b>74.7</b>	<b>74.8</b>	0.1
	20	70	75.2	59.0	<b>73.9</b>	<b>74.1</b>	0.2
	25	70	90.2	58.9	<b>73.3</b>	<b>73.5</b>	0.2
	30	70	105.2	58.8	<b>72.8</b>	<b>73.0</b>	0.2
	35	70	120.2	58.7	<b>72.3</b>	<b>72.5</b>	0.2
	40	70	135.2	58.6	<b>71.9</b>	<b>72.1</b>	0.2
	45	70	150.2	58.5	<b>71.6</b>	<b>71.8</b>	0.2
N18	1	70	5.2	60.9	<b>80.0</b>	<b>80.1</b>	0.1
	2	70	8.2	60.8	<b>79.8</b>	<b>79.8</b>	0.0
	3	70	11.2	60.6	<b>79.2</b>	<b>79.2</b>	0.0
N19	1	70	8.2	59.2	<b>80.8</b>	<b>80.8</b>	0.0
	3	70	14.2	59.1	<b>79.4</b>	<b>79.4</b>	0.0
	5	70	20.2	58.9	<b>78.0</b>	<b>78.1</b>	0.1
N20A	1	70	28.7	50.4	<b>76.5</b>	<b>76.5</b>	0.0
	5	70	40.7	50.9	<b>75.6</b>	<b>75.6</b>	0.0
	10	70	55.7	51.0	<b>74.7</b>	<b>74.7</b>	0.0
	15	70	70.7	50.9	<b>74.0</b>	<b>74.0</b>	0.0
	20	70	85.7	50.8	<b>73.4</b>	<b>73.4</b>	0.0
	25	70	100.7	50.7	<b>72.8</b>	<b>72.9</b>	0.1
	30	70	115.7	50.6	<b>72.4</b>	<b>72.4</b>	0.0
	35	70	130.7	50.5	<b>72.0</b>	<b>72.0</b>	0.0
	40	70	145.7	50.3	<b>71.6</b>	<b>71.6</b>	0.0
	45	70	160.7	50.2	<b>71.3</b>	<b>71.3</b>	0.0
	50	70	175.7	50.0	<b>71.0</b>	<b>71.0</b>	0.0
	51	70	178.7	50.0	<b>70.9</b>	<b>70.9</b>	0.0

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
N20B	1	70	28.7	-	<b>76.1</b>	<b>76.1</b>	0.0
	5	70	40.7	-	<b>75.3</b>	<b>75.3</b>	0.0
	10	70	55.7	-	<b>74.4</b>	<b>74.4</b>	0.0
	15	70	70.7	-	<b>73.8</b>	<b>73.8</b>	0.0
	20	70	85.7	-	<b>73.2</b>	<b>73.2</b>	0.0
	25	70	100.7	-	<b>72.7</b>	<b>72.7</b>	0.0
	30	70	115.7	-	<b>72.3</b>	<b>72.3</b>	0.0
	35	70	130.7	-	<b>71.9</b>	<b>71.9</b>	0.0
	40	70	145.7	-	<b>71.4</b>	<b>71.4</b>	0.0
	45	70	160.7	-	<b>71.1</b>	<b>71.1</b>	0.0
	50	70	175.7	-	<b>70.8</b>	<b>70.8</b>	0.0
	51	70	178.7	-	<b>70.7</b>	<b>70.7</b>	0.0
N21	1	70	8.2	-	63.8	63.8	0.0
	5	70	20.2	-	63.7	63.7	0.0
	10	70	35.2	-	63.6	63.6	0.0
	13	70	44.2	-	63.4	63.4	0.0
N22	1	70	8.2	52.0	50.7	54.4	3.7
	5	70	20.2	52.1	50.9	54.5	3.6
	10	70	35.2	52.0	50.7	54.4	3.7
	13	70	44.2	52.0	50.6	54.4	3.8
N23	1	65	5.4	-	65.4	65.4	0.0
	3	65	11.4	-	64.4	64.4	0.0
	6	65	20.4	-	62.6	62.6	0.0
N24	1	65	6.2	-	<b>75.2</b>	<b>75.2</b>	0.0
	3	65	12.2	-	<b>74.2</b>	<b>74.2</b>	0.0
	6	65	21.2	-	<b>72.2</b>	<b>72.2</b>	0.0
N25	1	70	9.2	57.1	<b>74.6</b>	<b>74.7</b>	0.1
	5	70	21.2	56.7	<b>72.2</b>	<b>72.3</b>	0.1
	10	70	36.2	55.8	70.1	70.2	0.1
	15	70	51.2	54.9	68.6	68.8	0.2
	20	70	66.2	54.6	67.5	67.7	0.2
	25	70	81.2	54.4	66.7	66.9	0.2
	30	70	96.2	54.5	66.0	66.3	0.3
N26	1	70	8.9	48.6	<b>73.7</b>	<b>73.7</b>	0.0
	4	70	17.9	48.6	<b>72.3</b>	<b>72.3</b>	0.0
	7	70	26.9	49.0	<b>70.9</b>	<b>71.0</b>	0.1
N27	1	65	6.2	-	<b>73.7</b>	<b>73.7</b>	0.0
	3	65	12.2	-	<b>73.3</b>	<b>73.3</b>	0.0
	6	65	21.2	-	<b>72.0</b>	<b>72.0</b>	0.0
N28	1	65	6.2	-	<b>73.7</b>	<b>73.7</b>	0.0
	3	65	12.2	-	<b>73.5</b>	<b>73.5</b>	0.0
	6	65	21.2	-	<b>72.7</b>	<b>72.7</b>	0.0
N29	1	70	17	48.2	<b>77.9</b>	<b>77.9</b>	0.0
	5	70	29	48.4	<b>75.9</b>	<b>75.9</b>	0.0
	10	70	44	50.2	<b>74.2</b>	<b>74.2</b>	0.0
	13	70	53	50.6	<b>73.5</b>	<b>73.5</b>	0.0
N30	1	70	10.7	53.5	<b>80.5</b>	<b>80.5</b>	0.0
	2	70	13.7	53.5	<b>79.9</b>	<b>79.9</b>	0.0
	3	70	16.7	53.5	<b>79.4</b>	<b>79.4</b>	0.0
	4	70	19.7	53.5	<b>78.9</b>	<b>78.9</b>	0.0
	5	70	22.7	53.6	<b>78.5</b>	<b>78.5</b>	0.0
	6	70	25.7	54.1	<b>78.0</b>	<b>78.1</b>	0.1
	7	70	28.7	54.3	<b>77.7</b>	<b>77.7</b>	0.0
N31	1	65	12.1	60.6	<b>70.3</b>	<b>70.8</b>	0.5
	2	65	15.1	61.2	<b>70.6</b>	<b>71.1</b>	0.5
	3	65	18.1	61.7	<b>70.8</b>	<b>71.3</b>	0.5

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
N32	1	65	7.2	64.1	<b>82.0</b>	<b>82.1</b>	0.1
	2	65	10.2	64.1	<b>81.9</b>	<b>82.0</b>	0.1
	3	65	13.2	64.1	<b>81.7</b>	<b>81.8</b>	0.1
PN1	1	70	22.6	63.3	<b>80.4</b>	<b>80.4</b>	0.0
	5	70	34.6	63.3	<b>79.6</b>	<b>79.7</b>	0.1
	10	70	49.6	63.2	<b>78.7</b>	<b>78.9</b>	0.2
	15	70	64.6	63.1	<b>77.9</b>	<b>78.1</b>	0.2
	20	70	79.6	63.0	<b>77.2</b>	<b>77.4</b>	0.2
	25	70	94.6	62.9	<b>76.6</b>	<b>76.8</b>	0.2
	30	70	109.6	62.9	<b>76.1</b>	<b>76.3</b>	0.2
PN2	1	70	11.75	64.8	62.2	66.7	4.5
	2	70	14.45	64.8	62.5	66.8	4.3
	3	70	17.15	64.8	62.7	66.9	4.2
	4	70	19.85	64.8	62.9	66.9	4.0
	5	70	22.55	64.7	63.0	67.0	4.0
	6	70	25.25	64.7	63.1	67.0	3.9
	7	70	27.95	64.7	63.1	67.0	3.9
	8	70	30.65	64.6	63.2	67.0	3.8
	9	70	33.35	64.6	63.2	67.0	3.8
	10	70	36.05	64.6	63.2	67.0	3.8
	11	70	38.75	64.6	63.2	67.0	3.8
	12	70	41.45	64.5	63.2	66.9	3.7
	13	70	44.15	64.5	63.2	66.9	3.7
	14	70	46.85	64.5	63.2	66.9	3.7
	15	70	49.55	64.4	63.2	66.9	3.7
	16	70	52.25	64.4	63.2	66.9	3.7
	17	70	54.95	64.4	63.2	66.8	3.6
	18	70	57.65	64.3	63.2	66.8	3.6
	19	70	60.35	64.3	63.2	66.8	3.6
	20	70	63.05	64.2	63.2	66.7	3.5
	21	70	65.75	64.2	63.2	66.7	3.5
	22	70	68.45	64.1	63.2	66.7	3.5
	23	70	71.15	64.1	63.2	66.7	3.5
	24	70	73.85	64.1	63.1	66.6	3.5
	25	70	76.55	64.0	63.1	66.6	3.5
	26	70	79.25	64.0	63.1	66.6	3.5
	27	70	81.95	63.9	63.1	66.5	3.4
	28	70	84.65	63.9	63.1	66.5	3.4
	29	70	87.35	63.8	63.1	66.5	3.4
	30	70	90.05	63.8	63.1	66.4	3.3
	31	70	92.75	63.7	63.1	66.4	3.3
	32	70	95.45	63.7	63.1	66.4	3.3
	33	70	98.15	63.6	63.1	66.4	3.3
	34	70	100.85	63.6	63.1	66.3	3.2

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN3	1	70	11.75	62.0	62.6	65.3	2.7
	2	70	14.45	62.0	62.6	65.3	2.7
	3	70	17.15	62.0	62.6	65.3	2.7
	4	70	19.85	62.0	62.7	65.4	2.7
	5	70	22.55	61.9	62.7	65.3	2.6
	6	70	25.25	61.9	62.7	65.3	2.6
	7	70	27.95	61.9	62.8	65.3	2.5
	8	70	30.65	61.8	62.8	65.4	2.6
	9	70	33.35	61.8	62.8	65.3	2.5
	10	70	36.05	61.8	62.8	65.3	2.5
	11	70	38.75	61.7	62.9	65.3	2.4
	12	70	41.45	61.7	62.9	65.3	2.4
	13	70	44.15	61.6	62.9	65.3	2.4
	14	70	46.85	61.6	62.9	65.3	2.4
	15	70	49.55	61.5	62.9	65.3	2.4
	16	70	52.25	61.5	62.9	65.3	2.4
	17	70	54.95	61.4	62.9	65.2	2.3
	18	70	57.65	61.4	62.9	65.2	2.3
	19	70	60.35	61.3	62.9	65.2	2.3
	20	70	63.05	61.3	62.9	65.1	2.2
	21	70	65.75	61.2	62.9	65.1	2.2
	22	70	68.45	61.2	62.8	65.1	2.3
	23	70	71.15	61.1	62.8	65.0	2.2
	24	70	73.85	61.0	62.8	65.0	2.2
	25	70	76.55	61.0	62.7	65.0	2.3
	26	70	79.25	60.9	62.7	64.9	2.2
	27	70	81.95	60.9	62.7	64.9	2.2
	28	70	84.65	60.8	62.7	64.9	2.2
	29	70	87.35	60.8	62.7	64.9	2.2
	30	70	90.05	60.7	62.7	64.8	2.1
	31	70	92.75	60.7	62.7	64.8	2.1
	32	70	95.45	60.6	62.7	64.8	2.1
	33	70	98.15	60.6	62.7	64.8	2.1
	34	70	100.85	60.5	62.7	64.8	2.1
	35	70	103.55	60.5	62.7	64.7	2.0
	36	70	106.25	60.4	62.7	64.7	2.0
	37	70	108.95	60.4	62.7	64.7	2.0

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN4	1	70	11.75	62.9	65.9	67.7	1.8
	2	70	14.45	62.9	66.0	67.7	1.7
	3	70	17.15	62.9	66.1	67.8	1.7
	4	70	19.85	62.9	66.1	67.8	1.7
	5	70	22.55	62.8	66.2	67.8	1.6
	6	70	25.25	62.7	66.2	67.8	1.6
	7	70	27.95	62.7	66.3	67.8	1.5
	8	70	30.65	62.6	66.3	67.8	1.5
	9	70	33.35	62.5	66.3	67.8	1.5
	10	70	36.05	62.4	66.4	67.8	1.4
	11	70	38.75	62.4	66.4	67.8	1.4
	12	70	41.45	62.3	66.4	67.8	1.4
	13	70	44.15	62.2	66.4	67.8	1.4
	14	70	46.85	62.1	66.4	67.8	1.4
	15	70	49.55	62.0	66.4	67.8	1.4
	16	70	52.25	62.0	66.4	67.7	1.3
	17	70	54.95	61.9	66.4	67.7	1.3
	18	70	57.65	61.8	66.4	67.7	1.3
	19	70	60.35	61.7	66.3	67.6	1.3
	20	70	63.05	61.7	66.2	67.5	1.3
	21	70	65.75	61.6	66.2	67.5	1.3
	22	70	68.45	61.5	66.2	67.5	1.3
	23	70	71.15	61.4	66.2	67.4	1.2
	24	70	73.85	61.4	66.1	67.4	1.3
	25	70	76.55	61.3	66.1	67.4	1.3
	26	70	79.25	61.2	66.1	67.3	1.2
	27	70	81.95	61.2	66.1	67.3	1.2
	28	70	84.65	61.1	66.1	67.3	1.2
	29	70	87.35	61.1	66.1	67.3	1.2
	30	70	90.05	61.0	66.1	67.2	1.1
	31	70	92.75	60.9	66.0	67.2	1.2
	32	70	95.45	60.9	66.0	67.2	1.2
	33	70	98.15	60.8	66.0	67.1	1.1
	34	70	100.85	60.7	65.9	67.1	1.2
	35	70	103.55	60.7	65.9	67.0	1.1
	36	70	106.25	60.6	65.9	67.0	1.1
	37	70	108.95	60.6	65.8	67.0	1.2
	38	70	111.65	60.5	65.8	67.0	1.2
	39	70	114.35	60.5	65.8	66.9	1.1
	40	70	117.05	60.4	65.8	66.9	1.1

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN5	1	70	11.75	63.5	66.7	68.4	1.7
	2	70	14.45	63.5	66.9	68.5	1.6
	3	70	17.15	63.6	67.0	68.6	1.6
	4	70	19.85	63.5	67.1	68.7	1.6
	5	70	22.55	63.4	67.1	68.6	1.5
	6	70	25.25	63.3	67.1	68.6	1.5
	7	70	27.95	63.2	67.1	68.6	1.5
	8	70	30.65	63.1	67.2	68.6	1.4
	9	70	33.35	63.0	67.2	68.6	1.4
	10	70	36.05	62.9	67.2	68.6	1.4
	11	70	38.75	62.8	67.2	68.5	1.3
	12	70	41.45	62.7	67.2	68.5	1.3
	13	70	44.15	62.6	67.2	68.5	1.3
	14	70	46.85	62.5	67.2	68.5	1.3
	15	70	49.55	62.4	67.2	68.4	1.2
	16	70	52.25	62.3	67.2	68.4	1.2
	17	70	54.95	62.2	67.1	68.4	1.3
	18	70	57.65	62.1	67.1	68.3	1.2
	19	70	60.35	62.0	67.1	68.2	1.1
	20	70	63.05	61.9	67.0	68.2	1.2
	21	70	65.75	61.9	67.0	68.2	1.2
	22	70	68.45	61.8	67.0	68.1	1.1
	23	70	71.15	61.7	67.0	68.1	1.1
	24	70	73.85	61.6	67.0	68.1	1.1
	25	70	76.55	61.5	66.9	68.0	1.1
	26	70	79.25	61.5	66.9	68.0	1.1
	27	70	81.95	61.4	66.9	68.0	1.1
	28	70	84.65	61.3	66.9	68.0	1.1
	29	70	87.35	61.3	66.9	67.9	1.0
	30	70	90.05	61.2	66.9	67.9	1.0
	31	70	92.75	61.1	66.8	67.8	1.0
	32	70	95.45	61.1	66.8	67.8	1.0
	33	70	98.15	61.0	66.7	67.8	1.1
	34	70	100.85	60.9	66.7	67.7	1.0
	35	70	103.55	60.9	66.7	67.7	1.0
	36	70	106.25	60.8	66.7	67.7	1.0
	37	70	108.95	60.7	66.6	67.6	1.0
	38	70	111.65	60.7	66.6	67.6	1.0
	39	70	114.35	60.6	66.6	67.6	1.0
	40	70	117.05	60.6	66.6	67.5	0.9



**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN6A	1	70	11.75	41.7	55.1	55.2	0.1
	2	70	14.45	45.4	57.4	57.7	0.3
	3	70	17.15	48.5	58.6	59.0	0.4
	4	70	19.85	49.4	59.0	59.4	0.4
	5	70	22.55	49.6	59.2	59.6	0.4
	6	70	25.25	49.7	59.3	59.7	0.4
	7	70	27.95	49.6	59.4	59.9	0.5
	8	70	30.65	49.6	59.6	60.0	0.4
	9	70	33.35	49.6	59.7	60.1	0.4
	10	70	36.05	49.6	59.9	60.2	0.3
	11	70	38.75	49.6	60.0	60.4	0.4
	12	70	41.45	49.6	60.2	60.5	0.3
	13	70	44.15	49.5	60.4	60.7	0.3
	14	70	46.85	49.5	60.7	61.0	0.3
	15	70	49.55	49.5	61.0	61.3	0.3
	16	70	52.25	49.5	61.6	61.8	0.2
	17	70	54.95	49.5	62.5	62.7	0.2
	18	70	57.65	49.4	63.7	63.9	0.2
	19	70	60.35	49.4	65.2	65.3	0.1
	20	70	63.05	49.5	66.2	66.3	0.1
	21	70	65.75	49.5	66.9	67.0	0.1
	22	70	68.45	49.7	67.5	67.5	0.0
	23	70	71.15	50.0	67.9	68.0	0.1
	24	70	73.85	50.4	68.3	68.3	0.0
	25	70	76.55	51.1	68.5	68.6	0.1
	26	70	79.25	51.4	68.7	68.8	0.1
	27	70	81.95	51.5	68.9	69.0	0.1
	28	70	84.65	51.5	69.0	69.1	0.1
	29	70	87.35	51.5	69.1	69.2	0.1
	30	70	90.05	51.5	69.2	69.2	0.0
	31	70	92.75	51.4	69.2	69.3	0.1
	32	70	95.45	51.4	69.2	69.3	0.1
	33	70	98.15	51.4	69.3	69.3	0.0
	34	70	100.85	51.3	69.3	69.4	0.1
	35	70	103.55	51.3	69.3	69.4	0.1
	36	70	106.25	51.2	69.3	69.4	0.1
	37	70	108.95	51.2	69.4	69.4	0.0
	38	70	111.65	51.1	69.4	69.5	0.1
	39	70	114.35	51.1	69.4	69.5	0.1
	40	70	117.05	51.0	69.4	69.5	0.1

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN6B	1	70	11.75	60.0	65.3	66.4	1.1
	2	70	14.45	61.3	66.9	68.0	1.1
	3	70	17.15	62.8	68.1	69.2	1.1
	4	70	19.85	63.6	68.4	69.7	1.3
	5	70	22.55	64.0	68.6	69.9	1.3
	6	70	25.25	64.1	68.6	70.0	1.4
	7	70	27.95	64.1	68.7	70.0	1.3
	8	70	30.65	64.0	68.7	70.0	1.3
	9	70	33.35	64.0	68.8	70.0	1.2
	10	70	36.05	63.9	68.8	70.0	1.2
	11	70	38.75	63.8	68.9	70.0	1.1
	12	70	41.45	63.7	68.9	70.0	1.1
	13	70	44.15	63.7	68.9	70.0	1.1
	14	70	46.85	63.6	68.9	70.0	1.1
	15	70	49.55	63.5	69.0	70.1	1.1
	16	70	52.25	63.4	69.1	70.1	1.0
	17	70	54.95	63.4	69.2	70.2	1.0
	18	70	57.65	63.3	69.5	70.4	0.9
	19	70	60.35	63.2	69.9	<b>70.7</b>	0.8
	20	70	63.05	63.1	70.2	<b>71.0</b>	0.8
	21	70	65.75	63.1	<b>70.6</b>	<b>71.3</b>	0.7
	22	70	68.45	63.0	<b>70.8</b>	<b>71.5</b>	0.7
	23	70	71.15	62.9	<b>71.0</b>	<b>71.7</b>	0.7
	24	70	73.85	62.9	<b>71.2</b>	<b>71.8</b>	0.6
	25	70	76.55	62.9	<b>71.4</b>	<b>72.0</b>	0.6
	26	70	79.25	62.8	<b>71.5</b>	<b>72.0</b>	0.5
	27	70	81.95	62.8	<b>71.6</b>	<b>72.1</b>	0.5
	28	70	84.65	62.8	<b>71.6</b>	<b>72.1</b>	0.5
	29	70	87.35	62.7	<b>71.6</b>	<b>72.2</b>	0.6
	30	70	90.05	62.6	<b>71.7</b>	<b>72.2</b>	0.5
	31	70	92.75	62.6	<b>71.7</b>	<b>72.2</b>	0.5
	32	70	95.45	62.5	<b>71.7</b>	<b>72.2</b>	0.5
	33	70	98.15	62.4	<b>71.7</b>	<b>72.2</b>	0.5
	34	70	100.85	62.4	<b>71.7</b>	<b>72.2</b>	0.5
	35	70	103.55	62.3	<b>71.7</b>	<b>72.2</b>	0.5
	36	70	106.25	62.2	<b>71.7</b>	<b>72.2</b>	0.5
	37	70	108.95	62.2	<b>71.7</b>	<b>72.2</b>	0.5
	38	70	111.65	62.1	<b>71.7</b>	<b>72.2</b>	0.5
	39	70	114.35	62.1	<b>71.7</b>	<b>72.2</b>	0.5
	40	70	117.05	62.0	<b>71.7</b>	<b>72.1</b>	0.4

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN7A	1	70	11.75	57.5	63.2	64.2	1.0
	2	70	14.45	59.2	65.3	66.3	1.0
	3	70	17.15	61.1	66.9	67.9	1.0
	4	70	19.85	62.1	67.4	68.5	1.1
	5	70	22.55	62.7	67.6	68.8	1.2
	6	70	25.25	63.0	67.7	68.9	1.2
	7	70	27.95	63.1	67.7	69.0	1.3
	8	70	30.65	63.2	67.8	69.1	1.3
	9	70	33.35	63.1	67.8	69.1	1.3
	10	70	36.05	63.1	67.8	69.1	1.3
	11	70	38.75	63.0	67.9	69.1	1.2
	12	70	41.45	63.0	67.9	69.1	1.2
	13	70	44.15	62.9	67.9	69.1	1.2
	14	70	46.85	62.9	68.0	69.1	1.1
	15	70	49.55	62.8	68.0	69.2	1.2
	16	70	52.25	62.7	68.2	69.3	1.1
	17	70	54.95	62.7	68.5	69.5	1.0
	18	70	57.65	62.6	68.9	69.8	0.9
	19	70	60.35	62.5	69.4	70.2	0.8
	20	70	63.05	62.5	69.8	<b>70.5</b>	0.7
	21	70	65.75	62.4	70.2	<b>70.9</b>	0.7
	22	70	68.45	62.4	<b>70.6</b>	<b>71.2</b>	0.6
	23	70	71.15	62.4	<b>70.9</b>	<b>71.4</b>	0.5
	24	70	73.85	62.4	<b>71.1</b>	<b>71.7</b>	0.6
	25	70	76.55	62.4	<b>71.3</b>	<b>71.8</b>	0.5
	26	70	79.25	62.4	<b>71.4</b>	<b>71.9</b>	0.5
	27	70	81.95	62.4	<b>71.5</b>	<b>72.0</b>	0.5
	28	70	84.65	62.4	<b>71.6</b>	<b>72.1</b>	0.5
	29	70	87.35	62.4	<b>71.6</b>	<b>72.1</b>	0.5
	30	70	90.05	62.4	<b>71.6</b>	<b>72.1</b>	0.5
	31	70	92.75	62.3	<b>71.6</b>	<b>72.1</b>	0.5
	32	70	95.45	62.3	<b>71.7</b>	<b>72.1</b>	0.4
	33	70	98.15	62.2	<b>71.7</b>	<b>72.1</b>	0.4
	34	70	100.85	62.2	<b>71.7</b>	<b>72.1</b>	0.4
	35	70	103.55	62.1	<b>71.7</b>	<b>72.1</b>	0.4
	36	70	106.25	62.1	<b>71.7</b>	<b>72.1</b>	0.4
	37	70	108.95	62.0	<b>71.7</b>	<b>72.1</b>	0.4
	38	70	111.65	61.9	<b>71.7</b>	<b>72.1</b>	0.4
	39	70	114.35	61.9	<b>71.7</b>	<b>72.1</b>	0.4
	40	70	117.05	61.8	<b>71.7</b>	<b>72.1</b>	0.4

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN7B	1	70	11.75	56.1	62.3	63.2	0.9
	2	70	14.45	58.0	64.8	65.6	0.8
	3	70	17.15	60.3	66.5	67.4	0.9
	4	70	19.85	61.4	67.0	68.1	1.1
	5	70	22.55	62.0	67.2	68.4	1.2
	6	70	25.25	62.3	67.3	68.5	1.2
	7	70	27.95	62.5	67.4	68.6	1.2
	8	70	30.65	62.6	67.4	68.7	1.3
	9	70	33.35	62.7	67.4	68.7	1.3
	10	70	36.05	62.7	67.5	68.7	1.2
	11	70	38.75	62.6	67.5	68.7	1.2
	12	70	41.45	62.6	67.6	68.8	1.2
	13	70	44.15	62.5	67.6	68.8	1.2
	14	70	46.85	62.5	67.7	68.8	1.1
	15	70	49.55	62.4	67.8	68.9	1.1
	16	70	52.25	62.4	68.0	69.1	1.1
	17	70	54.95	62.3	68.4	69.3	0.9
	18	70	57.65	62.2	68.9	69.8	0.9
	19	70	60.35	62.2	69.4	70.2	0.8
	20	70	63.05	62.1	69.9	<b>70.6</b>	0.7
	21	70	65.75	62.1	70.3	<b>70.9</b>	0.6
	22	70	68.45	62.1	<b>70.7</b>	<b>71.3</b>	0.6
	23	70	71.15	62.1	<b>71.1</b>	<b>71.6</b>	0.5
	24	70	73.85	62.1	<b>71.3</b>	<b>71.8</b>	0.5
	25	70	76.55	62.2	<b>71.5</b>	<b>72.0</b>	0.5
	26	70	79.25	62.2	<b>71.6</b>	<b>72.1</b>	0.5
	27	70	81.95	62.3	<b>71.7</b>	<b>72.2</b>	0.5
	28	70	84.65	62.3	<b>71.8</b>	<b>72.2</b>	0.4
	29	70	87.35	62.3	<b>71.8</b>	<b>72.3</b>	0.5
	30	70	90.05	62.3	<b>71.8</b>	<b>72.3</b>	0.5
	31	70	92.75	62.3	<b>71.9</b>	<b>72.3</b>	0.4
	32	70	95.45	62.2	<b>71.9</b>	<b>72.3</b>	0.4
	33	70	98.15	62.2	<b>71.9</b>	<b>72.3</b>	0.4
	34	70	100.85	62.1	<b>71.9</b>	<b>72.3</b>	0.4
	35	70	103.55	62.0	<b>71.9</b>	<b>72.3</b>	0.4
	36	70	106.25	62.0	<b>71.9</b>	<b>72.3</b>	0.4
	37	70	108.95	61.9	<b>71.9</b>	<b>72.3</b>	0.4
	38	70	111.65	61.9	<b>71.9</b>	<b>72.3</b>	0.4
	39	70	114.35	61.8	<b>71.9</b>	<b>72.3</b>	0.4
	40	70	117.05	61.8	<b>71.9</b>	<b>72.3</b>	0.4

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN7C	1	70	11.75	-	54.3	54.3	0.0
	2	70	14.45	-	54.7	54.7	0.0
	3	70	17.15	-	54.5	54.5	0.0
	4	70	19.85	-	55.0	55.0	0.0
	5	70	22.55	-	55.6	55.6	0.0
	6	70	25.25	-	56.0	56.0	0.0
	7	70	27.95	-	56.1	56.1	0.0
	8	70	30.65	-	55.8	55.8	0.0
	9	70	33.35	-	56.0	56.0	0.0
	10	70	36.05	-	56.5	56.5	0.0
	11	70	38.75	-	57.0	57.0	0.0
	12	70	41.45	-	57.5	57.5	0.0
	13	70	44.15	-	58.0	58.0	0.0
	14	70	46.85	-	58.4	58.4	0.0
	15	70	49.55	-	58.9	59.0	0.1
	16	70	52.25	-	59.5	59.5	0.0
	17	70	54.95	-	60.6	60.6	0.0
	18	70	57.65	-	62.1	62.1	0.0
	19	70	60.35	-	63.3	63.3	0.0
	20	70	63.05	-	64.1	64.1	0.0
	21	70	65.75	-	64.7	64.8	0.1
	22	70	68.45	-	65.3	65.3	0.0
	23	70	71.15	-	65.9	65.9	0.0
	24	70	73.85	-	66.4	66.4	0.0
	25	70	76.55	-	66.8	66.8	0.0
	26	70	79.25	-	67.0	67.0	0.0
	27	70	81.95	-	67.3	67.3	0.0
	28	70	84.65	-	67.5	67.5	0.0
	29	70	87.35	-	67.7	67.7	0.0
	30	70	90.05	-	67.8	67.8	0.0
	31	70	92.75	-	68.0	68.0	0.0
	32	70	95.45	-	68.0	68.0	0.0
	33	70	98.15	-	68.1	68.1	0.0
	34	70	100.85	-	68.2	68.2	0.0
	35	70	103.55	-	68.3	68.3	0.0
	36	70	106.25	-	68.3	68.3	0.0
	37	70	108.95	-	68.4	68.4	0.0
	38	70	111.65	-	68.4	68.4	0.0
	39	70	114.35	-	68.4	68.4	0.0
	40	70	117.05	-	68.5	68.5	0.0

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN8	1	70	11.75	-	58.5	58.5	0.0
	2	70	14.45	-	58.6	58.6	0.0
	3	70	17.15	-	57.5	57.5	0.0
	4	70	19.85	-	57.9	57.9	0.0
	5	70	22.55	-	58.9	58.9	0.0
	6	70	25.25	-	59.7	59.7	0.0
	7	70	27.95	-	60.0	60.0	0.0
	8	70	30.65	-	59.6	59.6	0.0
	9	70	33.35	-	59.2	59.2	0.0
	10	70	36.05	-	59.4	59.4	0.0
	11	70	38.75	-	59.9	59.9	0.0
	12	70	41.45	-	60.3	60.3	0.0
	13	70	44.15	-	60.7	60.7	0.0
	14	70	46.85	-	61.0	61.0	0.0
	15	70	49.55	-	61.1	61.1	0.0
	16	70	52.25	-	61.3	61.3	0.0
	17	70	54.95	-	61.5	61.5	0.0
	18	70	57.65	-	61.8	61.8	0.0
	19	70	60.35	-	62.4	62.4	0.0
	20	70	63.05	-	63.1	63.1	0.0
	21	70	65.75	-	63.6	63.6	0.0
	22	70	68.45	-	64.2	64.2	0.0
	23	70	71.15	-	64.7	64.7	0.0
	24	70	73.85	-	65.2	65.2	0.0
	25	70	76.55	-	65.7	65.7	0.0
	26	70	79.25	-	66.1	66.1	0.0
	27	70	81.95	-	66.4	66.4	0.0
	28	70	84.65	-	66.7	66.7	0.0
	29	70	87.35	-	66.9	66.9	0.0
	30	70	90.05	-	67.1	67.1	0.0
	31	70	92.75	-	67.2	67.2	0.0
	32	70	95.45	-	67.3	67.3	0.0
	33	70	98.15	-	67.5	67.5	0.0
	34	70	100.85	-	67.6	67.6	0.0
	35	70	103.55	-	67.6	67.6	0.0
	36	70	106.25	-	67.7	67.7	0.0
	37	70	108.95	-	67.7	67.7	0.0
	38	70	111.65	-	67.8	67.8	0.0
	39	70	114.35	-	67.8	67.8	0.0
	40	70	117.05	-	67.8	67.8	0.0

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN9	1	70	11.75	-	59.4	59.5	0.1
	2	70	14.45	-	59.6	59.6	0.0
	3	70	17.15	-	59.0	59.0	0.0
	4	70	19.85	-	58.8	58.8	0.0
	5	70	22.55	-	59.4	59.4	0.0
	6	70	25.25	-	60.1	60.1	0.0
	7	70	27.95	-	60.4	60.4	0.0
	8	70	30.65	-	60.3	60.4	0.1
	9	70	33.35	-	59.8	59.8	0.0
	10	70	36.05	-	59.9	59.9	0.0
	11	70	38.75	-	60.1	60.1	0.0
	12	70	41.45	-	60.5	60.5	0.0
	13	70	44.15	-	60.9	60.9	0.0
	14	70	46.85	-	61.2	61.2	0.0
	15	70	49.55	-	61.5	61.5	0.0
	16	70	52.25	-	61.8	61.8	0.0
	17	70	54.95	-	62.2	62.2	0.0
	18	70	57.65	-	62.8	62.8	0.0
	19	70	60.35	-	63.4	63.4	0.0
	20	70	63.05	-	63.9	63.9	0.0
	21	70	65.75	-	64.5	64.5	0.0
	22	70	68.45	-	65.0	65.0	0.0
	23	70	71.15	-	65.4	65.4	0.0
	24	70	73.85	-	65.9	65.9	0.0
	25	70	76.55	-	66.3	66.3	0.0
	26	70	79.25	-	66.7	66.7	0.0
	27	70	81.95	-	67.1	67.1	0.0
	28	70	84.65	-	67.4	67.4	0.0
	29	70	87.35	40.2	67.7	67.7	0.0
	30	70	90.05	41.7	67.9	67.9	0.0
	31	70	92.75	42.9	68.1	68.1	0.0
	32	70	95.45	44.2	68.2	68.3	0.1
	33	70	98.15	45.4	68.4	68.4	0.0
	34	70	100.85	46.2	68.5	68.5	0.0
	35	70	103.55	46.8	68.6	68.6	0.0
	36	70	106.25	47.2	68.6	68.7	0.1
	37	70	108.95	47.7	68.7	68.7	0.0
	38	70	111.65	48.1	68.7	68.8	0.1
	39	70	114.35	48.7	68.7	68.8	0.1
	40	70	117.05	49.1	68.8	68.8	0.0

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN10	1	70	11.75	49.9	54.6	55.8	1.2
	2	70	14.45	50.8	56.5	57.5	1.0
	3	70	17.15	51.8	58.0	58.9	0.9
	4	70	19.85	53.2	59.5	60.5	1.0
	5	70	22.55	54.2	60.3	61.3	1.0
	6	70	25.25	54.8	60.8	61.7	0.9
	7	70	27.95	55.2	61.0	62.0	1.0
	8	70	30.65	55.4	61.1	62.2	1.1
	9	70	33.35	55.7	61.2	62.3	1.1
	10	70	36.05	55.9	61.3	62.4	1.1
	11	70	38.75	56.1	61.3	62.5	1.2
	12	70	41.45	56.2	61.4	62.6	1.2
	13	70	44.15	56.4	61.5	62.7	1.2
	14	70	46.85	56.4	61.6	62.8	1.2
	15	70	49.55	56.5	61.8	63.0	1.2
	16	70	52.25	56.6	62.2	63.2	1.0
	17	70	54.95	56.6	62.7	63.6	0.9
	18	70	57.65	56.6	63.3	64.1	0.8
	19	70	60.35	56.7	63.9	64.6	0.7
	20	70	63.05	56.7	64.4	65.1	0.7
	21	70	65.75	56.7	65.1	65.7	0.6
	22	70	68.45	56.7	65.7	66.2	0.5
	23	70	71.15	56.7	66.2	66.7	0.5
	24	70	73.85	56.8	66.8	67.2	0.4
	25	70	76.55	56.9	67.3	67.7	0.4
	26	70	79.25	57.0	67.7	68.1	0.4
	27	70	81.95	57.1	68.1	68.4	0.3
	28	70	84.65	57.2	68.4	68.7	0.3
	29	70	87.35	57.3	68.6	68.9	0.3
	30	70	90.05	57.5	68.8	69.1	0.3
	31	70	92.75	57.7	68.9	69.3	0.4
	32	70	95.45	57.8	69.0	69.4	0.4
	33	70	98.15	57.9	69.1	69.4	0.3
	34	70	100.85	58.0	69.2	69.5	0.3
	35	70	103.55	58.1	69.2	69.5	0.3
	36	70	106.25	58.2	69.3	69.6	0.3
	37	70	108.95	58.3	69.3	69.6	0.3
	38	70	111.65	58.3	69.3	69.7	0.4
	39	70	114.35	58.4	69.4	69.7	0.3
	40	70	117.05	58.5	69.4	69.7	0.3



**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN11	1	70	11.75	54.3	59.4	60.6	1.2
	2	70	14.45	54.1	59.6	60.7	1.1
	3	70	17.15	53.8	58.7	59.9	1.2
	4	70	19.85	53.5	57.8	59.1	1.3
	5	70	22.55	53.2	58.1	59.4	1.3
	6	70	25.25	53.0	58.5	59.6	1.1
	7	70	27.95	52.7	58.4	59.4	1.0
	8	70	30.65	52.5	58.6	59.5	0.9
	9	70	33.35	52.2	58.7	59.6	0.9
	10	70	36.05	52.0	58.3	59.3	1.0
	11	70	38.75	51.8	58.3	59.2	0.9
	12	70	41.45	51.6	58.8	59.6	0.8
	13	70	44.15	51.5	59.5	60.1	0.6
	14	70	46.85	51.3	60.3	60.8	0.5
	15	70	49.55	51.2	61.4	61.8	0.4
	16	70	52.25	51.0	63.0	63.2	0.2
	17	70	54.95	50.9	64.6	64.8	0.2
	18	70	57.65	50.8	65.5	65.7	0.2
	19	70	60.35	50.7	66.0	66.2	0.2
	20	70	63.05	50.6	66.5	66.6	0.1
	21	70	65.75	50.5	66.9	67.0	0.1
	22	70	68.45	50.4	67.3	67.4	0.1
	23	70	71.15	50.3	67.6	67.7	0.1
	24	70	73.85	50.3	67.8	67.9	0.1
	25	70	76.55	50.2	68.0	68.1	0.1
	26	70	79.25	50.2	68.2	68.3	0.1
	27	70	81.95	50.2	68.4	68.4	0.0
	28	70	84.65	50.3	68.5	68.6	0.1
	29	70	87.35	50.4	68.6	68.7	0.1
	30	70	90.05	50.6	68.8	68.8	0.0
	31	70	92.75	50.7	68.8	68.9	0.1
	32	70	95.45	50.9	68.9	69.0	0.1
	33	70	98.15	51.0	69.0	69.1	0.1
	34	70	100.85	51.1	69.1	69.1	0.0
	35	70	103.55	51.3	69.1	69.2	0.1
	36	70	106.25	51.4	69.2	69.2	0.0
	37	70	108.95	51.4	69.2	69.3	0.1
	38	70	111.65	51.5	69.3	69.4	0.1
	39	70	114.35	51.6	69.3	69.4	0.1
	40	70	117.05	51.6	69.4	69.5	0.1

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN12	1	70	11.75	-	47.8	47.8	0.0
	2	70	14.45	-	48.1	48.1	0.0
	3	70	17.15	-	48.4	48.4	0.0
	4	70	19.85	-	48.8	48.8	0.0
	5	70	22.55	-	49.2	49.2	0.0
	6	70	25.25	-	49.7	49.7	0.0
	7	70	27.95	-	50.0	50.0	0.0
	8	70	30.65	-	50.4	50.4	0.0
	9	70	33.35	-	51.1	51.1	0.0
	10	70	36.05	-	51.9	51.9	0.0
	11	70	38.75	-	52.8	52.8	0.0
	12	70	41.45	-	53.7	53.7	0.0
	13	70	44.15	-	54.6	54.7	0.1
	14	70	46.85	-	55.7	55.7	0.0
	15	70	49.55	-	57.0	57.0	0.0
	16	70	52.25	-	58.6	58.6	0.0
	17	70	54.95	-	60.6	60.6	0.0
	18	70	57.65	-	62.9	62.9	0.0
	19	70	60.35	-	64.2	64.2	0.0
	20	70	63.05	-	65.2	65.2	0.0
	21	70	65.75	-	66.0	66.0	0.0
	22	70	68.45	-	66.6	66.6	0.0
	23	70	71.15	-	67.0	67.0	0.0
	24	70	73.85	-	67.4	67.4	0.0
	25	70	76.55	-	67.7	67.7	0.0
	26	70	79.25	-	68.0	68.0	0.0
	27	70	81.95	-	68.2	68.2	0.0
	28	70	84.65	-	68.4	68.4	0.0
	29	70	87.35	-	68.6	68.6	0.0
	30	70	90.05	-	68.8	68.8	0.0
	31	70	92.75	-	68.9	68.9	0.0
	32	70	95.45	-	69.0	69.0	0.0
	33	70	98.15	-	69.1	69.1	0.0
	34	70	100.85	-	69.2	69.2	0.0
	35	70	103.55	-	69.3	69.3	0.0
	36	70	106.25	-	69.4	69.4	0.0
	37	70	108.95	-	69.5	69.5	0.0
	38	70	111.65	-	69.5	69.5	0.0
	39	70	114.35	-	69.6	69.6	0.0
	40	70	117.05	-	69.7	69.7	0.0

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN13	1	70	11.75	61.0	54.7	61.9	7.2
	2	70	14.45	60.8	54.7	61.7	7.0
	3	70	17.15	60.5	54.8	61.5	6.7
	4	70	19.85	60.1	54.2	61.1	6.9
	5	70	22.55	59.8	53.6	60.7	7.1
	6	70	25.25	59.5	53.3	60.4	7.1
	7	70	27.95	59.2	53.5	60.2	6.7
	8	70	30.65	58.9	54.2	60.2	6.0
	9	70	33.35	58.6	54.8	60.1	5.3
	10	70	36.05	58.3	55.1	60.0	4.9
	11	70	38.75	58.1	55.6	60.0	4.4
	12	70	41.45	57.9	56.0	60.1	4.1
	13	70	44.15	57.7	56.5	60.2	3.7
	14	70	46.85	57.5	57.2	60.3	3.1
	15	70	49.55	57.3	58.0	60.7	2.7
	16	70	52.25	57.1	59.2	61.3	2.1
	17	70	54.95	56.9	60.8	62.3	1.5
	18	70	57.65	56.8	62.8	63.8	1.0
	19	70	60.35	56.6	63.8	64.6	0.8
	20	70	63.05	56.5	64.5	65.2	0.7
	21	70	65.75	56.4	65.1	65.6	0.5
	22	70	68.45	56.2	65.5	66.0	0.5
	23	70	71.15	56.2	65.7	66.2	0.5
	24	70	73.85	56.1	66.0	66.4	0.4
	25	70	76.55	56.1	66.1	66.5	0.4
	26	70	79.25	56.1	66.3	66.7	0.4
	27	70	81.95	56.1	66.4	66.8	0.4
	28	70	84.65	56.1	66.6	67.0	0.4
	29	70	87.35	56.1	66.7	67.1	0.4
	30	70	90.05	56.1	66.8	67.2	0.4
	31	70	92.75	56.2	67.0	67.3	0.3
	32	70	95.45	56.2	67.1	67.4	0.3
	33	70	98.15	56.2	67.2	67.5	0.3
	34	70	100.85	56.2	67.3	67.6	0.3
	35	70	103.55	56.2	67.3	67.6	0.3
	36	70	106.25	56.2	67.3	67.7	0.4
	37	70	108.95	56.1	67.4	67.7	0.3
	38	70	111.65	56.1	67.4	67.7	0.3
	39	70	114.35	56.1	67.4	67.7	0.3
	40	70	117.05	56.1	67.4	67.7	0.3

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN14	1	70	11.75	59.3	52.5	60.2	7.7
	2	70	14.45	59.3	52.6	60.1	7.5
	3	70	17.15	59.3	52.7	60.1	7.4
	4	70	19.85	59.2	52.8	60.1	7.3
	5	70	22.55	59.1	53.1	60.1	7.0
	6	70	25.25	59.0	53.3	60.1	6.8
	7	70	27.95	58.9	53.6	60.0	6.4
	8	70	30.65	58.8	53.9	60.0	6.1
	9	70	33.35	58.7	54.2	60.0	5.8
	10	70	36.05	58.6	54.4	60.0	5.6
	11	70	38.75	58.5	54.7	60.0	5.3
	12	70	41.45	58.4	54.9	60.0	5.1
	13	70	44.15	58.3	55.2	60.0	4.8
	14	70	46.85	58.1	55.4	60.0	4.6
	15	70	49.55	58.0	55.7	60.0	4.3
	16	70	52.25	57.9	56.2	60.1	3.9
	17	70	54.95	57.8	56.8	60.3	3.5
	18	70	57.65	57.7	57.6	60.6	3.0
	19	70	60.35	57.5	58.5	61.1	2.6
	20	70	63.05	57.4	59.5	61.6	2.1
	21	70	65.75	57.3	60.3	62.1	1.8
	22	70	68.45	57.2	60.9	62.5	1.6
	23	70	71.15	57.1	61.4	62.8	1.4
	24	70	73.85	57.1	61.7	63.0	1.3
	25	70	76.55	57.0	61.9	63.1	1.2
	26	70	79.25	57.0	62.1	63.3	1.2
	27	70	81.95	57.0	62.3	63.4	1.1
	28	70	84.65	57.0	62.4	63.5	1.1
	29	70	87.35	57.0	62.6	63.6	1.0
	30	70	90.05	56.9	62.7	63.7	1.0
	31	70	92.75	56.9	62.9	63.9	1.0
	32	70	95.45	56.9	63.0	64.0	1.0
	33	70	98.15	56.9	63.2	64.1	0.9
	34	70	100.85	56.9	63.4	64.2	0.8
	35	70	103.55	56.8	63.5	64.3	0.8
	36	70	106.25	56.8	63.7	64.5	0.8
	37	70	108.95	56.8	63.8	64.6	0.8
	38	70	111.65	56.7	63.9	64.7	0.8
	39	70	114.35	56.7	64.0	64.8	0.8
	40	70	117.05	56.7	64.1	64.9	0.8

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN15	1	70	11.75	65.6	54.1	65.9	11.8
	2	70	14.45	65.5	54.5	65.8	11.3
	3	70	17.15	65.3	54.8	65.6	10.8
	4	70	19.85	65.0	54.0	65.4	11.4
	5	70	22.55	64.8	54.2	65.1	10.9
	6	70	25.25	64.5	54.6	64.9	10.3
	7	70	27.95	64.2	55.2	64.8	9.6
	8	70	30.65	64.0	55.4	64.5	9.1
	9	70	33.35	63.7	55.5	64.3	8.8
	10	70	36.05	63.5	55.8	64.1	8.3
	11	70	38.75	63.2	56.1	64.0	7.9
	12	70	41.45	63.0	56.3	63.8	7.5
	13	70	44.15	62.7	56.4	63.6	7.2
	14	70	46.85	62.5	56.5	63.5	7.0
	15	70	49.55	62.3	57.0	63.4	6.4
	16	70	52.25	62.1	57.9	63.5	5.6
	17	70	54.95	61.9	59.0	63.7	4.7
	18	70	57.65	61.7	60.3	64.0	3.7
	19	70	60.35	61.5	61.2	64.4	3.2
	20	70	63.05	61.3	61.9	64.6	2.7
	21	70	65.75	61.2	62.5	64.9	2.4
	22	70	68.45	61.0	63.1	65.2	2.1
	23	70	71.15	60.8	63.5	65.4	1.9
	24	70	73.85	60.7	64.0	65.7	1.7
	25	70	76.55	60.6	64.4	65.9	1.5
	26	70	79.25	60.5	64.8	66.1	1.3
	27	70	81.95	60.4	65.2	66.4	1.2
	28	70	84.65	60.3	65.5	66.6	1.1
	29	70	87.35	60.2	65.8	66.8	1.0
	30	70	90.05	60.1	66.0	67.0	1.0
	31	70	92.75	60.0	66.2	67.1	0.9
	32	70	95.45	59.9	66.3	67.2	0.9
	33	70	98.15	59.9	66.5	67.3	0.8
	34	70	100.85	59.8	66.6	67.4	0.8
	35	70	103.55	59.7	66.8	67.5	0.7
	36	70	106.25	59.6	66.8	67.6	0.8
	37	70	108.95	59.6	66.9	67.6	0.7
	38	70	111.65	59.5	66.9	67.7	0.8

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN16	1	70	11.75	65.0	45.9	65.1	19.2
	2	70	14.45	64.9	46.8	65.0	18.2
	3	70	17.15	64.7	48.3	64.8	16.5
	4	70	19.85	64.6	49.3	64.7	15.4
	5	70	22.55	64.6	50.7	64.7	14.0
	6	70	25.25	64.6	51.5	64.8	13.3
	7	70	27.95	64.5	52.0	64.7	12.7
	8	70	30.65	64.5	52.4	64.8	12.4
	9	70	33.35	64.5	50.3	64.7	14.4
	10	70	36.05	64.5	50.4	64.6	14.2
	11	70	38.75	64.4	51.1	64.6	13.5
	12	70	41.45	64.2	51.6	64.5	12.9
	13	70	44.15	64.1	52.2	64.3	12.1
	14	70	46.85	63.9	53.2	64.3	11.1
	15	70	49.55	63.8	53.7	64.2	10.5
	16	70	52.25	63.7	54.6	64.2	9.6
	17	70	54.95	63.5	55.6	64.2	8.6
	18	70	57.65	63.4	57.0	64.3	7.3
	19	70	60.35	63.3	58.2	64.5	6.3
	20	70	63.05	63.2	59.0	64.6	5.6
	21	70	65.75	63.1	59.5	64.7	5.2
	22	70	68.45	63.0	59.9	64.8	4.9
	23	70	71.15	63.0	60.3	64.8	4.5
	24	70	73.85	62.9	60.5	64.9	4.4
	25	70	76.55	62.8	60.8	64.9	4.1
	26	70	79.25	62.7	61.1	65.0	3.9
	27	70	81.95	62.7	61.4	65.1	3.7
	28	70	84.65	62.6	61.6	65.1	3.5
	29	70	87.35	62.5	61.9	65.2	3.3
	30	70	90.05	62.4	62.1	65.2	3.1
	31	70	92.75	62.3	62.2	65.3	3.1
	32	70	95.45	62.2	62.4	65.4	3.0
	33	70	98.15	62.2	62.6	65.4	2.8
	34	70	100.85	62.1	62.8	65.5	2.7
	35	70	103.55	62.0	63.1	65.6	2.5
	36	70	106.25	62.0	63.2	65.6	2.4
	37	70	108.95	61.9	63.3	65.7	2.4
	38	70	111.65	61.8	63.4	65.7	2.3

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN17	1	70	10.7	56.3	-	56.3	-
	2	70	13.45	56.3	-	56.3	-
	3	70	16.2	56.3	-	56.3	-
	4	70	18.95	56.2	-	56.2	-
	5	70	21.7	56.2	-	56.2	-
	6	70	24.45	56.1	-	56.1	-
	7	70	27.2	56.0	-	56.1	-
	8	70	29.95	55.9	-	56.0	-
	9	70	32.7	55.9	-	55.9	-
	10	70	35.45	55.8	-	55.9	-
	11	70	38.2	55.7	-	55.8	-
	12	70	40.95	55.6	-	55.7	-
	13	70	43.7	55.5	40.7	55.6	14.9
	14	70	46.45	55.4	41.5	55.6	14.1
	15	70	49.2	55.3	42.4	55.5	13.1
	16	70	51.95	55.2	43.4	55.4	12.0
	17	70	54.7	55.1	44.5	55.4	10.9
	18	70	57.45	55.0	45.8	55.4	9.6
	19	70	60.2	54.8	47.5	55.6	8.1
	20	70	62.95	54.7	49.5	55.9	6.4
	21	70	65.7	54.6	51.2	56.2	5.0
	22	70	68.45	54.5	52.2	56.5	4.3
	23	70	71.2	54.4	52.9	56.7	3.8
	24	70	73.95	54.3	53.4	56.9	3.5
	25	70	76.7	54.2	53.7	57.0	3.3
	26	70	79.45	54.1	54.1	57.1	3.0
	27	70	82.2	54.0	54.5	57.3	2.8
	28	70	84.95	53.9	54.9	57.5	2.6
	29	70	87.7	53.8	55.3	57.6	2.3
	30	70	90.45	53.7	55.7	57.8	2.1
PN18	1	65	6.2	54.2	<b>74.4</b>	<b>74.4</b>	0.0
	5	65	18.2	54.1	<b>74.1</b>	<b>74.2</b>	0.1
	10	65	33.2	54.0	<b>74.9</b>	<b>74.9</b>	0.0
	13	65	42.2	54.1	<b>75.0</b>	<b>75.0</b>	0.0
PN19	1	65	6.2	55.2	<b>74.2</b>	<b>74.2</b>	0.0
	5	65	18.2	55.1	<b>73.8</b>	<b>73.8</b>	0.0
	10	65	33.2	54.7	<b>74.3</b>	<b>74.3</b>	0.0
	13	65	42.2	54.5	<b>74.6</b>	<b>74.6</b>	0.0
PN19A	1	65	6.2	55.7	46.2	56.2	10.0
	5	65	18.2	54.8	53.0	57.0	4.0
	10	65	33.2	54.1	56.3	58.3	2.0
	13	65	42.2	53.8	56.5	58.3	1.8

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN20	1	65	6.2	64.4	<b>73.4</b>	<b>73.9</b>	0.5
	5	65	18.2	64.2	<b>72.8</b>	<b>73.3</b>	0.5
	10	65	33.2	63.5	<b>73.6</b>	<b>74.0</b>	0.4
	13	65	42.2	63.1	<b>73.5</b>	<b>73.9</b>	0.4
PN20A	1	65	6.2	<b>68.8</b>	-	<b>68.8</b>	-
	5	65	18.2	<b>68.2</b>	-	<b>68.2</b>	-
	10	65	33.2	<b>66.8</b>	-	<b>66.8</b>	-
	13	65	42.2	<b>66.0</b>	-	<b>66.0</b>	-
PN21	1	70	10.7	59.1	47.7	59.4	11.7
	2	70	13.45	59.0	47.1	59.3	12.2
	3	70	16.2	59.0	47.4	59.3	11.9
	4	70	18.95	58.9	47.7	59.2	11.5
	5	70	21.7	58.8	48.2	59.2	11.0
	6	70	24.45	58.8	48.7	59.2	10.5
	7	70	27.2	58.7	49.1	59.1	10.0
	8	70	29.95	58.6	49.4	59.1	9.7
	9	70	32.7	58.5	49.7	59.1	9.4
	10	70	35.45	58.5	50.0	59.0	9.0
	11	70	38.2	58.4	50.3	59.0	8.7
	12	70	40.95	58.4	50.5	59.0	8.5
	13	70	43.7	58.3	50.7	59.0	8.3
	14	70	46.45	58.2	50.9	59.0	8.1
	15	70	49.2	58.2	51.1	59.0	7.9
	16	70	51.95	58.1	51.2	58.9	7.7
	17	70	54.7	58.0	51.4	58.9	7.5
	18	70	57.45	57.9	51.7	58.9	7.2
	19	70	60.2	57.9	52.1	58.9	6.8
	20	70	62.95	57.7	52.5	58.9	6.4
	21	70	65.7	57.6	53.1	58.9	5.8
	22	70	68.45	57.6	53.7	59.1	5.4
	23	70	71.2	57.5	54.3	59.2	4.9
	24	70	73.95	57.5	54.9	59.4	4.5
	25	70	76.7	57.4	55.4	59.5	4.1
	26	70	79.45	57.4	55.8	59.7	3.9
	27	70	82.2	57.4	56.1	59.8	3.7
	28	70	84.95	57.3	56.4	59.9	3.5
	29	70	87.7	57.3	56.8	60.0	3.2
	30	70	90.45	57.2	57.1	60.2	3.1
	31	70	93.2	57.2	57.4	60.3	2.9
	32	70	95.95	57.1	57.8	60.4	2.6
	33	70	98.7	57.0	58.1	60.6	2.5
	34	70	101.45	56.9	58.4	60.7	2.3
	35	70	104.2	56.8	58.7	60.9	2.2
	36	70	106.95	56.8	58.9	61.0	2.1
	37	70	109.7	56.7	59.1	61.1	2.0
	38	70	112.45	56.6	59.3	61.1	1.8
	39	70	115.2	56.5	59.5	61.2	1.7
	40	70	117.95	56.4	59.6	61.3	1.7



**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN22	1	70	10.7	66.7	59.8	67.5	7.7
	2	70	13.45	66.6	59.8	67.4	7.6
	3	70	16.2	66.5	60.2	67.4	7.2
	4	70	18.95	66.3	60.6	67.3	6.7
	5	70	21.7	66.1	61.0	67.3	6.3
	6	70	24.45	65.9	61.5	67.3	5.8
	7	70	27.2	65.7	61.8	67.2	5.4
	8	70	29.95	65.6	62.1	67.2	5.1
	9	70	32.7	65.4	62.0	67.0	5.0
	10	70	35.45	65.2	61.7	66.8	5.1
	11	70	38.2	65.1	62.0	66.8	4.8
	12	70	40.95	64.9	62.2	66.8	4.6
	13	70	43.7	64.8	62.1	66.7	4.6
	14	70	46.45	64.6	62.0	66.5	4.5
	15	70	49.2	64.5	61.9	66.4	4.5
	16	70	51.95	64.3	61.9	66.3	4.4
	17	70	54.7	64.1	61.8	66.1	4.3
	18	70	57.45	64.0	61.9	66.1	4.2
	19	70	60.2	63.8	62.0	66.0	4.0
	20	70	62.95	63.7	62.2	66.0	3.8
	21	70	65.7	63.5	62.4	66.0	3.6
	22	70	68.45	63.4	62.5	66.0	3.5
	23	70	71.2	63.3	62.7	66.0	3.3
	24	70	73.95	63.1	62.9	66.1	3.2
	25	70	76.7	63.0	63.2	66.1	2.9
	26	70	79.45	62.9	63.5	66.2	2.7
	27	70	82.2	62.8	63.8	66.3	2.5
	28	70	84.95	62.7	64.0	66.4	2.4
	29	70	87.7	62.5	64.3	66.5	2.2
	30	70	90.45	62.4	64.5	66.6	2.1
	31	70	93.2	62.3	64.7	66.7	2.0
	32	70	95.95	62.2	64.8	66.7	1.9
	33	70	98.7	62.1	64.9	66.8	1.9
	34	70	101.45	62.0	65.0	66.8	1.8
	35	70	104.2	61.9	65.0	66.8	1.8
	36	70	106.95	61.8	65.1	66.8	1.7
	37	70	109.7	61.7	65.1	66.7	1.6
	38	70	112.45	61.6	65.1	66.7	1.6
	39	70	115.2	61.5	65.1	66.7	1.6
	40	70	117.95	61.5	65.2	66.7	1.5

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN23A	1	70	10.7	59.3	60.7	63.0	2.3
	2	70	13.45	64.1	65.0	67.5	2.5
	3	70	16.2	66.0	66.0	69.0	3.0
	4	70	18.95	66.5	66.0	69.3	3.3
	5	70	21.7	66.6	64.1	68.5	4.4
	6	70	24.45	66.5	65.6	69.1	3.5
	7	70	27.2	66.5	67.2	69.9	2.7
	8	70	29.95	66.4	66.6	69.5	2.9
	9	70	32.7	66.3	65.9	69.1	3.2
	10	70	35.45	66.2	65.4	68.8	3.4
	11	70	38.2	66.1	65.1	68.7	3.6
	12	70	40.95	66.0	65.0	68.6	3.6
	13	70	43.7	65.9	65.1	68.5	3.4
	14	70	46.45	65.7	65.2	68.5	3.3
	15	70	49.2	65.6	65.4	68.5	3.1
	16	70	51.95	65.5	65.6	68.5	2.9
	17	70	54.7	65.3	65.9	68.6	2.7
	18	70	57.45	65.2	66.2	68.7	2.5
	19	70	60.2	65.0	66.5	68.8	2.3
	20	70	62.95	64.9	66.6	68.9	2.3
	21	70	65.7	64.8	66.8	68.9	2.1
	22	70	68.45	64.7	67.1	69.0	1.9
	23	70	71.2	64.5	67.3	69.1	1.8
	24	70	73.95	64.4	67.5	69.2	1.7
	25	70	76.7	64.3	67.6	69.2	1.6
	26	70	79.45	64.2	67.7	69.3	1.6
	27	70	82.2	64.0	67.7	69.3	1.6
	28	70	84.95	63.9	67.8	69.3	1.5
	29	70	87.7	63.8	67.8	69.2	1.4
	30	70	90.45	63.7	67.7	69.2	1.5
	31	70	93.2	63.6	67.6	69.1	1.5
	32	70	95.95	63.5	67.5	69.0	1.5
	33	70	98.7	63.4	67.4	68.9	1.5
	34	70	101.45	63.3	67.3	68.7	1.4
	35	70	104.2	63.2	67.2	68.6	1.4
	36	70	106.95	63.1	67.1	68.5	1.4
	37	70	109.7	63.0	66.9	68.4	1.5
	38	70	112.45	62.9	66.8	68.3	1.5
	39	70	115.2	62.8	66.7	68.2	1.5
	40	70	117.95	62.7	66.4	68.0	1.6

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN23B	1	70	10.7	62.9	63.3	66.1	2.8
	2	70	13.45	65.0	65.2	68.1	2.9
	3	70	16.2	65.9	65.9	68.9	3.0
	4	70	18.95	66.2	66.0	69.1	3.1
	5	70	21.7	66.2	64.1	68.3	4.2
	6	70	24.45	66.2	65.4	68.9	3.5
	7	70	27.2	66.2	66.8	69.5	2.7
	8	70	29.95	66.2	66.8	69.5	2.7
	9	70	32.7	66.1	66.0	69.1	3.1
	10	70	35.45	66.1	65.6	68.8	3.2
	11	70	38.2	66.0	65.3	68.7	3.4
	12	70	40.95	65.9	65.2	68.6	3.4
	13	70	43.7	65.7	65.3	68.5	3.2
	14	70	46.45	65.6	65.4	68.5	3.1
	15	70	49.2	65.5	65.5	68.5	3.0
	16	70	51.95	65.3	65.7	68.6	2.9
	17	70	54.7	65.2	66.0	68.6	2.6
	18	70	57.45	65.1	66.2	68.7	2.5
	19	70	60.2	64.9	66.5	68.8	2.3
	20	70	62.95	64.8	66.7	68.9	2.2
	21	70	65.7	64.7	66.8	68.9	2.1
	22	70	68.45	64.6	67.0	69.0	2.0
	23	70	71.2	64.4	67.2	69.1	1.9
	24	70	73.95	64.3	67.4	69.2	1.8
	25	70	76.7	64.2	67.6	69.2	1.6
	26	70	79.45	64.1	67.6	69.2	1.6
	27	70	82.2	64.0	67.7	69.2	1.5
	28	70	84.95	63.9	67.8	69.2	1.4
	29	70	87.7	63.7	67.8	69.2	1.4
	30	70	90.45	63.6	67.8	69.2	1.4
	31	70	93.2	63.5	67.7	69.1	1.4
	32	70	95.95	63.4	67.7	69.0	1.3
	33	70	98.7	63.3	67.6	68.9	1.3
	34	70	101.45	63.2	67.5	68.8	1.3
	35	70	104.2	63.1	67.3	68.7	1.4
	36	70	106.95	63.0	67.2	68.6	1.4
	37	70	109.7	62.9	67.1	68.5	1.4
	38	70	112.45	62.8	67.0	68.4	1.4
	39	70	115.2	62.7	66.9	68.3	1.4
	40	70	117.95	62.6	66.8	68.2	1.4





**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN27	1	70	10.7	46.0	53.5	54.2	0.7
	2	70	13.45	47.6	56.3	56.9	0.6
	3	70	16.2	48.8	58.3	58.8	0.5
	4	70	18.95	50.1	60.5	60.9	0.4
	5	70	21.7	51.4	62.5	62.8	0.3
	6	70	24.45	52.9	63.4	63.8	0.4
	7	70	27.2	54.9	63.3	63.9	0.6
	8	70	29.95	56.8	63.5	64.3	0.8
	9	70	32.7	58.7	64.4	65.4	1.0
	10	70	35.45	60.3	64.9	66.2	1.3
	11	70	38.2	61.5	65.6	67.0	1.4
	12	70	40.95	62.3	66.2	67.7	1.5
	13	70	43.7	62.9	66.6	68.1	1.5
	14	70	46.45	63.2	66.9	68.4	1.5
	15	70	49.2	63.5	67.1	68.7	1.6
	16	70	51.95	63.7	67.3	68.8	1.5
	17	70	54.7	63.8	67.4	68.9	1.5
	18	70	57.45	63.8	67.4	69.0	1.6
	19	70	60.2	63.7	67.5	69.0	1.5
	20	70	62.95	63.7	67.6	69.1	1.5
	21	70	65.7	63.6	67.6	69.1	1.5
	22	70	68.45	63.6	67.6	69.1	1.5
	23	70	71.2	63.5	67.7	69.1	1.4
PN28	1	70	10.7	45.9	54.2	54.8	0.6
	2	70	13.45	47.1	56.6	57.1	0.5
	3	70	16.2	48.2	58.3	58.7	0.4
	4	70	18.95	49.4	60.2	60.5	0.3
	5	70	21.7	50.7	62.0	62.3	0.3
	6	70	24.45	52.2	63.3	63.7	0.4
	7	70	27.2	53.9	62.9	63.4	0.5
	8	70	29.95	55.8	63.2	63.9	0.7
	9	70	32.7	57.8	64.0	64.9	0.9
	10	70	35.45	59.3	64.5	65.7	1.2
	11	70	38.2	60.5	65.0	66.4	1.4
	12	70	40.95	61.5	65.6	67.0	1.4
	13	70	43.7	62.1	66.0	67.5	1.5
	14	70	46.45	62.5	66.3	67.8	1.5
	15	70	49.2	62.8	66.6	68.1	1.5
	16	70	51.95	63.1	66.7	68.3	1.6
	17	70	54.7	63.2	66.9	68.4	1.5
	18	70	57.45	63.3	66.9	68.5	1.6
	19	70	60.2	63.3	67.0	68.5	1.5
	20	70	62.95	63.2	67.0	68.5	1.5
	21	70	65.7	63.2	67.1	68.6	1.5
	22	70	68.45	63.1	67.1	68.6	1.5
	23	70	71.2	63.1	67.1	68.5	1.4

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN29	1	70	10.7	53.5	55.7	57.7	2.0
	2	70	13.45	54.1	57.7	59.2	1.5
	3	70	16.2	55.0	60.1	61.2	1.1
	4	70	18.95	56.4	62.9	63.8	0.9
	5	70	21.7	58.4	64.5	65.4	0.9
	6	70	24.45	60.6	64.2	65.8	1.6
	7	70	27.2	62.5	63.8	66.2	2.4
	8	70	29.95	63.8	64.0	66.9	2.9
	9	70	32.7	64.5	64.7	67.6	2.9
	10	70	35.45	64.8	65.5	68.2	2.7
	11	70	38.2	65.0	66.4	68.7	2.3
	12	70	40.95	65.0	67.0	69.2	2.2
	13	70	43.7	65.0	67.5	69.5	2.0
	14	70	46.45	65.0	67.9	69.7	1.8
	15	70	49.2	64.9	68.1	69.8	1.7
	16	70	51.95	64.8	68.3	69.9	1.6
	17	70	54.7	64.7	68.4	70.0	1.6
	18	70	57.45	64.7	68.5	70.0	1.5
	19	70	60.2	64.6	68.6	70.0	1.4
	20	70	62.95	64.5	68.6	70.0	1.4
	21	70	65.7	64.4	68.6	70.0	1.4
	22	70	68.45	64.3	68.6	70.0	1.4
	23	70	71.2	64.2	68.7	70.0	1.3
	24	70	73.95	64.1	68.7	70.0	1.3
	25	70	76.7	64.0	68.7	69.9	1.2
	26	70	79.45	63.9	68.7	69.9	1.2
	27	70	82.2	63.8	68.7	69.9	1.2
	28	70	84.95	63.8	68.7	69.9	1.2
	29	70	87.7	63.7	68.7	69.8	1.1
	30	70	90.45	63.6	68.6	69.8	1.2
	31	70	93.2	63.5	68.6	69.8	1.2
	32	70	95.95	63.4	68.6	69.8	1.2
	33	70	98.7	63.3	68.6	69.7	1.1
	34	70	101.45	63.2	68.6	69.7	1.1
	35	70	104.2	63.2	68.6	69.7	1.1
	36	70	106.95	63.1	68.6	69.7	1.1
	37	70	109.7	63.0	68.6	69.7	1.1
	38	70	112.45	62.9	68.6	69.6	1.0
	39	70	115.2	62.8	68.6	69.6	1.0
	40	70	117.95	62.8	68.6	69.6	1.0

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN30A	1	70	10.7	58.4	56.3	60.5	4.2
	2	70	13.45	58.6	58.2	61.4	3.2
	3	70	16.2	59.0	60.6	62.9	2.3
	4	70	18.95	59.9	63.5	65.1	1.6
	5	70	21.7	61.3	65.0	66.5	1.5
	6	70	24.45	62.9	64.6	66.9	2.3
	7	70	27.2	64.3	64.2	67.2	3.0
	8	70	29.95	65.1	64.0	67.6	3.6
	9	70	32.7	65.5	64.7	68.2	3.5
	10	70	35.45	65.7	65.3	68.5	3.2
	11	70	38.2	65.7	66.2	69.0	2.8
	12	70	40.95	65.7	67.0	69.4	2.4
	13	70	43.7	65.6	67.5	69.7	2.2
	14	70	46.45	65.6	67.9	69.9	2.0
	15	70	49.2	65.5	68.2	70.0	1.8
	16	70	51.95	65.4	68.4	70.1	1.7
	17	70	54.7	65.3	68.5	70.2	1.7
	18	70	57.45	65.2	68.6	70.2	1.6
	19	70	60.2	65.2	68.7	70.3	1.6
	20	70	62.95	65.1	68.7	70.3	1.6
	21	70	65.7	65.0	68.8	70.3	1.5
	22	70	68.45	64.9	68.8	70.3	1.5
	23	70	71.2	64.8	68.8	70.3	1.5
	24	70	73.95	64.7	68.8	70.2	1.4
	25	70	76.7	64.6	68.8	70.2	1.4
	26	70	79.45	64.6	68.8	70.2	1.4
	27	70	82.2	64.5	68.8	70.2	1.4
	28	70	84.95	64.4	68.8	70.1	1.3
	29	70	87.7	64.3	68.8	70.1	1.3
	30	70	90.45	64.2	68.8	70.1	1.3
	31	70	93.2	64.1	68.8	70.0	1.2
	32	70	95.95	64.1	68.7	70.0	1.3
	33	70	98.7	64.0	68.7	70.0	1.3
	34	70	101.45	63.9	68.7	70.0	1.3
	35	70	104.2	63.8	68.7	69.9	1.2
	36	70	106.95	63.7	68.7	69.9	1.2
	37	70	109.7	63.7	68.7	69.9	1.2
	38	70	112.45	63.6	68.7	69.9	1.2
	39	70	115.2	63.5	68.7	69.8	1.1
	40	70	117.95	63.4	68.7	69.8	1.1



**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN30B	1	70	10.7	60.2	56.7	61.8	5.1
	2	70	13.45	60.4	58.3	62.5	4.2
	3	70	16.2	60.6	60.6	63.6	3.0
	4	70	18.95	61.2	63.3	65.4	2.1
	5	70	21.7	62.3	64.6	66.6	2.0
	6	70	24.45	63.5	64.5	67.0	2.5
	7	70	27.2	64.6	64.0	67.3	3.3
	8	70	29.95	65.3	63.6	67.5	3.9
	9	70	32.7	65.6	64.3	68.0	3.7
	10	70	35.45	65.7	64.8	68.3	3.5
	11	70	38.2	65.7	65.6	68.7	3.1
	12	70	40.95	65.7	66.3	69.0	2.7
	13	70	43.7	65.6	66.9	69.3	2.4
	14	70	46.45	65.6	67.3	69.5	2.2
	15	70	49.2	65.5	67.7	69.7	2.0
	16	70	51.95	65.4	67.9	69.8	1.9
	17	70	54.7	65.3	68.0	69.9	1.9
	18	70	57.45	65.3	68.2	70.0	1.8
	19	70	60.2	65.2	68.3	70.0	1.7
	20	70	62.95	65.1	68.3	70.0	1.7
	21	70	65.7	65.0	68.4	70.0	1.6
	22	70	68.45	64.9	68.4	70.0	1.6
	23	70	71.2	64.9	68.4	70.0	1.6
	24	70	73.95	64.8	68.4	70.0	1.6
	25	70	76.7	64.7	68.4	70.0	1.6
	26	70	79.45	64.6	68.4	69.9	1.5
	27	70	82.2	64.5	68.4	69.9	1.5
	28	70	84.95	64.5	68.4	69.9	1.5
	29	70	87.7	64.4	68.4	69.8	1.4
	30	70	90.45	64.3	68.4	69.8	1.4
	31	70	93.2	64.2	68.4	69.8	1.4
	32	70	95.95	64.2	68.4	69.8	1.4
	33	70	98.7	64.1	68.3	69.7	1.4
	34	70	101.45	64.0	68.3	69.7	1.4
	35	70	104.2	63.9	68.3	69.7	1.4
	36	70	106.95	63.8	68.3	69.6	1.3
	37	70	109.7	63.8	68.3	69.6	1.3
	38	70	112.45	63.7	68.3	69.6	1.3
	39	70	115.2	63.6	68.3	69.6	1.3
	40	70	117.95	63.6	68.3	69.6	1.3

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN31A	1	70	10.7	60.6	58.1	62.6	4.5
	2	70	13.45	60.7	59.2	63.0	3.8
	3	70	16.2	60.9	61.1	64.0	2.9
	4	70	18.95	61.5	63.4	65.5	2.1
	5	70	21.7	62.4	64.5	66.6	2.1
	6	70	24.45	63.4	64.5	67.0	2.5
	7	70	27.2	64.4	64.1	67.2	3.1
	8	70	29.95	65.0	63.6	67.4	3.8
	9	70	32.7	65.3	64.0	67.7	3.7
	10	70	35.45	65.5	64.5	68.0	3.5
	11	70	38.2	65.5	65.2	68.3	3.1
	12	70	40.95	65.4	65.9	68.7	2.8
	13	70	43.7	65.4	66.5	69.0	2.5
	14	70	46.45	65.3	67.0	69.3	2.3
	15	70	49.2	65.2	67.4	69.5	2.1
	16	70	51.95	65.1	67.7	69.6	1.9
	17	70	54.7	65.1	67.9	69.7	1.8
	18	70	57.45	65.0	68.0	69.8	1.8
	19	70	60.2	64.9	68.1	69.8	1.7
	20	70	62.95	64.8	68.2	69.8	1.6
	21	70	65.7	64.7	68.3	69.9	1.6
	22	70	68.45	64.7	68.3	69.9	1.6
	23	70	71.2	64.6	68.3	69.9	1.6
	24	70	73.95	64.5	68.3	69.8	1.5
	25	70	76.7	64.4	68.3	69.8	1.5
	26	70	79.45	64.3	68.3	69.8	1.5
	27	70	82.2	64.2	68.3	69.8	1.5
	28	70	84.95	64.2	68.3	69.7	1.4
	29	70	87.7	64.1	68.3	69.7	1.4
	30	70	90.45	64.0	68.3	69.7	1.4
	31	70	93.2	63.9	68.3	69.7	1.4
	32	70	95.95	63.9	68.3	69.6	1.3
	33	70	98.7	63.8	68.3	69.6	1.3
	34	70	101.45	63.7	68.2	69.6	1.4
	35	70	104.2	63.6	68.2	69.5	1.3
	36	70	106.95	63.5	68.2	69.5	1.3
	37	70	109.7	63.5	68.2	69.5	1.3
	38	70	112.45	63.4	68.2	69.4	1.2
	39	70	115.2	63.3	68.2	69.4	1.2
	40	70	117.95	63.2	68.2	69.4	1.2

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN31B	1	70	10.7	62.5	59.7	64.3	4.6
	2	70	13.45	62.5	60.4	64.6	4.2
	3	70	16.2	62.6	61.6	65.1	3.5
	4	70	18.95	62.9	63.4	66.2	2.8
	5	70	21.7	63.5	64.3	66.9	2.6
	6	70	24.45	64.2	64.6	67.4	2.8
	7	70	27.2	64.8	64.1	67.5	3.4
	8	70	29.95	65.3	63.4	67.5	4.1
	9	70	32.7	65.6	63.6	67.7	4.1
	10	70	35.45	65.6	64.1	67.9	3.8
	11	70	38.2	65.6	64.7	68.2	3.5
	12	70	40.95	65.6	65.4	68.5	3.1
	13	70	43.7	65.5	66.0	68.8	2.8
	14	70	46.45	65.4	66.6	69.0	2.4
	15	70	49.2	65.4	67.0	69.3	2.3
	16	70	51.95	65.3	67.3	69.4	2.1
	17	70	54.7	65.2	67.5	69.5	2.0
	18	70	57.45	65.2	67.6	69.6	2.0
	19	70	60.2	65.1	67.8	69.7	1.9
	20	70	62.95	65.0	67.9	69.7	1.8
	21	70	65.7	64.9	68.0	69.7	1.7
	22	70	68.45	64.9	68.0	69.7	1.7
	23	70	71.2	64.8	68.0	69.7	1.7
	24	70	73.95	64.7	68.0	69.7	1.7
	25	70	76.7	64.6	68.0	69.7	1.7
	26	70	79.45	64.6	68.0	69.7	1.7
	27	70	82.2	64.5	68.0	69.6	1.6
	28	70	84.95	64.4	68.0	69.6	1.6
	29	70	87.7	64.4	68.0	69.6	1.6
	30	70	90.45	64.3	68.0	69.6	1.6
	31	70	93.2	64.3	68.0	69.5	1.5
	32	70	95.95	64.3	68.0	69.5	1.5
	33	70	98.7	64.2	68.0	69.5	1.5
	34	70	101.45	64.2	68.0	69.5	1.5
	35	70	104.2	64.1	67.9	69.4	1.5
	36	70	106.95	64.1	67.9	69.4	1.5
	37	70	109.7	64.0	67.9	69.4	1.5
	38	70	112.45	64.0	67.9	69.4	1.5
	39	70	115.2	63.9	67.9	69.4	1.5
	40	70	117.95	63.9	67.9	69.3	1.4

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN32	1	70	10.7	61.6	61.9	64.8	2.9
	2	70	13.45	61.6	62.0	64.8	2.8
	3	70	16.2	61.6	62.2	64.9	2.7
	4	70	18.95	61.6	62.3	65.0	2.7
	5	70	21.7	61.6	62.5	65.1	2.6
	6	70	24.45	61.6	62.8	65.2	2.4
	7	70	27.2	61.6	62.9	65.3	2.4
	8	70	29.95	61.7	62.9	65.4	2.5
	9	70	32.7	61.9	62.4	65.2	2.8
	10	70	35.45	62.1	61.7	64.9	3.2
	11	70	38.2	62.2	61.8	65.0	3.2
	12	70	40.95	62.3	62.2	65.3	3.1
	13	70	43.7	62.4	62.6	65.5	2.9
	14	70	46.45	62.4	63.1	65.8	2.7
	15	70	49.2	62.4	63.6	66.0	2.4
	16	70	51.95	62.3	64.0	66.3	2.3
	17	70	54.7	62.3	64.5	66.5	2.0
	18	70	57.45	62.3	64.9	66.8	1.9
	19	70	60.2	62.2	65.2	66.9	1.7
	20	70	62.95	62.2	65.4	67.1	1.7
	21	70	65.7	62.1	65.6	67.2	1.6
	22	70	68.45	62.0	65.7	67.3	1.6
	23	70	71.2	62.0	65.9	67.4	1.5
PN33	1	70	10.7	64.6	64.2	67.4	3.2
	2	70	13.45	64.6	64.3	67.5	3.2
	3	70	16.2	64.6	64.4	67.5	3.1
	4	70	18.95	64.6	64.7	67.6	2.9
	5	70	21.7	64.6	65.0	67.8	2.8
	6	70	24.45	64.6	65.3	68.0	2.7
	7	70	27.2	64.7	65.3	68.0	2.7
	8	70	29.95	64.8	64.9	67.9	3.0
	9	70	32.7	64.9	64.7	67.8	3.1
	10	70	35.45	65.0	64.6	67.8	3.2
	11	70	38.2	65.1	64.8	67.9	3.1
	12	70	40.95	65.1	65.1	68.1	3.0
	13	70	43.7	65.1	65.6	68.4	2.8
	14	70	46.45	65.2	66.1	68.7	2.6
	15	70	49.2	65.1	66.6	68.9	2.3
	16	70	51.95	65.1	67.0	69.2	2.2
	17	70	54.7	65.1	67.3	69.4	2.1
	18	70	57.45	65.0	67.6	69.5	1.9
	19	70	60.2	65.0	67.8	69.6	1.8
	20	70	62.95	64.9	68.0	69.7	1.7
	21	70	65.7	64.9	68.1	69.8	1.7
	22	70	68.45	64.8	68.2	69.8	1.6
	23	70	71.2	64.7	68.3	69.9	1.6
	24	70	73.95	64.7	68.3	69.9	1.6
	25	70	76.7	64.6	68.4	69.9	1.5
	26	70	79.45	64.5	68.4	69.9	1.5
	27	70	82.2	64.4	68.4	69.9	1.5
	28	70	84.95	64.4	68.4	69.9	1.5
	29	70	87.7	64.3	68.4	69.9	1.5
	30	70	90.45	64.2	68.4	69.8	1.4
	31	70	93.2	64.1	68.4	69.8	1.4
	32	70	95.95	64.1	68.4	69.8	1.4
	33	70	98.7	64.0	68.4	69.8	1.4
	34	70	101.45	63.9	68.4	69.7	1.3
	35	70	104.2	63.8	68.4	69.7	1.3
	36	70	106.95	63.8	68.4	69.7	1.3
	37	70	109.7	63.7	68.4	69.6	1.2
	38	70	112.45	63.6	68.4	69.6	1.2
	39	70	115.2	63.5	68.4	69.6	1.2
	40	70	117.95	63.5	68.4	69.6	1.2

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN34	1	70	10.7	62.8	60.5	64.8	4.3
	2	70	13.45	62.8	60.5	64.8	4.3
	3	70	16.2	62.9	60.6	64.9	4.3
	4	70	18.95	62.9	60.6	64.9	4.3
	5	70	21.7	62.9	60.6	64.9	4.3
	6	70	24.45	62.9	60.7	65.0	4.3
	7	70	27.2	62.9	60.7	64.9	4.2
	8	70	29.95	62.9	60.6	64.9	4.3
	9	70	32.7	62.9	60.0	64.7	4.7
	10	70	35.45	62.8	59.4	64.5	5.1
	11	70	38.2	62.8	59.5	64.5	5.0
	12	70	40.95	62.8	59.9	64.6	4.7
	13	70	43.7	62.8	60.3	64.7	4.4
	14	70	46.45	62.7	60.8	64.9	4.1
	15	70	49.2	62.7	61.1	65.0	3.9
	16	70	51.95	62.7	61.6	65.2	3.6
	17	70	54.7	62.7	62.0	65.3	3.3
	18	70	57.45	62.7	62.3	65.5	3.2
	19	70	60.2	62.7	62.6	65.7	3.1
	20	70	62.95	62.7	62.9	65.8	2.9
	21	70	65.7	62.8	63.2	66.0	2.8
	22	70	68.45	62.9	63.3	66.1	2.8
	23	70	71.2	63.0	63.4	66.2	2.8
	24	70	73.95	63.2	63.5	66.4	2.9
	25	70	76.7	63.3	63.6	66.5	2.9
	26	70	79.45	63.5	63.7	66.6	2.9
	27	70	82.2	63.6	63.7	66.7	3.0
	28	70	84.95	63.8	63.8	66.8	3.0
	29	70	87.7	63.9	63.8	66.8	3.0
	30	70	90.45	63.9	63.8	66.9	3.1
	31	70	93.2	64.0	63.8	66.9	3.1
	32	70	95.95	64.0	63.8	66.9	3.1
	33	70	98.7	64.1	63.8	67.0	3.2
	34	70	101.45	64.1	63.8	67.0	3.2
	35	70	104.2	64.1	63.8	67.0	3.2
	36	70	106.95	64.1	63.8	67.0	3.2
	37	70	109.7	64.1	63.8	67.0	3.2
	38	70	112.45	64.1	63.8	67.0	3.2
	39	70	115.2	64.1	63.8	66.9	3.1
	40	70	117.95	64.1	63.8	66.9	3.1

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN35	1	70	10.7	61.0	59.4	63.3	3.9
	2	70	13.45	61.2	59.5	63.4	3.9
	3	70	16.2	61.3	59.5	63.5	4.0
	4	70	18.95	61.4	59.5	63.6	4.1
	5	70	21.7	61.4	59.5	63.6	4.1
	6	70	24.45	61.5	59.5	63.6	4.1
	7	70	27.2	61.5	59.3	63.5	4.2
	8	70	29.95	61.5	59.3	63.5	4.2
	9	70	32.7	61.5	59.4	63.6	4.2
	10	70	35.45	61.5	59.0	63.4	4.4
	11	70	38.2	61.4	58.7	63.3	4.6
	12	70	40.95	61.4	58.3	63.1	4.8
	13	70	43.7	61.4	58.2	63.1	4.9
	14	70	46.45	61.4	58.4	63.1	4.7
	15	70	49.2	61.4	58.7	63.3	4.6
	16	70	51.95	61.3	59.3	63.4	4.1
	17	70	54.7	61.4	59.8	63.7	3.9
	18	70	57.45	61.4	60.2	63.9	3.7
	19	70	60.2	61.4	60.7	64.1	3.4
	20	70	62.95	61.4	61.1	64.3	3.2
	21	70	65.7	61.5	61.5	64.5	3.0
	22	70	68.45	61.5	61.8	64.7	2.9
	23	70	71.2	61.6	62.1	64.9	2.8
	24	70	73.95	61.8	62.3	65.1	2.8
	25	70	76.7	61.9	62.5	65.2	2.7
	26	70	79.45	62.0	62.6	65.4	2.8
	27	70	82.2	62.2	62.8	65.5	2.7
	28	70	84.95	62.3	62.9	65.6	2.7
	29	70	87.7	62.4	62.9	65.7	2.8
	30	70	90.45	62.5	63.0	65.8	2.8
	31	70	93.2	62.6	63.0	65.9	2.9
	32	70	95.95	62.8	63.1	65.9	2.8
	33	70	98.7	62.9	63.1	66.0	2.9
	34	70	101.45	62.9	63.2	66.1	2.9
	35	70	104.2	63.0	63.2	66.1	2.9
	36	70	106.95	63.1	63.2	66.1	2.9
	37	70	109.7	63.2	63.2	66.2	3.0
	38	70	112.45	63.3	63.2	66.2	3.0
	39	70	115.2	63.3	63.2	66.3	3.1
	40	70	117.95	63.3	63.2	66.3	3.1

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN36	1	70	6.2	60.6	-	60.6	-
	5	70	18.2	61.6	-	61.6	-
	10	70	33.2	61.1	-	61.1	-
	13	70	42.2	60.9	-	60.9	-
PN37	1	70	6.2	54.5	40.1	54.7	14.6
	5	70	18.2	57.7	46.7	58.0	11.3
	10	70	33.2	59.7	49.7	60.1	10.4
	13	70	42.2	60.6	49.9	60.9	11.0
PN38	1	65	6.2	59.5	-	59.5	-
	5	65	18.2	61.7	-	61.7	-
	10	65	33.2	61.9	45.1	62.0	16.9
	13	65	42.2	61.7	47.5	61.9	14.4
PN39	1	70	9.2	67.5	49.2	67.5	-
	5	70	21.2	66.3	49.8	66.4	-
	10	70	36.2	64.7	50.7	64.8	-
	15	70	51.2	63.3	50.7	63.6	12.9
	20	70	66.2	62.4	51.3	62.7	11.4
	25	70	81.2	61.6	50.9	62.0	11.1
	30	70	96.2	61.0	51.5	61.4	9.9
PN40	1	70	9.2	69.0	55.6	69.2	13.6
	5	70	21.2	67.8	55.8	68.1	12.3
	10	70	36.2	66.1	55.9	66.5	10.6
	15	70	51.2	64.9	56.1	65.4	9.3
	20	70	66.2	63.9	57.4	64.8	7.4
	25	70	81.2	63.1	59.2	64.6	5.4
	30	70	96.2	62.6	60.5	64.7	4.2
PN41	1	70	9.2	60.5	54.1	61.4	7.3
	5	70	21.2	61.7	54.1	62.4	8.3
	10	70	36.2	63.6	55.1	64.1	9.0
	15	70	51.2	64.2	56.2	64.9	8.7
	20	70	66.2	64.7	56.6	65.3	8.7
	25	70	81.2	64.9	58.4	65.8	7.4
	30	70	96.2	64.9	60.0	66.1	6.1
PN42	1	70	9.2	68.2	-	68.2	-
	5	70	21.2	67.0	-	67.0	-
	10	70	36.2	65.0	-	65.0	-
	15	70	51.2	63.7	-	63.7	-
	20	70	66.2	62.7	-	62.7	-
	25	70	81.2	62.0	-	62.0	-
	30	70	96.2	61.3	-	61.3	-
PN43	1	70	9.2	59.1	-	59.1	-
	5	70	21.2	57.8	-	57.8	-
	10	70	36.2	56.0	-	56.0	-
	15	70	51.2	54.7	-	54.7	-
	20	70	66.2	53.8	-	53.8	-
	25	70	81.2	53.1	-	53.1	-
	30	70	96.2	52.5	-	52.5	-

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN44	1	70	9.2	65.6	63.3	67.6	4.3
	5	70	21.2	65.6	63.4	67.6	4.2
	10	70	36.2	65.8	63.5	67.8	4.3
	15	70	51.2	66.7	63.6	68.4	4.8
	20	70	66.2	67.3	63.7	68.9	5.2
	25	70	81.2	67.4	63.7	68.9	5.2
	30	70	96.2	67.3	63.7	68.9	5.2
PN45	1	70	9.2	57.9	-	57.9	-
	5	70	21.2	58.9	-	58.9	-
	10	70	36.2	58.7	-	58.8	-
	15	70	51.2	58.1	-	58.2	-
	20	70	66.2	57.6	46.0	57.9	11.9
	25	70	81.2	57.2	46.4	57.5	11.1
	30	70	96.2	56.8	46.4	57.2	10.8
PN46	1	70	9.2	68.4	-	68.4	-
	5	70	21.2	67.3	46.6	67.3	-
	10	70	36.2	65.5	47.2	65.6	-
	15	70	51.2	64.3	47.3	64.4	-
	20	70	66.2	63.4	46.3	63.5	-
	25	70	81.2	62.7	45.8	62.7	16.9
	30	70	96.2	62.0	47.2	62.2	15.0
PN47	1	70	9.2	62.2	-	62.2	-
	5	70	21.2	62.3	45.5	62.4	16.9
	10	70	36.2	65.4	61.6	66.9	5.3
	15	70	51.2	67.2	64.9	69.2	4.3
	20	70	66.2	67.7	64.9	69.6	4.7
	25	70	81.2	68.2	64.8	69.8	5.0
	30	70	96.2	68.1	64.8	69.8	5.0
PN48	1	70	9.2	63.9	-	63.9	-
	5	70	21.2	63.7	-	63.7	-
	10	70	36.2	62.9	-	62.9	-
	15	70	51.2	62.3	-	62.3	-
	20	70	66.2	61.8	-	61.8	-
	25	70	81.2	61.5	-	61.5	-
	30	70	96.2	61.2	-	61.3	-
PN49	1	70	9.2	63.4	43.4	63.5	20.1
	5	70	21.2	63.1	46.0	63.2	17.2
	10	70	36.2	62.5	48.1	62.7	14.6
	15	70	51.2	61.8	50.3	62.1	11.8
	20	70	66.2	61.3	52.3	61.8	9.5
	25	70	81.2	60.9	53.7	61.7	8.0
	30	70	96.2	60.6	54.3	61.5	7.2
PN50	1	70	9.2	65.8	47.2	65.8	-
	5	70	21.2	65.8	50.4	66.0	15.6
	10	70	36.2	66.8	59.2	67.5	8.3
	15	70	51.2	67.9	62.5	69.0	6.5
	20	70	66.2	68.7	62.9	69.7	6.8
	25	70	81.2	69.2	64.0	70.3	6.3
	30	70	96.2	69.2	64.5	70.4	5.9



**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN51	1	70	9.2	66.0	52.1	66.2	14.1
	5	70	21.2	67.6	55.8	67.9	12.1
	10	70	36.2	68.4	59.5	68.9	9.4
	15	70	51.2	68.8	61.9	69.6	7.7
PN52	1	70	9.2	65.9	55.1	66.3	11.2
	5	70	21.2	68.1	57.5	68.5	11.0
	10	70	36.2	69.5	61.9	70.2	8.3
	15	70	51.2	69.5	63.0	70.3	7.3
PN53	1	70	9.2	64.6	44.3	64.7	20.4
	5	70	21.2	64.8	47.6	64.9	17.3
	10	70	36.2	65.0	51.7	65.2	13.5
	15	70	51.2	64.8	56.2	65.3	9.1
	20	70	66.2	64.5	57.5	65.3	7.8
	25	70	81.2	64.2	57.8	65.1	7.3
	30	70	96.2	64.0	57.9	65.0	7.1
PN54	1	70	9.2	66.3	62.2	67.7	5.5
	5	70	21.2	66.6	62.3	67.9	5.6
	10	70	36.2	67.3	63.6	68.9	5.3
	15	70	51.2	67.6	64.7	69.4	4.7
	20	70	66.2	67.9	64.7	69.6	4.9
	25	70	81.2	67.9	64.7	69.6	4.9
	30	70	96.2	67.9	64.6	69.5	4.9
PN55	1	70	9.2	62.5	63.0	65.8	2.8
	5	70	21.2	62.0	63.1	65.6	2.5
	10	70	36.2	61.3	63.5	65.6	2.1
	15	70	51.2	60.7	64.4	65.9	1.5
	20	70	66.2	60.4	65.0	66.3	1.3
	25	70	81.2	60.5	65.8	66.9	1.1
	30	70	96.2	60.6	67.3	68.1	0.8
	34	70	108.2	60.8	68.1	68.8	0.7
PN56	1	70	9.2	57.0	44.3	57.3	13.0
	5	70	21.2	56.9	44.4	57.1	12.7
	10	70	36.2	56.4	45.0	56.7	11.7
	15	70	51.2	56.0	46.5	56.4	9.9
	20	70	66.2	55.7	50.4	56.8	6.4
	25	70	81.2	55.9	55.3	58.6	3.3
	30	70	96.2	56.3	61.4	62.6	1.2
	34	70	108.2	56.6	64.8	65.4	0.6
PN57	1	70	9.2	58.3	64.5	65.5	1.0
	5	70	21.2	58.0	64.5	65.4	0.9
	10	70	36.2	57.4	64.5	65.3	0.8
	15	70	51.2	56.8	64.5	65.1	0.6
	20	70	66.2	56.3	64.4	65.0	0.6
	25	70	81.2	56.0	64.5	65.1	0.6
	30	70	96.2	56.2	66.0	66.4	0.4
PN58	1	70	9.2	53.3	64.9	65.2	0.3
	5	70	21.2	53.2	64.9	65.2	0.3
	10	70	36.2	53.2	64.9	65.2	0.3
	15	70	51.2	53.2	64.9	65.2	0.3
	20	70	66.2	53.3	65.0	65.3	0.3
	25	70	81.2	53.6	65.8	66.1	0.3
PN59	1	70	9.2	51.3	62.1	62.4	0.3
	5	70	21.2	51.3	62.1	62.4	0.3
	10	70	36.2	51.4	62.2	62.5	0.3
	15	70	51.2	51.9	62.7	63.0	0.3
	20	70	66.2	53.8	63.5	64.0	0.5
	25	70	81.2	55.3	66.0	66.4	0.4
PN60	1	70	9.2	57.0	65.5	66.0	0.5
	5	70	21.2	57.0	66.0	66.5	0.5
	10	70	36.2	57.1	66.8	67.2	0.4
	15	70	51.2	57.9	68.7	69.0	0.3
	20	70	66.2	59.1	69.1	69.5	0.4
	25	70	81.2	59.8	69.2	69.7	0.5

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN61	1	70	9.2	63.3	63.9	66.6	2.7
	5	70	21.2	62.8	63.9	66.4	2.5
	10	70	36.2	61.8	63.8	65.9	2.1
	15	70	51.2	60.7	63.8	65.5	1.7
	20	70	66.2	59.8	63.8	65.3	1.5
	25	70	81.2	58.9	64.0	65.2	1.2
PN62	1	70	9	67.4	65.7	69.6	3.9
	5	70	21	66.6	65.7	69.2	3.5
	10	70	36	65.3	65.7	68.5	2.8
	15	70	51	64.1	65.9	68.1	2.2
	20	70	66	63.2	66.3	68.0	1.7
	25	70	81	62.4	66.6	68.0	1.4
PN63	1	70	9.2	53.4	-	53.4	-
	5	70	21.2	61.1	42.7	61.1	18.4
	10	70	36.2	64.1	42.8	64.1	21.3
	15	70	51.2	64.0	42.8	64.1	21.3
	19	70	63.2	63.8	42.9	63.8	20.9
PN64	1	70	9.2	63.2	-	63.2	-
	5	70	21.2	64.5	-	64.5	-
	10	70	36.2	68.4	-	68.4	-
	12	70	42.2	68.3	-	68.3	-
PN65	1	70	9.2	55.2	59.4	60.8	1.4
	5	70	21.2	55.2	61.0	62.0	1.0
	10	70	36.2	55.3	<b>72.4</b>	<b>72.5</b>	0.1
	15	70	51.2	55.4	<b>73.8</b>	<b>73.9</b>	0.1
	19	70	63.2	55.1	<b>73.2</b>	<b>73.3</b>	0.1
PN65a	1	70	9.2	-	64.6	64.6	0.0
	5	70	21.2	51.0	67.0	67.1	0.1
	10	70	36.2	55.6	68.4	68.6	0.2
	15	70	51.2	55.4	69.4	69.6	0.2
	19	70	63.2	55.3	70.0	70.2	0.2
PN66	1	70	9.2	-	47.8	47.8	0.0
	5	70	21.2	49.3	57.9	58.5	0.6
	10	70	36.2	53.8	<b>72.9</b>	<b>73.0</b>	0.1
	15	70	51.2	53.6	<b>74.0</b>	<b>74.1</b>	0.1
	20	70	66.2	53.4	<b>73.6</b>	<b>73.6</b>	0.0
	25	70	81.2	53.1	<b>73.0</b>	<b>73.0</b>	0.0
	30	70	96.2	52.9	<b>72.4</b>	<b>72.4</b>	0.0
	34	70	108.2	52.7	<b>71.9</b>	<b>72.0</b>	0.1
PN66a	1	70	9.2	49.9	63.2	63.4	0.2
	5	70	21.2	51.9	63.8	64.1	0.3
	10	70	36.2	54.2	65.6	65.9	0.3
	15	70	51.2	54.1	67.7	67.9	0.2
	20	70	66.2	54.1	68.6	68.8	0.2
	25	70	81.2	53.9	68.9	69.0	0.1
	30	70	96.2	53.7	68.7	68.9	0.2
	34	70	108.2	53.5	69.0	69.1	0.1
PN67	1	65	6.2	59.9	47.8	60.2	12.4
	5	65	18.2	59.7	47.7	60.0	12.3
	10	65	33.2	59.0	47.6	59.3	11.7
	13	65	42.2	58.6	47.5	58.9	11.4
PN68	1	65	6.2	57.4	56.2	59.8	3.6
	5	65	18.2	57.3	56.1	59.7	3.6
	10	65	33.2	56.8	56.1	59.5	3.4
	13	65	42.2	56.4	56.2	59.3	3.1
PN69	1	55	6.2	<b>60.3</b>	<b>80.5</b>	<b>80.5</b>	0.0
	5	55	18.2	<b>60.2</b>	<b>80.4</b>	<b>80.4</b>	0.0
	10	55	33.2	<b>60.1</b>	<b>80.0</b>	<b>80.0</b>	0.0
	15	55	48.2	<b>59.7</b>	<b>79.5</b>	<b>79.5</b>	0.0
	17	55	54.2	<b>59.6</b>	<b>79.3</b>	<b>79.3</b>	0.0

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN70	1	55	6.2	<b>77.1</b>	<b>57.7</b>	<b>77.2</b>	19.5
	5	55	18.2	<b>76.6</b>	<b>58.3</b>	<b>76.6</b>	18.3
	10	55	33.2	<b>75.4</b>	<b>61.3</b>	<b>75.5</b>	14.2
	15	55	48.2	<b>74.3</b>	<b>62.7</b>	<b>74.6</b>	11.9
	17	55	54.2	<b>73.9</b>	<b>62.9</b>	<b>74.2</b>	11.3
PN71	1	55	6.2	<b>73.4</b>	<b>78.1</b>	<b>79.4</b>	1.3
	5	55	18.2	<b>73.0</b>	<b>78.1</b>	<b>79.3</b>	1.2
	10	55	33.2	<b>72.1</b>	<b>77.9</b>	<b>78.9</b>	1.0
	15	55	48.2	<b>71.0</b>	<b>77.6</b>	<b>78.5</b>	0.9
	20	55	63.2	<b>70.1</b>	<b>77.1</b>	<b>77.9</b>	0.8
	25	55	78.2	<b>69.4</b>	<b>76.7</b>	<b>77.4</b>	0.7
	30	55	93.2	<b>68.7</b>	<b>76.2</b>	<b>76.9</b>	0.7
	31	55	96.2	<b>68.6</b>	<b>76.1</b>	<b>76.8</b>	0.7
PN72	1	55	6.2	<b>70.2</b>	<b>73.9</b>	<b>75.4</b>	1.5
	5	55	18.2	<b>69.9</b>	<b>74.0</b>	<b>75.4</b>	1.4
	10	55	33.2	<b>69.2</b>	<b>74.2</b>	<b>75.4</b>	1.2
	15	55	48.2	<b>68.5</b>	<b>74.2</b>	<b>75.2</b>	1.0
	20	55	63.2	<b>67.8</b>	<b>73.9</b>	<b>74.8</b>	0.9
	25	55	78.2	<b>67.1</b>	<b>73.6</b>	<b>74.5</b>	0.9
	30	55	93.2	<b>66.5</b>	<b>73.3</b>	<b>74.1</b>	0.8
	31	55	96.2	<b>66.4</b>	<b>73.2</b>	<b>74.1</b>	0.9
PN73	1	55	6.2	<b>77.4</b>	<b>67.8</b>	<b>77.9</b>	10.1
	5	55	18.2	<b>76.9</b>	<b>67.9</b>	<b>77.4</b>	9.5
	10	55	33.2	<b>75.8</b>	<b>68.1</b>	<b>76.5</b>	8.4
	15	55	48.2	<b>74.8</b>	<b>68.3</b>	<b>75.7</b>	7.4
	20	55	63.2	<b>73.9</b>	<b>68.4</b>	<b>75.0</b>	6.6
	25	55	78.2	<b>73.1</b>	<b>68.4</b>	<b>74.4</b>	6.0
	30	55	93.2	<b>72.5</b>	<b>68.5</b>	<b>73.9</b>	5.4
	35	55	108.2	<b>71.9</b>	<b>69.1</b>	<b>73.7</b>	4.6
	40	55	123.2	<b>71.4</b>	<b>70.2</b>	<b>73.8</b>	3.6
	45	55	138.2	<b>70.9</b>	<b>70.7</b>	<b>73.8</b>	3.1
PN74	1	55	6.2	<b>70.0</b>	<b>73.7</b>	<b>75.2</b>	1.5
	5	55	18.2	<b>69.9</b>	<b>73.8</b>	<b>75.3</b>	1.5
	10	55	33.2	<b>69.6</b>	<b>74.7</b>	<b>75.9</b>	1.2
	11	55	36.2	<b>69.5</b>	<b>74.8</b>	<b>76.0</b>	1.2
PN75	1	55	9.2	49.2	44.8	50.5	5.7
	5	55	21.2	49.1	44.8	50.5	5.7
	10	55	36.2	52.0	52.5	55.3	2.8
	15	55	51.2	<b>71.5</b>	<b>72.4</b>	<b>75.0</b>	2.6
	20	55	66.2	<b>71.0</b>	<b>72.4</b>	<b>74.8</b>	2.4
	25	55	81.2	<b>70.5</b>	<b>72.4</b>	<b>74.5</b>	2.1
	30	55	96.2	<b>70.0</b>	<b>72.3</b>	<b>74.3</b>	2.0
	35	55	111.2	<b>69.5</b>	<b>72.2</b>	<b>74.1</b>	1.9
	40	55	126.2	<b>69.1</b>	<b>72.1</b>	<b>73.9</b>	1.8
	45	55	141.2	<b>68.7</b>	<b>72.0</b>	<b>73.7</b>	1.7
	50	55	156.2	<b>68.3</b>	<b>72.0</b>	<b>73.5</b>	1.5
	55	55	171.2	<b>67.9</b>	<b>71.9</b>	<b>73.4</b>	1.5
PN76	1	55	6.2	<b>82.1</b>	<b>71.3</b>	<b>82.5</b>	11.2
	5	55	18.2	<b>82.0</b>	<b>71.6</b>	<b>82.3</b>	10.7
	10	55	33.2	<b>81.5</b>	<b>71.7</b>	<b>81.9</b>	10.2
	13	55	42.2	<b>81.1</b>	<b>71.8</b>	<b>81.6</b>	9.8
PN77	1	55	6.2	<b>83.1</b>	<b>71.1</b>	<b>83.3</b>	12.2
	5	55	18.2	<b>82.9</b>	<b>71.6</b>	<b>83.2</b>	11.6
	10	55	33.2	<b>82.3</b>	<b>71.9</b>	<b>82.7</b>	10.8
	13	55	42.2	<b>81.9</b>	<b>72.0</b>	<b>82.3</b>	10.3

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN78	1	55	6.2	<b>82.3</b>	<b>70.4</b>	<b>82.6</b>	12.2
	5	55	18.2	<b>82.1</b>	<b>71.0</b>	<b>82.4</b>	11.4
	10	55	33.2	<b>81.6</b>	<b>71.3</b>	<b>82.0</b>	10.7
	13	55	42.2	<b>81.2</b>	<b>71.4</b>	<b>81.7</b>	10.3
PN79	1	55	6.2	<b>82.3</b>	<b>70.6</b>	<b>82.6</b>	12.0
	5	55	18.2	<b>82.0</b>	<b>71.0</b>	<b>82.3</b>	11.3
	10	55	33.2	<b>81.2</b>	<b>71.2</b>	<b>81.6</b>	10.4
	13	55	42.2	<b>80.7</b>	<b>71.3</b>	<b>81.2</b>	9.9
PN80	1	55	6.2	<b>79.9</b>	<b>71.8</b>	<b>80.6</b>	8.8
	5	55	18.2	<b>79.8</b>	<b>71.9</b>	<b>80.5</b>	8.6
	10	55	33.2	<b>79.5</b>	<b>72.0</b>	<b>80.2</b>	8.2
	15	55	48.2	<b>79.0</b>	<b>72.0</b>	<b>79.8</b>	7.8
	18	55	57.2	<b>78.7</b>	<b>72.0</b>	<b>79.5</b>	7.5
PN80A	1	70	6.2	67.6	-	67.6	-
	5	70	18.2	67.3	-	67.3	-
	10	70	33.2	66.9	-	66.9	-
	15	70	48.2	66.5	-	66.5	-
	18	70	57.2	66.4	-	66.4	-
PN81	1	55	6.2	<b>78.6</b>	<b>74.5</b>	<b>80.0</b>	5.5
	5	55	18.2	<b>78.2</b>	<b>74.6</b>	<b>79.8</b>	5.2
	10	55	33.2	<b>77.6</b>	<b>74.5</b>	<b>79.3</b>	4.8
	15	55	48.2	<b>76.8</b>	<b>74.5</b>	<b>78.8</b>	4.3
	18	55	57.2	<b>76.4</b>	<b>74.4</b>	<b>78.5</b>	4.1
PN82	1	55	6.2	<b>75.8</b>	<b>70.3</b>	<b>76.9</b>	6.6
	5	55	18.2	<b>75.4</b>	<b>70.3</b>	<b>76.5</b>	6.2
	10	55	33.2	<b>74.4</b>	<b>70.3</b>	<b>75.8</b>	5.5
	15	55	48.2	<b>73.4</b>	<b>70.2</b>	<b>75.1</b>	4.9
	18	55	57.2	<b>72.8</b>	<b>70.1</b>	<b>74.7</b>	4.6
PN83	1	55	6.2	<b>75.4</b>	<b>72.3</b>	<b>77.1</b>	4.8
	5	55	18.2	<b>75.1</b>	<b>72.3</b>	<b>77.0</b>	4.7
	10	55	33.2	<b>74.5</b>	<b>72.2</b>	<b>76.5</b>	4.3
	15	55	48.2	<b>73.7</b>	<b>72.2</b>	<b>76.0</b>	3.8
	18	55	57.2	<b>73.3</b>	<b>72.1</b>	<b>75.7</b>	3.6
PN84	1	55	6.2	<b>73.3</b>	<b>73.2</b>	<b>76.3</b>	3.1
	5	55	18.2	<b>73.1</b>	<b>73.3</b>	<b>76.2</b>	2.9
	10	55	33.2	<b>72.5</b>	<b>73.2</b>	<b>75.9</b>	2.7
	15	55	48.2	<b>71.8</b>	<b>73.2</b>	<b>75.6</b>	2.4
	18	55	57.2	<b>71.4</b>	<b>73.1</b>	<b>75.3</b>	2.2
PN84A	1	70	6.2	69.2	-	69.2	-
	5	70	18.2	69.2	-	69.2	-
	10	70	33.2	69.1	-	69.1	-
	15	70	48.2	68.9	-	68.9	-
	18	70	57.2	68.7	-	68.7	-
PN85	1	55	6.2	<b>73.4</b>	<b>77.6</b>	<b>79.0</b>	1.4
	5	55	18.2	<b>73.1</b>	<b>77.6</b>	<b>78.9</b>	1.3
	10	55	33.2	<b>72.2</b>	<b>77.1</b>	<b>78.4</b>	1.3
	15	55	48.2	<b>71.3</b>	<b>76.6</b>	<b>77.7</b>	1.1
	18	55	57.2	<b>70.8</b>	<b>76.3</b>	<b>77.4</b>	1.1
PN86	1	55	6.2	<b>75.1</b>	-	<b>75.1</b>	-
	5	55	18.2	<b>74.4</b>	-	<b>74.4</b>	-
	10	55	33.2	<b>72.9</b>	-	<b>72.9</b>	-
	15	55	48.2	<b>71.6</b>	-	<b>71.6</b>	-
	18	55	57.2	<b>71.0</b>	-	<b>71.0</b>	-
PN87A	1	55	6.2	<b>72.3</b>	<b>65.0</b>	<b>73.0</b>	8.0
	5	55	18.2	<b>71.6</b>	<b>66.0</b>	<b>72.7</b>	6.7
	10	55	33.2	<b>70.3</b>	<b>66.8</b>	<b>71.9</b>	5.1
	15	55	48.2	<b>69.0</b>	<b>67.5</b>	<b>71.4</b>	3.9
	20	55	63.2	<b>68.0</b>	<b>67.8</b>	<b>70.9</b>	3.1
	25	55	78.2	<b>67.2</b>	<b>68.2</b>	<b>70.8</b>	2.6
	30	55	93.2	<b>66.5</b>	<b>68.9</b>	<b>70.9</b>	2.0
	31	55	96.2	<b>66.3</b>	<b>69.1</b>	<b>70.9</b>	1.8

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN87B	1	55	6.2	<b>67.8</b>	-	<b>67.8</b>	-
	5	55	18.2	<b>67.6</b>	-	<b>67.6</b>	-
	10	55	33.2	<b>66.9</b>	-	<b>66.9</b>	-
	15	55	48.2	<b>66.2</b>	-	<b>66.2</b>	-
	20	55	63.2	<b>65.4</b>	-	<b>65.4</b>	-
	25	55	78.2	<b>64.8</b>	-	<b>64.8</b>	-
	30	55	93.2	<b>64.2</b>	-	<b>64.2</b>	-
	31	55	96.2	<b>64.1</b>	-	<b>64.1</b>	-
PN88	1	55	6.2	<b>68.2</b>	<b>69.8</b>	<b>72.1</b>	2.3
	5	55	18.2	<b>68.4</b>	<b>75.7</b>	<b>76.5</b>	0.8
	10	55	33.2	<b>67.8</b>	<b>77.9</b>	<b>78.3</b>	0.4
	15	55	48.2	<b>67.0</b>	<b>77.6</b>	<b>78.0</b>	0.4
	20	55	63.2	<b>66.7</b>	<b>77.3</b>	<b>77.7</b>	0.4
	25	55	78.2	<b>66.1</b>	<b>77.0</b>	<b>77.3</b>	0.3
	30	55	93.2	<b>65.6</b>	<b>76.7</b>	<b>77.0</b>	0.3
	31	55	96.2	<b>65.5</b>	<b>76.6</b>	<b>76.9</b>	0.3
PN89	1	55	6.2	<b>58.2</b>	<b>73.3</b>	<b>73.5</b>	0.2
	5	55	18.2	<b>58.0</b>	<b>78.3</b>	<b>78.4</b>	0.1
	10	55	33.2	<b>57.3</b>	<b>81.1</b>	<b>81.2</b>	0.1
	15	55	48.2	<b>56.5</b>	<b>80.3</b>	<b>80.4</b>	0.1
	20	55	63.2	<b>55.7</b>	<b>79.6</b>	<b>79.6</b>	0.0
	25	55	78.2	55.0	<b>78.9</b>	<b>78.9</b>	0.0
	30	55	93.2	54.3	<b>78.3</b>	<b>78.3</b>	0.0
	31	55	96.2	54.2	<b>78.2</b>	<b>78.2</b>	0.0
PN90	1	55	6.2	<b>73.1</b>	<b>71.7</b>	<b>75.4</b>	3.7
	5	55	18.2	<b>72.2</b>	<b>73.0</b>	<b>75.6</b>	2.6
	10	55	33.2	<b>70.6</b>	<b>74.3</b>	<b>75.8</b>	1.5
	15	55	48.2	<b>69.3</b>	<b>74.6</b>	<b>75.7</b>	1.1
	20	55	63.2	<b>68.3</b>	<b>74.8</b>	<b>75.7</b>	0.9
	25	55	78.2	<b>67.4</b>	<b>74.8</b>	<b>75.6</b>	0.8
	30	55	93.2	<b>66.8</b>	<b>74.8</b>	<b>75.5</b>	0.7
	31	55	96.2	<b>66.7</b>	<b>74.8</b>	<b>75.5</b>	0.7
PN91A	1	55	6.2	<b>68.6</b>	<b>69.1</b>	<b>71.9</b>	2.8
	5	55	18.2	<b>67.5</b>	<b>72.6</b>	<b>73.8</b>	1.2
	10	55	33.2	<b>65.4</b>	<b>76.1</b>	<b>76.5</b>	0.4
	15	55	48.2	<b>63.9</b>	<b>75.9</b>	<b>76.1</b>	0.2
	20	55	63.2	<b>62.7</b>	<b>75.4</b>	<b>75.6</b>	0.2
	25	55	78.2	<b>61.8</b>	<b>74.9</b>	<b>75.1</b>	0.2
	30	55	93.2	<b>61.0</b>	<b>74.4</b>	<b>74.6</b>	0.2
	31	55	96.2	<b>60.9</b>	<b>74.3</b>	<b>74.5</b>	0.2
PN91B	1	55	6.2	52.8	<b>73.8</b>	<b>73.9</b>	0.1
	5	55	18.2	52.6	<b>80.7</b>	<b>80.7</b>	0.0
	10	55	33.2	51.9	<b>82.7</b>	<b>82.7</b>	0.0
	15	55	48.2	51.2	<b>81.3</b>	<b>81.3</b>	0.0
	20	55	63.2	50.4	<b>80.2</b>	<b>80.2</b>	0.0
	25	55	78.2	49.7	<b>79.3</b>	<b>79.3</b>	0.0
	30	55	93.2	49.1	<b>78.6</b>	<b>78.6</b>	0.0
	31	55	96.2	49.0	<b>78.5</b>	<b>78.5</b>	0.0
PN92	1	55	6.2	<b>69.9</b>	<b>58.6</b>	<b>70.2</b>	11.6
	5	55	18.2	<b>68.8</b>	<b>60.3</b>	<b>69.4</b>	9.1
	10	55	33.2	<b>66.9</b>	<b>62.5</b>	<b>68.2</b>	5.7
	15	55	48.2	<b>65.5</b>	<b>63.7</b>	<b>67.7</b>	4.0
	20	55	63.2	<b>64.5</b>	<b>64.2</b>	<b>67.3</b>	3.1
	25	55	78.2	<b>63.6</b>	<b>64.1</b>	<b>66.9</b>	2.8
	30	55	93.2	<b>63.0</b>	<b>64.0</b>	<b>66.5</b>	2.5
	31	55	96.2	<b>62.9</b>	<b>64.0</b>	<b>66.5</b>	2.5
PN93	1	70	9.2	58.1	<b>78.7</b>	<b>78.7</b>	0.0
	5	70	21.2	58.6	<b>76.0</b>	<b>76.1</b>	0.1
	10	70	36.2	59.2	<b>73.7</b>	<b>73.9</b>	0.2
	15	70	51.2	59.1	<b>72.3</b>	<b>72.5</b>	0.2
	20	70	66.2	59.0	<b>71.2</b>	<b>71.4</b>	0.2
	25	70	81.2	58.9	70.3	<b>70.6</b>	0.3
	30	70	96.2	58.8	69.6	69.9	0.3
	31	70	99.2	58.8	69.5	69.8	0.3

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN94	1	70	9.2	60.6	<b>79.2</b>	<b>79.3</b>	0.1
	5	70	21.2	60.8	<b>76.5</b>	<b>76.6</b>	0.1
	10	70	36.2	60.7	<b>74.0</b>	<b>74.2</b>	0.2
	15	70	51.2	60.6	<b>72.3</b>	<b>72.6</b>	0.3
	20	70	66.2	60.4	<b>71.1</b>	<b>71.5</b>	0.4
	25	70	81.2	60.2	70.2	<b>70.6</b>	0.4
	30	70	96.2	60.0	69.4	69.9	0.5
	31	70	99.2	60.0	69.3	69.8	0.5
PN95	1	70	9.2	67.2	<b>78.5</b>	<b>78.8</b>	0.3
	5	70	21.2	66.6	<b>76.0</b>	<b>76.5</b>	0.5
	10	70	36.2	65.6	<b>73.8</b>	<b>74.4</b>	0.6
	15	70	51.2	64.7	<b>72.4</b>	<b>73.0</b>	0.6
	20	70	66.2	64.0	<b>71.2</b>	<b>72.0</b>	0.8
	25	70	81.2	63.4	70.3	<b>71.1</b>	0.8
	30	70	96.2	62.9	69.6	70.4	0.8
	31	70	99.2	62.8	69.5	70.3	0.8
PN96	1	55	6.2	<b>68.4</b>	<b>77.6</b>	<b>78.1</b>	0.5
	5	55	18.2	<b>68.3</b>	<b>77.5</b>	<b>78.0</b>	0.5
	10	55	33.2	<b>67.9</b>	<b>77.4</b>	<b>77.8</b>	0.4
	15	55	48.2	<b>67.3</b>	<b>77.2</b>	<b>77.6</b>	0.4
	20	55	63.2	<b>66.7</b>	<b>76.9</b>	<b>77.3</b>	0.4
	21	55	66.2	<b>66.6</b>	<b>76.8</b>	<b>77.2</b>	0.4
PN97	1	55	6.2	<b>69.5</b>	<b>78.4</b>	<b>78.9</b>	0.5
	5	55	18.2	<b>69.3</b>	<b>78.4</b>	<b>78.9</b>	0.5
	10	55	33.2	<b>68.6</b>	<b>78.2</b>	<b>78.7</b>	0.5
	15	55	48.2	<b>67.8</b>	<b>77.9</b>	<b>78.3</b>	0.4
	20	55	63.2	<b>67.0</b>	<b>77.6</b>	<b>77.9</b>	0.3
	21	55	66.2	<b>66.8</b>	<b>77.5</b>	<b>77.9</b>	0.4
PN98	1	55	6.2	<b>70.7</b>	<b>79.1</b>	<b>79.7</b>	0.6
	5	55	18.2	<b>70.4</b>	<b>79.0</b>	<b>79.6</b>	0.6
	10	55	33.2	<b>69.4</b>	<b>78.8</b>	<b>79.3</b>	0.5
	15	55	48.2	<b>68.3</b>	<b>78.4</b>	<b>78.8</b>	0.4
	20	55	63.2	<b>67.3</b>	<b>78.0</b>	<b>78.4</b>	0.4
	21	55	66.2	<b>67.2</b>	<b>77.9</b>	<b>78.3</b>	0.4
PN99	1	55	6.2	<b>70.9</b>	<b>79.3</b>	<b>79.9</b>	0.6
	5	55	18.2	<b>70.5</b>	<b>79.3</b>	<b>79.8</b>	0.5
	10	55	33.2	<b>69.5</b>	<b>79.1</b>	<b>79.5</b>	0.4
	15	55	48.2	<b>68.4</b>	<b>78.7</b>	<b>79.1</b>	0.4
	18	55	57.2	<b>67.9</b>	<b>78.4</b>	<b>78.8</b>	0.4
PN100	1	55	6.2	<b>69.1</b>	<b>78.3</b>	<b>78.8</b>	0.5
	5	55	18.2	<b>69.0</b>	<b>78.3</b>	<b>78.7</b>	0.4
	10	55	33.2	<b>68.5</b>	<b>78.1</b>	<b>78.6</b>	0.5
	15	55	48.2	<b>67.8</b>	<b>77.9</b>	<b>78.3</b>	0.4
	18	55	57.2	<b>67.4</b>	<b>77.8</b>	<b>78.2</b>	0.4
PN101	1	55	6.2	<b>61.5</b>	<b>70.8</b>	<b>71.3</b>	0.5
	5	55	18.2	<b>61.6</b>	<b>71.3</b>	<b>71.7</b>	0.4
	10	55	33.2	<b>62.2</b>	<b>72.1</b>	<b>72.5</b>	0.4
	15	55	48.2	<b>63.6</b>	<b>72.7</b>	<b>73.2</b>	0.5
	18	55	57.2	<b>63.7</b>	<b>73.5</b>	<b>73.9</b>	0.4
PN102	1	55	6.2	<b>67.2</b>	-	<b>67.2</b>	-
	5	55	18.2	<b>66.3</b>	-	<b>66.3</b>	-
	10	55	33.2	<b>64.6</b>	-	<b>64.6</b>	-
	13	55	42.2	<b>63.6</b>	-	<b>63.6</b>	-
PN103	1	55	6.2	<b>67.4</b>	-	<b>67.4</b>	-
	5	55	18.2	<b>66.5</b>	-	<b>66.5</b>	-
	10	55	33.2	<b>64.7</b>	-	<b>64.7</b>	-
	13	55	42.2	<b>63.7</b>	-	<b>63.7</b>	-
PN104	1	55	6.2	<b>67.4</b>	-	<b>67.4</b>	-
	5	55	18.2	<b>66.5</b>	-	<b>66.5</b>	-
	10	55	33.2	<b>64.6</b>	-	<b>64.6</b>	-
	15	55	48.2	<b>63.1</b>	-	<b>63.1</b>	-
	16	55	51.2	<b>62.9</b>	-	<b>62.9</b>	-
PN105	1	55	6.2	<b>68.5</b>	-	<b>68.5</b>	-
	5	55	18.2	<b>67.1</b>	-	<b>67.1</b>	-
	10	55	33.2	<b>64.9</b>	-	<b>64.9</b>	-
	13	55	42.2	<b>63.9</b>	-	<b>63.9</b>	-

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN106	1	55	6.2	<b>68.6</b>	-	<b>68.6</b>	-
	5	55	18.2	<b>67.2</b>	-	<b>67.2</b>	-
	10	55	33.2	<b>65.0</b>	-	<b>65.0</b>	-
	13	55	42.2	<b>63.9</b>	-	<b>63.9</b>	-
PN107	1	55	6.2	<b>63.9</b>	-	<b>63.9</b>	-
	5	55	18.2	<b>63.5</b>	-	<b>63.5</b>	-
	10	55	33.2	<b>62.6</b>	-	<b>62.6</b>	-
	13	55	42.2	<b>61.9</b>	-	<b>61.9</b>	-
PN108	1	55	8	<b>66.9</b>	-	<b>66.9</b>	-
	5	55	20	<b>66.7</b>	40.3	<b>66.7</b>	26.4
	10	55	35	<b>66.2</b>	40.6	<b>66.2</b>	25.6
	15	55	50	<b>65.4</b>	40.6	<b>65.5</b>	24.9
	20	55	65	<b>64.7</b>	40.5	<b>64.7</b>	24.2
	25	55	80	<b>64.0</b>	40.5	<b>64.0</b>	23.5
	29	55	92	<b>63.6</b>	40.4	<b>63.6</b>	23.2
PN109	1	70	12	50.3	<b>77.0</b>	<b>77.0</b>	0.0
	5	70	24	51.5	<b>75.8</b>	<b>75.8</b>	0.0
	10	70	39	52.6	<b>74.3</b>	<b>74.3</b>	0.0
	15	70	54	53.5	<b>73.1</b>	<b>73.1</b>	0.0
	20	70	69	53.7	<b>72.1</b>	<b>72.2</b>	0.1
	25	70	84	53.8	<b>71.4</b>	<b>71.4</b>	0.0
	30	70	99	53.7	<b>70.7</b>	<b>70.8</b>	0.1
	35	70	114	53.6	70.1	70.2	0.1
	40	70	129	53.5	69.6	69.7	0.1
	45	70	144	53.4	69.2	69.3	0.1
PN110	50	70	159	53.3	68.9	69.0	0.1
	1	70	12.2	62.8	59.2	64.4	5.2
	2	70	15	63.6	59.7	65.1	5.4
	3	70	17.8	64.1	59.9	65.5	5.6
	4	70	20.6	64.5	59.9	65.8	5.9
	5	70	23.4	64.6	59.9	65.9	6.0
	6	70	26.2	64.7	59.9	66.0	6.1
	7	70	29	64.8	59.8	66.0	6.2
	8	70	31.8	64.8	59.8	66.0	6.2
	9	70	34.6	64.8	59.7	66.0	6.3
	10	70	37.4	64.7	59.7	65.9	6.2
	11	70	40.2	64.7	59.6	65.9	6.3
	12	70	43	64.7	59.6	65.8	6.2
	13	70	45.8	64.6	59.5	65.8	6.3
	14	70	48.6	64.5	59.5	65.7	6.2
	15	70	51.4	64.5	59.5	65.7	6.2
	16	70	54.2	64.4	59.4	65.6	6.2
	17	70	57	64.3	59.4	65.5	6.1
	18	70	59.8	64.3	59.3	65.5	6.2
	19	70	62.6	64.2	59.3	65.4	6.1
	20	70	65.4	64.1	59.3	65.4	6.1
	21	70	68.2	64.1	59.2	65.3	6.1
	22	70	71	64.0	59.2	65.2	6.0
	23	70	73.8	63.9	59.1	65.2	6.1
	24	70	76.6	63.9	59.1	65.1	6.0
	25	70	79.4	63.8	59.1	65.1	6.0
	26	70	82.2	63.8	59.0	65.0	6.0
	27	70	85	63.7	59.0	65.0	6.0
	28	70	87.8	63.7	58.9	64.9	6.0
	29	70	90.6	63.6	58.9	64.9	6.0
	30	70	93.4	63.6	58.9	64.9	6.0
	31	70	96.2	63.6	58.9	64.8	5.9

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: Without Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN111	1	70	12.2	59.2	66.2	67.0	0.8
	2	70	15	60.1	66.4	67.3	0.9
	3	70	17.8	61.1	66.5	67.6	1.1
	4	70	20.6	62.3	66.5	67.9	1.4
	5	70	23.4	63.6	66.5	68.3	1.8
	6	70	26.2	64.8	66.5	68.8	2.3
	7	70	29	66.0	66.5	69.3	2.8
	8	70	31.8	66.7	66.5	69.6	3.1
	9	70	34.6	67.1	66.5	69.8	3.3
	10	70	37.4	67.2	66.5	69.9	3.4
	11	70	40.2	67.2	66.5	69.9	3.4
	12	70	43	67.2	66.5	69.8	3.3
	13	70	45.8	67.1	66.4	69.8	3.4
	14	70	48.6	67.0	66.4	69.7	3.3
	15	70	51.4	66.8	66.4	69.6	3.2
	16	70	54.2	66.7	66.3	69.5	3.2
	17	70	57	66.6	66.3	69.5	3.2
	18	70	59.8	66.5	66.2	69.4	3.2
	19	70	62.6	66.4	66.2	69.3	3.1
	20	70	65.4	66.2	66.1	69.2	3.1
	21	70	68.2	66.1	66.1	69.1	3.0
	22	70	71	66.0	66.0	69.0	3.0
	23	70	73.8	65.9	66.0	69.0	3.0
	24	70	76.6	65.8	65.9	68.9	3.0
	25	70	79.4	65.7	65.9	68.8	2.9
	26	70	82.2	65.6	65.8	68.7	2.9
	27	70	85	65.5	65.7	68.6	2.9
	28	70	87.8	65.4	65.7	68.6	2.9
	29	70	90.6	65.3	65.6	68.5	2.9
	30	70	93.4	65.2	65.6	68.4	2.8
	31	70	96.2	65.1	65.5	68.3	2.8
PN112	1	70	12.2	53.5	63.3	63.8	0.5
	2	70	15	54.2	63.9	64.3	0.4
	3	70	17.8	54.8	64.1	64.6	0.5
	4	70	20.6	55.6	64.2	64.8	0.6
	5	70	23.4	56.3	64.2	64.9	0.7
	6	70	26.2	57.1	64.2	65.0	0.8
	7	70	29	58.0	64.2	65.1	0.9
	8	70	31.8	58.7	64.2	65.3	1.1
	9	70	34.6	59.4	64.2	65.5	1.3
	10	70	37.4	60.2	64.3	65.7	1.4
	11	70	40.2	60.7	64.3	65.9	1.6
	12	70	43	61.3	64.3	66.1	1.8
	13	70	45.8	61.8	64.4	66.3	1.9
	14	70	48.6	62.3	64.4	66.5	2.1
	15	70	51.4	62.7	64.4	66.6	2.2
	16	70	54.2	63.0	64.4	66.8	2.4
	17	70	57	63.3	64.4	66.9	2.5
	18	70	59.8	63.6	64.3	67.0	2.7
	19	70	62.6	63.8	64.3	67.1	2.8
	20	70	65.4	64.1	64.3	67.2	2.9
	21	70	68.2	64.3	64.2	67.3	3.1
	22	70	71	64.5	64.2	67.4	3.2
	23	70	73.8	64.7	64.2	67.4	3.2
	24	70	76.6	64.9	64.1	67.5	3.4
	25	70	79.4	65.0	64.1	67.6	3.5
	26	70	82.2	65.1	64.1	67.6	3.5
	27	70	85	65.2	64.0	67.7	3.7
	28	70	87.8	65.3	64.0	67.7	3.7
	29	70	90.6	65.3	63.9	67.7	3.8
	30	70	93.4	65.4	63.9	67.7	3.8
	31	70	96.2	65.4	63.8	67.7	3.9



**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN2	1	70	11.75	64.8	62.2	66.7	4.5
	2	70	14.45	64.8	62.5	66.8	4.3
	3	70	17.15	64.8	62.7	66.9	4.2
	4	70	19.85	64.8	62.9	66.9	4.0
	5	70	22.55	64.7	63.0	67.0	4.0
	6	70	25.25	64.7	63.1	67.0	3.9
	7	70	27.95	64.7	63.1	67.0	3.9
	8	70	30.65	64.6	63.2	67.0	3.8
	9	70	33.35	64.6	63.2	67.0	3.8
	10	70	36.05	64.6	63.2	67.0	3.8
	11	70	38.75	64.6	63.2	67.0	3.8
	12	70	41.45	64.5	63.2	66.9	3.7
	13	70	44.15	64.5	63.2	66.9	3.7
	14	70	46.85	64.5	63.2	66.9	3.7
	15	70	49.55	64.4	63.2	66.9	3.7
	16	70	52.25	64.4	63.2	66.9	3.7
	17	70	54.95	64.4	63.2	66.8	3.6
	18	70	57.65	64.3	63.2	66.8	3.6
	19	70	60.35	64.3	63.2	66.8	3.6
	20	70	63.05	64.2	63.2	66.7	3.5
	21	70	65.75	64.2	63.2	66.7	3.5
	22	70	68.45	64.1	63.2	66.7	3.5
	23	70	71.15	64.1	63.2	66.7	3.5
	24	70	73.85	64.1	63.1	66.6	3.5
	25	70	76.55	64.0	63.1	66.6	3.5
	26	70	79.25	64.0	63.1	66.6	3.5
	27	70	81.95	63.9	63.1	66.5	3.4
	28	70	84.65	63.9	63.1	66.5	3.4
	29	70	87.35	63.8	63.1	66.5	3.4
	30	70	90.05	63.8	63.1	66.4	3.3
	31	70	92.75	63.7	63.1	66.4	3.3
	32	70	95.45	63.7	63.1	66.4	3.3
	33	70	98.15	63.6	63.1	66.4	3.3
	34	70	100.85	63.6	63.1	66.3	3.2

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN3	1	70	11.75	62.0	62.6	65.3	2.7
	2	70	14.45	62.0	62.6	65.3	2.7
	3	70	17.15	62.0	62.6	65.3	2.7
	4	70	19.85	62.0	62.7	65.4	2.7
	5	70	22.55	61.9	62.7	65.3	2.6
	6	70	25.25	61.9	62.7	65.3	2.6
	7	70	27.95	61.9	62.8	65.3	2.5
	8	70	30.65	61.8	62.8	65.4	2.6
	9	70	33.35	61.8	62.8	65.3	2.5
	10	70	36.05	61.8	62.8	65.3	2.5
	11	70	38.75	61.7	62.9	65.3	2.4
	12	70	41.45	61.7	62.9	65.3	2.4
	13	70	44.15	61.6	62.9	65.3	2.4
	14	70	46.85	61.6	62.9	65.3	2.4
	15	70	49.55	61.5	62.9	65.3	2.4
	16	70	52.25	61.5	62.9	65.3	2.4
	17	70	54.95	61.4	62.9	65.2	2.3
	18	70	57.65	61.4	62.9	65.2	2.3
	19	70	60.35	61.3	62.9	65.2	2.3
	20	70	63.05	61.3	62.9	65.1	2.2
	21	70	65.75	61.2	62.9	65.1	2.2
	22	70	68.45	61.2	62.8	65.1	2.3
	23	70	71.15	61.1	62.8	65.0	2.2
	24	70	73.85	61.0	62.8	65.0	2.2
	25	70	76.55	61.0	62.7	65.0	2.3
	26	70	79.25	60.9	62.7	64.9	2.2
	27	70	81.95	60.9	62.7	64.9	2.2
	28	70	84.65	60.8	62.7	64.9	2.2
	29	70	87.35	60.8	62.7	64.9	2.2
	30	70	90.05	60.7	62.7	64.8	2.1
	31	70	92.75	60.7	62.7	64.8	2.1
	32	70	95.45	60.6	62.7	64.8	2.1
	33	70	98.15	60.6	62.7	64.8	2.1
	34	70	100.85	60.5	62.7	64.8	2.1
	35	70	103.55	60.5	62.7	64.7	2.0
	36	70	106.25	60.4	62.7	64.7	2.0
	37	70	108.95	60.4	62.7	64.7	2.0

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN4	1	70	11.75	62.9	65.9	67.7	1.8
	2	70	14.45	62.9	66.0	67.7	1.7
	3	70	17.15	62.9	66.1	67.8	1.7
	4	70	19.85	62.9	66.1	67.8	1.7
	5	70	22.55	62.8	66.2	67.8	1.6
	6	70	25.25	62.7	66.2	67.8	1.6
	7	70	27.95	62.7	66.3	67.8	1.5
	8	70	30.65	62.6	66.3	67.8	1.5
	9	70	33.35	62.5	66.3	67.8	1.5
	10	70	36.05	62.4	66.4	67.8	1.4
	11	70	38.75	62.4	66.4	67.8	1.4
	12	70	41.45	62.3	66.4	67.8	1.4
	13	70	44.15	62.2	66.4	67.8	1.4
	14	70	46.85	62.1	66.4	67.8	1.4
	15	70	49.55	62.0	66.4	67.8	1.4
	16	70	52.25	62.0	66.4	67.7	1.3
	17	70	54.95	61.9	66.4	67.7	1.3
	18	70	57.65	61.8	66.4	67.7	1.3
	19	70	60.35	61.7	66.3	67.6	1.3
	20	70	63.05	61.7	66.2	67.5	1.3
	21	70	65.75	61.6	66.2	67.5	1.3
	22	70	68.45	61.5	66.2	67.5	1.3
	23	70	71.15	61.4	66.2	67.4	1.2
	24	70	73.85	61.4	66.1	67.4	1.3
	25	70	76.55	61.3	66.1	67.4	1.3
	26	70	79.25	61.2	66.1	67.3	1.2
	27	70	81.95	61.2	66.1	67.3	1.2
	28	70	84.65	61.1	66.1	67.3	1.2
	29	70	87.35	61.1	66.1	67.3	1.2
	30	70	90.05	61.0	66.1	67.2	1.1
	31	70	92.75	60.9	66.0	67.2	1.2
	32	70	95.45	60.9	66.0	67.2	1.2
	33	70	98.15	60.8	66.0	67.1	1.1
	34	70	100.85	60.7	65.9	67.1	1.2
	35	70	103.55	60.7	65.9	67.0	1.1
	36	70	106.25	60.6	65.9	67.0	1.1
	37	70	108.95	60.6	65.8	67.0	1.2
	38	70	111.65	60.5	65.8	67.0	1.2
	39	70	114.35	60.5	65.8	66.9	1.1
	40	70	117.05	60.4	65.8	66.9	1.1

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN5	1	70	11.75	63.5	66.7	68.4	1.7
	2	70	14.45	63.5	66.9	68.5	1.6
	3	70	17.15	63.6	67.0	68.6	1.6
	4	70	19.85	63.5	67.1	68.7	1.6
	5	70	22.55	63.4	67.1	68.6	1.5
	6	70	25.25	63.3	67.1	68.6	1.5
	7	70	27.95	63.2	67.1	68.6	1.5
	8	70	30.65	63.1	67.2	68.6	1.4
	9	70	33.35	63.0	67.2	68.6	1.4
	10	70	36.05	62.9	67.2	68.6	1.4
	11	70	38.75	62.8	67.2	68.5	1.3
	12	70	41.45	62.7	67.2	68.5	1.3
	13	70	44.15	62.6	67.2	68.5	1.3
	14	70	46.85	62.5	67.2	68.5	1.3
	15	70	49.55	62.4	67.2	68.4	1.2
	16	70	52.25	62.3	67.2	68.4	1.2
	17	70	54.95	62.2	67.1	68.4	1.3
	18	70	57.65	62.1	67.1	68.3	1.2
	19	70	60.35	62.0	67.1	68.2	1.1
	20	70	63.05	61.9	67.0	68.2	1.2
	21	70	65.75	61.9	67.0	68.2	1.2
	22	70	68.45	61.8	67.0	68.1	1.1
	23	70	71.15	61.7	67.0	68.1	1.1
	24	70	73.85	61.6	67.0	68.1	1.1
	25	70	76.55	61.5	66.9	68.0	1.1
	26	70	79.25	61.5	66.9	68.0	1.1
	27	70	81.95	61.4	66.9	68.0	1.1
	28	70	84.65	61.3	66.9	68.0	1.1
	29	70	87.35	61.3	66.9	67.9	1.0
	30	70	90.05	61.2	66.9	67.9	1.0
	31	70	92.75	61.1	66.8	67.8	1.0
	32	70	95.45	61.1	66.8	67.8	1.0
	33	70	98.15	61.0	66.7	67.8	1.1
	34	70	100.85	60.9	66.7	67.7	1.0
	35	70	103.55	60.9	66.7	67.7	1.0
	36	70	106.25	60.8	66.7	67.7	1.0
	37	70	108.95	60.7	66.6	67.6	1.0
	38	70	111.65	60.7	66.6	67.6	1.0
	39	70	114.35	60.6	66.6	67.6	1.0
	40	70	117.05	60.6	66.6	67.5	0.9

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN6A	1	70	11.75	48.5	55.1	56.0	0.9
	2	70	14.45	49.8	57.5	58.2	0.7
	3	70	17.15	51.6	58.6	59.4	0.8
	4	70	19.85	52.2	59.0	59.8	0.8
	5	70	22.55	52.3	59.2	60.0	0.8
	6	70	25.25	52.3	59.3	60.1	0.8
	7	70	27.95	52.3	59.5	60.2	0.7
	8	70	30.65	52.3	59.6	60.3	0.7
	9	70	33.35	52.2	59.7	60.5	0.8
	10	70	36.05	52.2	59.9	60.6	0.7
	11	70	38.75	52.2	60.0	60.7	0.7
	12	70	41.45	52.2	60.2	60.9	0.7
	13	70	44.15	52.1	60.4	61.0	0.6
	14	70	46.85	52.1	60.7	61.3	0.6
	15	70	49.55	52.0	61.1	61.6	0.5
	16	70	52.25	52.0	61.6	62.1	0.5
	17	70	54.95	52.0	62.5	62.9	0.4
	18	70	57.65	51.9	63.8	64.0	0.2
	19	70	60.35	51.9	65.2	65.4	0.2
	20	70	63.05	51.9	66.2	66.3	0.1
	21	70	65.75	51.9	67.0	67.1	0.1
	22	70	68.45	52.0	67.5	67.6	0.1
	23	70	71.15	52.3	67.9	68.0	0.1
	24	70	73.85	52.6	68.3	68.4	0.1
	25	70	76.55	53.1	68.5	68.7	0.2
	26	70	79.25	53.4	68.8	68.9	0.1
	27	70	81.95	53.5	68.9	69.1	0.2
	28	70	84.65	53.5	69.1	69.2	0.1
	29	70	87.35	53.5	69.1	69.2	0.1
	30	70	90.05	53.5	69.2	69.3	0.1
	31	70	92.75	53.4	69.2	69.3	0.1
	32	70	95.45	53.4	69.3	69.4	0.1
	33	70	98.15	53.3	69.3	69.4	0.1
	34	70	100.85	53.3	69.3	69.5	0.2
	35	70	103.55	53.2	69.4	69.5	0.1
	36	70	106.25	53.1	69.4	69.5	0.1
	37	70	108.95	53.1	69.4	69.5	0.1
	38	70	111.65	53.0	69.4	69.5	0.1
	39	70	114.35	53.0	69.5	69.6	0.1
	40	70	117.05	52.9	69.5	69.6	0.1

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN6B	1	70	11.75	60.2	65.3	66.4	1.1
	2	70	14.45	61.4	66.9	68.0	1.1
	3	70	17.15	63.0	68.1	69.2	1.1
	4	70	19.85	63.8	68.5	69.7	1.2
	5	70	22.55	64.2	68.6	69.9	1.3
	6	70	25.25	64.2	68.6	70.0	1.4
	7	70	27.95	64.2	68.7	70.0	1.3
	8	70	30.65	64.2	68.8	70.1	1.3
	9	70	33.35	64.1	68.8	70.1	1.3
	10	70	36.05	64.0	68.8	70.1	1.3
	11	70	38.75	64.0	68.9	70.1	1.2
	12	70	41.45	63.9	68.9	70.1	1.2
	13	70	44.15	63.8	68.9	70.1	1.2
	14	70	46.85	63.7	68.9	70.1	1.2
	15	70	49.55	63.7	69.0	70.1	1.1
	16	70	52.25	63.6	69.1	70.1	1.0
	17	70	54.95	63.5	69.2	70.2	1.0
	18	70	57.65	63.4	69.5	70.4	0.9
	19	70	60.35	63.4	69.9	<b>70.8</b>	0.9
	20	70	63.05	63.3	70.3	<b>71.0</b>	0.7
	21	70	65.75	63.2	<b>70.6</b>	<b>71.3</b>	0.7
	22	70	68.45	63.2	<b>70.8</b>	<b>71.5</b>	0.7
	23	70	71.15	63.1	<b>71.0</b>	<b>71.7</b>	0.7
	24	70	73.85	63.1	<b>71.2</b>	<b>71.9</b>	0.7
	25	70	76.55	63.1	<b>71.4</b>	<b>72.0</b>	0.6
	26	70	79.25	63.1	<b>71.5</b>	<b>72.1</b>	0.6
	27	70	81.95	63.0	<b>71.6</b>	<b>72.1</b>	0.5
	28	70	84.65	63.0	<b>71.6</b>	<b>72.2</b>	0.6
	29	70	87.35	62.9	<b>71.7</b>	<b>72.2</b>	0.5
	30	70	90.05	62.9	<b>71.7</b>	<b>72.2</b>	0.5
	31	70	92.75	62.8	<b>71.7</b>	<b>72.2</b>	0.5
	32	70	95.45	62.7	<b>71.7</b>	<b>72.2</b>	0.5
	33	70	98.15	62.7	<b>71.7</b>	<b>72.2</b>	0.5
	34	70	100.85	62.6	<b>71.7</b>	<b>72.2</b>	0.5
	35	70	103.55	62.5	<b>71.7</b>	<b>72.2</b>	0.5
	36	70	106.25	62.5	<b>71.7</b>	<b>72.2</b>	0.5
	37	70	108.95	62.4	<b>71.7</b>	<b>72.2</b>	0.5
	38	70	111.65	62.3	<b>71.7</b>	<b>72.2</b>	0.5
	39	70	114.35	62.3	<b>71.7</b>	<b>72.2</b>	0.5
	40	70	117.05	62.2	<b>71.7</b>	<b>72.2</b>	0.5

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN7A	1	70	11.75	57.5	63.2	64.2	1.0
	2	70	14.45	59.2	65.3	66.3	1.0
	3	70	17.15	61.2	66.9	67.9	1.0
	4	70	19.85	62.2	67.4	68.5	1.1
	5	70	22.55	62.7	67.6	68.8	1.2
	6	70	25.25	63.0	67.7	68.9	1.2
	7	70	27.95	63.1	67.7	69.0	1.3
	8	70	30.65	63.2	67.8	69.1	1.3
	9	70	33.35	63.2	67.8	69.1	1.3
	10	70	36.05	63.1	67.8	69.1	1.3
	11	70	38.75	63.1	67.9	69.1	1.2
	12	70	41.45	63.0	67.9	69.1	1.2
	13	70	44.15	62.9	67.9	69.1	1.2
	14	70	46.85	62.9	68.0	69.1	1.1
	15	70	49.55	62.8	68.0	69.2	1.2
	16	70	52.25	62.8	68.2	69.3	1.1
	17	70	54.95	62.7	68.5	69.5	1.0
	18	70	57.65	62.6	68.9	69.8	0.9
	19	70	60.35	62.6	69.4	70.2	0.8
	20	70	63.05	62.5	69.8	<b>70.6</b>	0.8
	21	70	65.75	62.5	70.2	<b>70.9</b>	0.7
	22	70	68.45	62.5	<b>70.6</b>	<b>71.2</b>	0.6
	23	70	71.15	62.5	<b>70.9</b>	<b>71.5</b>	0.6
	24	70	73.85	62.5	<b>71.1</b>	<b>71.7</b>	0.6
	25	70	76.55	62.5	<b>71.3</b>	<b>71.8</b>	0.5
	26	70	79.25	62.5	<b>71.4</b>	<b>72.0</b>	0.6
	27	70	81.95	62.6	<b>71.5</b>	<b>72.1</b>	0.6
	28	70	84.65	62.6	<b>71.6</b>	<b>72.1</b>	0.5
	29	70	87.35	62.6	<b>71.6</b>	<b>72.1</b>	0.5
	30	70	90.05	62.6	<b>71.6</b>	<b>72.1</b>	0.5
	31	70	92.75	62.5	<b>71.7</b>	<b>72.2</b>	0.5
	32	70	95.45	62.5	<b>71.7</b>	<b>72.2</b>	0.5
	33	70	98.15	62.4	<b>71.7</b>	<b>72.2</b>	0.5
	34	70	100.85	62.4	<b>71.7</b>	<b>72.2</b>	0.5
	35	70	103.55	62.3	<b>71.7</b>	<b>72.2</b>	0.5
	36	70	106.25	62.2	<b>71.7</b>	<b>72.2</b>	0.5
	37	70	108.95	62.2	<b>71.7</b>	<b>72.2</b>	0.5
	38	70	111.65	62.1	<b>71.7</b>	<b>72.2</b>	0.5
	39	70	114.35	62.1	<b>71.7</b>	<b>72.2</b>	0.5
	40	70	117.05	62.0	<b>71.7</b>	<b>72.1</b>	0.4

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN7B	1	70	11.75	56.4	62.3	63.3	1.0
	2	70	14.45	58.2	64.8	65.6	0.8
	3	70	17.15	60.4	66.5	67.4	0.9
	4	70	19.85	61.5	67.0	68.1	1.1
	5	70	22.55	62.0	67.3	68.4	1.1
	6	70	25.25	62.4	67.3	68.5	1.2
	7	70	27.95	62.6	67.4	68.6	1.2
	8	70	30.65	62.7	67.4	68.7	1.3
	9	70	33.35	62.7	67.5	68.7	1.2
	10	70	36.05	62.7	67.5	68.7	1.2
	11	70	38.75	62.7	67.5	68.7	1.2
	12	70	41.45	62.6	67.6	68.8	1.2
	13	70	44.15	62.6	67.6	68.8	1.2
	14	70	46.85	62.5	67.7	68.8	1.1
	15	70	49.55	62.5	67.8	68.9	1.1
	16	70	52.25	62.4	68.0	69.1	1.1
	17	70	54.95	62.4	68.4	69.3	0.9
	18	70	57.65	62.3	68.9	69.8	0.9
	19	70	60.35	62.2	69.4	70.2	0.8
	20	70	63.05	62.2	69.9	<b>70.6</b>	0.7
	21	70	65.75	62.2	70.3	<b>70.9</b>	0.6
	22	70	68.45	62.2	<b>70.7</b>	<b>71.3</b>	0.6
	23	70	71.15	62.2	<b>71.1</b>	<b>71.6</b>	0.5
	24	70	73.85	62.2	<b>71.3</b>	<b>71.8</b>	0.5
	25	70	76.55	62.3	<b>71.5</b>	<b>72.0</b>	0.5
	26	70	79.25	62.3	<b>71.6</b>	<b>72.1</b>	0.5
	27	70	81.95	62.4	<b>71.7</b>	<b>72.2</b>	0.5
	28	70	84.65	62.5	<b>71.8</b>	<b>72.3</b>	0.5
	29	70	87.35	62.5	<b>71.8</b>	<b>72.3</b>	0.5
	30	70	90.05	62.5	<b>71.9</b>	<b>72.3</b>	0.4
	31	70	92.75	62.5	<b>71.9</b>	<b>72.3</b>	0.4
	32	70	95.45	62.4	<b>71.9</b>	<b>72.4</b>	0.5
	33	70	98.15	62.4	<b>71.9</b>	<b>72.4</b>	0.5
	34	70	100.85	62.3	<b>71.9</b>	<b>72.4</b>	0.5
	35	70	103.55	62.3	<b>71.9</b>	<b>72.4</b>	0.5
	36	70	106.25	62.2	<b>71.9</b>	<b>72.4</b>	0.5
	37	70	108.95	62.2	<b>71.9</b>	<b>72.4</b>	0.5
	38	70	111.65	62.1	<b>71.9</b>	<b>72.4</b>	0.5
	39	70	114.35	62.1	<b>71.9</b>	<b>72.4</b>	0.5
	40	70	117.05	62.0	<b>72.0</b>	<b>72.4</b>	0.4



**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN7C	1	70	11.75	53.6	54.5	57.1	2.6
	2	70	14.45	53.5	54.9	57.3	2.4
	3	70	17.15	53.5	54.7	57.1	2.4
	4	70	19.85	53.4	55.2	57.4	2.2
	5	70	22.55	53.3	55.7	57.7	2.0
	6	70	25.25	53.2	56.1	57.9	1.8
	7	70	27.95	53.1	56.3	58.0	1.7
	8	70	30.65	53.0	55.9	57.7	1.8
	9	70	33.35	52.8	56.2	57.8	1.6
	10	70	36.05	52.7	56.6	58.1	1.5
	11	70	38.75	52.6	57.1	58.5	1.4
	12	70	41.45	52.5	57.6	58.8	1.2
	13	70	44.15	52.3	58.1	59.1	1.0
	14	70	46.85	52.2	58.5	59.4	0.9
	15	70	49.55	52.1	59.0	59.8	0.8
	16	70	52.25	51.9	59.6	60.3	0.7
	17	70	54.95	51.8	60.7	61.2	0.5
	18	70	57.65	51.7	62.1	62.5	0.4
	19	70	60.35	51.6	63.3	63.6	0.3
	20	70	63.05	51.4	64.1	64.3	0.2
	21	70	65.75	51.3	64.8	65.0	0.2
	22	70	68.45	51.2	65.3	65.5	0.2
	23	70	71.15	51.1	65.9	66.0	0.1
	24	70	73.85	51.0	66.4	66.5	0.1
	25	70	76.55	50.8	66.8	66.9	0.1
	26	70	79.25	50.7	67.1	67.2	0.1
	27	70	81.95	50.6	67.3	67.4	0.1
	28	70	84.65	50.5	67.5	67.6	0.1
	29	70	87.35	50.4	67.7	67.8	0.1
	30	70	90.05	50.3	67.8	67.9	0.1
	31	70	92.75	50.2	68.0	68.0	0.0
	32	70	95.45	50.1	68.1	68.1	0.0
	33	70	98.15	50.0	68.1	68.2	0.1
	34	70	100.85	49.9	68.2	68.3	0.1
	35	70	103.55	49.8	68.3	68.3	0.0
	36	70	106.25	49.7	68.3	68.4	0.1
	37	70	108.95	49.7	68.4	68.4	0.0
	38	70	111.65	49.6	68.4	68.5	0.1
	39	70	114.35	49.5	68.5	68.5	0.0
	40	70	117.05	49.4	68.5	68.6	0.1

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN8	1	70	11.75	51.6	58.7	59.4	0.7
	2	70	14.45	51.5	58.8	59.5	0.7
	3	70	17.15	51.3	57.8	58.6	0.8
	4	70	19.85	51.2	58.1	58.9	0.8
	5	70	22.55	51.0	59.0	59.7	0.7
	6	70	25.25	50.8	59.9	60.4	0.5
	7	70	27.95	50.6	60.1	60.6	0.5
	8	70	30.65	50.5	59.8	60.2	0.4
	9	70	33.35	50.3	59.4	59.9	0.5
	10	70	36.05	50.2	59.6	60.0	0.4
	11	70	38.75	50.0	60.0	60.4	0.4
	12	70	41.45	49.9	60.4	60.8	0.4
	13	70	44.15	49.7	60.8	61.2	0.4
	14	70	46.85	49.6	61.1	61.4	0.3
	15	70	49.55	49.4	61.2	61.5	0.3
	16	70	52.25	49.3	61.4	61.7	0.3
	17	70	54.95	49.2	61.6	61.8	0.2
	18	70	57.65	49.1	61.9	62.1	0.2
	19	70	60.35	48.9	62.5	62.7	0.2
	20	70	63.05	48.8	63.2	63.3	0.1
	21	70	65.75	48.7	63.7	63.8	0.1
	22	70	68.45	48.6	64.2	64.4	0.2
	23	70	71.15	48.5	64.7	64.8	0.1
	24	70	73.85	48.3	65.3	65.4	0.1
	25	70	76.55	48.2	65.7	65.8	0.1
	26	70	79.25	48.1	66.2	66.2	0.0
	27	70	81.95	48.0	66.5	66.5	0.0
	28	70	84.65	47.9	66.7	66.7	0.0
	29	70	87.35	47.8	66.9	67.0	0.1
	30	70	90.05	47.7	67.1	67.1	0.0
	31	70	92.75	47.6	67.3	67.3	0.0
	32	70	95.45	47.5	67.4	67.4	0.0
	33	70	98.15	47.4	67.5	67.5	0.0
	34	70	100.85	47.3	67.6	67.6	0.0
	35	70	103.55	47.2	67.6	67.7	0.1
	36	70	106.25	47.1	67.7	67.8	0.1
	37	70	108.95	47.1	67.8	67.8	0.0
	38	70	111.65	47.0	67.8	67.8	0.0
	39	70	114.35	46.9	67.8	67.9	0.1
	40	70	117.05	46.9	67.9	67.9	0.0

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN9	1	70	11.75	47.0	59.7	59.9	0.2
	2	70	14.45	47.0	59.8	60.0	0.2
	3	70	17.15	47.0	59.2	59.5	0.3
	4	70	19.85	46.9	59.0	59.3	0.3
	5	70	22.55	46.8	59.6	59.9	0.3
	6	70	25.25	46.7	60.3	60.5	0.2
	7	70	27.95	46.7	60.6	60.8	0.2
	8	70	30.65	46.6	60.5	60.7	0.2
	9	70	33.35	46.5	60.0	60.2	0.2
	10	70	36.05	46.4	60.1	60.3	0.2
	11	70	38.75	46.3	60.3	60.5	0.2
	12	70	41.45	46.2	60.7	60.8	0.1
	13	70	44.15	46.1	61.0	61.2	0.2
	14	70	46.85	46.0	61.3	61.5	0.2
	15	70	49.55	45.9	61.6	61.8	0.2
	16	70	52.25	45.8	61.9	62.0	0.1
	17	70	54.95	45.7	62.3	62.4	0.1
	18	70	57.65	45.6	62.8	62.9	0.1
	19	70	60.35	45.5	63.5	63.5	0.0
	20	70	63.05	45.5	64.0	64.0	0.0
	21	70	65.75	45.4	64.5	64.6	0.1
	22	70	68.45	45.3	65.0	65.1	0.1
	23	70	71.15	45.3	65.5	65.5	0.0
	24	70	73.85	45.3	65.9	65.9	0.0
	25	70	76.55	45.3	66.3	66.4	0.1
	26	70	79.25	45.4	66.7	66.8	0.1
	27	70	81.95	45.5	67.1	67.2	0.1
	28	70	84.65	45.6	67.4	67.5	0.1
	29	70	87.35	45.9	67.7	67.8	0.1
	30	70	90.05	46.4	68.0	68.0	0.0
	31	70	92.75	46.9	68.1	68.2	0.1
	32	70	95.45	47.5	68.3	68.3	0.0
	33	70	98.15	48.2	68.4	68.4	0.0
	34	70	100.85	48.7	68.5	68.6	0.1
	35	70	103.55	49.1	68.6	68.6	0.0
	36	70	106.25	49.4	68.7	68.7	0.0
	37	70	108.95	49.8	68.7	68.8	0.1
	38	70	111.65	50.1	68.7	68.8	0.1
	39	70	114.35	50.6	68.8	68.8	0.0
	40	70	117.05	51.0	68.8	68.9	0.1

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN10	1	70	11.75	49.9	54.6	55.8	1.2
	2	70	14.45	50.8	56.5	57.5	1.0
	3	70	17.15	51.8	58.0	58.9	0.9
	4	70	19.85	53.2	59.6	60.5	0.9
	5	70	22.55	54.2	60.3	61.3	1.0
	6	70	25.25	54.8	60.8	61.7	0.9
	7	70	27.95	55.2	61.0	62.0	1.0
	8	70	30.65	55.4	61.1	62.2	1.1
	9	70	33.35	55.7	61.2	62.3	1.1
	10	70	36.05	55.9	61.3	62.4	1.1
	11	70	38.75	56.1	61.3	62.5	1.2
	12	70	41.45	56.2	61.4	62.6	1.2
	13	70	44.15	56.4	61.5	62.7	1.2
	14	70	46.85	56.4	61.6	62.8	1.2
	15	70	49.55	56.5	61.8	63.0	1.2
	16	70	52.25	56.6	62.2	63.2	1.0
	17	70	54.95	56.6	62.7	63.6	0.9
	18	70	57.65	56.6	63.3	64.1	0.8
	19	70	60.35	56.7	63.9	64.6	0.7
	20	70	63.05	56.7	64.4	65.1	0.7
	21	70	65.75	56.7	65.1	65.7	0.6
	22	70	68.45	56.7	65.7	66.2	0.5
	23	70	71.15	56.7	66.2	66.7	0.5
	24	70	73.85	56.8	66.8	67.2	0.4
	25	70	76.55	56.9	67.3	67.7	0.4
	26	70	79.25	57.0	67.7	68.1	0.4
	27	70	81.95	57.1	68.1	68.4	0.3
	28	70	84.65	57.2	68.4	68.7	0.3
	29	70	87.35	57.3	68.6	68.9	0.3
	30	70	90.05	57.5	68.8	69.1	0.3
	31	70	92.75	57.7	69.0	69.3	0.3
	32	70	95.45	57.8	69.1	69.4	0.3
	33	70	98.15	58.0	69.1	69.4	0.3
	34	70	100.85	58.1	69.2	69.5	0.3
	35	70	103.55	58.2	69.2	69.6	0.4
	36	70	106.25	58.3	69.3	69.6	0.3
	37	70	108.95	58.4	69.3	69.7	0.4
	38	70	111.65	58.5	69.4	69.7	0.3
	39	70	114.35	58.6	69.4	69.8	0.4
	40	70	117.05	58.7	69.4	69.8	0.4

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN11	1	70	11.75	63.6	59.7	65.1	5.4
	2	70	14.45	63.3	59.9	64.9	5.0
	3	70	17.15	63.0	59.0	64.4	5.4
	4	70	19.85	62.6	58.1	63.9	5.8
	5	70	22.55	62.3	58.5	63.8	5.3
	6	70	25.25	61.9	58.9	63.7	4.8
	7	70	27.95	61.6	58.7	63.4	4.7
	8	70	30.65	61.3	58.9	63.3	4.4
	9	70	33.35	61.0	59.0	63.1	4.1
	10	70	36.05	60.7	58.7	62.8	4.1
	11	70	38.75	60.4	58.6	62.6	4.0
	12	70	41.45	60.1	59.1	62.6	3.5
	13	70	44.15	59.9	59.7	62.8	3.1
	14	70	46.85	59.6	60.5	63.1	2.6
	15	70	49.55	59.4	61.6	63.6	2.0
	16	70	52.25	59.2	63.1	64.6	1.5
	17	70	54.95	59.0	64.7	65.7	1.0
	18	70	57.65	58.8	65.6	66.4	0.8
	19	70	60.35	58.6	66.1	66.8	0.7
	20	70	63.05	58.4	66.6	67.2	0.6
	21	70	65.75	58.2	67.0	67.5	0.5
	22	70	68.45	58.1	67.4	67.9	0.5
	23	70	71.15	57.9	67.7	68.1	0.4
	24	70	73.85	57.8	67.9	68.3	0.4
	25	70	76.55	57.7	68.1	68.5	0.4
	26	70	79.25	57.6	68.3	68.6	0.3
	27	70	81.95	57.5	68.4	68.8	0.4
	28	70	84.65	57.4	68.6	68.9	0.3
	29	70	87.35	57.3	68.7	69.0	0.3
	30	70	90.05	57.2	68.8	69.1	0.3
	31	70	92.75	57.2	68.9	69.2	0.3
	32	70	95.45	57.1	69.0	69.3	0.3
	33	70	98.15	57.1	69.1	69.3	0.2
	34	70	100.85	57.0	69.1	69.4	0.3
	35	70	103.55	57.0	69.2	69.4	0.2
	36	70	106.25	56.9	69.2	69.5	0.3
	37	70	108.95	56.8	69.3	69.5	0.2
	38	70	111.65	56.8	69.4	69.6	0.2
	39	70	114.35	56.7	69.4	69.6	0.2
	40	70	117.05	56.7	69.5	69.7	0.2

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN12	1	70	11.75	61.7	48.0	61.9	13.9
	2	70	14.45	61.4	48.2	61.6	13.4
	3	70	17.15	61.1	48.5	61.4	12.9
	4	70	19.85	60.8	48.9	61.1	12.2
	5	70	22.55	60.5	49.3	60.8	11.5
	6	70	25.25	60.1	49.8	60.5	10.7
	7	70	27.95	59.8	50.1	60.2	10.1
	8	70	30.65	59.5	50.5	60.0	9.5
	9	70	33.35	59.2	51.2	59.8	8.6
	10	70	36.05	58.9	52.0	59.7	7.7
	11	70	38.75	58.6	52.8	59.6	6.8
	12	70	41.45	58.3	53.7	59.6	5.9
	13	70	44.15	58.0	54.7	59.7	5.0
	14	70	46.85	57.8	55.8	59.9	4.1
	15	70	49.55	57.6	57.0	60.3	3.3
	16	70	52.25	57.4	58.6	61.1	2.5
	17	70	54.95	57.1	60.7	62.3	1.6
	18	70	57.65	56.9	62.9	63.9	1.0
	19	70	60.35	56.7	64.2	65.0	0.8
	20	70	63.05	56.6	65.2	65.8	0.6
	21	70	65.75	56.4	66.0	66.5	0.5
	22	70	68.45	56.2	66.6	67.0	0.4
	23	70	71.15	56.0	67.0	67.4	0.4
	24	70	73.85	55.9	67.4	67.7	0.3
	25	70	76.55	55.7	67.7	68.0	0.3
	26	70	79.25	55.6	68.0	68.3	0.3
	27	70	81.95	55.4	68.2	68.5	0.3
	28	70	84.65	55.3	68.4	68.6	0.2
	29	70	87.35	55.2	68.6	68.8	0.2
	30	70	90.05	55.0	68.8	69.0	0.2
	31	70	92.75	54.9	68.9	69.1	0.2
	32	70	95.45	54.8	69.1	69.2	0.1
	33	70	98.15	54.7	69.2	69.3	0.1
	34	70	100.85	54.6	69.3	69.4	0.1
	35	70	103.55	54.5	69.4	69.5	0.1
	36	70	106.25	54.4	69.4	69.6	0.2
	37	70	108.95	54.3	69.5	69.6	0.1
	38	70	111.65	54.2	69.6	69.7	0.1
	39	70	114.35	54.1	69.7	69.8	0.1
	40	70	117.05	54.1	69.7	69.8	0.1

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN13	1	70	11.75	61.9	54.8	62.7	7.9
	2	70	14.45	61.6	54.9	62.5	7.6
	3	70	17.15	61.3	54.9	62.2	7.3
	4	70	19.85	61.0	54.3	61.9	7.6
	5	70	22.55	60.7	53.7	61.5	7.8
	6	70	25.25	60.4	53.5	61.2	7.7
	7	70	27.95	60.1	53.7	61.0	7.3
	8	70	30.65	59.8	54.3	60.9	6.6
	9	70	33.35	59.5	54.9	60.8	5.9
	10	70	36.05	59.3	55.3	60.7	5.4
	11	70	38.75	59.0	55.7	60.7	5.0
	12	70	41.45	58.8	56.1	60.7	4.6
	13	70	44.15	58.5	56.6	60.7	4.1
	14	70	46.85	58.3	57.3	60.9	3.6
	15	70	49.55	58.1	58.1	61.1	3.0
	16	70	52.25	58.0	59.3	61.7	2.4
	17	70	54.95	57.8	60.9	62.6	1.7
	18	70	57.65	57.6	62.8	64.0	1.2
	19	70	60.35	57.5	63.8	64.7	0.9
	20	70	63.05	57.3	64.6	65.3	0.7
	21	70	65.75	57.2	65.1	65.8	0.7
	22	70	68.45	57.0	65.5	66.1	0.6
	23	70	71.15	56.9	65.7	66.3	0.6
	24	70	73.85	56.9	66.0	66.5	0.5
	25	70	76.55	56.8	66.1	66.6	0.5
	26	70	79.25	56.8	66.3	66.8	0.5
	27	70	81.95	56.8	66.4	66.9	0.5
	28	70	84.65	56.8	66.6	67.0	0.4
	29	70	87.35	56.8	66.7	67.1	0.4
	30	70	90.05	56.8	66.8	67.3	0.5
	31	70	92.75	56.8	67.0	67.4	0.4
	32	70	95.45	56.7	67.1	67.5	0.4
	33	70	98.15	56.7	67.2	67.6	0.4
	34	70	100.85	56.7	67.3	67.6	0.3
	35	70	103.55	56.7	67.3	67.7	0.4
	36	70	106.25	56.7	67.4	67.7	0.3
	37	70	108.95	56.7	67.4	67.7	0.3
	38	70	111.65	56.6	67.4	67.8	0.4
	39	70	114.35	56.6	67.4	67.8	0.4
	40	70	117.05	56.6	67.4	67.8	0.4

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN14	1	70	11.75	56.3	52.8	57.9	5.1
	2	70	14.45	56.2	52.9	57.9	5.0
	3	70	17.15	56.2	53.0	57.9	4.9
	4	70	19.85	56.1	53.1	57.9	4.8
	5	70	22.55	56.1	53.4	57.9	4.5
	6	70	25.25	56.0	53.5	57.9	4.4
	7	70	27.95	55.9	53.8	58.0	4.2
	8	70	30.65	55.8	54.1	58.1	4.0
	9	70	33.35	55.7	54.4	58.1	3.7
	10	70	36.05	55.6	54.6	58.2	3.6
	11	70	38.75	55.5	54.8	58.2	3.4
	12	70	41.45	55.4	55.1	58.2	3.1
	13	70	44.15	55.3	55.3	58.3	3.0
	14	70	46.85	55.2	55.5	58.4	2.9
	15	70	49.55	55.0	55.9	58.5	2.6
	16	70	52.25	54.9	56.3	58.7	2.4
	17	70	54.95	54.8	56.9	59.0	2.1
	18	70	57.65	54.7	57.7	59.5	1.8
	19	70	60.35	54.6	58.6	60.1	1.5
	20	70	63.05	54.5	59.5	60.7	1.2
	21	70	65.75	54.4	60.4	61.3	0.9
	22	70	68.45	54.3	61.0	61.8	0.8
	23	70	71.15	54.3	61.4	62.2	0.8
	24	70	73.85	54.2	61.7	62.4	0.7
	25	70	76.55	54.2	61.9	62.6	0.7
	26	70	79.25	54.3	62.1	62.8	0.7
	27	70	81.95	54.3	62.3	62.9	0.6
	28	70	84.65	54.5	62.4	63.1	0.7
	29	70	87.35	54.5	62.6	63.2	0.6
	30	70	90.05	54.6	62.8	63.4	0.6
	31	70	92.75	54.7	62.9	63.5	0.6
	32	70	95.45	54.7	63.1	63.7	0.6
	33	70	98.15	54.7	63.2	63.8	0.6
	34	70	100.85	54.7	63.4	63.9	0.5
	35	70	103.55	54.7	63.5	64.1	0.6
	36	70	106.25	54.8	63.7	64.2	0.5
	37	70	108.95	54.8	63.8	64.3	0.5
	38	70	111.65	54.8	64.0	64.5	0.5
	39	70	114.35	54.8	64.1	64.5	0.4
	40	70	117.05	54.8	64.2	64.6	0.4



**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN15	1	70	11.75	60.6	54.3	61.6	7.3
	2	70	14.45	60.5	54.7	61.5	6.8
	3	70	17.15	60.3	55.0	61.4	6.4
	4	70	19.85	60.1	54.2	61.1	6.9
	5	70	22.55	59.8	54.4	60.9	6.5
	6	70	25.25	59.6	54.8	60.8	6.0
	7	70	27.95	59.3	55.3	60.8	5.5
	8	70	30.65	59.1	55.5	60.6	5.1
	9	70	33.35	58.8	55.6	60.5	4.9
	10	70	36.05	58.5	55.9	60.4	4.5
	11	70	38.75	58.3	56.2	60.4	4.2
	12	70	41.45	58.1	56.4	60.3	3.9
	13	70	44.15	57.8	56.5	60.2	3.7
	14	70	46.85	57.6	56.6	60.1	3.5
	15	70	49.55	57.4	57.1	60.3	3.2
	16	70	52.25	57.2	58.0	60.6	2.6
	17	70	54.95	57.0	59.1	61.2	2.1
	18	70	57.65	56.8	60.3	61.9	1.6
	19	70	60.35	56.6	61.2	62.5	1.3
	20	70	63.05	56.5	61.9	63.0	1.1
	21	70	65.75	56.3	62.6	63.5	0.9
	22	70	68.45	56.2	63.1	63.9	0.8
	23	70	71.15	56.0	63.6	64.3	0.7
	24	70	73.85	55.9	64.0	64.6	0.6
	25	70	76.55	55.8	64.4	65.0	0.6
	26	70	79.25	55.8	64.8	65.3	0.5
	27	70	81.95	55.8	65.2	65.6	0.4
	28	70	84.65	55.8	65.5	65.9	0.4
	29	70	87.35	55.8	65.8	66.2	0.4
	30	70	90.05	55.8	66.0	66.4	0.4
	31	70	92.75	55.8	66.2	66.6	0.4
	32	70	95.45	55.8	66.4	66.7	0.3
	33	70	98.15	55.8	66.5	66.9	0.4
	34	70	100.85	55.7	66.7	67.0	0.3
	35	70	103.55	55.8	66.8	67.1	0.3
	36	70	106.25	55.7	66.9	67.2	0.3
	37	70	108.95	55.7	66.9	67.2	0.3
	38	70	111.65	55.7	67.0	67.3	0.3

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN16	1	70	11.75	59.4	45.9	59.6	13.7
	2	70	14.45	59.4	46.8	59.6	12.8
	3	70	17.15	59.3	48.3	59.6	11.3
	4	70	19.85	59.3	49.3	59.7	10.4
	5	70	22.55	59.6	50.7	60.2	9.5
	6	70	25.25	60.0	51.5	60.6	9.1
	7	70	27.95	60.2	52.0	60.8	8.8
	8	70	30.65	60.4	52.4	61.0	8.6
	9	70	33.35	60.4	50.3	60.8	10.5
	10	70	36.05	60.4	50.4	60.8	10.4
	11	70	38.75	60.4	51.2	60.9	9.7
	12	70	41.45	60.3	51.6	60.9	9.3
	13	70	44.15	60.2	52.2	60.9	8.7
	14	70	46.85	60.2	53.2	61.0	7.8
	15	70	49.55	60.1	53.7	61.0	7.3
	16	70	52.25	60.1	54.6	61.2	6.6
	17	70	54.95	60.0	55.6	61.4	5.8
	18	70	57.65	60.0	57.0	61.8	4.8
	19	70	60.35	60.0	58.2	62.2	4.0
	20	70	63.05	60.0	59.0	62.5	3.5
	21	70	65.75	60.0	59.5	62.8	3.3
	22	70	68.45	60.0	59.9	63.0	3.1
	23	70	71.15	60.0	60.3	63.1	2.8
	24	70	73.85	60.0	60.6	63.3	2.7
	25	70	76.55	60.0	60.8	63.4	2.6
	26	70	79.25	60.0	61.1	63.6	2.5
	27	70	81.95	59.9	61.4	63.8	2.4
	28	70	84.65	59.9	61.7	63.9	2.2
	29	70	87.35	59.9	61.9	64.0	2.1
	30	70	90.05	59.8	62.1	64.1	2.0
	31	70	92.75	59.8	62.3	64.2	1.9
	32	70	95.45	59.7	62.5	64.3	1.8
	33	70	98.15	59.7	62.6	64.4	1.8
	34	70	100.85	59.7	62.9	64.6	1.7
	35	70	103.55	59.6	63.1	64.7	1.6
	36	70	106.25	59.6	63.2	64.8	1.6
	37	70	108.95	59.6	63.4	64.9	1.5
	38	70	111.65	59.5	63.4	64.9	1.5

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN17	1	70	10.7	49.8	-	49.9	-
	2	70	13.45	49.8	-	49.9	-
	3	70	16.2	49.8	-	49.9	-
	4	70	18.95	49.7	-	49.9	-
	5	70	21.7	49.7	-	49.8	-
	6	70	24.45	49.6	-	49.8	-
	7	70	27.2	49.5	-	49.7	-
	8	70	29.95	49.4	-	49.7	-
	9	70	32.7	49.4	-	49.7	-
	10	70	35.45	49.3	-	49.6	-
	11	70	38.2	49.2	-	49.6	-
	12	70	40.95	49.1	-	49.6	-
	13	70	43.7	49.0	40.7	49.6	8.9
	14	70	46.45	48.9	41.5	49.6	8.1
	15	70	49.2	48.8	42.4	49.7	7.3
	16	70	51.95	48.7	43.4	49.8	6.4
	17	70	54.7	48.6	44.5	50.0	5.5
	18	70	57.45	48.5	45.8	50.3	4.5
	19	70	60.2	48.3	47.5	51.0	3.5
	20	70	62.95	48.2	49.5	51.9	2.4
	21	70	65.7	48.1	51.2	52.9	1.7
	22	70	68.45	48.0	52.2	53.6	1.4
	23	70	71.2	47.9	52.9	54.1	1.2
	24	70	73.95	47.8	53.4	54.5	1.1
	25	70	76.7	47.7	53.7	54.7	1.0
	26	70	79.45	47.6	54.1	55.0	0.9
	27	70	82.2	47.5	54.5	55.3	0.8
	28	70	84.95	47.4	54.9	55.6	0.7
	29	70	87.7	47.3	55.3	56.0	0.7
	30	70	90.45	47.2	55.7	56.3	0.6
PN18	1	65	6.2	56.1	<b>74.7</b>	<b>74.8</b>	0.1
	5	65	18.2	56.1	<b>74.5</b>	<b>74.6</b>	0.1
	10	65	33.2	56.0	<b>75.2</b>	<b>75.2</b>	0.0
	13	65	42.2	56.0	<b>75.2</b>	<b>75.3</b>	0.1
PN19	1	65	6.2	57.3	<b>74.4</b>	<b>74.5</b>	0.1
	5	65	18.2	57.2	<b>74.0</b>	<b>74.1</b>	0.1
	10	65	33.2	56.8	<b>74.4</b>	<b>74.5</b>	0.1
	13	65	42.2	56.5	<b>74.8</b>	<b>74.8</b>	0.0

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN19A	1	65	6.2	64.7	46.2	64.7	18.5
	5	65	18.2	63.4	53.0	63.7	10.7
	10	65	33.2	61.5	56.3	62.6	6.3
	13	65	42.2	60.5	56.5	62.0	5.5
PN20	1	65	6.2	64.4	<b>73.6</b>	<b>74.1</b>	0.5
	5	65	18.2	64.2	<b>73.0</b>	<b>73.5</b>	0.5
	10	65	33.2	63.5	<b>73.7</b>	<b>74.1</b>	0.4
	13	65	42.2	63.1	<b>73.6</b>	<b>74.0</b>	0.4
PN20A	1	65	6.2	63.9	-	63.9	-
	5	65	18.2	63.4	-	63.4	-
	10	65	33.2	62.3	-	62.3	-
	13	65	42.2	61.7	-	61.7	-
PN21	1	70	10.7	58.2	47.9	58.6	10.7
	2	70	13.45	58.1	47.4	58.5	11.1
	3	70	16.2	58.1	47.6	58.4	10.8
	4	70	18.95	58.0	48.0	58.4	10.4
	5	70	21.7	57.9	48.5	58.4	9.9
	6	70	24.45	57.8	48.9	58.4	9.5
	7	70	27.2	57.7	49.3	58.3	9.0
	8	70	29.95	57.6	49.6	58.3	8.7
	9	70	32.7	57.6	49.9	58.2	8.3
	10	70	35.45	57.5	50.2	58.2	8.0
	11	70	38.2	57.4	50.4	58.2	7.8
	12	70	40.95	57.3	50.6	58.1	7.5
	13	70	43.7	57.2	50.8	58.1	7.3
	14	70	46.45	57.0	51.0	58.0	7.0
	15	70	49.2	56.9	51.2	58.0	6.8
	16	70	51.95	56.8	51.3	57.9	6.6
	17	70	54.7	56.7	51.5	57.9	6.4
	18	70	57.45	56.6	51.8	57.8	6.0
	19	70	60.2	56.5	52.1	57.8	5.7
	20	70	62.95	56.3	52.6	57.8	5.2
	21	70	65.7	56.0	53.1	57.8	4.7
	22	70	68.45	56.0	53.8	58.0	4.2
	23	70	71.2	55.9	54.3	58.2	3.9
	24	70	73.95	55.7	55.0	58.4	3.4
	25	70	76.7	55.7	55.4	58.6	3.2
	26	70	79.45	55.6	55.8	58.7	2.9
	27	70	82.2	55.5	56.1	58.8	2.7
	28	70	84.95	55.4	56.4	59.0	2.6
	29	70	87.7	55.3	56.8	59.1	2.3
	30	70	90.45	55.2	57.1	59.3	2.2
	31	70	93.2	55.1	57.4	59.4	2.0
	32	70	95.95	55.0	57.8	59.6	1.8
	33	70	98.7	54.9	58.1	59.8	1.7
	34	70	101.45	54.8	58.4	60.0	1.6
	35	70	104.2	54.7	58.7	60.2	1.5
	36	70	106.95	54.6	58.9	60.3	1.4
	37	70	109.7	54.6	59.1	60.4	1.3
	38	70	112.45	54.5	59.3	60.5	1.2
	39	70	115.2	54.4	59.5	60.6	1.1
	40	70	117.95	54.3	59.6	60.7	1.1

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN22	1	70	10.7	66.6	59.9	67.5	7.6
	2	70	13.45	66.5	60.0	67.4	7.4
	3	70	16.2	66.4	60.3	67.3	7.0
	4	70	18.95	66.2	60.7	67.3	6.6
	5	70	21.7	66.0	61.2	67.3	6.1
	6	70	24.45	65.9	61.6	67.3	5.7
	7	70	27.2	65.7	61.9	67.2	5.3
	8	70	29.95	65.5	62.2	67.2	5.0
	9	70	32.7	65.4	62.1	67.0	4.9
	10	70	35.45	65.2	61.8	66.8	5.0
	11	70	38.2	65.0	62.1	66.8	4.7
	12	70	40.95	64.9	62.3	66.8	4.5
	13	70	43.7	64.7	62.2	66.7	4.5
	14	70	46.45	64.6	62.1	66.5	4.4
	15	70	49.2	64.4	62.0	66.4	4.4
	16	70	51.95	64.3	62.0	66.3	4.3
	17	70	54.7	64.1	61.9	66.1	4.2
	18	70	57.45	63.9	62.0	66.1	4.1
	19	70	60.2	63.8	62.1	66.0	3.9
	20	70	62.95	63.7	62.3	66.0	3.7
	21	70	65.7	63.5	62.5	66.0	3.5
	22	70	68.45	63.4	62.6	66.0	3.4
	23	70	71.2	63.2	62.8	66.0	3.2
	24	70	73.95	63.1	63.0	66.1	3.1
	25	70	76.7	63.0	63.3	66.1	2.8
	26	70	79.45	62.9	63.5	66.2	2.7
	27	70	82.2	62.7	63.8	66.3	2.5
	28	70	84.95	62.6	64.1	66.4	2.3
	29	70	87.7	62.5	64.3	66.5	2.2
	30	70	90.45	62.4	64.6	66.6	2.0
	31	70	93.2	62.3	64.8	66.7	1.9
	32	70	95.95	62.2	64.9	66.8	1.9
	33	70	98.7	62.1	65.0	66.8	1.8
	34	70	101.45	62.0	65.0	66.8	1.8
	35	70	104.2	61.9	65.1	66.8	1.7
	36	70	106.95	61.8	65.1	66.8	1.7
	37	70	109.7	61.7	65.1	66.8	1.7
	38	70	112.45	61.6	65.2	66.7	1.5
	39	70	115.2	61.5	65.2	66.7	1.5
	40	70	117.95	61.4	65.2	66.7	1.5

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN23A	1	70	10.7	59.3	60.7	63.0	2.3
	2	70	13.45	64.1	65.0	67.5	2.5
	3	70	16.2	66.0	66.0	69.0	3.0
	4	70	18.95	66.5	66.0	69.3	3.3
	5	70	21.7	66.6	64.1	68.5	4.4
	6	70	24.45	66.5	65.6	69.1	3.5
	7	70	27.2	66.5	67.2	69.9	2.7
	8	70	29.95	66.4	66.6	69.5	2.9
	9	70	32.7	66.3	65.9	69.1	3.2
	10	70	35.45	66.2	65.4	68.8	3.4
	11	70	38.2	66.1	65.1	68.7	3.6
	12	70	40.95	66.0	65.0	68.6	3.6
	13	70	43.7	65.9	65.1	68.5	3.4
	14	70	46.45	65.7	65.2	68.5	3.3
	15	70	49.2	65.6	65.4	68.5	3.1
	16	70	51.95	65.5	65.6	68.5	2.9
	17	70	54.7	65.3	65.9	68.6	2.7
	18	70	57.45	65.2	66.2	68.7	2.5
	19	70	60.2	65.0	66.5	68.8	2.3
	20	70	62.95	64.9	66.6	68.9	2.3
	21	70	65.7	64.8	66.8	68.9	2.1
	22	70	68.45	64.7	67.1	69.0	1.9
	23	70	71.2	64.5	67.3	69.1	1.8
	24	70	73.95	64.4	67.5	69.2	1.7
	25	70	76.7	64.3	67.6	69.2	1.6
	26	70	79.45	64.2	67.7	69.3	1.6
	27	70	82.2	64.0	67.7	69.3	1.6
	28	70	84.95	63.9	67.8	69.3	1.5
	29	70	87.7	63.8	67.8	69.2	1.4
	30	70	90.45	63.7	67.7	69.2	1.5
	31	70	93.2	63.6	67.6	69.1	1.5
	32	70	95.95	63.5	67.5	69.0	1.5
	33	70	98.7	63.4	67.4	68.9	1.5
	34	70	101.45	63.3	67.3	68.7	1.4
	35	70	104.2	63.2	67.2	68.6	1.4
	36	70	106.95	63.1	67.1	68.5	1.4
	37	70	109.7	63.0	66.9	68.4	1.5
	38	70	112.45	62.9	66.8	68.3	1.5
	39	70	115.2	62.8	66.7	68.2	1.5
	40	70	117.95	62.7	66.4	68.0	1.6

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN23B	1	70	10.7	62.9	63.3	66.1	2.8
	2	70	13.45	65.0	65.2	68.1	2.9
	3	70	16.2	65.9	65.9	68.9	3.0
	4	70	18.95	66.2	66.0	69.1	3.1
	5	70	21.7	66.2	64.1	68.3	4.2
	6	70	24.45	66.2	65.4	68.9	3.5
	7	70	27.2	66.2	66.8	69.5	2.7
	8	70	29.95	66.2	66.8	69.5	2.7
	9	70	32.7	66.1	66.0	69.1	3.1
	10	70	35.45	66.1	65.6	68.8	3.2
	11	70	38.2	66.0	65.3	68.7	3.4
	12	70	40.95	65.9	65.2	68.6	3.4
	13	70	43.7	65.7	65.3	68.5	3.2
	14	70	46.45	65.6	65.4	68.5	3.1
	15	70	49.2	65.5	65.5	68.5	3.0
	16	70	51.95	65.3	65.7	68.6	2.9
	17	70	54.7	65.2	66.0	68.6	2.6
	18	70	57.45	65.1	66.2	68.7	2.5
	19	70	60.2	64.9	66.5	68.8	2.3
	20	70	62.95	64.8	66.7	68.9	2.2
	21	70	65.7	64.7	66.8	68.9	2.1
	22	70	68.45	64.6	67.0	69.0	2.0
	23	70	71.2	64.4	67.2	69.1	1.9
	24	70	73.95	64.3	67.4	69.2	1.8
	25	70	76.7	64.2	67.6	69.2	1.6
	26	70	79.45	64.1	67.6	69.2	1.6
	27	70	82.2	64.0	67.7	69.2	1.5
	28	70	84.95	63.9	67.8	69.2	1.4
	29	70	87.7	63.7	67.8	69.2	1.4
	30	70	90.45	63.6	67.8	69.2	1.4
	31	70	93.2	63.5	67.7	69.1	1.4
	32	70	95.95	63.4	67.7	69.0	1.3
	33	70	98.7	63.3	67.6	68.9	1.3
	34	70	101.45	63.2	67.5	68.8	1.3
	35	70	104.2	63.1	67.3	68.7	1.4
	36	70	106.95	63.0	67.2	68.6	1.4
	37	70	109.7	62.9	67.1	68.5	1.4
	38	70	112.45	62.8	67.0	68.4	1.4
	39	70	115.2	62.7	66.9	68.3	1.4
	40	70	117.95	62.6	66.8	68.2	1.4

**Kai Tak Development - Predicted Traffic Noise Results**  
**Mitigated Scenario: With Through Road L3 Option**

NSRs	Level	Criteria dB(A)	Height (mPD)	Predicted Noise Level dB(A)			
				New	Existing	Overall	New rd Contribution
PN23C	1	70	10.7	65.2	65.0	68.1	3.1
	2	70	13.45	65.3	65.0	68.2	3.2
	3	70	16.2	65.5	65.5	68.5	3.0
	4	70	18.95	65.7	66.0	68.9	2.9
	5	70	21.7	65.7	65.5	68.6	3.1
	6	70	24.45	65.7	65.8	68.8	3.0
	7	70	27.2	65.6	66.8	69.2	2.4
	8	70	29.95	65.6	67.4	69.6	2.2
	9	70	32.7	65.5	66.2	68.8	2.6
	10	70	35.45	65.4	65.7	68.5	2.8
	11	70	38.2	65.3	65.1	68.2	3.1
	12	70	40.95	65.2	64.8	68.0	3.2
	13	70	43.7	65.1	64.7	67.9	3.2
	14	70	46.45	64.9	64.7	67.8	3.1
	15	70	49.2	64.8	64.7	67.8	3.1
	16	70	51.95	64.7	64.8	67.8	3.0
	17	70	54.7	64.6	64.9	67.8	2.9
	18	70	57.45	64.5	65.1	67.8	2.7
	19	70	60.2	64.3	65.4	67.9	2.5
	20	70	62.95	64.2	65.7	68.0	2.3
	21	70	65.7	64.1	66.0	68.2	2.2
	22	70	68.45	64.0	66.1	68.2	2.1
	23	70	71.2	63.9	66.3	68.3	2.0