

## Appendix 14.1 Key Assessment Assumptions and Methodologies

Assessment Methodologies	Assessment Assumptions	Limitation of Assessment Methodologies / Assumptions	Prior Agreements with EPD/Other Authorities	
			EIA Study Brief Clause Reference	Relevant Documentation
<b>Landscape and Visual Impacts</b>				
Evaluation and assessment of potential impact on landscape resources, landscape character areas, visual sensitive receivers was conducted in accordance with the criteria and guidelines specified in Annex 10 and Annex 18 of the Technical Memorandum on Environmental Impact Assessment Process (EIAO-TM).	The landscape and visual impact assessment has been based on EIAO Guidance Note No.8/2010.	Assessment of sensitivity of receivers and the magnitude of changes of project works are inherently subjective. No detailed data exists for future planned projects or for the concurrent projects other than described in the Report. Changes to these may affect the evaluated impacts of the Project.	Not required	Not applicable
<b>Air Quality Impacts</b>				
Quantitative assessment was conducted following Annex 4 and Annex 12 of EIAO-TM for determination of construction dust impact due to the Project. Fugitive Dust Model (FDM) (1993 version) was adopted for the assessment. The 1-hour, 24-hour and annual average TSP concentrations at representative discrete ASRs were predicted either at 1.5m or the lowest height where the air sensitive use of the representative ASR is located and also 5m, 10m, 15m and 20m above ground.  The emission rates for different construction activities considered in the model were based on the USEPA Compilation of Air Pollutant Emission Factors (AP-42), 5 <sup>th</sup> edition.	Dusty construction activities and programme were based on information provided by the Engineer. The major potential sources of construction dust impact associated with the Project would include excavation, spoil removal, wind erosion and materials handling at barging point.  As a conservative assessment approach, heavy construction emission rate was adopted for construction activities undertaken by cut & cover method and truck haulage in the assessment.  Due to the constrained size of the works sites and the tight construction programme, it will be necessary for active construction activities to be undertaken at multiple work faces spread across each site. A hypothetical Tier 1 screening test assuming 100% active area of construction site of the Project with mitigation measures in	It is difficult to obtain the detailed information for estimation of emission rates for different dusty construction activities. Heavy construction emission rate which is the highest emission rate was therefore adopted in the model run as a conservative approach. The predicted dust concentrations at the ASRs may be higher than the actual situation.  FDM does not allow emissions to be placed more than 20m above ground, but can output concentration accurately at all heights for emission placed within 20m above ground.  Tier 1 screening test is a hypothetical one which is very conservative and does not occur in reality. The predicted TSP levels may be higher than the actual situation.	3.4.2.3 (v) (a) – Assessment methodology for construction dust impact	Not Applicable - The assessment was conducted in accordance with Appendices A-1 to A-3 of the EIA Study Brief (ESB-192/2008)

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	<p>place has been undertaken.</p> <p>The working period at the construction sites would be 12 hours (07:00 – 19:00).</p> <p>The below dust suppression measures were considered in the assessment:</p> <ul style="list-style-type: none"> <li>watering once every working hour on active construction areas to reduce dust emission by 91.7%. This dust suppression efficiency is derived based on the average haul road traffic, average evaporation rate and an assumed application intensity of 1.7 L/m<sup>2</sup> once every working hour. Any potential dust impact and watering mitigation would be subject to the actual site condition. For example, a construction activity that produces inherently wet conditions or in cases under rainy weather, the above water application intensity may not be unreservedly applied. While the above watering frequency is to be followed, the extent of watering may vary depending on actual site conditions but should be sufficient to maintain an equivalent intensity of no less than 1.7L/m<sup>2</sup> to achieve the removal efficiency. The dust levels would be monitored and managed under an EM&amp;A programme as specified in the EM&amp;A Manual.</li> <li>enclosing the unloading process at barging point by a 3-sided screen with top tipping hall, provision of water spraying and flexible dust</li> </ul>			

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	<p>curtains to reduce dust emission by 50%.</p> <p>The above reduction of dust emissions were assumed in the model with the implementation of this dust suppression measure in accordance with USEPA guideline.</p> <p>Hourly meteorological data from Hong Kong Observatory for year 2008 were adopted to predict hourly, daily and annual TSP concentration.</p> <p>Background TSP concentration, based on recent 5-year average monitoring data for urban development was adopted as an indication of the future TSP background concentration.</p>			
<b>Air-borne Noise Impacts</b>				
<i>Construction Phase</i>				
<p>The noise impact assessment for the Project follows Annex 5 and Annex 13 of the EIAO-TM.</p> <p>To assess the potential noise impacts due to the Project, the noise sources were identified and the impacts were quantified. The assessment methodology follows Technical Memorandum on Noise from Construction Work other than Percussive Piling (GW-TM).</p>	<p>Construction noise impact assessment was carried out on a monthly basis and assessed on existing NSRs from the commencement of the Project. Cumulative noise impact was considered within 300m of the NSRs from the construction tasks of the Project taking place concurrently. Noise sources from the areas greater than this 300m distance were excluded from this assessment.</p> <p>In accordance with the EIAO, the methodology outlined in the GW-TM has been used for this construction noise assessment (excluding percussive piling). Sound power level (SWL) of the equipment was taken from</p>	<p>The prediction of construction noise impact was based on the methodology described in the GW-TM under the NCO. There are limitations of the methodology such as the accuracy of the predictive base data for future (e.g. plant inventory for proposed construction works). Quantitative uncertainties in this assessment of impacts should be considered when drawing conclusions from the assessment.</p> <p>In carrying out the assessment, realistic worst case assumptions have been made in order to provide a conservative</p>	<p>3.4.1.3 (i) – Assessment Area</p> <p>3.4.1.3 (iii)(b) – Assessment Points</p>	<p>See Annex A of this Appendix</p>

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	<p>Table 3 of GW-TM and BS5228 was referenced for those without information provided.</p> <p>It was assumed that all PME items required for a particular construction activity would be located at the notional or probable source position of the segment where such activity is to be performed. The assessment was based on the cumulative SWL of PME likely to be used for each location, taking into account the construction period in the vicinity of the receiver location. To predict the noise level, PME was divided into groups required for each discrete construction task. The objective was to identify the worst case scenario representing those items of PME that would be in use concurrently at any given time. The sound pressure level of each construction task was calculated, based on the number of plant and distance from receivers. The noise levels at NSRs were then predicted by adding up the SWLs of all concurrent construction tasks.</p> <p>A positive 3 dB(A) façade correction was added to the predicted noise levels in order to account for the façade effect at each NSR.</p>	assessment of noise impacts. The construction noise impact was assessed based on conservative estimates for the types and quantities of plant and construction methods. The predicted noise levels may be higher than the actual situation.		
<i>Operation Phase – Fixed Noise Sources</i>				
The noise impact assessment for the Project follows Annex 5 and Annex 13 of the EIAO-TM.	The fixed plant noise assessment was been carried out by determining the maximum permissible noise emission levels for future detailed design of the fixed plant in the absence of any detailed information and noise	For determining the distance correction factors, the horizontal distances between the noise source positions and the NSRs were used for representing the worst level of the representative	Not required	Not applicable

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	specification of the proposed fixed plant at the time of this EIA study.	NSRs. The distance between NSRs and the noise sources (slant distance) could be larger and the maximum permissible noise emission levels could be higher than the predicted levels.		
<b>Ground-borne Noise Impacts</b>				
<i>Construction Phase</i>				
The predictions of ground-borne noise impacts were based on the methodologies described in the FTA Guidance Manual. The methodology which had previously been applied in other EIA studies is generally accepted for use in assessing ground-borne noise impacts against EIAO-TM and IND-TM noise criteria.	In carrying out the assessment, realistic worst case assumptions have been made in order to provide a conservative assessment of noise impacts. The construction ground-borne noise impact was assessed based on conservative estimates for the types of plant and methods of working.	There would be some limitations such as the accuracy of the predictive base data for future conditions e.g. plant inventory for the proposed construction works and uncertainty in the soil mobility for future operation. Uncertainties in the assessment of impacts have been considered when drawing conclusions from the assessment.	3.4.1.3 (i) – Assessment Area  3.4.1.3 (iii)(b) – Assessment Points  3.4.1.3 (v)(c) – Criteria and assessment methodology for construction ground-borne noise impact  3.4.1.3 (v)(e) – Methodology/model for ground-borne noise impact from powered mechanical equipment	See Annex A of this Appendix
<i>Operation Phase</i>				
The assessment methodology is based on Transit Noise and Vibration Impact Assessment, FTA-VA-90-1003-06 (the FTA manual).	The operation ground-borne noise levels from the Project were calculated based on direct fixation track and 9-car SP1900 or equivalent.  The Line Source Response is based on	With reference to previous borehole impact test data, there are uncertainties in the ground conditions. The following approaches have been taken to account for the uncertainties:	3.4.2.3 (i) – Assessment Area  3.4.2.3 (iii)(b) – Assessment Points	See Annex A

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	<p>previous borehole impact test data adopted from other EIA studies, based on the similar rockhead level and borehole depth.</p> <p>The Force Density Level is based on the measurement on SP1900 train at Pat Heung Depot in 2003. And the level adopted is based on the wheel and rail being properly maintained such that they are free from wheel flat and rail corrugation.</p>	<ul style="list-style-type: none"> <li>- 10dB safety factor has been incorporated in the prediction.</li> <li>- Provisions have been allowed in the design of the tunnel for installation of any necessary contingency mitigation measures.</li> </ul>	<p>3.4.2.3 (vi)(a)</p> <p>3.4.2.3 (vi)(b) – Criteria and assessment methodology for operational ground-borne noise impact</p>	
<b>Water Quality Impact</b>				
<p>The assessment of potential water quality impacts for the Project follows those presented in Annex 6 and Annex 14 of the EIAO-TM.</p> <p>To assess the potential water quality impacts due to the Project, the sources and natures of water pollution to be generated have been identified and their impacts have been qualitatively described.</p>	<p>The scope of the assessment has been based on the review of the available desktop information within the study area to identify the key issues, review of the existing water quality, water sensitive receivers (WSRs) and pollution sources.</p>	<p>Any significant changes of the identified key issues, reviewed water quality data, conditions of WSRs, and pollution sources may affect the scope and extent of the assessment.</p>	<p>Not required</p>	<p>Not applicable</p>
<b>Waste Management Implications</b>				
<p>The method for assessing potential waste management impacts for the Project follow those presented in Annex 7 and Annex 15 of the EIAO-TM.</p> <p>Site investigation (SI) was completed to determine the level of contamination in the marine deposit in areas where sediments are likely to be encountered during construction works. The sediment sampling and testing plan for</p>	<p>The waste quantities to be generated from the Project were estimated based on the engineering assessment and the information provided in the Construction and Demolition Material Management Plan (C&amp;DMMP) prepared for the Project.</p>	<p>The waste quantities estimated under this EIA are subject to further detailed site survey. However, further refinement of the estimated waste quantities would not affect the assessment conclusion provided that all the recommended mitigation measures are implemented properly.</p>	<p>3.4.4.2 (iii)(a) – Sediment sampling and testing proposal</p>	<p>See Appendix 9.3 and Appendix 9.4</p>

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<p>the SI and laboratory testing was prepared in accordance with ETWB TC(W) No. 34/2002- Management of Dredged/Excavated Sediment.</p> <p>Appropriate mitigation measures have been recommended to minimize any adverse waste impacts.</p>				
<b>Land Contamination</b>				
<p>The approach for land contamination assessment for the Project follows those presented in Guidance Note for Contaminated Land Assessment and Remediation and Annex 19 of the EIAO-TM.</p>	<p>The strategy for sampling and laboratory testing, selection of the contaminants of concern (COCs) would be representative to the site specific characteristics for the past, present and future land uses.</p>	<p>Localised contamination hotspots may not have been identified and investigated due to site constraints.</p>	<p>3.4.5.4 – Contamination Assessment Plan (CAP)</p>	<p>See Appendix 10.1, Appendix 10.2 and Appendix 10.3</p>

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**Annex A**

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本署編號 (11) in AX(3) to EP2/G/A/124 (pt.3) Environmental Protection Department  
 OUR REF: C/HSD/SCL-NSLI/E1005/03/#0909451 Branch Office  
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By Post and Fax (fax: 2145 4269)  
 07 October 2009

MTR Corporation Limited  
 MTR Headquarters Building,  
 Telford Plaza, Kowloon Bay,  
 Kowloon, Hong Kong  
 (Attn: Mr. Richard KWAN, Manager – Environmental)

Dear Mr. Kwan,

Sustainability Development Department	
SP#	
Rec'd On:	- 7 OCT 2009 End □
Copy To:	
Cir To:	
File Ref:	

**Shatin to Central Link – Cross Harbour Section**  
**(Phase I – Mong Kok East to Hung Hom) EIA Study Brief (ESB-192/2008)**  
**Noise Assessment Methodology Report (Ver. B)**

I refer to your referenced letter dated 29.09.2009, submitting a copy of the Noise Assessment Methodology Report (Ver. B) for our agreement as per Section 3.4.1.3(i), 3.4.1.3(iii)(b), 3.4.1.3(v)(c), 3.4.1.3(v)(e), 3.4.1.3(vi)(a) and 3.4.1.3(vi)(b) of the EIA Study Brief No. ESB-192/2008.

2. For the avoidance of doubt, I extract the relevant requirements of the concerned EIA Study Brief as follow:

- S.3.4.1.3(i) - *The assessment area shall include all areas within a distance of 300m from the Project alignment and of all works sites, including works areas away from the Project alignment, proposed under the Project. The assessment area may be reduced accordingly if the first layer of noise sensitive receivers (NSRs), closer than 300m from the outer project limit, provides acoustic shielding to those receivers located further away. In this case, the assessment area shall be agreed with the Director. Subject to the agreement of the Director, the assessment area shall be expanded to include NSRs at greater distance which would be affected by the construction and operation of the project.*
- S.3.4.1.3(iii)(b) - *The Applicant shall select assessment points to represent all identified NSRs for carrying out quantitative noise assessment as described below. The assessment points shall be agreed with the Director prior to the quantitative noise*

- Page 1 of 6 -

*assessment and may be varied subject to the best and latest information available during the course of the EIA study. A map shall be given showing the location and description such as name of building, use, and floors of each and every selected assessment points. For planned noise sensitive land uses without committed site layouts, the Applicant should use the relevant planning parameters to work out representative site layouts for operational noise assessment purpose.*

S.3.4.1.3(v)(c) - *If tunneling by a mechanized tunnel boring machine is used, the criteria and assessment methodology for construction ground-borne noise impacts shall be agreed with the Director (with reference to Section 4.4.2(c) of the TM). Site measurements at appropriate locations may be required in order to obtain the empirical input parameters required in the ground-borne noise model.*

S.3.4.1.3(v)(e) - *For tunnelling, noise impact associated with the operation of powered mechanical equipment or equivalent shall be assessed. If the equipment, such as a tunnel boring machine and associated facilities, is used, the methodology / model for assessing ground-borne noise impact from these equipments / facilities shall be agreed with the Director prior to obtaining the empirical parameters required in the ground-borne noise model. Cumulative impacts with other projects shall be covered if appropriate.*

S.3.4.1.3(vi)(a) - *The Applicant shall assess the noise impacts during the operational phase of the proposed Project, including worst case scenario, normal, abnormal, transient and emergency operations, if applicable, with respect to the acceptable levels contained in Table 1A in Annex 5 in the TM. The assessment methodology including the railway / train design noise level shall be agreed with the Director prior to the commencement of the assessment.*

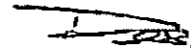
S.3.4.1.3(vi)(b) - *For operation ground-borne noise impact, the criteria and assessment methodology shall be agreed with the Director with special reference to Section 4.4.2(c) of the TM. The assessment shall also cover the cumulative ground-borne noise impact due to the Project and the railways in the vicinity (such as the Shatin to Central Link (Tai Wai to Hung Hom Section), the Shatin to Central Link (Cross Harbour Section Phase II - Hung Hom to Admiralty) that interface with the Project at Hung Hom, and the Kwun Tong Line Extension that will interface with the SCL at the Ho Man Tin Station, if appropriate). Site measurements at appropriate locations on a "like-to-like" basis (e.g. under similar situations) may be required in order to obtain the empirical input parameters required in the ground-borne noise model.*

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3. Please note that our views /comments on the Noise Assessment Methodology Report (Ver. B) for Shatin to Central Link - Cross Harbour Section (Phase I - Mong Kok East to Hung Hom) are only provided for the partial fulfillment of the specific requirements for agreement stipulated in the above-mentioned EIA study brief clauses and shall not pre-empt our future decisions to the EIA report approval process for the Shatin to Central Link - Cross Harbour Section (Phase I - Mong Kok East to Hung Hom) EIA under the EIA Ordinance. Our views below shall not absolve your responsibility to fulfill requirements in other statutory legislation.

4. Subject to the above caveats, I confirm that the assessment methodology proposed in the Noise Assessment Methodology Report (Ver. B) for Shatin to Central Link - Cross Harbour Section (Phase I - Mong Kok East to Hung Hom) is acceptable. However, you are advised to consider and incorporate our observations, attached in Appendix A, in relation to Section 3.4.1.3(i), 3.4.1.3(iii)(b), 3.4.1.3(vi)(a) and 3.4.1.3(vi)(b) of the EIA Study Brief No. ESB-192/2008, in the future EIA report.

5. No further written response to EPD is anticipated on this matter.



(Desmond CHAN)  
Project Engineer (Metro Assessment)  
for Director of Environmental Protection

c.c. Internal S(AN)6

## Appendix A

### Identification of Noise Assessment Points

As a general requirement under Section 3.4.1.3(iii)(b) of the Study Brief, the assessment points may be varied subject to the best and latest information available during the course of the EIA study. Hence the noise assessment points may be varied if there are changes to the extents of the works or the planned NSRs, etc. Specific observations on individual NSRs identified so far are given below.

(a) Noted from Table 3.2 that NSR OM1-Oi Man Estate (Shun Man House) has been added as a NSR for air-borne rail noise impact assessment. Whether the south facing façade or the west facing façade of Shun Man House is more critical is subject to the best and latest information available during the course of the EIA study, like the locations of the proposed railway track crossovers in front of this building.

(b) In Tables 4.3 and 4.4, we already pointed out last time that Hung Hom Bypass is **NOT** a "major road" (not with AADT in excess of 30,000) and hence **NOT** an Influencing Factor. However, Hung Hom Bypass is still being included as an Influencing Factor under Note [d] of Table 4.3 and Note [c] under Table 4.4. The section of Princess Margaret Road Link between Hung Hom Bypass and Chatham Road South is a "major road" (with AADT in excess of 30,000). The Project Proponent is advised to check against "The Annual Traffic Census 2008" available on Transport Department's website<sup>1</sup>.

(c) In Figure No. .../M52/001, we already pointed out last time that the tentative works area under the North-South Link, i.e., this Project, will cover a wide area up to Harbour Place to the east but no NSRs for construction noise assessment have been identified there. Subject to the best and latest information available during the course of the EIA study, like the construction activities to be carried out at individual locations, representative NSRs shall be selected for assessing the potential construction noise impact. It seems that Block 3 of Harbour Place and Harbourfront Horizon facing the 2 works areas along Hung Luen Road are the nearest NSRs. In addition, the status of Harbourview Horizon should also be clarified (i.e. whether it is similar to Harbourfront Horizon or similar to a usual hotel).

### Ground-borne Rail Noise Impact Assessment

The building blocks of the proposed groundborne noise assessment methodology mainly

<sup>1</sup> [http://www.td.gov.hk/FileManager/EN/Content\\_2010/annual%20traffic%20census%202008.pdf](http://www.td.gov.hk/FileManager/EN/Content_2010/annual%20traffic%20census%202008.pdf)

followed the renowned FTA Manual, which has also been adopted in many local underground railway EIAs (e.g. KSL & WIL) approved under the EIAO. While we have no specific comment on the skeleton of the proposed assessment methodology, MTRCL/Consultant should note the followings (mainly on the data rather than methodology) in carrying out the actual assessment.

- (a) Section 6.8 of the present report says, "Soil mobility has already been measured in Hong Kong at a number of locations, including previous KSL and WIL. ... The most relevant results (taking into account the ground type) will be used for the calculations." The Project Proponent has pointed out correctly that for the previous KSL and WIL, the relevant soil mobility data had been measured in situ along their respective alignments. Therefore, it was recognized that the most relevant soil mobility data for a railway project would likely be those measured (or to be measured) in situ along the proposed alignment of the project. In finding out the depths of rockhead and the ground properties along the proposed alignment of this Project, some site investigations by boreholes should have been carried out or will be carried out. Given the opportunity of drilling these boreholes, the Project Proponent shall conduct measurements in situ to obtain the most relevant site specific soil mobility data, at critical locations in particular. Section 3.4.1.3(vi)(b) of the Study Brief stipulates, "For operation ground-borne noise impact, ... Site measurements at appropriate locations on a "like-to-like" basis (e.g. under similar situations) may be required".
- (b) In order to cater for uncertainties in the assessment, provision/consideration should be given in "early stage" to allow for further enhancement of mitigation measures (e.g. tunnel diameter large enough for further measures). The Project Proponent should carefully reconsider that the provision/consideration of further measures (in particular if it requires larger tunnel diameter) at the detail design stage could be too late.
- (c) In Section 2.17 of the present report, proposing the set of more stringent noise limits, i.e., 5 dB(A) below the appropriate Acceptable Noise Levels for "NSRs adjacent to Existing East Rail for the possibility of cumulative noise impacts", is not justified. As elaborated in Sections 2.13 to 2.15 and in the responses to comments, it appears that the Project Proponent is proposing to design the noise mitigation measures for this Project to achieve a target of 5 dB(A) below the appropriate Acceptable Noise Levels (ANL) in order to cater for the possibility of cumulative noise impacts from the existing freight/locomotive and intercity trains. This target can be used for the purpose of noise assessment provided that the Project Proponent can justify why the margin of 5 dB(A) is appropriate. However, setting a target for the purpose of noise assessment does not mean changing the assessment criteria. In this respect, the Project Proponent is advised to present his proposal and argument clearly in the EIA report to be prepared.

### Air-borne Rail Noise Impact Assessment

The building blocks of the proposed air-borne noise assessment methodology mainly followed standard acoustical principles and practices. While we have no specific comment on the approach of the proposed assessment methodology, MTRCL/Consultant should note the followings (mainly on the data rather than methodology) in carrying out the actual assessment.

- (a) In Sections 2.14 and 2.15 of the present report, proposing the set of more stringent noise limits, i.e., 5 dB(A) below the appropriate Acceptable Noise Levels for "NSRs adjacent to Existing East Rail in order to cater for the possibility of cumulative noise impacts", is not justified. As elaborated in Sections 2.13 to 2.15 and in the responses to comments, it appears that the Project Proponent is proposing to design the noise mitigation measures for SCL Phase I to achieve a target of 5 dB(A) below the appropriate Acceptable Noise Levels (ANL) in order to cater for the possibility of cumulative noise impacts from the existing freight/locomotive and intercity trains. This target can be used for the purpose of noise assessment provided that the Project Proponent can justify why the margin of 5 dB(A) is appropriate. However, setting a target for the purpose of noise assessment does not mean changing the assessment criteria. In this respect, the Project Proponent is advised to present his proposal and argument clearly in the EIA report to be prepared.
- (b) Table 6.2 of the present report mentions that the source term of 9-car SP1900 train has been obtained by measurement of Lmax. While it is mentioned in the response to comment that West Rail is using 7-car SP1900 train, the Project Proponent is still encouraged to look for opportunities of measuring the SEL of train pass-by of a 9-car SP1900 train. It would be more accurate and straightforward to measure the SEL of train pass-by directly from similar trains than the proposed conversion of Lmax to SEL indirectly.

本署編號  
OUR REF: (4) in AX(3) to EP2/G/A/124 (pt.5)  
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YOUR REF: NEX2213-COR-HSD-ENV-040256  
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By Post and Fax (fax: 2145 4269)  
20 October 2010

MTR Corporation Limited  
MTR Headquarters Building,  
Telford Plaza, Kowloon Bay,  
Kowloon, Hong Kong  
(Attn: Mr. Richard KWAN, Manager – Environmental)

Dear Mr. Kwan,

Sustainability Development Department	
SP#	040300
Rec'd On:	20 OCT 2010 Encl 05
Copy To:	
Clr To:	
File Ref:	

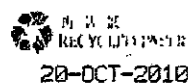
**Shatin to Central Link – Mong Kok East to Hung Hom Section**  
**EIA Study Brief (ESB-192/2008)**  
**Noise Impact Assessment**

I refer to your referenced letter dated 2.09.2010, submitting two drawings [Ref.: (NEX2213/C/361/ENS/M52/501 (Rev. A) and NEX2213/C/361/ENS/M52/601 (Rev. A)], and an updated drawing NEX2213/C/361/ENS/M52/601 (Rev. A) received on 13.09.2010 by e-mail, proposing some revised noise assessment points and noise assessment areas for our agreement as per Section 3.4.1.3(i) and Section 3.4.1.3(iii)(b) of the EIA Study Brief No. ESB-192/2008, reproduced below for easy reference.

S.3.4.1.3(i) - *The assessment area shall include all areas within a distance of 300m from the Project alignment and of all works sites, including works areas away from the Project alignment, proposed under the Project. The assessment area may be reduced accordingly if the first layer of noise sensitive receivers (NSRs), closer than 300m from the outer project limit, provides acoustic shielding to those receivers located further away. In this case, the assessment area shall be agreed with the Director. Subject to the agreement of the Director, the assessment area shall be expanded to include NSRs at greater distance which would be affected by the construction and operation of the project.*

S.3.4.1.3(iii)(b) - *The Applicant shall select assessment points to represent all identified NSRs for carrying out quantitative noise assessment as described below. The assessment points shall be agreed with the Director prior to the quantitative noise assessment and may be varied subject to the best and latest information available*

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*during the course of the EIA study. A map shall be given showing the location and description such as name of building, use, and floors of each and every selected assessment points. For planned noise sensitive land uses without committed site layouts, the Applicant should use the relevant planning parameters to work out representative site layouts for operational noise assessment purpose.*

Please note that our views / comments on the proposed revised noise assessment points and noise assessment areas for the noise assessment of the Shatin to Central Link - Mong Kok East to Hung Hom Section EIA are only provided for the partial fulfillment of the specific requirements for agreement stipulated in the above-mentioned EIA study brief clauses and shall not pre-empt our future decisions to the EIA report approval process under the EIA Ordinance. Our views below shall not absolve your responsibility to fulfill requirements in other statutory legislation.

4. Subject to the above caveats, I confirm that the proposed revised noise assessment points and noise assessment areas for the noise assessment of the Shatin to Central Link - Mong Kok East to Hung Hom Section EIA, as shown in drawings NEX2213/C/361/ENS/M52/501 (Rev. A) and NEX2213/C/361/ENS/M52/601 (Rev. A) are acceptable.

(Desmond CHAN)  
Project Engineer (Metro Assessment)  
for Director of Environmental Protection

c.c. Internal S(AN)6

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