

Appendix 5A

CE 38/2008(HY)

Kai Tak Development - Trunk Road T2 and Infrastructure at South Apron

Investigation, Design and Construction

Identified Representative Noise Sensitive Receivers

NSR No.	Description	Use	Type of Area Containing NSR	Degree to which NSR is affected by Influencing Factor (IF)	IF	Area Sensitivity Rating	Number of Stories Assumed in Traffic Noise Assessment*	Shortest Distance from Site (m)	Assessment Included			
									Construction Phase		Operation Phase	
									Air-borne	Ground-borne	Fixed Plant	Traffic
KTD 1	Centre of Excellence in Paediatric	Clinic	Urban	Indirectly Affected	Trunk Road T2	C	20	14.5	✓		✓	
KTD 2	Centre of Excellence in Paediatric	Clinic	Urban	Not affected	Nil	B	N/A	14.5	✓			
KTD 3	Centre of Excellence in Neuroscience G/IC Zone next to Kwun Tong Bypass (Future Hospital at Site 3C1)	Clinic	Urban	Directly Affected	Trunk Road T2 and Kwun Tong Bypass	C	20	25.3			✓	✓
KTD 4	G/IC Zone next to Kwun Tong Bypass (Future Hospital at Site 3C1)	Hospital	Urban	Directly Affected	Trunk Road T2	C	20	26.6			✓	✓
KTD 5	G/IC Zone next to Kwun Tong Bypass (Future Hospital at Site 3C1)	Hospital	Urban	Directly Affected	Trunk Road T2	C	20	53.6			✓	✓
KTD 7	G Zone next to Kwun Tong Bypass (Site 3B3)	Undesignated	Urban	Directly Affected	Trunk Road T2 and Central Kowloon Route	C	14	139.9				✓
KTD 8	R3 Zone at the centre of the former Kai Tai Runway (Site 4A1)	Residential	Urban	Not affected	Nil	B	26	356.2				✓
KER 1	Future Development at Kerry Godown	Residential	Urban	Not affected	Nil	B	N/A	34.1	✓	✓		
CKL 1	Tin Hau Temple	Public Worship	LDR	Not affected	Nil	A	1	216.5	✓			
CKL 2	Tin Hau Temple	Public Worship	LDR	Not affected	Nil	A	1	233.4	✓			
CKL 3	Flat 26E Cha Kwo Ling Tsuen	Residential	LDR	Not affected	Nil	A	2	255.7	✓			
CKL 4	Flat 121 Cha Kwo Ling Tsuen	Residential	LDR	Not affected	Nil	A	2	55.1	✓			
CKL 5	Flat 103 Cha Kwo Ling Tsuen	Residential	LDR	Not affected	Nil	A	2	76.0	✓			
CKL 6	Kar Hing Building	Residential	LDR	Not affected	Nil	A	7	97.5	✓			
CKL 7	Kam See Building	Residential	LDR	Not affected	Nil	A	7	107.6	✓			
KMS 1	KMS Development - Residential 1	Residential	Urban	Directly Affected	TKO-LTT	C	N/A	185.7			✓	✓
KMS 2	KMS Development - Residential 2	Residential	Urban	Directly Affected	TKO-LTT	C	N/A	159.3			✓	✓
KMS 3	KMS Development - Residential 3	Residential	Urban	Directly Affected	TKO-LTT	C	N/A	155.5			✓	✓
YTB 1	YTB Development - Hotel 1	Residential	Urban	Directly Affected	Eastern Harbour Tunnel	C	N/A	284.5			✓	✓
YTB 2	YTB Development - Hotel 2	Residential	Urban	Directly Affected	Eastern Harbour Tunnel	C	N/A	279.8			✓	✓
YTB 3	YTB Development - Hotel 3	Residential	Urban	Directly Affected	Eastern Harbour Tunnel	C	N/A	272.7			✓	✓
YTB 4	YTB Development - Hotel 4	Residential	Urban	Directly Affected	Eastern Harbour Tunnel	C	N/A	274.1			✓	✓
YTB 5	YTB Development - Hotel 5	Residential	Urban	Directly Affected	Eastern Harbour Tunnel	C	N/A	279.8			✓	✓

NOTE:

LDR: Low density residential area consisting of low-rise or isolated high-rise developments

Urban: Urban Area

* NOTE:

For NSRs assigned for operation phase traffic noise, the number of floors is calculated assuming the NSRs are building at the maximum allowable elevation and assuming 2.8m per floor; and

For NSRs that assigned for fixed plant noise assessment only, assessment are made at the lowest occupied floors and hence no number of stories will be assumed

Designation of ASRs are only for the purpose of fixed plant air-borne noise assessment and are regardless if the NSR rely on open windows for ventilation or not

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Photos of Respective NSRs:
(Only available for existing NSRs)

CKL 1



CKL 2



CKL 3



CKL 4



CKL 5



CKL 6



CKL 7

