Item	PME	TM or other reference	SWL, dB(A)	No. of PME	% on time	Total SWL, dB(A)
1	**Zone 1**					
	Activity 1 - D Walling					
	Crane, mobile/ barge mounted (diesel)	CNP 048	112	2	30%	110
	Air compressor, air flow > 30m3/min	CNP 003	104	2	100%	107
	Piling, diaphragm wall, hydraulic extractor	CNP 163	90	1	60%	88
	Excavator/ loader, wheeled/ tracked	CNP 081	112	1	60%	110
	Grout Mixer	[1]	90	1	60%	88
	Water pump, submersible (electric)	CNP 283	85	2	60%	86
	Dump truck	CNP 067	117	1	30%	112
	Concrete lorry mixer	CNP 044	109	1	30%	104
	Generator, super silenced, 70 dB(A) at 7 m	CNP 103	95	1	100%	95
					Total SWL, dB (A)	**116**
	Activity 2 - Bored Pilling					
	Group 1					
	Crane, mobile/ barge mounted (diesel)	CNP 048	112	1	30%	107
	Excavator/ loader, wheeled/ tracked	CNP 081	112	2	30%	110
	Piling Rig	[2]	112	1	60%	110
	Drill Rig	[1]	110	1	60%	108
	Piling, large diameter bored, grab and chisel	CNP 164	115	1	60%	113
	Piling, large diameter bored, reverse circulation drill	CNP 166	100	1	60%	98
	Piling, large diameter bored, oscillator	CNP 165	115	1	60%	113
	Air compressor, air flow > 30m3/min	CNP 003	104	1	100%	104
	Grout Mixer	[1]	90	1	60%	88
	Grout Pump	[1]	105	1	60%	103
	Bar bender and cutter (electric)	CNP 021	90	1	60%	88
	Generator, super silenced, 70 dB(A) at 7 m	CNP 103	95	1	100%	95
	Dump truck	CNP 067	117	1	30%	112
	Concrete lorry mixer	CNP 044	109	1	30%	104
	Welding Set	[2]	78	2	60%	79
					Total SWL, dB (A)	**120**
	Group 2					
	Excavator/ loader, wheeled/ tracked	CNP 081	112	2	30%	105
	Piling Rig	[2]	112	1	60%	100
	Drill Rig	[1]	110	1	60%	98
	Piling, large diameter bored, grab and chisel	CNP 164	115	1	60%	103
	Piling, large diameter bored, reverse circulation drill	CNP 166	100	1	60%	88
	Piling, large diameter bored, oscillator	CNP 165	115	1	60%	103
	Crane, mobile/ barge mounted (diesel)	CNP 048	112	1	30%	102
	Grout Mixer	[1]	90	1	60%	78
	Grout Pump	[1]	105	1	60%	93
	Bar bender and cutter (electric)	CNP 021	90	1	60%	78
	Generator, super silenced, 70 dB(A) at 7 m	CNP 103	95	1	100%	85
					Total SWL, dB (A)	**110**
					Maximum SWL, dB (A) of Activity 2	**120**
2	**Zone 2**					
	Activity 1 - D Walling					
	Crane, mobile/ barge mounted (diesel)	CNP 048	112	2	60%	113
	Air compressor, air flow > 30m3/min	CNP 003	104	2	100%	107
	Piling, diaphragm wall, hydraulic extractor	CNP 163	90	1	60%	88
	Excavator/ loader, wheeled/ tracked	CNP 081	112	2	60%	113
	Grout Mixer	[1]	90	1	60%	88
	Water pump, submersible (electric)	CNP 283	85	1	60%	83
	Dump truck	CNP 067	117	1	30%	112
	Concrete lorry mixer	CNP 044	109	1	60%	107
	Generator, super silenced, 70 dB(A) at 7 m	CNP 103	95	1	100%	95
					Total SWL, dB (A)	**118**
	Activity 2 - Bored Piling					
	Crane, mobile/ barge mounted (diesel)	CNP 048	112	2	60%	113
	Excavator/ loader, wheeled/ tracked	CNP 081	112	2	30%	110
	Piling Rig	[2]	112	2	60%	113
	Drill Rig	[1]	110	2	60%	111
	Excavator/ loader, wheeled/ tracked	CNP 081	112	2	60%	113
	Piling, large diameter bored, grab and chisel	CNP 164	115	2	60%	116
	Piling, large diameter bored, reverse circulation drill	CNP 166	100	2	60%	101
	Piling, large diameter bored, oscillator	CNP 165	115	2	60%	116
	Air compressor, air flow > 30m3/min	CNP 003	104	2	100%	107
	Grout Mixer	[1]	90	2	60%	91
	Grout Pump	[1]	105	2	60%	106
	Bar bender and cutter (electric)	CNP 021	90	2	60%	91
	Generator, super silenced, 70 dB(A) at 7 m	CNP 103	95	2	100%	98
	Dump truck	CNP 067	117	1	30%	112
	Concrete lorry mixer	CNP 044	109	1	60%	107
	Welding Set	[2]	78	2	60%	79
					Total SWL, dB (A)	**123**
3	**Zone 3**					
	Activity 1 - D Walling					
	Crane, mobile/ barge mounted (diesel)	CNP 048	112	4	60%	116
	Air compressor, air flow > 30m3/min	CNP 003	104	4	100%	110
	Piling, diaphragm wall, hydraulic extractor	CNP 163	90	2	60%	91
	Excavator/ loader, wheeled/ tracked	CNP 081	112	4	60%	116
	Grout Mixer	[1]	90	2	60%	91
	Water pump, submersible (electric)	CNP 283	85	3	60%	88
	Dump truck	CNP 067	117	2	30%	115
	Concrete lorry mixer	CNP 044	109	2	60%	110
	Generator, super silenced, 70 dB(A) at 7 m	CNP 103	95	2	100%	98
					Total SWL, dB (A)	**121**
4	**Park Construction - Zone A**					
	Activity 1 - Park Construction [3]					
	Dump truck	CNP 067	117	2	60%	118
	Crane, mobile/ barge mounted (diesel)	CNP 048	112	2	60%	113
	Excavator/ loader, wheeled/ tracked	CNP 081	112	2	60%	113
	Generator, super silenced, 70 dB(A) at 7 m	CNP 103	95	2	100%	98
	Lorry	CNP 141	112	2	60%	113
					Total SWL, dB (A)	**121**

Item	PME	TM or other reference	SWL, dB(A)	No. of PME	% on time	Total SWL, dB(A)
	Activity 2 - Superstructure [3]					
	Crane, tower (electric)	CNP 049	95	1	50%	92
	Crane, mobile	CNP 048	112	2	50%	112
	Crane Lorry 5.5 tonne < gross vehicle weight =< 38 tonne	[1]	105	2	50%	105
	Concrete pump, stationary/ lorry mounted	CNP 047	109	2	50%	109
	Poker, vibratory, hand-held (electric)	[1]	102	5	50%	106
	Bar bender and cutter (electric)	CNP 021	90	2	50%	90
	Generator, super silenced, 70 dB(A) at 7 m	CNP 103	95	3	100%	100
	Air compressor, air flow > 30m3/min	CNP 003	104	1	100%	104
	Concrete lorry mixer	CNP 044	109	2	50%	109
	Drill/grinder, hand-held (electric)	CNP 065	98	5	30%	100
	Water pump (electric)	CNP 281	88	3	30%	88
	Excavator, wheeled/tracked	CNP 081	112	3	30%	112
	Fork Lift Truck	[2]	104	3	30%	104
	Hoist, passenger/ material (electric)	CNP 122	95	3	30%	95
					Total SWL, dB (A)	**118**
					Maximum SWL, dB (A)	**121**
5	**ICC Footbridge**					
	Group 1					
	Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	100%	102
	Breaker, hand-held, mass > 35kg	CNP 026	114	2	30%	112
	Crane, mobile/ barge mounted (diesel)	CNP 048	112	1	100%	112
	Crane Lorry 5.5 tonne < gross vehicle weight =< 38 tonne	[1]	105	1	70%	103
	Bar bender and cutter (electric)	CNP 021	90	1	80%	89
	Generator, super silenced, 70 dB(A) at 7 m	CNP 103	95	1	100%	95
					Total SWL, dB (A)	**115**
	Group 2					
	Breaker, hand-held, mass > 35kg	CNP 026	114	2	30%	112
	Breaker, hand-held, mass > 10kg and < 20kg	CNP 024	108	1	30%	103
	Concrete lorry mixer	CNP 044	109	1	50%	106
	Poker, vibratory, hand-held (electric)	[1]	102	2	50%	102
	Grout pump	[1]	105	1	20%	98
	Saw, circular, wood	CNP 201	108	1	80%	107
	Generator, super silenced, 70 dB(A) at 7 m	CNP 103	95	1	100%	95
					Total SWL, dB (A)	**115**
					Maximum SWL, dB (A)	**115**
6	**East Concrete Batching Plant (Operation)**					
	Group 1					
	Excavator/ loader, wheeled/ tracked	CNP 081	112	1	60%	110
	Concrete mixer (electric)	CNP 045	96	1	60%	94
	Generator, super silenced, 70 dB(A) at 7 m	CNP 103	95	2	60%	96
	Concrete mixer (petrol)	CNP 046	96	3	60%	99
	Concrete lorry mixer	CNP 044	109	2	60%	110
	Batching plant	CNP 022	108	1	60%	106
	Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	2	60%	103
	Tipper Lorry	BS 5228 Table D.3/112	113	1	30%	108
					Total SWL, dB (A)	**115**
	Group 2					
	Excavator/ loader, wheeled/ tracked	CNP 081	112	1	60%	110
	Concrete mixer (electric)	CNP 045	96	1	60%	94
	Generator, super silenced, 70 dB(A) at 7 m	CNP 103	95	2	60%	96
	Concrete mixer (petrol)	CNP 046	96	3	60%	99
	Concrete lorry mixer	CNP 044	109	2	60%	110
	Batching plant	CNP 022	108	1	60%	106
	Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	2	60%	103
	Tipper Lorry	BS 5228 Table D.3/112	113	1	30%	108
						115
					Maximum SWL, dB (A)	**115**
7	**Barging Points**					
	Derrick barge	CNP 061	104	1	60%	102
	Tug boat	CNP 221	110	1	60%	108
	Dump truck	CNP 067	117	6	30%	120
	Excavator/ loader, wheeled/ tracked	CNP 081	112	1	60%	110
	Conveyor belt	CNP 041	90	1	60%	88
					Total SWL, dB (A)	**120**
8/9	**Pier Construction (Optional)**					
	Group 1					
	Piling, large diameter bored, reverse circulation drill	CNP 166	100	1	100%	100
	Crane, mobile/ barge mounted (diesel)	CNP 048	112	1	60%	110
	Tug boat	CNP 221	110	1	60%	108
					Total SWL, dB (A)	**112**
	Group 2					
	Concrete pump, stationary/ lorry mounted	CNP 047	109	2	100%	112
	Concrete lorry mixer	CNP 044	109	4	60%	113
	Water pump (electric)	CNP 281	88	4	100%	94
	Generator, super silenced, 70 dB(A) at 7 m	CNP 103	95	2	100%	98
	Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	2	100%	105
	Crane, mobile/ barge mounted (diesel)	CNP 048	112	1	60%	110
	Tug boat	CNP 221	110	1	60%	108
					Total SWL, dB (A)	**117**
	Group 3					
	Crane, mobile/ barge mounted (diesel)	CNP 048	112	1	60%	110
	Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	2	100%	105
	Generator, super silenced, 70 dB(A) at 7 m	CNP 103	95	2	100%	98
	Concrete pump, stationary/ lorry mounted	CNP 047	109	2	100%	112
	Concrete lorry mixer	CNP 044	109	2	60%	110
	Poker, vibratory, hand-held (electric)	[1]	102	4	80%	107
	Tug boat	CNP 221	110	1	60%	108
					Total SWL, dB (A)	**117**
					Maximum SWL, dB (A)	**117**
10	**Viewing Platform (Optional)**					
	Group 1					
	Piling, large diameter bored, reverse circulation drill	CNP 166	100	1	100%	100
	Crane, mobile/ barge mounted (diesel)	CNP 048	112	1	80%	111
	Tug boat	CNP 221	110	1	60%	108
					Total SWL, dB (A)	**113**
	Group 2					
	Crane, mobile/ barge mounted (diesel)	CNP 048	112	2	100%	115
					Total SWL, dB (A)	**115**
					Maximum SWL, dB (A)	**115**

Note: [1] Details extracted from EPD website: http://www.epd.gov.hk/epd/english/application_for_licences/guidance/files/OtherSWLe.pdf
[2] SWL of Welding Plant and Piling Rig are referred to the Appendix 5.1 of approved EIA Report of Hong Kong Section of Guangzhou - Shenzhen - Hong Kong Express Rail Link (AEIAR-143/2009)
[3] Activities Park Construction and Superstructure in Zone A are at same period but will not be carried out simultaneously.

Unmitigated Construction Noise Impact

NSR: HT1 (The Harbourside Tower 1)

Construction Programme with Predicted Noise Level (dB, (A))	Total SWL, dB (A)	Distance (m)	Distance Correction, dB (A)	Facade Correction, dB(A)	Calculated SPL, dB(A)	2013					2014		
								10	11	12	1	2	3
1) Zone 1													
Activity 1 - D Walling	116	476	-62	3	58			58	58	58	58		
Activity 2 - Bored Piling	120	476	-62	3	61						61	61	61
2) Zone 2													
Activity 1 - D Walling													
Zone 2.1	118	79	-46	3	75						75	75	75
Zone 2.2	118	79	-46	3	75						75	75	75
Zone 2.3	118	203	-54	3	67						67	67	67
Zone 2.4	118	277	-57	3	64						64	64	64
Activity 2 - Bored Piling													
Zone 2.1	123	79	-46	3	**80**								**80**
Zone 2.2	123	79	-46	3	**80**								**80**
Zone 2.3	123	203	-54	3	72								72
Zone 2.4	123	277	-57	3	69								69
3) Zone 3													
Activity 1 - D Walling	121	272	-57	3	67								67
4) Park Construction - Zone A	121	576	-63	3	61			61	61	61	61	61	61
5) ICC Footbridge	115	211	-54	3	64			64	64	64	64	64	64
6) East Concrete Batching Plant (Operation)	115	461	-61	3	57						57	57	57
7) Barging Point (BP)													
BP4	120	307	-58	3	66			66	66	66	66	66	66
BP5	120	327	-58	3	65			65	65	65	65	65	65
BP6	120	506	-62	3	61			61	61	61	61	61	61
BP7	120	616	-64	3	60			60	60	60	60	60	60
8) West Pier (Optional)	117	846	-67	3	54			54	54	54	54	54	54
9) South Pier (Optional)	117	347	-59	3	62			62	62	62	62	62	62
10) Viewing Platform (Optional)	115	342	-59	3	59			59	59	59	59	59	59
Predicted Noise Level of this Project, dB (A)								72	72	72	**80**	**79**	**85**
Predicted Noise Level of Express Rail Link, dB(A)[1]								70	66	62	70	65	62
Predicted Noise Level of Road Works at West Kowloon, dB(A)[2]								70	70	70	70	70	70
Overall Cumulative Noise Level, dB(A)								**76**	75	74	**80**	**80**	**85**

2013		2014	
Min	Max	Min	Max
72	72	**79**	**85**
2013		2014	
Min	Max	Min	Max
74	**76**	**80**	**85**

Note: **Bold** figure in shaded box denotes exceedance of relevant construction noise criteria

1) Predicted Noise Levels are referred to NSR WK9 in Appendix 5.8 of approved EIA of Express Rail Link (AEIAR-143/2009). Delaying of 6 months of WKT construction programme in VEP have been included in predicted noise level.

2) Predicted Noise Levels are referred to NSR Arch4 in Appendix 3.13 of approved EIA of Road Works at West Kowloon (AEIAR-141/2009) for conservative approach.

3) Since the NSR is located out of the 300m assessment area of the construction works of "Proposed Road Improvement Works in West Kowloon Reclamation" project, the cummulative noise impact is predicted to be low and has insignificant contribution to the NSR, therefore, cumulative noise impact is not taken into account at this NSR.

4) Distances between NSR and the activities are different in same zone since worst case scenario of their notional point have been adopted.

5) Phase 1 Concrete Batching Plant in Environmental Review for Proposed West Kowloon Terminus Concrete Batching Facility will be handed over to WKCDA starting from the year of 2014. Since the operation of concreting batching plants before 2014 and the operation and demolition of phase 2 concreting batching plant have already been included in the noise impact assessment of the XRL project, separate noise impact assessment will only be calculated after handing over the phase 1 concrete batching plant to WKCDA starting from the year of 2014.

Unmitigated Construction Noise Impact

NSR: HT3 (The Harbourside Tower 3)

Construction Programme with Predicted Noise Level (dB, (A))	Total SWL, dB (A)	Distance (m)	Distance Correction, dB (A)	Facade Correction, dB(A)	Calculated SPL, dB(A)	2013					2014		
								10	11	12	1	2	3
1) Zone 1													
Activity 1 - D Walling	116	571	-63	3	56			56	56	56	56		
Activity 2 - Bored Piling	120	571	-63	3	60						60	60	60
2) Zone 2													
Activity 1 - D Walling													
Zone 2.1	118	92	-47	3	74						74	74	74
Zone 2.2	118	130	-50	3	71						71	71	71
Zone 2.3	118	292	-57	3	64						64	64	64
Zone 2.4	118	238	-56	3	65						65	65	65
Activity 2 - Bored Piling													
Zone 2.1	123	92	-47	3	**78**								**78**
Zone 2.2	123	130	-50	3	75								75
Zone 2.3	123	292	-57	3	68								68
Zone 2.4	123	238	-56	3	70								70
3) Zone 3													
Activity 1 - D Walling	121	189	-54	3	71								71
4) Park Construction - Zone A	121	525	-62	3	61			61	61	61	61	61	61
5) ICC Footbridge	115	125	-50	3	68			68	68	68	68	68	68
6) East Concrete Batching Plant (Operation)	115	554	-63	3	55						55	55	55
7) Barging Point (BP)													
BP4	120	302	-58	3	66			66	66	66	66	66	66
BP5	120	312	-58	3	65			65	65	65	65	65	65
BP6	120	461	-61	3	62			62	62	62	62	62	62
BP7	120	576	-63	3	60			60	60	60	60	60	60
8) West Pier (Optional)	117	756	-66	3	55			55	55	55	55	55	55
9) South Pier (Optional)	117	327	-58	3	62			62	62	62	62	62	62
10) Viewing Platform (Optional)	115	412	-60	3	58			58	58	58	58	58	58
Predicted Noise Level of this Project, dB (A)								73	73	73	**78**	**78**	**83**
Predicted Noise Level of Express Rail Link, dB(A)[1]								65	65	63	65	63	63
Predicted Noise Level of Road Works at West Kowloon, dB(A)[2]								68	68	68	68	68	68
Overall Cumulative Noise Level, dB(A)								75	75	75	**79**	**79**	**83**

2013		2014	
Min	Max	Min	Max
73	73	**78**	**83**
2013		2014	
Min	Max	Min	Max
75	75	**79**	**83**

Note: **Bold** figure in shaded box denotes exceedance of relevant construction noise criteria

1) Predicted Noise Levels are referred to NSR WK10 in Appendix 5.8 of approved EIA of Express Rail Link (AEIAR-143/2009). Delaying of 6 months of WKT construction programme in VEP have been included in predicted noise level.

2) Predicted Noise Levels are referred to NSR HARB2 in Appendix 3.13 of approved EIA of Road Works at West Kowloon (AEIAR-141/2009) for conservative approach.

3) Since the NSR is located out of the 300m assessment area of the construction works of "Proposed Road Improvement Works in West Kowloon Reclamation" project, the cummulative noise impact is predicted to be low and has insignificant contribution to the NSR, therefore, cumulative noise impact is not taken into account at this NSR.

4) Distances between NSR and the activities are different in same zone since worst case scenario of their notional point have been adopted.

5) Phase 1 Concrete Batching Plant in Environmental Review for Proposed West Kowloon Terminus Concrete Batching Facility will be handed over to WKCDA starting from the year of 2014. Since the operation of concreting batching plants before 2014 and the operation and demolition of phase 2 concreting batching plant have already been included in the noise impact assessment of the XRL project, separate noise impact assessment will only be calculated after handing over the phase 1 concrete batching plant to WKCDA starting from the year of 2014.

Unmitigated Construction Noise Impact

NSR: AST (The Arch - Sun Tower)

Construction Programme with Predicted Noise Level (dB, (A))	Total SWL, dB (A)	Distance (m)	Distance Correction, dB (A)	Facade Correction, dB(A)	Calculated SPL, dB(A)			2013			2014		
								10	11	12	1	2	3
1) Zone 1													
Activity 1 - D Walling	116	392	-60	3	59			59	59	59	59		
Activity 2 - Bored Piling	120	392	-60	3	63						63	63	63
2) Zone 2													
Activity 1 - D Walling													
Zone 2.1	118	130	-50	3	71						71	71	71
Zone 2.2	118	72	-45	3	**76**						**76**	**76**	**76**
Zone 2.3	118	169	-53	3	68						68	68	68
Zone 2.4	118	302	-58	3	63						63	63	63
Activity 2 - Bored Piling													
Zone 2.1	123	130	-50	3	75								75
Zone 2.2	123	72	-45	3	**81**								**81**
Zone 2.3	123	169	-53	3	73								73
Zone 2.4	123	302	-58	3	68								68
3) Zone 3													
Activity 1 - D Walling	121	362	-59	3	65								65
4) Park Construction - Zone A	121	651	-64	3	59			59	59	59	59	59	59
5) ICC Footbridge	115	299	-58	3	61			61	61	61	61	61	61
6) East Concrete Batching Plant (Operation)	115	377	-60	3	59						59	59	59
7) Barging Point (BP)													
BP4	120	357	-59	3	64			64	64	64	64	64	64
BP5	120	387	-60	3	64			64	64	64	64	64	64
BP6	120	576	-63	3	60			60	60	60	60	60	60
BP7	120	691	-65	3	59			59	59	59	59	59	59
8) West Pier (Optional)	117	936	-67	3	53			53	53	53	53	53	53
9) South Pier (Optional)	117	397	-60	3	60			60	60	60	60	60	60
10) Viewing Platform (Optional)	115	297	-57	3	61			61	61	61	61	61	61
Predicted Noise Level of this Project, dB (A)								71	71	71	**79**	**79**	**84**
Predicted Noise Level of Express Rail Link, dB(A)[1]								74	73	69	74	71	69
Predicted Noise Level of Road Works at West Kowloon, dB(A)[2]								69	69	69	69	69	69
Overall Cumulative Noise Level, dB(A)								**77**	**76**	74	**80**	**80**	**84**

2013		2014	
Min	Max	Min	Max
71	71	**79**	**84**
2013		2014	
Min	Max	Min	Max
74	**77**	**80**	**84**

Note: **Bold** figure in shaded box denotes exceedance of relevant construction noise criteria

1) Predicted Noise Levels are referred to NSR WK14 in Appendix 5.8 of approved EIA of Express Rail Link (AEIAR-143/2009). Delaying of 6 months of WKT construction programme in VEP have been included in predicted noise level.

2) Predicted Noise Levels are referred to NSR Arch2b in Appendix 3.13 of approved EIA of Road Works at West Kowloon (AEIAR-141/2009) for conservative approach.

3) Since the NSR is located out of the 300m assessment area of the construction works of "Proposed Road Improvement Works in West Kowloon Reclamation" project, the cummulative noise impact is predicted to be low and has insignificant contribution to the NSR, therefore, cumulative noise impact is not taken into account at this NSR.

4) Distances between NSR and the activities are different in same zone since worst case scenario of their notional point have been adopted.

5) Phase 1 Concrete Batching Plant in Environmental Review for Proposed West Kowloon Terminus Concrete Batching Facility will be handed over to WKCDA starting from the year of 2014. Since the operation of concreting batching plants before 2014 and the operation and demolition of phase 2 concreting batching plant have already been included in the noise impact assessment of the XRL project, separate noise impact assessment will only be calculated after handing over the phase 1 concrete batching plant to WKCDA starting from the year of 2014.

Unmitigated Construction Noise Impact

NSR: WOB (Wai On Building)

Construction Programme with Predicted Noise Level (dB, (A))	Total SWL, dB (A)	Distance (m)	Distance Correction, dB (A)	Facade Correction, dB(A)	Calculated SPL, dB(A)	2013					2014		
								10	11	12	1	2	3
1) Zone 1													
Activity 1 - D Walling	116	95	-48	3	72			72	72	72	72		
Activity 2 - Bored Piling	120	95	-48	3	75						75	75	75
2) Zone 2													
Activity 1 - D Walling													
Zone 2.1	118	640	-64	3	57						57	57	57
Zone 2.2	118	465	-61	3	60						60	60	60
Zone 2.3	118	740	-65	3	56						56	56	56
Zone 2.4	118	500	-62	3	59						59	59	59
Activity 2 - Bored Piling													
Zone 2.1	123	640	-64	3	62								62
Zone 2.2	123	465	-61	3	64								64
Zone 2.3	123	740	-65	3	60								60
Zone 2.4	123	500	-62	3	64								64
3) Zone 3													
Activity 1 - D Walling	121	905	-67	3	57								57
4) Park Construction - Zone A	121	1107	-69	3	55			55	55	55	55	55	55
5) ICC Footbridge	115	840	-66	3	52			52	52	52	52	52	52
6) East Concrete Batching Plant (Operation)	115	215	-55	3	63						63	63	63
7) Barging Point (BP)													
BP4	120	805	-66	3	57			57	57	57	57	57	57
BP5	120	850	-67	3	57			57	57	57	57	57	57
BP6	120	1060	-69	3	55			55	55	55	55	55	55
BP7	120	1160	-69	3	54			54	54	54	54	54	54
8) West Pier (Optional)	117	1475	-71	3	49			49	49	49	49	49	49
9) South Pier (Optional)	117	845	-67	3	54			54	54	54	54	54	54
10) Viewing Platform (Optional)	115	508	-62	3	56			56	56	56	56	56	56
Predicted Noise Level of this Project, dB (A)								72	72	72	**78**	**76**	**77**
Predicted Noise Level of Express Rail Link, dB(A)[1]								66	63	60	66	58	56
Predicted Noise Level of Road Works at West Kowloon, dB(A)[2]								64	64	64	64	64	64
Predicted Noise Level of Road Improvement Works in West Kowloon Reclamation, dB(A)[3]												46	63
Overall Cumulative Noise Level, dB(A)								74	73	73	**78**	**77**	**77**

2013		2014	
Min	**Max**	**Min**	**Max**
72	72	**76**	**78**
2013		2014	
Min	**Max**	**Min**	**Max**
73	74	**77**	**78**

Note: **Bold** figure in shaded box denotes exceedance of relevant construction noise criteria

1) Predicted Noise Levels are referred to NSR WK5 in Appendix G of Environmental Review for Proposed West Kowllon Terminus Concrete Batching Facility.

2) Predicted Noise Levels are referred to NSR WN in Appendix 3.13 of approved EIA of Road Works at West Kowloon (AEIAR-141/2009).

3) Predicted Noise Levels are referred to NSR WOB in Appendix 2.4 of Preliminary Environmental Review Report - Scheme Q of Proposed Road Improvement Works in West Kowloon Reclamation for conservative approach. Delaying of 6 months of construction programme based on latest information have been included in predicted noise level.

4) Distances between NSR and the activities are different in same zone since worst case scenario of their notional point have been adopted.

5) Phase 1 Concrete Batching Plant in Environmental Review for Proposed West Kowloon Terminus Concrete Batching Facility will be handed over to WKCDA starting from the year of 2014. Since the operation of concreting batching plants before 2014 and the operation and demolition of phase 2 concreting batching plant have already been included in the noise impact assessment of the XRL project, separate noise impact assessment will only be calculated after handing over the phase 1 concrete batching plant to WKCDA starting from the year of 2014.

Unmitigated Construction Noise Impact

NSR: VT1 (The Victoria Towers - Tower 1)

Construction Programme with Predicted Noise Level (dB, (A))	Total SWL, dB (A)	Distance (m)	Distance Correction, dB (A)	Facade Correction, dB(A)	Calculated SPL, dB(A)			2013			2014		
								10	11	12	1	2	3
1) Zone 1													
Activity 1 - D Walling	116	70	-45	3	74			74	74	74	74		
Activity 2 - Bored Piling	120	70	-45	3	**78**						**78**	**78**	**78**
2) Zone 2													
Activity 1 - D Walling													
Zone 2.1	118	626	-64	3	57						57	57	57
Zone 2.2	118	462	-61	3	60						60	60	60
Zone 2.3	118	462	-61	3	60						60	60	60
Zone 2.4	118	691	-65	3	56						56	56	56
Activity 2 - Bored Piling													
Zone 2.1	123	626	-64	3	62								62
Zone 2.2	123	462	-61	3	64								64
Zone 2.3	123	462	-61	3	64								64
Zone 2.4	123	691	-65	3	61								61
3) Zone 3													
Activity 1 - D Walling	121	886	-67	3	57								57
4) Park Construction - Zone A	121	1042	-68	3	55			55	55	55	55	55	55
5) ICC Footbridge	115	827	-66	3	52			52	52	52	52	52	52
6) East Concrete Batching Plant (Operation)	115	158	-52	3	66						66	66	66
7) Barging Point (BP)													
BP4	120	751	-66	3	58			58	58	58	58	58	58
BP5	120	799	-66	3	57			57	57	57	57	57	57
BP6	120	1001	-68	3	55			55	55	55	55	55	55
BP7	120	1093	-69	3	55			55	55	55	55	55	55
8) West Pier (Optional)	117	1451	-71	3	49			49	49	49	49	49	49
9) South Pier (Optional)	117	786	-66	3	54			54	54	54	54	54	54
10) Viewing Platform (Optional)	115	422	-61	3	58			58	58	58	58	58	58
Predicted Noise Level of this Project, dB (A)								75	75	75	**80**	**79**	**79**
Predicted Noise Level of Express Rail Link, dB(A)[1]								68	65	64	67	61	59
Predicted Noise Level of Road Works at West Kowloon, dB(A)[2]								60	60	60	60	60	60
Predicted Noise Level of Road Improvement Works in West Kowloon Reclamation, dB(A)[3]												42	59
Overall Cumulative Noise Level, dB(A)								**76**	75	75	**80**	**79**	**79**

2013		2014	
Min	Max	Min	Max
75	75	**79**	**80**
2013		2014	
Min	Max	Min	Max
75	**76**	**79**	**80**

Note: **Bold** figure in shaded box denotes exceedance of relevant construction noise criteria

1) Predicted Noise Levels are referred to NSR WK6 in Appendix G of Environmental Review for Proposed West Kowllon Terminus Concrete Batching Facility.

2) Predicted Noise Levels are referred to NSR VT2 in Appendix 3.13 of approved EIA of Road Works at West Kowloon (AEIAR-141/2009) for conservative approach.

3) Predicted Noise Levels are referred to NSR VT1 in Appendix 2.4 of Preliminary Environmental Review Report - Scheme Q of Proposed Road Improvement Works in West Kowloon Reclamation for conservative approach.Delaying of 6 months of construction programme based on latest information have been included in predicted noise level.

4) Distances between NSR and the activities are different in same zone since worst case scenario of their notional point have been adopted.

5) Phase 1 Concrete Batching Plant in Environmental Review for Proposed West Kowloon Terminus Concrete Batching Facility will be handed over to WKCDA starting from the year of 2014. Since the operation of concreting batching plants before 2014 and the operation and demolition of phase 2 concreting batching plant have already been included in the noise impact assessment of the XRL project, separate noise impact assessment will only be calculated after handing over the phase 1 concrete batching plant to WKCDA starting from the year of 2014.

Unmitigated Construction Noise Impact

NSR: VT2 (The Victoria Towers - Tower 2)

Construction Programme with Predicted Noise Level (dB, (A))	Total SWL, dB (A)	Distance (m)	Distance Correction, dB (A)	Facade Correction, dB(A)	Calculated SPL, dB(A)	2013					2014		
								10	11	12	1	2	3
1) Zone 1													
Activity 1 - D Walling	116	74	-45	3	74			74	74	74	74		
Activity 2 - Bored Piling	120	74	-45	3	**78**						**78**	**78**	**78**
2) Zone 2													
Activity 1 - D Walling													
Zone 2.1	118	641	-64	3	57						57	57	57
Zone 2.2	118	482	-62	3	59						59	59	59
Zone 2.3	118	487	-62	3	59						59	59	59
Zone 2.4	118	716	-65	3	56						56	56	56
Activity 2 - Bored Piling													
Zone 2.1	123	641	-64	3	62								62
Zone 2.2	123	482	-62	3	64								64
Zone 2.3	123	487	-62	3	64								64
Zone 2.4	123	716	-65	3	61								61
3) Zone 3													
Activity 1 - D Walling	121	901	-67	3	57								57
4) Park Construction - Zone A	121	1068	-69	3	55			55	55	55	55	55	55
5) ICC Footbridge	115	846	-67	3	52			52	52	52	52	52	52
6) East Concrete Batching Plant (Operation)	115	183	-53	3	65						65	65	65
7) Barging Point (BP)													
BP4	120	781	-66	3	57			57	57	57	57	57	57
BP5	120	831	-66	3	57			57	57	57	57	57	57
BP6	120	1036	-68	3	55			55	55	55	55	55	55
BP7	120	1131	-69	3	54			54	54	54	54	54	54
8) West Pier (Optional)	117	1471	-71	3	49			49	49	49	49	49	49
9) South Pier (Optional)	117	816	-66	3	54			54	54	54	54	54	54
10) Viewing Platform (Optional)	115	462	-61	3	57			57	57	57	57	57	57
Predicted Noise Level of this Project, dB (A)								74	74	74	**80**	**78**	**79**
Predicted Noise Level of Express Rail Link, dB(A)[1]								68	65	64	67	61	59
Predicted Noise Level of Road Works at West Kowloon, dB(A)[2]								60	60	60	60	60	60
Predicted Noise Level of Road Improvement Works in West Kowloon Reclamation, dB(A)[3]												43	58
Overall Cumulative Noise Level, dB(A)								75	75	75	**80**	**78**	**79**

2013		2014	
Min	**Max**	**Min**	**Max**
74	74	**78**	**80**
2013		**2014**	
Min	**Max**	**Min**	**Max**
75	75	**78**	**80**

Note: **Bold** figure in shaded box denotes exceedance of relevant construction noise criteria

1) Predicted Noise Levels are referred to NSR WK6 in Appendix G of Environmental Review for Proposed West Kowllon Terminus Concrete Batching Facility.

2) Predicted Noise Levels are referred to NSR VT2 in Appendix 3.13 of approved EIA of Road Works at West Kowloon (AEIAR-141/2009) for conservative approach.

3) Predicted Noise Levels are referred to NSR VT2 in Appendix 2.4 of Preliminary Environmental Review Report - Scheme Q of Proposed Road Improvement Works in West Kowloon Reclamation for conservative approach. Delaying of 6 months of construction programme based on latest information have been included in predicted noise level.

4) Distances between NSR and the activities are different in same zone since worst case scenario of their notional point have been adopted.

5) Phase 1 Concrete Batching Plant in Environmental Review for Proposed West Kowloon Terminus Concrete Batching Facility will be handed over to WKCDA starting from the year of 2014. Since the operation of concreting batching plants before 2014 and the operation and demolition of phase 2 concreting batching plant have already been included in the noise impact assessment of the XRL project, separate noise impact assessment will only be calculated after handing over the phase 1 concrete batching plant to WKCDA starting from the year of 2014.

Unmitigated Construction Noise Impact

NSR: LCS (Lai Chack Middle School)

Construction Programme with Predicted Noise Level (dB, (A))	Total SWL, dB (A)	Distance (m)	Distance Correction, dB (A)	Facade Correction, dB(A)	Calculated SPL, dB(A)			2013			2014		
								10	11	12	1	2	3
1) Zone 1													
Activity 1 - D Walling	116	75	-46	3	**74**			**74**	**74**	**74**	**74**		
Activity 2 - Bored Piling	120	75	-46	3	**77**						**77**	**77**	**77**
2) Zone 2													
Activity 1 - D Walling													
Zone 2.1	118	640	-64	3	57						57	57	57
Zone 2.2	118	475	-62	3	59						59	59	59
Zone 2.3	118	465	-61	3	60						60	60	60
Zone 2.4	118	685	-65	3	56						56	56	56
Activity 2 - Bored Piling													
Zone 2.1	123	640	-64	3	62								62
Zone 2.2	123	475	-62	3	64								64
Zone 2.3	123	465	-61	3	64								64
Zone 2.4	123	685	-65	3	61								61
3) Zone 3													
Activity 1 - D Walling	121	900	-67	3	57								57
4) Park Construction - Zone A	121	1046	-68	3	55			55	55	55	55	55	55
5) ICC Footbridge	115	843	-67	3	52			52	52	52	52	52	52
6) East Concrete Batching Plant (Operation)	115	160	-52	3	66						66	66	66
7) Barging Point (BP)													
BP4	120	750	-66	3	58			58	58	58	58	58	58
BP5	120	795	-66	3	57			57	57	57	57	57	57
BP6	120	993	-68	3	55			55	55	55	55	55	55
BP7	120	1083	-69	3	55			55	55	55	55	55	55
8) West Pier (Optional)	117	1455	-71	3	49			49	49	49	49	49	49
9) South Pier (Optional)	117	780	-66	3	55			55	55	55	55	55	55
10) Viewing Platform (Optional)	115	398	-60	3	58			58	58	58	58	58	58
Predicted Noise Level of this Project, dB (A)								**74**	**74**	**74**	**80**	**78**	**79**
Predicted Noise Level of Express Rail Link, dB(A)[1]								67	62	62	66	60	58
Predicted Noise Level of Road Works at West Kowloon, dB(A)[2]								60	60	60	60	60	60
Predicted Noise Level of Road Improvement Works in West Kowloon Reclamation, dB(A)[3]												41	62
Overall Cumulative Noise Level, dB(A)								**75**	**75**	**75**	**80**	**78**	**79**

2013		2014	
Min	Max	Min	Max
74	**74**	**78**	**80**
75	**75**	**78**	**80**

Note: **Bold** figure in shaded box denotes exceedance of relevant construction noise criteria

1) Predicted Noise Levels are referred to NSR WK7 in Appendix G of Environmental Review for Proposed West Kowllon Terminus Concrete Batching Facility.

2) Predicted Noise Levels are referred to NSR VT2 in Appendix 3.13 of approved EIA of Road Works at West Kowloon (AEIAR-141/2009) for conservative approach.

3) Predicted Noise Levels are referred to NSR LCS in Appendix 2.4 of Preliminary Environmental Review Report - Scheme Q of Proposed Road Improvement Works in West Kowloon Reclamation for conservative approach. Delaying of 6 months of construction programme based on latest information have been included in predicted noise level.

4) Distances between NSR and the activities are different in same zone since worst case scenario of their notional point have been adopted.

5) Phase 1 Concrete Batching Plant in Environmental Review for Proposed West Kowloon Terminus Concrete Batching Facility will be handed over to WKCDA starting from the year of 2014. Since the operation of concreting batching plants before 2014 and the operation and demolition of phase 2 concreting batching plant have already been included in the noise impact assessment of the XRL project, separate noise impact assessment will only be calculated after handing over the phase 1 concrete batching plant to WKCDA starting from the year of 2014.

Unmitigated Construction Noise Impact

NSR: CRGPS (Canton Road Government Primary School)

Construction Programme with Predicted Noise Level (dB, (A))	Total SWL, dB (A)	Distance (m)	Distance Correction, dB (A)	Facade Correction, dB(A)	Calculated SPL, dB(A)			2013			2014		
								10	11	12	1	2	3
1) Zone 1													
Activity 1 - D Walling	116	90	-47	3	**72**			**72**	**72**	**72**	**72**		
Activity 2 - Bored Piling	120	90	-47	3	**76**						**76**	**76**	**76**
2) Zone 2													
Activity 1 - D Walling													
Zone 2.1	118	645	-64	3	57						57	57	57
Zone 2.2	118	480	-62	3	59						59	59	59
Zone 2.3	118	470	-61	3	60						60	60	60
Zone 2.4	118	685	-65	3	56						56	56	56
Activity 2 - Bored Piling													
Zone 2.1	123	645	-64	3	61								61
Zone 2.2	123	480	-62	3	64								64
Zone 2.3	123	470	-61	3	64								64
Zone 2.4	123	685	-65	3	61								61
3) Zone 3													
Activity 1 - D Walling	121	905	-67	3	57								57
4) Park Construction - Zone A	121	1065	-69	3	55			55	55	55	55	55	55
5) ICC Footbridge	115	847	-67	3	52			52	52	52	52	52	52
6) East Concrete Batching Plant (Operation)	115	170	-53	3	65						65	65	65
7) Barging Point (BP)													
BP4	120	745	-65	3	58			58	58	58	58	58	58
BP5	120	795	-66	3	57			57	57	57	57	57	57
BP6	120	993	-68	3	55			55	55	55	55	55	55
BP7	120	1080	-69	3	55			55	55	55	55	55	55
8) West Pier (Optional)	117	1455	-71	3	49			49	49	49	49	49	49
9) South Pier (Optional)	117	775	-66	3	55			55	55	55	55	55	55
10) Viewing Platform (Optional)	115	400	-60	3	58			58	58	58	58	58	58
Predicted Noise Level of this Project, dB (A)								**73**	**73**	**73**	**78**	**77**	**78**
Predicted Noise Level of Express Rail Link, dB(A)[1]								67	62	62	66	60	58
Predicted Noise Level of Road Works at West Kowloon, dB(A)[2]								60	60	60	60	60	60
Predicted Noise Level of Road Improvement Works in West Kowloon Reclamation, dB(A)[3]												41	60
Overall Cumulative Noise Level, dB(A)								**74**	**73**	**73**	**78**	**77**	**78**

2013		2014	
Min	Max	Min	Max
73	**73**	**77**	**78**
2013		2014	
Min	Max	Min	Max
73	**74**	**77**	**78**

Note: **Bold** figure in shaded box denotes exceedance of relevant construction noise criteria

1) Predicted Noise Levels are referred to NSR WK7 in Appendix G of Environmental Review for Proposed West Kowllon Terminus Concrete Batching Facility.

2) Predicted Noise Levels are referred to NSR VT2 in Appendix 3.13 of approved EIA of Road Works at West Kowloon (AEIAR-141/2009) for conservative approach.

3) Predicted Noise Levels are referred to NSR CGPS in Appendix 2.4 of Preliminary Environmental Review Report - Scheme Q of Proposed Road Improvement Works in West Kowloon Reclamation for conservative approach. Delaying of 6 months of construction programme based on latest information have been included in predicted noise level.

4) Distances between NSR and the activities are different in same zone since worst case scenario of their notional point have been adopted.

5) Phase 1 Concrete Batching Plant in Environmental Review for Proposed West Kowloon Terminus Concrete Batching Facility will be handed over to WKCDA starting from the year of 2014. Since the operation of concreting batching plants before 2014 and the operation and demolition of phase 2 concreting batching plant have already been included in the noise impact assessment of the XRL project, separate noise impact assessment will only be calculated after handing over the phase 1 concrete batching plant to WKCDA starting from the year of 2014.

Unmitigated Construction Noise Impact

NSR: FQ (Fire Services Department Staff Quarter)

Construction Programme with Predicted Noise Level (dB, (A))	Total SWL, dB (A)	Distance (m)	Distance Correction, dB (A)	Facade Correction, dB(A)	Calculated SPL, dB(A)			2013 10	11	12	2014 1	2	3
1) Zone 1													
Activity 1 - D Walling	116	54	-43	3	**77**			**77**	**77**	**77**	**77**		
Activity 2 - Bored Piling	120	54	-43	3	**80**						**80**	**80**	**80**
2) Zone 2													
Activity 1 - D Walling													
Zone 2.1	118	540	-63	3	58						58	58	58
Zone 2.2	118	371	-59	3	62						62	62	62
Zone 2.3	118	366	-59	3	62						62	62	62
Zone 2.4	118	580	-63	3	58						58	58	58
Activity 2 - Bored Piling													
Zone 2.1	123	587	-63	3	62								62
Zone 2.2	123	419	-60	3	65								65
Zone 2.3	123	422	-61	3	65								65
Zone 2.4	123	614	-64	3	62								62
3) Zone 3													
Activity 1 - D Walling	121	795	-66	3	58								58
4) Park Construction - Zone A	121	996	-68	3	56			56	56	56	56	56	56
5) ICC Footbridge	115	744	-65	3	53			53	53	53	53	53	53
6) East Concrete Batching Plant (Operation)	115	68	-45	3	73						73	73	73
7) Barging Point (BP)													
BP4	120	650	-64	3	59			59	59	59	59	59	59
BP5	120	695	-65	3	58			58	58	58	58	58	58
BP6	120	900	-67	3	56			56	56	56	56	56	56
BP7	120	985	-68	3	55			55	55	55	55	55	55
8) West Pier (Optional)	117	1350	-71	3	50			50	50	50	50	50	50
9) South Pier (Optional)	117	680	-65	3	56			56	56	56	56	56	56
10) Viewing Platform (Optional)	115	291	-57	3	61			61	61	61	61	61	61
Predicted Noise Level of this Project, dB (A)								**77**	**77**	**77**	**83**	**81**	**82**
Predicted Noise Level of Express Rail Link, dB(A)[1]								74	72	72	73	70	69
Predicted Noise Level of Road Works at West Kowloon, dB(A)[2]								60	60	60	60	60	60
Predicted Noise Level of Road Improvement Works in West Kowloon Reclamation, dB(A)[3]												41	62
Overall Cumulative Noise Level, dB(A)								**79**	**78**	**78**	**83**	**82**	**82**

2013 Min	2013 Max	2014 Min	2014 Max
77	**77**	**81**	**83**
2013 Min	2013 Max	2014 Min	2014 Max
78	**79**	**82**	**83**

Note: **Bold** figure in shaded box denotes exceedance of relevant construction noise criteria

1) Predicted Noise Levels are referred to NSR WK7a in Appendix G of Environmental Review for Proposed West Kowllon Terminus Concrete Batching Facility.

2) Predicted Noise Levels are referred to NSR VT2 in Appendix 3.13 of approved EIA of Road Works at West Kowloon (AEIAR-141/2009) for conservative approach.

3) Predicted Noise Levels are referred to NSR LCS in Appendix 2.4 of Preliminary Environmental Review Report - Scheme Q of Proposed Road Improvement Works in West Kowloon Reclamation for conservative approach. Delaying of 6 months of construction programme based on latest information have been included in predicted noise level.

4) Distances between NSR and the activities are different in same zone since worst case scenario of their notional point have been adopted.

5) Phase 1 Concrete Batching Plant in Environmental Review for Proposed West Kowloon Terminus Concrete Batching Facility will be handed over to WKCDA starting from the year of 2014. Since the operation of concreting batching plants before 2014 and the operation and demolition of phase 2 concreting batching plant have already been included in the noise impact assessment of the XRL project, separate noise impact assessment will only be calculated after handing over the phase 1 concrete batching plant to WKCDA starting from the year of 2014.

Unmitigated Construction Noise Impact

NSR: CUL (The Cullirian I)

Construction Programme with Predicted Noise Level (dB, (A))	Total SWL, dB (A)	Distance (m)	Distance Correction, dB (A)	Facade Correction, dB(A)	Calculated SPL, dB(A)	2013					2014		
								10	11	12	1	2	3
1) Zone 1													
Activity 1 - D Walling	116	676	-65	3	55			55	55	55	55		
Activity 2 - Bored Piling	120	675	-65	3	58						58	58	58
2) Zone 2													
Activity 1 - D Walling													
Zone 2.1	118	337	-59	3	62						62	62	62
Zone 2.2	118	337	-59	3	62						62	62	62
Zone 2.3	118	511	-62	3	59						59	59	59
Zone 2.4	118	476	-62	3	59						59	59	59
Activity 2 - Bored Piling													
Zone 2.1	123	336	-59	3	67								67
Zone 2.2	123	336	-59	3	67								67
Zone 2.3	123	510	-62	3	64								64
Zone 2.4	123	475	-62	3	64								64
3) Zone 3													
Activity 1 - D Walling	121	347	-59	3	65								65
4) Park Construction - Zone A	121	675	-65	3	59			59	59	59	59	59	59
5) ICC Footbridge	115	272	-57	3	62			62	62	62	62	62	62
6) East Concrete Batching Plant (Operation)	115	703	-65	3	53						53	53	53
7) Barging Point (BP)													
BP4	120	451	-61	3	62			62	62	62	62	62	62
BP5	120	461	-61	3	62			62	62	62	62	62	62
BP6	120	611	-64	3	60			60	60	60	60	60	60
BP7	120	726	-65	3	58			58	58	58	58	58	58
8) West Pier (Optional)	117	826	-66	3	54			54	54	54	54	54	54
9) South Pier (Optional)	117	476	-62	3	59			59	59	59	59	59	59
10) Viewing Platform (Optional)	115	561	-63	3	55			55	55	55	55	55	55
Predicted Noise Level of this Project, dB (A)								69	69	69	72	72	75
Predicted Noise Level of Express Rail Link, dB(A)[1]													
Predicted Noise Level of Road Works at West Kowloon, dB(A)[2]													
Predicted Noise Level of Road Improvement Works in West Kowloon Reclamation, dB(A)[3]												72	72
Overall Cumulative Noise Level, dB(A)								69	69	69	72	75	**77**

2013		2014	
Min	**Max**	**Min**	**Max**
69	69	72	75
2013		**2014**	
Min	**Max**	**Min**	**Max**
69	69	72	**77**

Note: **Bold** figure in shaded box denotes exceedance of relevant construction noise criteria

1) Since the NSR is located 270m apart from the site boundary and no direct line of sight of the construction works of "Express Rail Link" project, the cummulative noise impact is predicted to be low and has insignificant contribution to the NSR, therefore, cumulative noise impact is not taken into account at this NSR.

2) Since the NSR is located 270m apart from the site boundary and no direct line of sight of the construction works of "Road Works at West Kowloon" project, the cummulative noise impact is predicted to be low and has insignificant contribution to the NSR, therefore, cumulative noise impact is not taken into account at this NSR.

3) Predicted Noise Levels are referred to NSR SRT in Appendix 2.4 of Preliminary Environmental Review Report - Scheme H, I & J of Proposed Road Improvement Works in West Kowloon Reclamation for conservative approach. Delaying of 6 months of construction programme based on latest information have been included in predicted noise level.

4) Distances between NSR and the activities are different in same zone since worst case scenario of their notional point have been adopted.

5) Phase 1 Concrete Batching Plant in Environmental Review for Proposed West Kowloon Terminus Concrete Batching Facility will be handed over to WKCDA starting from the year of 2014. Since the operation of concreting batching plants before 2014 and the operation and demolition of phase 2 concreting batching plant have already been included in the noise impact assessment of the XRL project, separate noise impact assessment will only be calculated after handing over the phase 1 concrete batching plant to WKCDA starting from the year of 2014.