

Appendix 4.2A

**Unmitigated Powered
Mechanical Equipment**

| Item | PME | TM or other reference | SWL, dB(A) | No. of PME | % on time | Total SWL, dB(A) |
|------|--|-----------------------|------------|------------|-----------|------------------|
| 1 | SCHEME H (HOI PO ROAD TO WEST KOWLOON HIGHWAY) | | | | | |
| | Stage 1 - Site Preparation and Utility Diversion | | | | | |
| | Excavator/ loader, wheeled/tracked | CNP 081 | 112 | 1 | 50% | 109 |
| | Lorry | CNP 141 | 112 | 1 | 50% | 109 |
| | Total SWL, dB(A) | | | | | 112 |
| | Stage 2 - Shifting of WKH and Lin Cheung Road | | | | | |
| | Excavator/ loader, wheeled/tracked | CNP 081 | 112 | 1 | 50% | 109 |
| | Lorry | CNP 141 | 112 | 2 | 50% | 112 |
| | Asphalt paver | CNP 004 | 109 | 1 | 50% | 106 |
| | Road roller | CNP 185 | 108 | 1 | 50% | 105 |
| | Power rammer (petrol) | CNP 169 | 108 | 2 | 50% | 108 |
| | Total SWL, dB(A) | | | | | 116 |
| | Stage 3 - Pilling | | | | | |
| | Pilling, large diameter bored, reverse circulation drill | CNP 166 | 100 | 2 | 70% | 101 |
| | Generator, super silenced, 70 dB(A) at 7m | CNP 103 | 95 | 2 | 70% | 96 |
| | Air compressor, air flow > 10m ³ /min and ≤ 30m ³ /min | CNP 002 | 102 | 2 | 70% | 103 |
| | Excavator/ loader, wheeled/tracked | CNP 081 | 112 | 1 | 50% | 109 |
| | Lorry | CNP 141 | 112 | 2 | 50% | 112 |
| | Crane, mobile/ barge mounted (diesel) | CNP 048 | 112 | 1 | 50% | 109 |
| | Concrete pump, stationary/ lorry mounted | CNP 047 | 109 | 1 | 50% | 106 |
| | Concrete lorry mixer | CNP 044 | 109 | 3 | 50% | 111 |
| | Total SWL, dB(A) | | | | | 117 |
| | Stage 4 - Pile Caps | | | | | |
| | Generator, super silenced, 70 dB(A) at 7m | CNP 103 | 95 | 1 | 60% | 93 |
| | Air compressor, air flow > 10m ³ /min and ≤ 30m ³ /min | CNP 002 | 102 | 1 | 60% | 100 |
| | Concrete lorry mixer | CNP 044 | 109 | 3 | 50% | 111 |
| | Concrete pump, stationary/ lorry mounted | CNP 047 | 109 | 1 | 50% | 106 |
| | Crane, mobile/ barge mounted (diesel) | CNP 048 | 112 | 1 | 50% | 109 |
| | Excavator/ loader, wheeled/tracked | CNP 081 | 112 | 1 | 50% | 109 |
| | Poker, vibratory, hand-held | CNP 170 | 113 | 4 | 50% | 116 |
| | Lorry | CNP 141 | 112 | 3 | 50% | 114 |
| | Bar bender and cutter (electric) | CNP 021 | 90 | 1 | 50% | 87 |
| | Total SWL, dB(A) | | | | | 120 |
| | Stage 5 - Piers | | | | | |
| | Generator, super silenced, 70 dB(A) at 7m | CNP 103 | 95 | 1 | 60% | 93 |
| | Air compressor, air flow > 10m ³ /min and ≤ 30m ³ /min | CNP 002 | 102 | 1 | 60% | 100 |
| | Concrete lorry mixer | CNP 044 | 109 | 3 | 50% | 111 |
| | Concrete pump, stationary/ lorry mounted | CNP 047 | 109 | 1 | 50% | 106 |
| | Crane, mobile/ barge mounted (diesel) | CNP 048 | 112 | 1 | 50% | 109 |
| | Poker, vibratory, hand-held | CNP 170 | 113 | 3 | 50% | 115 |
| | Bar bender and cutter (electric) | CNP 021 | 90 | 1 | 50% | 87 |
| | Total SWL, dB(A) | | | | | 117 |

| Item | PME | TM or other reference | SWL, dB(A) | No. of PME | % on time | Total SWL, dB(A) |
|--|--|-----------------------|------------|------------|-----------|------------------|
| Stage 6 - Bridge Decks | | | | | | |
| | Generator, super silenced, 70 dB(A) at 7m | CNP 103 | 95 | 1 | 60% | 93 |
| | Air compressor, air flow > 10m ³ /min and ≤ 30m ³ /min | CNP 002 | 102 | 1 | 60% | 100 |
| | Concrete lorry mixer | CNP 044 | 109 | 5 | 50% | 113 |
| | Concrete pump, stationary/ lorry mounted | CNP 047 | 109 | 1 | 50% | 106 |
| | Crane, mobile/ barge mounted (diesel) | CNP 048 | 112 | 1 | 50% | 109 |
| | Poker, vibratory, hand-held | CNP 170 | 113 | 4 | 50% | 116 |
| | Lorry | CNP 141 | 112 | 1 | 50% | 109 |
| | Bar bender and cutter (electric) | CNP 021 | 90 | 1 | 50% | 87 |
| Total SWL, dB(A) | | | | | | 119 |
| Stage 7 - Excavation for Retaining Walls | | | | | | |
| | Excavator/ loader, wheeled/tracked | CNP 081 | 112 | 1 | 90% | 112 |
| | Lorry | CNP 141 | 112 | 3 | 90% | 116 |
| Total SWL, dB(A) | | | | | | 118 |
| Stage 8 - Construction of Retaining Walls | | | | | | |
| | Generator, super silenced, 70 dB(A) at 7m | CNP 103 | 95 | 1 | 50% | 92 |
| | Air compressor, air flow > 10m ³ /min and ≤ 30m ³ /min | CNP 002 | 102 | 1 | 50% | 99 |
| | Concrete lorry mixer | CNP 044 | 109 | 3 | 50% | 111 |
| | Crane, mobile/ barge mounted (diesel) | CNP 048 | 112 | 1 | 50% | 109 |
| | Poker, vibratory, hand-held | CNP 170 | 113 | 3 | 50% | 115 |
| | Lorry | CNP 141 | 112 | 1 | 50% | 109 |
| | Bar bender and cutter (electric) | CNP 021 | 90 | 1 | 50% | 87 |
| Total SWL, dB(A) | | | | | | 118 |
| Stage 9 - Backfilling Retaining Walls | | | | | | |
| | Lorry | CNP 141 | 112 | 2 | 60% | 113 |
| | Excavator/ loader, wheeled/tracked | CNP 081 | 112 | 1 | 60% | 110 |
| | Road roller | CNP 185 | 108 | 1 | 50% | 105 |
| | Power rammer (petrol) | CNP 169 | 108 | 1 | 50% | 105 |
| Total SWL, dB(A) | | | | | | 115 |
| Stage 10 - Road Works | | | | | | |
| | Lorry | CNP 141 | 112 | 2 | 50% | 112 |
| | Air compressor, air flow > 10m ³ /min and ≤ 30m ³ /min | CNP 002 | 102 | 1 | 50% | 99 |
| | Generator, super silenced, 70 dB(A) at 7m | CNP 103 | 95 | 1 | 50% | 92 |
| | Asphalt paver | CNP 004 | 109 | 1 | 50% | 106 |
| | Road roller | CNP 185 | 108 | 1 | 50% | 105 |
| | Power rammer (petrol) | CNP 169 | 108 | 2 | 50% | 108 |
| Total SWL, dB(A) | | | | | | 115 |

| Item | PME | TM or other reference | SWL, dB(A) | No. of PME | % on time | Total SWL, dB(A) |
|------|--|-----------------------|------------|------------|-----------|------------------|
| 2 | SCHEME H (WIDENING OF ELEVATED NGA CHEUNG ROAD) | | | | | |
| | Stage 1 - Site Preparation and Utility Diversion | | | | | |
| | Excavator/ loader, wheeled/tracked | CNP 081 | 112 | 1 | 50% | 109 |
| | Lorry | CNP 141 | 112 | 2 | 50% | 112 |
| | Total SWL, dB(A) | | | | | 114 |
| | Stage 2 - Pilling | | | | | |
| | Pilling, large diameter bored, reverse circulation drill | CNP 166 | 100 | 2 | 70% | 101 |
| | Generator, super silenced, 70 dB(A) at 7m | CNP 103 | 95 | 2 | 70% | 96 |
| | Air compressor, air flow > 10m ³ /min and ≤ 30m ³ /min | CNP 002 | 102 | 2 | 70% | 103 |
| | Excavator/ loader, wheeled/tracked | CNP 081 | 112 | 1 | 50% | 109 |
| | Lorry | CNP 141 | 112 | 2 | 50% | 112 |
| | Crane, mobile/ barge mounted (diesel) | CNP 048 | 112 | 1 | 50% | 109 |
| | Concrete pump, stationary/ lorry mounted | CNP 047 | 109 | 1 | 50% | 106 |
| | Concrete lorry mixer | CNP 044 | 109 | 3 | 50% | 111 |
| | Total SWL, dB(A) | | | | | 117 |
| | Stage 3 - Pile Caps | | | | | |
| | Generator, super silenced, 70 dB(A) at 7m | CNP 103 | 95 | 1 | 60% | 93 |
| | Air compressor, air flow > 10m ³ /min and ≤ 30m ³ /min | CNP 002 | 102 | 1 | 60% | 100 |
| | Concrete lorry mixer | CNP 044 | 109 | 3 | 50% | 111 |
| | Concrete pump, stationary/ lorry mounted | CNP 047 | 109 | 1 | 50% | 106 |
| | Crane, mobile/ barge mounted (diesel) | CNP 048 | 112 | 1 | 50% | 109 |
| | Excavator/ loader, wheeled/tracked | CNP 081 | 112 | 1 | 50% | 109 |
| | Poker, vibratory, hand-held | CNP 170 | 113 | 4 | 50% | 116 |
| | Lorry | CNP 141 | 112 | 3 | 50% | 114 |
| | Bar bender and cutter (electric) | CNP 021 | 90 | 1 | 50% | 87 |
| | Total SWL, dB(A) | | | | | 120 |
| | Stage 4 - Piers | | | | | |
| | Generator, super silenced, 70 dB(A) at 7m | CNP 103 | 95 | 1 | 60% | 93 |
| | Air compressor, air flow > 10m ³ /min and ≤ 30m ³ /min | CNP 002 | 102 | 1 | 60% | 100 |
| | Concrete lorry mixer | CNP 044 | 109 | 3 | 50% | 111 |
| | Concrete pump, stationary/ lorry mounted | CNP 047 | 109 | 1 | 50% | 106 |
| | Crane, mobile/ barge mounted (diesel) | CNP 048 | 112 | 1 | 50% | 109 |
| | Poker, vibratory, hand-held | CNP 170 | 113 | 3 | 50% | 115 |
| | Bar bender and cutter (electric) | CNP 021 | 90 | 1 | 50% | 87 |
| | Total SWL, dB(A) | | | | | 117 |
| | Stage 5 - Bridge Decks | | | | | |
| | Generator, super silenced, 70 dB(A) at 7m | CNP 103 | 95 | 1 | 60% | 93 |
| | Air compressor, air flow > 10m ³ /min and ≤ 30m ³ /min | CNP 002 | 102 | 1 | 60% | 100 |
| | Concrete lorry mixer | CNP 044 | 109 | 3 | 50% | 111 |
| | Concrete pump, stationary/ lorry mounted | CNP 047 | 109 | 1 | 50% | 106 |
| | Crane, mobile/ barge mounted (diesel) | CNP 048 | 112 | 1 | 50% | 109 |
| | Poker, vibratory, hand-held | CNP 170 | 113 | 3 | 50% | 115 |
| | Bar bender and cutter (electric) | CNP 021 | 90 | 1 | 50% | 87 |
| | Total SWL, dB(A) | | | | | 117 |

| Item | PME | TM or other reference | SWL, dB(A) | No. of PME | % on time | Total SWL, dB(A) |
|------|--|-----------------------|------------|------------|-----------|------------------|
| | Stage 6 - Road Works | | | | | |
| | Lorry | CNP 141 | 112 | 2 | 50% | 112 |
| | Air compressor, air flow > 10m ³ /min and ≤ 30m ³ /min | CNP 002 | 102 | 1 | 50% | 99 |
| | Generator, super silenced, 70 dB(A) at 7m | CNP 103 | 95 | 1 | 50% | 92 |
| | Asphalt paver | CNP 004 | 109 | 1 | 50% | 106 |
| | Road roller | CNP 185 | 108 | 1 | 50% | 105 |
| | Power rammer (petrol) | CNP 169 | 108 | 2 | 50% | 108 |
| | Total SWL, dB(A) | | | | | 115 |

| Item | PME | TM or other reference | SWL, dB(A) | No. of PME | % on time | Total SWL, dB(A) |
|------|--|-----------------------|------------|------------|-----------|------------------|
| 3 | SCHEME I (U TURN TO WEST HARBOUR CROSSING) | | | | | |
| | Stage 1 - Site Preparation and Utility Diversion | | | | | |
| | Excavator/ loader, wheeled/tracked | CNP 081 | 112 | 1 | 50% | 109 |
| | Lorry | CNP 141 | 112 | 2 | 50% | 112 |
| | Total SWL, dB(A) | | | | | 114 |
| | Stage 2 - Shifting the Approach Roads and Close the Fast Lane of WHC | | | | | |
| | Excavator/ loader, wheeled/tracked | CNP 081 | 112 | 1 | 50% | 109 |
| | Lorry | CNP 141 | 112 | 2 | 50% | 112 |
| | Asphalt paver | CNP 004 | 109 | 1 | 50% | 106 |
| | Road roller | CNP 185 | 108 | 1 | 50% | 105 |
| | Power rammer (petrol) | CNP 169 | 108 | 2 | 50% | 108 |
| | Total SWL, dB(A) | | | | | 116 |
| | Stage 3 - Pilling | | | | | |
| | Pilling, large diameter bored, reverse circulation drill | CNP 166 | 100 | 1 | 70% | 98 |
| | Generator, super silenced, 70 dB(A) at 7m | CNP 103 | 95 | 1 | 70% | 93 |
| | Air compressor, air flow > 10m ³ /min and ≤ 30m ³ /min | CNP 002 | 102 | 1 | 70% | 100 |
| | Excavator/ loader, wheeled/tracked | CNP 081 | 112 | 1 | 50% | 109 |
| | Lorry | CNP 141 | 112 | 2 | 50% | 112 |
| | Crane, mobile/ barge mounted (diesel) | CNP 048 | 112 | 1 | 50% | 109 |
| | Concrete pump, stationary/ lorry mounted | CNP 047 | 109 | 1 | 50% | 106 |
| | Concrete lorry mixer | CNP 044 | 109 | 2 | 50% | 109 |
| | Total SWL, dB(A) | | | | | 117 |
| | Stage 4 - Pile Caps | | | | | |
| | Generator, super silenced, 70 dB(A) at 7m | CNP 103 | 95 | 1 | 60% | 93 |
| | Air compressor, air flow > 10m ³ /min and ≤ 30m ³ /min | CNP 002 | 102 | 1 | 60% | 100 |
| | Concrete lorry mixer | CNP 044 | 109 | 2 | 50% | 109 |
| | Concrete pump, stationary/ lorry mounted | CNP 047 | 109 | 1 | 50% | 106 |
| | Crane, mobile/ barge mounted (diesel) | CNP 048 | 112 | 1 | 50% | 109 |
| | Excavator/ loader, wheeled/tracked | CNP 081 | 112 | 1 | 50% | 109 |
| | Poker, vibratory, hand-held | CNP 170 | 113 | 3 | 50% | 115 |
| | Lorry | CNP 141 | 112 | 2 | 50% | 112 |
| | Bar bender and cutter (electric) | CNP 021 | 90 | 1 | 50% | 87 |
| | Total SWL, dB(A) | | | | | 119 |
| | Stage 5 - Piers | | | | | |
| | Generator, super silenced, 70 dB(A) at 7m | CNP 103 | 95 | 1 | 60% | 93 |
| | Air compressor, air flow > 10m ³ /min and ≤ 30m ³ /min | CNP 002 | 102 | 1 | 60% | 100 |
| | Concrete lorry mixer | CNP 044 | 109 | 3 | 50% | 111 |
| | Concrete pump, stationary/ lorry mounted | CNP 047 | 109 | 1 | 50% | 106 |
| | Crane, mobile/ barge mounted (diesel) | CNP 048 | 112 | 1 | 50% | 109 |
| | Poker, vibratory, hand-held | CNP 170 | 113 | 3 | 50% | 115 |
| | Bar bender and cutter (electric) | CNP 021 | 90 | 1 | 50% | 87 |
| | Total SWL, dB(A) | | | | | 117 |

| Stage 6 - Bridge Decks | | | | | |
|--|---------|-----|---|-----|------------|
| Generator, super silenced, 70 dB(A) at 7m | CNP 103 | 95 | 1 | 60% | 93 |
| Air compressor, air flow > 10m ³ /min and ≤ 30m ³ /min | CNP 002 | 102 | 1 | 60% | 100 |
| Concrete lorry mixer | CNP 044 | 109 | 3 | 50% | 111 |
| Concrete pump, stationary/ lorry mounted | CNP 047 | 109 | 1 | 50% | 106 |
| Crane, mobile/ barge mounted (diesel) | CNP 048 | 112 | 1 | 50% | 109 |
| Poker, vibratory, hand-held | CNP 170 | 113 | 3 | 50% | 115 |
| Bar bender and cutter (electric) | CNP 021 | 90 | 1 | 50% | 87 |
| Total SWL, dB(A) | | | | | 117 |
| Stage 7 - Road Works | | | | | |
| Lorry | CNP 141 | 112 | 2 | 50% | 112 |
| Air compressor, air flow > 10m ³ /min and ≤ 30m ³ /min | CNP 002 | 102 | 1 | 50% | 99 |
| Generator, super silenced, 70 dB(A) at 7m | CNP 103 | 95 | 1 | 50% | 92 |
| Asphalt paver | CNP 004 | 109 | 1 | 50% | 106 |
| Road roller | CNP 185 | 108 | 1 | 50% | 105 |
| Power rammer (petrol) | CNP 169 | 108 | 2 | 50% | 108 |
| Total SWL, dB(A) | | | | | 115 |

| Item | PME | TM or other reference | SWL, dB(A) | No. of PME | % on time | Total SWL, dB(A) |
|------|--|-----------------------|------------|------------|-----------|------------------|
| 4 | SCHEME J (LIN CHEUNG ROAD TO NGA CHEUNG ROAD) | | | | | |
| | Stage 1 - Site Preparation and Utility Diversion | | | | | |
| | Excavator/ loader, wheeled/tracked | CNP 081 | 112 | 1 | 50% | 109 |
| | Lorry | CNP 141 | 112 | 2 | 50% | 112 |
| | Total SWL, dB(A) | | | | | 114 |
| | Stage 2 - Modification of Lin Cheung Road Slip Roads | | | | | |
| | Excavator/ loader, wheeled/tracked | CNP 081 | 112 | 1 | 50% | 109 |
| | Lorry | CNP 141 | 112 | 2 | 50% | 112 |
| | Asphalt paver | CNP 004 | 109 | 1 | 50% | 106 |
| | Road roller | CNP 185 | 108 | 1 | 50% | 105 |
| | Power rammer (petrol) | CNP 169 | 108 | 2 | 50% | 108 |
| | Total SWL, dB(A) | | | | | 116 |
| | Stage 3 - U Structures | | | | | |
| | Water pump (electric) | CNP 281 | 88 | 4 | 50% | 91 |
| | Generator, super silenced, 70 dB(A) at 7m | CNP 103 | 95 | 1 | 60% | 93 |
| | Air compressor, air flow > 10m ³ /min and ≤ 30m ³ /min | CNP 002 | 102 | 1 | 60% | 100 |
| | Concrete lorry mixer | CNP 044 | 109 | 2 | 50% | 109 |
| | Concrete pump, stationary/ lorry mounted | CNP 047 | 109 | 1 | 50% | 106 |
| | Crane, mobile/ barge mounted (diesel) | CNP 048 | 112 | 1 | 50% | 109 |
| | Excavator/ loader, wheeled/tracked | CNP 081 | 112 | 1 | 50% | 109 |
| | Poker, vibratory, hand-held | CNP 170 | 113 | 3 | 50% | 115 |
| | Lorry | CNP 141 | 112 | 2 | 50% | 112 |
| | Bar bender and cutter (electric) | CNP 021 | 90 | 1 | 50% | 87 |
| | Total SWL, dB(A) | | | | | 119 |
| | Stage 4 - Road Works | | | | | |
| | Lorry | CNP 141 | 112 | 2 | 50% | 112 |
| | Air compressor, air flow > 10m ³ /min and ≤ 30m ³ /min | CNP 002 | 102 | 1 | 50% | 99 |
| | Generator, super silenced, 70 dB(A) at 7m | CNP 103 | 95 | 1 | 50% | 92 |
| | Asphalt paver | CNP 004 | 109 | 1 | 50% | 106 |
| | Road roller | CNP 185 | 108 | 1 | 50% | 105 |
| | Power rammer (petrol) | CNP 169 | 108 | 2 | 50% | 108 |
| | Total SWL, dB(A) | | | | | 115 |

| Item | PME | TM or other reference | SWL, dB(A) | No. of PME | % on time | Total SWL, dB(A) |
|------|--|-----------------------|------------|------------|-----------|------------------|
| 5 | SCHEME Q and Improvement Works at the Junction of CR/FS/JR | | | | | |
| | Stage 1 - Road Surface Removal | | | | | |
| | Excavator/ loader, wheeled/tracked | CNP 081 | 112 | 1 | 70% | 110 |
| | Generator, super silenced, 70 dB(A) at 7m | CNP 103 | 95 | 1 | 100% | 95 |
| | Breaker, hand-held, mass > 10kg and < 20kg | CNP 024 | 108 | 1 | 50% | 105 |
| | Total SWL, dB(A) | | | | | 112 |
| | Stage 2 - Road Surface Cleaning | | | | | |
| | Road Sweeper | @ | 107 | 1 | 100% | 107 |
| | Total SWL, dB(A) | | | | | 107 |
| | Stage 3 - Road Surface Paving | | | | | |
| | Asphalt paver | CNP 004 | 109 | 1 | 100% | 109 |
| | Total SWL, dB(A) | | | | | 109 |
| | Stage 4 - Road Surface Compaction | | | | | |
| | Road roller | CNP 185 | 108 | 1 | 100% | 108 |
| | Total SWL, dB(A) | | | | | 108 |

@ The SWL is referred to "Sound power levels of other commonly used PME" in EPD website

Appendix 4.2B
**Unmitigated Sound Power
Level of the Project**

Appendix 4.2C

**Notional Distance from
Construction Sites of the
Project**

Appendix 4.2D

**Detailed Calculation of
Unmitigated Construction
Noise Level of the Project**

Appendix 4.2D - Construction Noise Calculation - Unmitigated Scenario

NSR : IHV

| Stage | | SPL (dB(A)) | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| | | 2014 | | | | | | | | | | | | 2015 | | | | | | | | | | | |
| | | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | |
| Scheme H(A) - Hoi Po Road to West Kowloon Highway | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.1 | Site Preparation and Utility Diversion | 62 | 62 | | | | | | | | | | | | | | | | | | | | | | |
| 1.2 | Shifting of WKH and Lin Cheung Road | | | 66 | 66 | | | | | | | | | | | | | | | | | | | | |
| 1.3 | Pilling | | | 67 | 67 | 67 | 67 | 67 | 67 | 67 | | | | | | | | | | | | | | | |
| 1.4 | Pile Caps | | | 70 | 70 | 70 | 70 | 70 | 70 | 70 | | | | | | | | | | | | | | | |
| 1.5 | Piers | | | | | | | 67 | 67 | 67 | 67 | 67 | | | | | | | | | | | | | |
| 1.6 | Bridge Decks | | | | | | | | | | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | | | | | | |
| 1.7 | Excavation for Retaining Walls | | | | | 68 | 68 | 68 | 68 | 68 | | | | | | | | | | | | | | | |
| 1.8 | Construction of Retaining Walls | | | | | 68 | 68 | 68 | 68 | 68 | | | | | | | | | | | | | | | |
| 1.9 | Backfilling Retaining Walls | | | | | 65 | 65 | 65 | 65 | 65 | | | | | | | | | | | | | | | |
| 1.10 | Road Works | | | | | | | | | | | | | | | | | | | | 65 | 65 | | | |
| Scheme H(B) - Widening of Elevated Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.2 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.3 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.4 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.5 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.6 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme I - U turn to West Harbour Crossing | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.2 | Shifting the Approach Roads and Close the Fast Lane of WHC | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.7 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme J - Lin Cheung Road to Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.2 | Modification of Lin Cheung Road Slip Roads | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.3 | U Structures | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.4 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme Q and Improvement Works at the Junction of CR/FS/JR | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.1 | Road Surface Removal | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.2 | Road Surface Cleaning | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.3 | Road Surface Paving | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.4 | Road Surface Compaction | | | | | | | | | | | | | | | | | | | | | | | | |
| Total SPL, dB(A) | | 62 | 62 | 73 | 73 | 75 | 75 | 76 | 76 | 76 | 73 | 72 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 65 | 65 | 0 | | |
| Exceedance | | - | - | - | - | - | - | 1 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | | |

Remarks:

For the calculation of sound pressure levels (SPL), the PMEs are assumed to be placed at the notional source position according to the "Technical Memorandum on Noise from Construction Work other than Percussive Piling" by EPD.

Appendix 4.2D - Construction Noise Calculation - Unmitigated Scenario

NSR : FR

| Stage | SPL (dB(A)) | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|---|---|
| | 2014 | | | | | | | | | | | | 2015 | | | | | | | | | | | | | |
| | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | | | |
| Scheme H(A) - Hoi Po Road to West Kowloon Highway | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.1 | Site Preparation and Utility Diversion | 61 | 61 | | | | | | | | | | | | | | | | | | | | | | | |
| 1.2 | Shifting of WKH and Lin Cheung Road | | | 65 | 65 | | | | | | | | | | | | | | | | | | | | | |
| 1.3 | Pilling | | | 66 | 66 | 66 | 66 | 66 | 66 | 66 | | | | | | | | | | | | | | | | |
| 1.4 | Pile Caps | | | 69 | 69 | 69 | 69 | 69 | 69 | 69 | | | | | | | | | | | | | | | | |
| 1.5 | Piers | | | | | | 66 | 66 | 66 | 66 | | | | | | | | | | | | | | | | |
| 1.6 | Bridge Decks | | | | | | | | | | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | | | | | | | | |
| 1.7 | Excavation for Retaining Walls | | | | | 67 | 67 | 67 | 67 | 67 | | | | | | | | | | | | | | | | |
| 1.8 | Construction of Retaining Walls | | | | | 67 | 67 | 67 | 67 | 67 | | | | | | | | | | | | | | | | |
| 1.9 | Backfilling Retaining Walls | | | | | 64 | 64 | 64 | 64 | 64 | | | | | | | | | | | | | | | | |
| 1.10 | Road Works | | | | | | | | | | | | | | | | | | | | | | 64 | 64 | | |
| Scheme H(B) - Widening of Elevated Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.2 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.3 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.4 | Piers | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.5 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.6 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme I - U turn to West Harbour Crossing | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.2 | Shifting the Approach Roads and Close the Fast Lane of WHC | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.7 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme J - Lin Cheung Road to Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.2 | Modification of Lin Cheung Road Slip Roads | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.3 | U Structures | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.4 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme Q and Improvement Works at the Junction of CR/FS/JR | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.1 | Road Surface Removal | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.2 | Road Surface Cleaning | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.3 | Road Surface Paving | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.4 | Road Surface Compaction | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total SPL, dB(A) | | 61 | 61 | 72 | 72 | 74 | 74 | 75 | 75 | 75 | 72 | 71 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 64 | 64 | 0 | 0 |
| Exceedance | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Remarks:

For the calculation of sound pressure levels (SPL), the PMEs are assumed to be placed at the notional source position according to the "Technical Memorandum on Noise from Construction Work other than Percussive Piling" by EPD.

Appendix 4.2D - Construction Noise Calculation - Unmitigated Scenario

NSR : PAV

| Stage | | SPL (dB(A)) | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| | | 2014 | | | | | | | | | | | | 2015 | | | | | | | | | | | |
| | | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | |
| Scheme H(A) - Hoi Po Road to West Kowloon Highway | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.1 | Site Preparation and Utility Diversion | 63 | 63 | | | | | | | | | | | | | | | | | | | | | | |
| 1.2 | Shifting of WKH and Lin Cheung Road | | | 67 | 67 | | | | | | | | | | | | | | | | | | | | |
| 1.3 | Pilling | | | 68 | 68 | 68 | 68 | 68 | 68 | 68 | | | | | | | | | | | | | | | |
| 1.4 | Pile Caps | | | 71 | 71 | 71 | 71 | 71 | 71 | 71 | | | | | | | | | | | | | | | |
| 1.5 | Piers | | | | | | | 68 | 68 | 68 | 68 | 68 | | | | | | | | | | | | | |
| 1.6 | Bridge Decks | | | | | | | | | | | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | | | | | |
| 1.7 | Excavation for Retaining Walls | | | | | 69 | 69 | 69 | 69 | 69 | | | | | | | | | | | | | | | |
| 1.8 | Construction of Retaining Walls | | | | | 69 | 69 | 69 | 69 | 69 | | | | | | | | | | | | | | | |
| 1.9 | Backfilling Retaining Walls | | | | | 66 | 66 | 66 | 66 | 66 | | | | | | | | | | | | | | | |
| 1.10 | Road Works | | | | | | | | | | | | | | | | | | | | 66 | 66 | | | |
| Scheme H(B) - Widening of Elevated Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.2 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.3 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.4 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.5 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.6 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme I - U turn to West Harbour Crossing | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.2 | Shifting the Approach Roads and Close the Fast Lane of WHC | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.7 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme J - Lin Cheung Road to Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.2 | Modification of Lin Cheung Road Slip Roads | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.3 | U Structures | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.4 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme Q and Improvement Works at the Junction of CR/FS/JR | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.1 | Road Surface Removal | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.2 | Road Surface Cleaning | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.3 | Road Surface Paving | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.4 | Road Surface Compaction | | | | | | | | | | | | | | | | | | | | | | | | |
| Total SPL, dB(A) | | 63 | 63 | 74 | 74 | 76 | 76 | 77 | 77 | 77 | 74 | 72 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 66 | 66 | 0 | | |
| Exceedance | | - | - | - | - | 1 | 1 | 2 | 2 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | | |

Remarks:

For the calculation of sound pressure levels (SPL), the PMEs are assumed to be placed at the notional source position according to the "Technical Memorandum on Noise from Construction Work other than Percussive Piling" by EPD.

Appendix 4.2D - Construction Noise Calculation - Unmitigated Scenario

NSR : CG

| Stage | | SPL (dB(A)) | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| | | 2014 | | | | | | | | | | | | 2015 | | | | | | | | | | | |
| | | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | |
| Scheme H(A) - Hoi Po Road to West Kowloon Highway | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.1 | Site Preparation and Utility Diversion | 61 | 61 | | | | | | | | | | | | | | | | | | | | | | |
| 1.2 | Shifting of WKH and Lin Cheung Road | | | 65 | 65 | | | | | | | | | | | | | | | | | | | | |
| 1.3 | Pilling | | | 66 | 66 | 66 | 66 | 66 | 66 | 66 | | | | | | | | | | | | | | | |
| 1.4 | Pile Caps | | | 69 | 69 | 69 | 69 | 69 | 69 | 69 | | | | | | | | | | | | | | | |
| 1.5 | Piers | | | | | | | 66 | 66 | 66 | 66 | | | | | | | | | | | | | | |
| 1.6 | Bridge Decks | | | | | | | | | | | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | | | | | | |
| 1.7 | Excavation for Retaining Walls | | | | | 67 | 67 | 67 | 67 | 67 | | | | | | | | | | | | | | | |
| 1.8 | Construction of Retaining Walls | | | | | 67 | 67 | 67 | 67 | 67 | | | | | | | | | | | | | | | |
| 1.9 | Backfilling Retaining Walls | | | | | 64 | 64 | 64 | 64 | 64 | | | | | | | | | | | | | | | |
| 1.10 | Road Works | | | | | | | | | | | | | | | | | | | | | 64 | 64 | | |
| Scheme H(B) - Widening of Elevated Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.2 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.3 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.4 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.5 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.6 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme I - U turn to West Harbour Crossing | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.2 | Shifting the Approach Roads and Close the Fast Lane of WHC | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.7 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme J - Lin Cheung Road to Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.1 | Site Preparation and Utility Diversion | 63 | 63 | 63 | | | | | | | | | | | | | | | | | | | | | |
| 4.2 | Modification of Lin Cheung Road Slip Roads | | | | 65 | 65 | 65 | 65 | | | | | | | | | | | | | | | | | |
| 4.3 | U Structures | | | | | | | | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | | | | | | |
| 4.4 | Road Works | | | | | | | | | | | | | | | | | | | | | | 64 | 64 | |
| Scheme Q and Improvement Works at the Junction of CR/FS/JR | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.1 | Road Surface Removal | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.2 | Road Surface Cleaning | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.3 | Road Surface Paving | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.4 | Road Surface Compaction | | | | | | | | | | | | | | | | | | | | | | | | |
| Total SPL, dB(A) | | 65 | 65 | 72 | 72 | 74 | 74 | 75 | 75 | 75 | 73 | 72 | 71 | 71 | 71 | 71 | 71 | 71 | 71 | 71 | 71 | 67 | 67 | 0 | |
| Exceedance | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |

Remarks:

For the calculation of sound pressure levels (SPL), the PMEs are assumed to be placed at the notional source position according to the "Technical Memorandum on Noise from Construction Work other than Percussive Piling" by EPD.

Appendix 4.2D - Construction Noise Calculation - Unmitigated Scenario

NSR : LKPC

| Stage | | SPL (dB(A)) | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| | | 2014 | | | | | | | | | | | | 2015 | | | | | | | | | | | |
| | | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | |
| Scheme H(A) - Hoi Po Road to West Kowloon Highway | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.1 | Site Preparation and Utility Diversion | 59 | 59 | | | | | | | | | | | | | | | | | | | | | | |
| 1.2 | Shifting of WKH and Lin Cheung Road | | | 63 | 63 | | | | | | | | | | | | | | | | | | | | |
| 1.3 | Pilling | | | 64 | 64 | 64 | 64 | 64 | 64 | 64 | | | | | | | | | | | | | | | |
| 1.4 | Pile Caps | | | 67 | 67 | 67 | 67 | 67 | 67 | 67 | | | | | | | | | | | | | | | |
| 1.5 | Piers | | | | | | | 64 | 64 | 64 | 64 | | | | | | | | | | | | | | |
| 1.6 | Bridge Decks | | | | | | | | | | | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | | | | | | |
| 1.7 | Excavation for Retaining Walls | | | | | 65 | 65 | 65 | 65 | 65 | | | | | | | | | | | | | | | |
| 1.8 | Construction of Retaining Walls | | | | | 65 | 65 | 65 | 65 | 65 | | | | | | | | | | | | | | | |
| 1.9 | Backfilling Retaining Walls | | | | | 62 | 62 | 62 | 62 | 62 | | | | | | | | | | | | | | | |
| 1.10 | Road Works | | | | | | | | | | | | | | | | | | | | 62 | 62 | | | |
| Scheme H(B) - Widening of Elevated Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.2 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.3 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.4 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.5 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.6 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme I - U turn to West Harbour Crossing | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.2 | Shifting the Approach Roads and Close the Fast Lane of WHC | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.7 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme J - Lin Cheung Road to Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.1 | Site Preparation and Utility Diversion | 63 | 63 | 63 | | | | | | | | | | | | | | | | | | | | | |
| 4.2 | Modification of Lin Cheung Road Slip Roads | | | | 65 | 65 | 65 | 65 | | | | | | | | | | | | | | | | | |
| 4.3 | U Structures | | | | | | | | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | | | | | | |
| 4.4 | Road Works | | | | | | | | | | | | | | | | | | | | 64 | 64 | | | |
| Scheme Q and Improvement Works at the Junction of CR/FS/JR | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.1 | Road Surface Removal | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.2 | Road Surface Cleaning | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.3 | Road Surface Paving | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.4 | Road Surface Compaction | | | | | | | | | | | | | | | | | | | | | | | | |
| Total SPL, dB(A) | | 64 | 64 | 70 | 71 | 72 | 72 | 73 | 74 | 74 | 72 | 71 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 66 | 66 | 0 | 0 | | |
| Exceedance | | - | - | - | 1 | 2 | 2 | 3 | 4 | 4 | 2 | 1 | - | - | - | - | - | - | - | - | - | - | - | | |

Remarks:

For the calculation of sound pressure levels (SPL), the PMEs are assumed to be placed at the notional source position according to the "Technical Memorandum on Noise from Construction Work other than Percussive Piling" by EPD.

Appendix 4.2D - Construction Noise Calculation - Unmitigated Scenario

NSR : YCS

| Stage | SPL (dB(A)) | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|---|
| | 2014 | | | | | | | | | | | | 2015 | | | | | | | | | | | | |
| | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | | |
| Scheme H(A) - Hoi Po Road to West Kowloon Highway | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.1 | Site Preparation and Utility Diversion | 58 | 58 | | | | | | | | | | | | | | | | | | | | | | |
| 1.2 | Shifting of WKH and Lin Cheung Road | | | 62 | 62 | | | | | | | | | | | | | | | | | | | | |
| 1.3 | Pilling | | | 63 | 63 | 63 | 63 | 63 | 63 | 63 | | | | | | | | | | | | | | | |
| 1.4 | Pile Caps | | | 66 | 66 | 66 | 66 | 66 | 66 | 66 | | | | | | | | | | | | | | | |
| 1.5 | Piers | | | | | | | 63 | 63 | 63 | 63 | 63 | | | | | | | | | | | | | |
| 1.6 | Bridge Decks | | | | | | | | | | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | | | | | | |
| 1.7 | Excavation for Retaining Walls | | | | | 64 | 64 | 64 | 64 | 64 | | | | | | | | | | | | | | | |
| 1.8 | Construction of Retaining Walls | | | | | 64 | 64 | 64 | 64 | 64 | | | | | | | | | | | | | | | |
| 1.9 | Backfilling Retaining Walls | | | | | 61 | 61 | 61 | 61 | 61 | | | | | | | | | | | | | | | |
| 1.10 | Road Works | | | | | | | | | | | | | | | | | | | | | 61 | 61 | | |
| Scheme H(B) - Widening of Elevated Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.2 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.3 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.4 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.5 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.6 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme I - U turn to West Harbour Crossing | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.2 | Shifting the Approach Roads and Close the Fast Lane of WHC | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.7 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme J - Lin Cheung Road to Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.1 | Site Preparation and Utility Diversion | 62 | 62 | 62 | | | | | | | | | | | | | | | | | | | | | |
| 4.2 | Modification of Lin Cheung Road Slip Roads | | | | 64 | 64 | 64 | 64 | | | | | | | | | | | | | | | | | |
| 4.3 | U Structures | | | | | | | | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | | | | | |
| 4.4 | Road Works | | | | | | | | | | | | | | | | | | | | | | 63 | 63 | |
| Scheme Q and Improvement Works at the Junction of CR/FS/JR | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.1 | Road Surface Removal | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.2 | Road Surface Cleaning | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.3 | Road Surface Paving | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.4 | Road Surface Compaction | | | | | | | | | | | | | | | | | | | | | | | | |
| Total SPL, dB(A) | | 64 | 64 | 69 | 70 | 71 | 71 | 72 | 73 | 73 | 71 | 70 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 65 | 65 | 0 | 0 |
| Exceedance | | - | - | - | - | 1 | 1 | 2 | 3 | 3 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | |

Remarks:

For the calculation of sound pressure levels (SPL), the PMEs are assumed to be placed at the notional source position according to the "Technical Memorandum on Noise from Construction Work other than Percussive Piling" by EPD.

Appendix 4.2D - Construction Noise Calculation - Unmitigated Scenario

NSR : SRT

| Stage | | SPL (dB(A)) | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| | | 2014 | | | | | | | | | | | | 2015 | | | | | | | | | | | |
| | | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | |
| Scheme H(A) - Hoi Po Road to West Kowloon Highway | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.2 | Shifting of WKH and Lin Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.7 | Excavation for Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.8 | Construction of Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.9 | Backfilling Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.10 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme H(B) - Widening of Elevated Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.1 | Site Preparation and Utility Diversion | 72 | 72 | 72 | | | | | | | | | | | | | | | | | | | | | |
| 2.2 | Pilling | | | | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | | | | | | | | | | | | |
| 2.3 | Pile Caps | | | | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | | | | | | | | | | | | |
| 2.4 | Piers | | | | | | | 75 | 75 | 75 | 75 | 75 | 75 | 75 | | | | | | | | | | | |
| 2.5 | Bridge Decks | | | | | | | | | | | | | | | | 75 | 75 | 75 | 75 | 75 | 75 | 75 | | |
| 2.6 | Road Works | | | | | | | | | | | | | | | | | | | | | 73 | 73 | | |
| Scheme I - U turn to West Harbour Crossing | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.1 | Site Preparation and Utility Diversion | 65 | 65 | 65 | | | | | | | | | | | | | | | | | | | | | |
| 3.2 | Shifting the Approach Roads and Close the Fast Lane of WHC | 67 | 67 | 67 | | | | | | | | | | | | | | | | | | | | | |
| 3.3 | Pilling | | | | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | | | | | | | | | | | | |
| 3.4 | Pile Caps | | | | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | | | | | | | | | | | | |
| 3.5 | Piers | | | | | | | 68 | 68 | 68 | 68 | 68 | 68 | 68 | | | | | | | | | | | |
| 3.6 | Bridge Decks | | | | | | | | | | | | | | | | 68 | 68 | 68 | 68 | 68 | 68 | 68 | | |
| 3.7 | Road Works | | | | | | | | | | | | | | | | | | | | | 66 | 66 | | |
| Scheme J - Lin Cheung Road to Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.2 | Modification of Lin Cheung Road Slip Roads | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.3 | U Structures | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.4 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme Q and Improvement Works at the Junction of CR/FS/JR | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.1 | Road Surface Removal | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.2 | Road Surface Cleaning | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.3 | Road Surface Paving | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.4 | Road Surface Compaction | | | | | | | | | | | | | | | | | | | | | | | | |
| Total SPL, dB(A) | | 74 | 74 | 74 | 80 | 80 | 80 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 76 | 76 | 76 | 76 | 76 | 76 | 78 | 78 | | |
| Exceedance | | - | - | - | 5 | 5 | 5 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 3 | | |

Remarks:

For the calculation of sound pressure levels (SPL), the PMEs are assumed to be placed at the notional source position according to the "Technical Memorandum on Noise from Construction Work other than Percussive Piling" by EPD.

Appendix 4.2D - Construction Noise Calculation - Unmitigated Scenario

NSR : CLS

| Stage | | SPL (dB(A)) | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| | | 2014 | | | | | | | | | | | | 2015 | | | | | | | | | | | |
| | | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | |
| Scheme H(A) - Hoi Po Road to West Kowloon Highway | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.2 | Shifting of WKH and Lin Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.7 | Excavation for Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.8 | Construction of Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.9 | Backfilling Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.10 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme H(B) - Widening of Elevated Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.1 | Site Preparation and Utility Diversion | 69 | 69 | 69 | | | | | | | | | | | | | | | | | | | | | |
| 2.2 | Pilling | | | | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | | | | | | | | | | | | |
| 2.3 | Pile Caps | | | | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | | | | | | | | | | | | |
| 2.4 | Piers | | | | | | | 72 | 72 | 72 | 72 | 72 | 72 | 72 | | | | | | | | | | | |
| 2.5 | Bridge Decks | | | | | | | | | | | | | | | | 72 | 72 | 72 | 72 | 72 | 72 | 72 | | |
| 2.6 | Road Works | | | | | | | | | | | | | | | | | | | | | 70 | 70 | | |
| Scheme I - U turn to West Harbour Crossing | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.1 | Site Preparation and Utility Diversion | 71 | 71 | 71 | | | | | | | | | | | | | | | | | | | | | |
| 3.2 | Shifting the Approach Roads and Close the Fast Lane of WHC | 73 | 73 | 73 | | | | | | | | | | | | | | | | | | | | | |
| 3.3 | Pilling | | | | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | | | | | | | | | | | | |
| 3.4 | Pile Caps | | | | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | | | | | | | | | | | | |
| 3.5 | Piers | | | | | | | 74 | 74 | 74 | 74 | 74 | 74 | 74 | | | | | | | | | | | |
| 3.6 | Bridge Decks | | | | | | | | | | | | | | | | 74 | 74 | 74 | 74 | 74 | 74 | 74 | | |
| 3.7 | Road Works | | | | | | | | | | | | | | | | | | | | | 72 | 72 | | |
| Scheme J - Lin Cheung Road to Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.2 | Modification of Lin Cheung Road Slip Roads | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.3 | U Structures | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.4 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme Q and Improvement Works at the Junction of CR/FS/JR | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.1 | Road Surface Removal | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.2 | Road Surface Cleaning | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.3 | Road Surface Paving | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.4 | Road Surface Compaction | | | | | | | | | | | | | | | | | | | | | | | | |
| Total SPL, dB(A) | | 76 | 76 | 76 | 80 | 80 | 80 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 76 | 76 | 76 | 76 | 76 | 76 | 78 | 78 | | |
| Exceedance | | 1 | 1 | 1 | 5 | 5 | 5 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 3 | | |
| | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | | |

Remarks:

For the calculation of sound pressure levels (SPL), the PMEs are assumed to be placed at the notional source position according to the "Technical Memorandum on Noise from Construction Work other than Percussive Piling" by EPD.

Appendix 4.2D - Construction Noise Calculation - Unmitigated Scenario

NSR : ASD1

| Stage | | SPL (dB(A)) | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| | | 2014 | | | | | | | | | | | | 2015 | | | | | | | | | | | |
| | | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | |
| Scheme H(A) - Hoi Po Road to West Kowloon Highway | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.2 | Shifting of WKH and Lin Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.7 | Excavation for Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.8 | Construction of Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.9 | Backfilling Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.10 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme H(B) - Widening of Elevated Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.2 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.3 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.4 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.5 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.6 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme I - U turn to West Harbour Crossing | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.2 | Shifting the Approach Roads and Close the Fast Lane of WHC | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.7 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme J - Lin Cheung Road to Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.2 | Modification of Lin Cheung Road Slip Roads | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.3 | U Structures | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.4 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme Q and Improvement Works at the Junction of CR/FS/JR | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.1 | Road Surface Removal | 80 | 80 | 80 | 80 | 80 | 80 | | | | | | | | | | | | | | | | | | |
| 5.2 | Road Surface Cleaning | | | | | | | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | | | | | | | | | |
| 5.3 | Road Surface Paving | | | | | | | | | | | | | | | | 77 | 77 | 77 | 77 | 77 | 77 | 77 | | |
| 5.4 | Road Surface Compaction | | | | | | | | | | | | | | | | 76 | 76 | 76 | 76 | 76 | 76 | 76 | | |
| Total SPL, dB(A) | | 80 | 80 | 80 | 80 | 80 | 80 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | | |
| Exceedance | | 5 | 5 | 5 | 5 | 5 | 5 | - | - | - | - | - | - | - | - | - | 5 | 5 | 5 | 5 | 5 | 5 | 5 | | |

Remarks:

For the calculation of sound pressure levels (SPL), the PMEs are assumed to be placed at the notional source position according to the "Technical Memorandum on Noise from Construction Work other than Percussive Piling" by EPD.

Appendix 4.2D - Construction Noise Calculation - Unmitigated Scenario

NSR : ASD2

| Stage | | SPL (dB(A)) | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| | | 2014 | | | | | | | | | | | | 2015 | | | | | | | | | | | |
| | | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | |
| Scheme H(A) - Hoi Po Road to West Kowloon Highway | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.2 | Shifting of WKH and Lin Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.7 | Excavation for Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.8 | Construction of Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.9 | Backfilling Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.10 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme H(B) - Widening of Elevated Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.2 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.3 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.4 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.5 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.6 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme I - U turn to West Harbour Crossing | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.2 | Shifting the Approach Roads and Close the Fast Lane of WHC | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.7 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme J - Lin Cheung Road to Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.2 | Modification of Lin Cheung Road Slip Roads | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.3 | U Structures | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.4 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme Q and Improvement Works at the Junction of CR/FS/JR | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.1 | Road Surface Removal | 84 | 84 | 84 | 84 | 84 | 84 | | | | | | | | | | | | | | | | | | |
| 5.2 | Road Surface Cleaning | | | | | | | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | | | | | | | | |
| 5.3 | Road Surface Paving | | | | | | | | | | | | | | | | | 82 | 82 | 82 | 82 | 82 | 82 | 82 | |
| 5.4 | Road Surface Compaction | | | | | | | | | | | | | | | | | 81 | 81 | 81 | 81 | 81 | 81 | 81 | |
| Total SPL, dB(A) | | 84 | 84 | 84 | 84 | 84 | 84 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 84 | 84 | 84 | 84 | 84 | 84 | 84 | | |
| Exceedance | | 9 | 9 | 9 | 9 | 9 | 9 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | | |

Remarks:

For the calculation of sound pressure levels (SPL), the PMEs are assumed to be placed at the notional source position according to the "Technical Memorandum on Noise from Construction Work other than Percussive Piling" by EPD.

Appendix 4.2D - Construction Noise Calculation - Unmitigated Scenario

NSR : FSDO

| Stage | | SPL (dB(A)) | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| | | 2014 | | | | | | | | | | | | 2015 | | | | | | | | | | | |
| | | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | |
| Scheme H(A) - Hoi Po Road to West Kowloon Highway | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.2 | Shifting of WKH and Lin Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.7 | Excavation for Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.8 | Construction of Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.9 | Backfilling Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.10 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme H(B) - Widening of Elevated Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.2 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.3 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.4 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.5 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.6 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme I - U turn to West Harbour Crossing | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.2 | Shifting the Approach Roads and Close the Fast Lane of WHC | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.7 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme J - Lin Cheung Road to Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.2 | Modification of Lin Cheung Road Slip Roads | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.3 | U Structures | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.4 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme Q and Improvement Works at the Junction of CR/FS/JR | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.1 | Road Surface Removal | 72 | 72 | 72 | 72 | 72 | 72 | | | | | | | | | | | | | | | | | | |
| 5.2 | Road Surface Cleaning | | | | | | | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | | | | | | | | | |
| 5.3 | Road Surface Paving | | | | | | | | | | | | | | | | 69 | 69 | 69 | 69 | 69 | 69 | 69 | | |
| 5.4 | Road Surface Compaction | | | | | | | | | | | | | | | | 68 | 68 | 68 | 68 | 68 | 68 | 68 | | |
| Total SPL, dB(A) | | 72 | 72 | 72 | 72 | 72 | 72 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | | |
| Exceedance | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |

Remarks:

For the calculation of sound pressure levels (SPL), the PMEs are assumed to be placed at the notional source position according to the "Technical Memorandum on Noise from Construction Work other than Percussive Piling" by EPD.

Appendix 4.2D - Construction Noise Calculation - Unmitigated Scenario

NSR : ASC

| Stage | | SPL (dB(A)) | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| | | 2014 | | | | | | | | | | | | 2015 | | | | | | | | | | | |
| | | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | |
| Scheme H(A) - Hoi Po Road to West Kowloon Highway | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.2 | Shifting of WKH and Lin Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.7 | Excavation for Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.8 | Construction of Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.9 | Backfilling Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.10 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme H(B) - Widening of Elevated Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.2 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.3 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.4 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.5 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.6 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme I - U turn to West Harbour Crossing | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.2 | Shifting the Approach Roads and Close the Fast Lane of WHC | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.7 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme J - Lin Cheung Road to Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.2 | Modification of Lin Cheung Road Slip Roads | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.3 | U Structures | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.4 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme Q and Improvement Works at the Junction of CR/FS/JR | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.1 | Road Surface Removal | 79 | 79 | 79 | 79 | 79 | 79 | | | | | | | | | | | | | | | | | | |
| 5.2 | Road Surface Cleaning | | | | | | | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | | | | | | | | | |
| 5.3 | Road Surface Paving | | | | | | | | | | | | | | | | 76 | 76 | 76 | 76 | 76 | 76 | 76 | | |
| 5.4 | Road Surface Compaction | | | | | | | | | | | | | | | | 75 | 75 | 75 | 75 | 75 | 75 | 75 | | |
| Total SPL, dB(A) | | 79 | 79 | 79 | 79 | 79 | 79 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 79 | 79 | 79 | 79 | 79 | 79 | 79 | | |
| Exceedance | | 4 | 4 | 4 | 4 | 4 | 4 | - | - | - | - | - | - | - | - | - | 4 | 4 | 4 | 4 | 4 | 4 | 4 | | |

Remarks:

For the calculation of sound pressure levels (SPL), the PMEs are assumed to be placed at the notional source position according to the "Technical Memorandum on Noise from Construction Work other than Percussive Piling" by EPD.

Appendix 4.2D - Construction Noise Calculation - Unmitigated Scenario

NSR : LCMS

| Stage | | SPL (dB(A)) | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| | | 2014 | | | | | | | | | | | | 2015 | | | | | | | | | | | |
| | | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | |
| Scheme H(A) - Hoi Po Road to West Kowloon Highway | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.2 | Shifting of WKH and Lin Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.7 | Excavation for Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.8 | Construction of Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.9 | Backfilling Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.10 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme H(B) - Widening of Elevated Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.2 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.3 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.4 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.5 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.6 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme I - U turn to West Harbour Crossing | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.2 | Shifting the Approach Roads and Close the Fast Lane of WHC | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.7 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme J - Lin Cheung Road to Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.2 | Modification of Lin Cheung Road Slip Roads | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.3 | U Structures | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.4 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme Q and Improvement Works at the Junction of CR/FS/JR | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.1 | Road Surface Removal | 71 | 71 | 71 | 71 | 71 | 71 | | | | | | | | | | | | | | | | | | |
| 5.2 | Road Surface Cleaning | | | | | | | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | | | | | | | | | |
| 5.3 | Road Surface Paving | | | | | | | | | | | | | | | | 68 | 68 | 68 | 68 | 68 | 68 | 68 | | |
| 5.4 | Road Surface Compaction | | | | | | | | | | | | | | | | 67 | 67 | 67 | 67 | 67 | 67 | 67 | | |
| Total SPL, dB(A) | | 71 | 71 | 71 | 71 | 71 | 71 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | | | |
| Exceedance | | 1 | 1 | 1 | 1 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |

Remarks:

For the calculation of sound pressure levels (SPL), the PMEs are assumed to be placed at the notional source position according to the "Technical Memorandum on Noise from Construction Work other than Percussive Piling" by EPD.

Appendix 4.2D - Construction Noise Calculation - Unmitigated Scenario

NSR : VT

| Stage | | SPL (dB(A)) | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| | | 2014 | | | | | | | | | | | | 2015 | | | | | | | | | | | |
| | | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | |
| Scheme H(A) - Hoi Po Road to West Kowloon Highway | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.2 | Shifting of WKH and Lin Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.7 | Excavation for Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.8 | Construction of Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.9 | Backfilling Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.10 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme H(B) - Widening of Elevated Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.2 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.3 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.4 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.5 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.6 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme I - U turn to West Harbour Crossing | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.2 | Shifting the Approach Roads and Close the Fast Lane of WHC | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.7 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme J - Lin Cheung Road to Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.2 | Modification of Lin Cheung Road Slip Roads | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.3 | U Structures | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.4 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme Q and Improvement Works at the Junction of CR/FS/JR | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.1 | Road Surface Removal | 71 | 71 | 71 | 71 | 71 | 71 | | | | | | | | | | | | | | | | | | |
| 5.2 | Road Surface Cleaning | | | | | | | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | | | | | | | | | |
| 5.3 | Road Surface Paving | | | | | | | | | | | | | | | | 68 | 68 | 68 | 68 | 68 | 68 | 68 | | |
| 5.4 | Road Surface Compaction | | | | | | | | | | | | | | | | 67 | 67 | 67 | 67 | 67 | 67 | 67 | | |
| Total SPL, dB(A) | | 71 | 71 | 71 | 71 | 71 | 71 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 71 | 71 | 71 | 71 | 71 | 71 | 71 | | |
| Exceedance | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |

Remarks:

For the calculation of sound pressure levels (SPL), the PMEs are assumed to be placed at the notional source position according to the "Technical Memorandum on Noise from Construction Work other than Percussive Piling" by EPD.

Appendix 4.2D - Construction Noise Calculation - Unmitigated Scenario

NSR : GB

| Stage | | SPL (dB(A)) | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| | | 2014 | | | | | | | | | | | | 2015 | | | | | | | | | | | |
| | | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | |
| Scheme H(A) - Hoi Po Road to West Kowloon Highway | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.2 | Shifting of WKH and Lin Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.7 | Excavation for Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.8 | Construction of Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.9 | Backfilling Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.10 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme H(B) - Widening of Elevated Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.2 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.3 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.4 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.5 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.6 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme I - U turn to West Harbour Crossing | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.2 | Shifting the Approach Roads and Close the Fast Lane of WHC | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.7 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme J - Lin Cheung Road to Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.2 | Modification of Lin Cheung Road Slip Roads | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.3 | U Structures | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.4 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme Q and Improvement Works at the Junction of CR/FS/JR | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.1 | Road Surface Removal | 74 | 74 | 74 | 74 | 74 | 74 | | | | | | | | | | | | | | | | | | |
| 5.2 | Road Surface Cleaning | | | | | | | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | | | | | | | | | |
| 5.3 | Road Surface Paving | | | | | | | | | | | | | | | | 71 | 71 | 71 | 71 | 71 | 71 | 71 | | |
| 5.4 | Road Surface Compaction | | | | | | | | | | | | | | | | 70 | 70 | 70 | 70 | 70 | 70 | 70 | | |
| Total SPL, dB(A) | | 74 | 74 | 74 | 74 | 74 | 74 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | | |
| Exceedance | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |

Remarks:

For the calculation of sound pressure levels (SPL), the PMEs are assumed to be placed at the notional source position according to the "Technical Memorandum on Noise from Construction Work other than Percussive Piling" by EPD.

Appendix 4.2D - Construction Noise Calculation - Unmitigated Scenario

NSR : YTB

| Stage | | SPL (dB(A)) | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| | | 2014 | | | | | | | | | | | | 2015 | | | | | | | | | | | |
| | | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | |
| Scheme H(A) - Hoi Po Road to West Kowloon Highway | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.2 | Shifting of WKH and Lin Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.7 | Excavation for Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.8 | Construction of Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.9 | Backfilling Retaining Walls | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.10 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme H(B) - Widening of Elevated Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.2 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.3 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.4 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.5 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.6 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme I - U turn to West Harbour Crossing | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.2 | Shifting the Approach Roads and Close the Fast Lane of WHC | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.3 | Pilling | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.4 | Pile Caps | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.5 | Piers | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.6 | Bridge Decks | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.7 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme J - Lin Cheung Road to Nga Cheung Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.1 | Site Preparation and Utility Diversion | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.2 | Modification of Lin Cheung Road Slip Roads | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.3 | U Structures | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.4 | Road Works | | | | | | | | | | | | | | | | | | | | | | | | |
| Scheme Q and Improvement Works at the Junction of CR/FS/JR | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.1 | Road Surface Removal | 82 | 82 | 82 | 82 | 82 | 82 | | | | | | | | | | | | | | | | | | |
| 5.2 | Road Surface Cleaning | | | | | | | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | | | | | | | | | |
| 5.3 | Road Surface Paving | | | | | | | | | | | | | | | | 79 | 79 | 79 | 79 | 79 | 79 | 79 | | |
| 5.4 | Road Surface Compaction | | | | | | | | | | | | | | | | 78 | 78 | 78 | 78 | 78 | 78 | 78 | | |
| Total SPL, dB(A) | | 82 | 82 | 82 | 82 | 82 | 82 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | | |
| Exceedance | | 7 | 7 | 7 | 7 | 7 | 7 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | | |

Remarks:

For the calculation of sound pressure levels (SPL), the PMEs are assumed to be placed at the notional source position according to the "Technical Memorandum on Noise from Construction Work other than Percussive Piling" by EPD.

Appendix 4.2E
**Summary of Unmitigated
Construction Noise Level of the
Project**

Appendix 4.2E - Unmitigated Construction Noise Level from the Project

| NSR | Noise Criteria, dB(A) | Max | SPL (dB(A)) | | | | | | | | | | | | | | | | | | | | | | | |
|------|-----------------------|-----|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| | | | 2014 | | | | | | | | | | | | 2015 | | | | | | | | | | | |
| | | | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | |
| IHV | 75 | 76 | 62 | 62 | 73 | 73 | 75 | 75 | 76 | 76 | 76 | 73 | 72 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 65 | 65 | 0 | 0 | |
| FR | 75 | 75 | 61 | 61 | 72 | 72 | 74 | 74 | 75 | 75 | 75 | 72 | 71 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 64 | 64 | 0 | 0 | |
| PAV | 75 | 77 | 63 | 63 | 74 | 74 | 76 | 76 | 77 | 77 | 77 | 74 | 72 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 66 | 66 | 0 | 0 | |
| CG | 75 | 75 | 65 | 65 | 72 | 72 | 74 | 74 | 75 | 75 | 75 | 73 | 72 | 71 | 71 | 71 | 71 | 71 | 71 | 71 | 71 | 67 | 67 | 0 | 0 | |
| LKPC | 70 | 74 | 64 | 64 | 70 | 71 | 72 | 72 | 73 | 74 | 74 | 72 | 71 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 70 | 66 | 66 | 0 | 0 | |
| YCS | 70 | 73 | 64 | 64 | 69 | 70 | 71 | 71 | 72 | 73 | 73 | 71 | 70 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 65 | 65 | 0 | 0 | |
| SRT | 75 | 81 | 74 | 74 | 74 | 80 | 80 | 80 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 76 | 76 | 76 | 76 | 76 | 76 | 78 | 78 | 0 | 0 | |
| CLS | 75 | 82 | 76 | 76 | 76 | 80 | 80 | 80 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 76 | 76 | 76 | 76 | 76 | 76 | 78 | 78 | 0 | 0 | |
| ASD1 | 75 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 80 | 80 | 80 | 80 | 80 | |
| ASD2 | 75 | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 84 | 84 | 84 | 84 | 84 | |
| FSDO | 75 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 72 | 72 | 72 | 72 | 72 | |
| ASC | 75 | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 79 | 79 | 79 | 79 | 79 | |
| LCMS | 70 | 71 | 71 | 71 | 71 | 71 | 71 | 71 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 71 | 71 | 71 | 71 | 71 | |
| VT | 75 | 71 | 71 | 71 | 71 | 71 | 71 | 71 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 71 | 71 | 71 | 71 | 71 | |
| GB | 75 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 74 | 74 | 74 | 74 | 74 | |
| YTB | 75 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 82 | 82 | 82 | 82 | 82 | |