Maximum Sound Power Level for Planned Noise Sources

Source ID	Source Location	Source Description	NSR	Nearest NAP	Noise Criteria [1], dB(A)	Shortest Distance to			Correction, c	IB(A)		Maximum Allowable SWL, dB(A)
					[1], 00(A)	NAP, m	Distance	Facade	Tonality	Screening	Cumulative Impact	
Tung Chung	East											
CNS07	TCE Railway Station	At station boundary	N1	A1-1-05g	53	110	49	3	3	0	3	93
CN307	TCE Railway Station	10m from station boundary	INT	A1-1-05g	53	120	50	3	3	0	3	94
Tung Chung	West											
		30m from station boundary		YTE-005	45	30	38	3	3	0	0	77
CNS08	TCW Railway Station	50m from station boundary	N9	YTE-005	45	50	42	3	3	0	0	81
		100m from station boundary		YTE-005	45	100	48	3	3	0	0	87

Note:

[1] Only night time criteria is assessed as worst case scenario.

NSR ID:	A1-1-05g
1st floor level (mPD):	11.5
Total number of floors:	50

Source at TCE Railway Station at 0m from boundary

NSR	Nearest NAP	Floor of NAP	Height of NAP,	Source	Source Description	SMI dP(A)	Source Height,	Horizontal Dist to	Slant Distance to		Correct	ion, dB(A)		Predicted	Cumulative	ANL, dB(A)	Complian
NON	Nedrest NAF	FIDDI DI MAF	mPD	Location	Source Description	SWL, UB(A)	mPD	NAP, m	NAP, m	Distance	Facade	Tonality	Screening	SPL, dB(A)	Impacts, dB(A)	ANL, UD(A)	[Y/N]
				A1-2	Public Transport Interchange	91	6	230	230	-55	3	3	0	42			
		1	13	TCE Railway	Tung Chung East Railway Station	93	6	115	115	-49	3	3	0	50	53	60	v
		I	15	B0-2	Electric Substation	96	5	200	200	-54	3	3	0	48	55	00	I
					HKIA				-					46 [1]			
				A1-2	Public Transport Interchange	91	6	230	231	-55	3	3	0	42			
		5	25	TCE Railway	Tung Chung East Railway Station	93	6	115	117	-49	3	3	0	49	53	60	v
N1 A1-1-05g	5	25	B0-2	Electric Substation	96	5	200	201	-54	3	3	0	48	55	60	T	
	A1 1 0F a				HKIA				-					46 [1]			
	A1-1-05g			A1-2	Public Transport Interchange	91	6	230	233	-55	3	3	0	42			
		10	41	TCE Railway	Tung Chung East Railway Station	93	6	115	120	-50	3	3	0	49	53	60	V
		10	41	B0-2	Electric Substation	96	5	200	203	-54	3	3	0	48	55	60	T
					HKIA				-					46 [1]			
				A1-2	Public Transport Interchange	91	6	230	239	-56	3	3	0	42			
	20	73	TCE Railway	Tung Chung East Railway Station	93	6	115	133	-50	3	3	0	48	52	60	v	
		20	15	B0-2	Electric Substation	96	5	200	211	-54	3	3	0	47	52	60	T
					HKIA			·	-					46 [1]			

Note: [1] Extracted from the predicted mitigated fixed noise impact in the approved EIA-223/2014

Source at TCE Railway Station at 10m from boundary

NSR	Nearest NAP	Floor of NAP	Height of NAP,	Source	Source Description	SWL, dB(A)	Source Height,	Horizontal Dist to	Slant Distance to		Correcti	on, dB(A)		Predicted	Cumulative	ANL, dB(A)	Compliance
NSK	Nearest NAP	FIGOR OF NAP	mPD	Location	Source Description	5WL, 06(A)	mPD	NAP, m	NAP, m	Distance	Facade	Tonality	Screening	SPL, dB(A)	Impacts, dB(A)	ANL, UD(A)	[Y/N]
				A1-2	Public Transport Interchange	91	6	230	230	-55	3	3	0	42			
		1	13	TCE Railway	Tung Chung East Railway Station	94	6	125	125	-50	3	3	0	50	53	60	v
		I	15	B0-2	Electric Substation	96	5	200	200	-54	3	3	0	48	55	00	I
					HKIA			•	-	-				46 [1]			
	N1 A1-1-05g —			A1-2	Public Transport Interchange	91	6	230	231	-55	3	3	0	42			
		5	25	TCE Railway	Tung Chung East Railway Station	94	6	125	127	-50	3	3	0	50	53	60	V
		5	25	B0-2	Electric Substation	96	5	200	201	-54	3	3	0	48	55	00	I
N11					HKIA				-					46 [1]			
IN I				A1-2	Public Transport Interchange	91	6	230	233	-55	3	3	0	42			
		10	41	TCE Railway	Tung Chung East Railway Station	94	6	125	130	-50	3	3	0	49	53	60	V
		10	41	B0-2	Electric Substation	96	5	200	203	-54	3	3	0	48	55	60	r
					HKIA				-					46 [1]			
				A1-2	Public Transport Interchange	91	6	230	239	-56	3	3	0	42			
		20	73	TCE Railway	Tung Chung East Railway Station	94	6	125	142	-51	3	3	0	49	53	60	V
		20	73	B0-2	Electric Substation	96	5	200	211	-54	3	3	0	47	55	60	T
					HKIA				-					46 [1]			

Note: [1] Extracted from the predicted mitigated fixed noise impact in the approved EIA-223/2014

NSR ID:	A1-2-10c
1st floor level (mPD):	11.5
Total number of floors:	50

Source at TCE Railway Station at 0m from boundary

NSR	Nearest NAP	Floor of NAP	Height of NAP,	Source	Source Description	SMI dB(A)	Source	Horizontal Dist	Slant Distance		Correct	ion, dB(A)		Predicted	Cumulative	ANL, dB(A)	Compliance
NSK	Nedrest NAP	FIOOD OF NAP	mPD	Location	Source Description	SWL, UB(A)	Source Height, mPD	to NAP, m	to NAP, m	Distance	Facade	Tonality	Screening	SPL, dB(A)	Impacts, dB(A)	ANL, UD(A)	[Y/N]
				A1-2	Public Transport Interchange	91	6	65	65	-44	3	3	0	53			
		1	13	TCE Railway	Tung Chung East Railway Station	93	6	110	110	-49	3	3	0	50	55	55	Y
					HKIA				-					46 [1]			
				A1-2	Public Transport Interchange	91	6	65	68	-45	3	3	0	53			
		5	25	TCE Railway	Tung Chung East Railway Station	93	6	110	112	-49	3	3	0	50	55	55	Y
N1	A1-2-10c				HKIA				-					46 [1]			
N1 A1-	A1-2-100			A1-2	Public Transport Interchange	91	6	65	74	-45	3	3	0	52			
		10	41	TCE Railway	Tung Chung East Railway Station	93	6	110	116	-49	3	3	0	50	55	55	Y
					HKIA				-					46 [1]			
				A1-2	Public Transport Interchange	91	6	65	93	-47	3	3	0	50			
		20	73	TCE Railway	Tung Chung East Railway Station	93	6	110	129	-50	3	3	0	49	53	55	Y
					HKIA				-					46 [1]			

Note:

[1] Extracted from the predicted mitigated fixed noise impact in the approved EIA-223/2014

Source at TCE Railway Station at 10m from boundary

NSR	Nearest NAP	Floor of NAP	Height of NAP,	Source	Source Description		Source	Horizontal Dist	Slant Distance		Correct	ion, dB(A)		Predicted	Cumulative	ANL, dB(A)	Compliance
Nor	Nearest NAF	FIGUL OF MAP	mPD	Location	Source Description	3WL, UB(A)	Source Height, mPD	to NAP, m	to NAP, m	Distance	Facade	Tonality	Screening	SPL, dB(A)	Impacts, dB(A)	ANL, UD(A)	[Y/N]
				A1-2	Public Transport Interchange	91	6	65	65	-44	3	3	0	53			
		1	13	TCE Railway	Tung Chung East Railway Station	94	6	120	120	-50	3	3	0	50	55	55	Y
					HKIA				-			•		46 [1]			
				A1-2	Public Transport Interchange	91	6	65	68	-45	3	3	0	53			
		5	25	TCE Railway	Tung Chung East Railway Station	94	6	120	122	-50	3	3	0	50	55	55	Y
N1	A1-2-10c				HKIA				-					46 [1]			
INT	A1-2-100			A1-2	Public Transport Interchange	91	6	65	74	-45	3	3	0	52			
		10	41	TCE Railway	Tung Chung East Railway Station	94	6	120	125	-50	3	3	0	50	55	55	Y
					HKIA				-					46 [1]			
				A1-2	Public Transport Interchange	91	6	65	93	-47	3	3	0	50			
		20	73	TCE Railway	Tung Chung East Railway Station	94	6	120	137	-51	3	3	0	49	53	55	Y
					HKIA				-					46 [1]			

Note:

[1] Extracted from the predicted mitigated fixed noise impact in the approved EIA-223/2014

NSR ID:YTE-0051st floor level (mPD):11.8Total number of floors:41

Source at TCW Railway Station at nearest boundary

NSR	Nearest NAP	Floor of NAP	Height of NAP,	Source	Source Description		Source	Horizontal Dist	Slant Distance		Correct	ion, dB(A)		Predicted	Cumulative	ANL, dB(A)	Compliance
NJK	Nedrest NAP	FIGOR OF NAP	mPD	Location	Source Description	SWL, UB(A)	Source Height, mPD	to NAP, m	to NAP, m	Distance	Facade	Tonality	Screening	SPL, dB(A)	Impacts, dB(A)	ANL, UD(A)	[Y/N]
				COM-3	Public Transport Interchange	86	4	90	90	-47	3	3	0	45			
		1	13	TCW Railway	Tung Chung West Railway Station	77	6	30	31	-38	3	3	0	45	52	55	Y
					HKIA				-					50 [1]			
				COM-3	Public Transport Interchange	86	4	90	92	-47	3	3	0	45			
		5	25	TCW Railway	Tung Chung West Railway Station	77	6	30	36	-39	3	3	0	43	52	55	Y
N/2	VTE-005				HKIA				-					50 [1]			
INZ.	N2 YTE-005			COM-3	Public Transport Interchange	86	4	90	97	-48	3	3	0	44			
		10	40	TCW Railway	Tung Chung West Railway Station	77	6	30	46	-41	3	3	0	41	51	55	Y
					HKIA				-					50 [1]			
				COM-3	Public Transport Interchange	86	4	90	112	-49	3	3	0	43			
		20	70	TCW Railway	Tung Chung West Railway Station	77	6	30	71	-45	3	3	0	38	51	55	Y
					HKIA				-					50 [1]			

Note: [1] Extracted from the predicted mitigated fixed noise impact in the approved EIA-223/2014

Source at TCW Railway Station at northern end

NSR	Nearest NAP	Floor of NAP	Height of NAP,	Source	Source Description		Source	Horizontal Dist	Slant Distance		Correcti	on, dB(A)		Predicted	Cumulative	ANL, dB(A)	Compliance
NOK	Nedrest NAP	FIGOLOI NAP	mPD	Location	Source Description	SWL, UD(A)	Source Height, mPD	to NAP, m	to NAP, m	Distance	Facade	Tonality	Screening	SPL, dB(A)	Impacts, dB(A)	ANL, UD(A)	[Y/N]
				COM-3	Public Transport Interchange	86	4	90	90	-47	3	3	0	45			
		1	13	TCW Railway	Tung Chung West Railway Station	81	6	50	51	-42	3	3	0	45	52	55	Y
					HKIA			•	-					50 [1]			
				COM-3	Public Transport Interchange	86	4	90	92	-47	3	3	0	45			
		5	25	TCW Railway	Tung Chung West Railway Station	81	6	50	54	-43	3	3	0	44	52	55	Y
N/2	YTE-005				HKIA				-			-		50 [1]			
N2 Y	112-005			COM-3	Public Transport Interchange	86	4	90	97	-48	3	3	0	44			
		10	40	TCW Railway	Tung Chung West Railway Station	81	6	50	61	-44	3	3	0	43	52	55	Y
					HKIA				-					50 [1]			
				COM-3	Public Transport Interchange	86	4	90	112	-49	3	3	0	43			
		20	70	TCW Railway	Tung Chung West Railway Station	81	6	50	82	-46	3	3	0	41	51	55	Y
					HKIA				-					50 [1]			

Note:

[1] Extracted from the predicted mitigated fixed noise impact in the approved EIA-223/2014

Source at TCW Railway Station at southern end

NSR	Nearest NAP	Floor of NAP	Height of NAP,	Source	Course Description		Source	Horizontal Dist	Slant Distance		Correcti	ion, dB(A)		Predicted	Cumulative	ANL, dB(A)	Compliance
NSK	Nearest NAP	FIGOR OF NAP	mPD	Location	Source Description	SWL, OB(A)	Source Height, mPD	to NAP, m	to NAP, m	Distance	Facade	Tonality	Screening	SPL, dB(A)	Impacts, dB(A)	ANL, OB(A)	[Y/N]
				COM-3	Public Transport Interchange	86	4	90	90	-47	3	3	0	45			
		1	13	TCW Railway	Tung Chung West Railway Station	87	6	100	100	-48	3	3	0	45	52	55	Y
					HKIA				-					50 [1]			
				COM-3	Public Transport Interchange	86	4	90	92	-47	3	3	0	45			
		5	25	TCW Railway	Tung Chung West Railway Station	87	6	100	102	-48	3	3	0	45	52	55	Y
N2	YTE-005				HKIA			•	-	•			•	50 [1]			
INZ	112-005			COM-3	Public Transport Interchange	86	4	90	97	-48	3	3	0	44			
		10	40	TCW Railway	Tung Chung West Railway Station	87	6	100	106	-48	3	3	0	45	52	55	Y
					HKIA			•	-	•			•	50 [1]			
				COM-3	Public Transport Interchange	86	4	90	112	-49	3	3	0	43			
		20	70	TCW Railway	Tung Chung West Railway Station	87	6	100	119	-50	3	3	0	43	52	55	Y
ł					HKIA				-					50 [1]			

Note:

[1] Extracted from the predicted mitigated fixed noise impact in the approved EIA-223/2014

NSR ID:	TCW-1-04
1st floor level (mPD):	11.5
Total number of floors:	18

Source at TCW Railway Station at nearest boundary

NSR	Nearest NAP	Floor of NAP	Height of NAP,	Source	Source Description	SWI JD(A) SC	ource Height,	Horizontal Dist	Slant Distance		Correct	ion, dB(A)		Predicted	Cumulative		Compliance [Y/N]
NSK	Nearest NAP	FIGUL OF NAP	mPD	Location	Source Description	SWL, UD(A)	mPD	to NAP, m	to NAP, m	Distance	Facade	Tonality	Screening	SPL, dB(A)	Impacts, dB(A)	ANL, UD(A)	Compliance [1/N]
				COM-3	Public Transport Interchange	86	4	200	200	-54	3	3	0	38			
		1	13	TCW Railway	Tung Chung West Railway Station	77	6	30	31	-38	3	3	0	45	51	55	Y
					HKIA				-					50 [1]			
				COM-3	Public Transport Interchange	86	4	200	201	-54	3	3	0	38			
		5	26	TCW Railway	Tung Chung West Railway Station	77	6	30	36	-39	3	3	0	43	51	55	Y
NO	TCW 1 04				HKIA				-					50 [1]			
INZ	N2 TCW-1-04			COM-3	Public Transport Interchange	86	4	200	203	-54	3	3	0	38			
		10	42	TCW Railway	Tung Chung West Railway Station	77	6	30	47	-41	3	3	0	41	51	55	Y
					HKIA				-					50 [1]			
				COM-3	Public Transport Interchange	86	4	200	212	-55	3	3	0	38			
		20	74	TCW Railway	Tung Chung West Railway Station	77	6	30	74	-45	3	3	0	37	50	55	Y
					HKIA				-					50 [1]			

Note: [1] Extracted from the predicted mitigated fixed noise impact in the approved EIA-223/2014

Source at TCW Railway Station at 20m behind boundary

NSR	Nearest NAP	Floor of NAP	Height of NAP,	Source	Source Description	SWL, dB(A)	Source Height,	Horizontal Dist	Slant Distance	Distance Correction, dB(A)			Predicted	Cumulative		Compliance [Y/N]	
			mPD	Location			mPD	to NAP, m	to NAP, m	Distance	Facade	Tonality	Screening	SPL, dB(A)	Impacts, dB(A)	ANL, UD(A)	compliance [1/14]
N2	TCW-1-04	1	13	COM-3	Public Transport Interchange	86	4	200	200	-54	3	3	0	38	51	55	Y
				TCW Railway	Tung Chung West Railway Station	81	6	50	51	-42	3	3	0	45			
					HKIA				-					50 [1]			
		5	26	COM-3	Public Transport Interchange	86	4	200	201	-54	3	3	0	38	51	55	Y
				TCW Railway	Tung Chung West Railway Station	81	6	50	54	-43	3	3	0	44			
					HKIA				-					50 [1]			
		10	42	COM-3	Public Transport Interchange	86	4	200	203	-54	3	3	0	38	51	55	Y
				TCW Railway	Tung Chung West Railway Station	81	6	50	62	-44	3	3	0	43			
					HKIA				-					50 [1]			
		20	74	COM-3	Public Transport Interchange	86	4	200	212	-55	3	3	0	38	51	55	Y
				TCW Railway	Tung Chung West Railway Station	81	6	50	84	-47	3	3	0	40			
					HKIA				-					50 [1]			

Note:

[1] Extracted from the predicted mitigated fixed noise impact in the approved EIA-223/2014

Source at TCW Railway Station at 70m behind boundary

NSR	Nearest NAP	Floor of NAP	Height of NAP,	Source	Source Description	SWL, dB(A)	Source Height, mPD	Horizontal Dist	Slant Distance	Correction, dB(A)				Predicted	Cumulative		Compliance [V/N]
			mPD	Location				to NAP, m	to NAP, m	Distance	Facade	Tonality	Screening	SPL, dB(A)	Impacts, dB(A)	ANL, dB(A)	Compliance [Y/N]
	TCW-1-04	1	13	COM-3	Public Transport Interchange	86	4	200	200	-54	3	3	0	38	51	55	Y
				TCW Railway	Tung Chung West Railway Station	87	6	100	100	-48	3	3	0	45			
					HKIA				-					50 [1]			
		5	26	COM-3	Public Transport Interchange	86	4	200	201	-54	3	3	0	38	51	55	Y
				TCW Railway	Tung Chung West Railway Station	87	6	100	102	-48	3	3	0	45			
N2					HKIA				-					50 [1]			
NZ		10	42	COM-3	Public Transport Interchange	86	4	200	203	-54	3	3	0	38	51	55	Y
				TCW Railway	Tung Chung West Railway Station	87	6	100	106	-49	3	3	0	44			
					HKIA				-					50 [1]			
		20	74	COM-3	Public Transport Interchange	86	4	200	212	-55	3	3	0	38	51	55	Y
				TCW Railway	Tung Chung West Railway Station	87	6	100	121	-50	3	3	0	43			
					HKIA				-					50 [1]			

Note: [1] Extracted from the predicted mitigated fixed noise impact in the approved EIA-223/2014