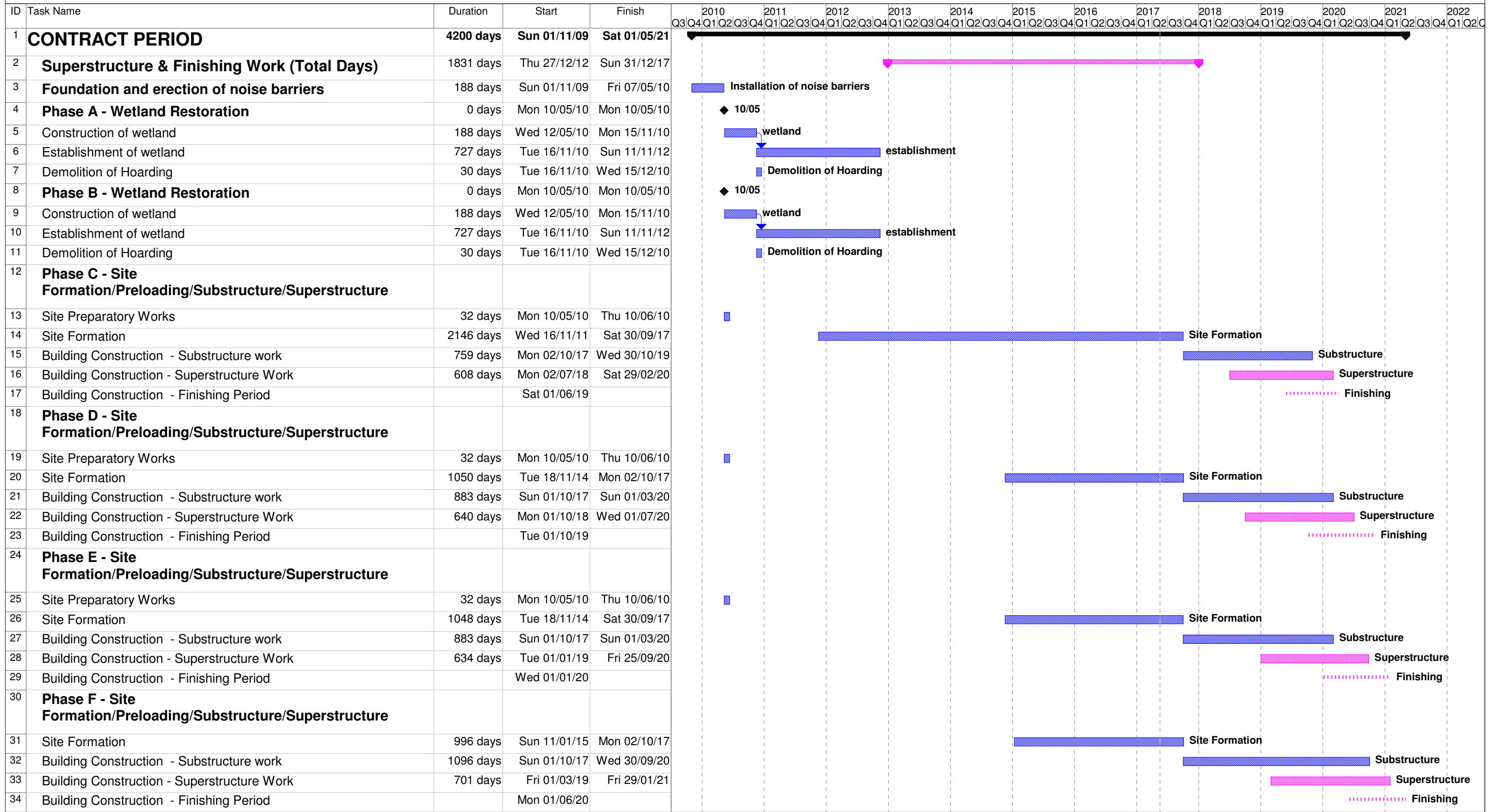
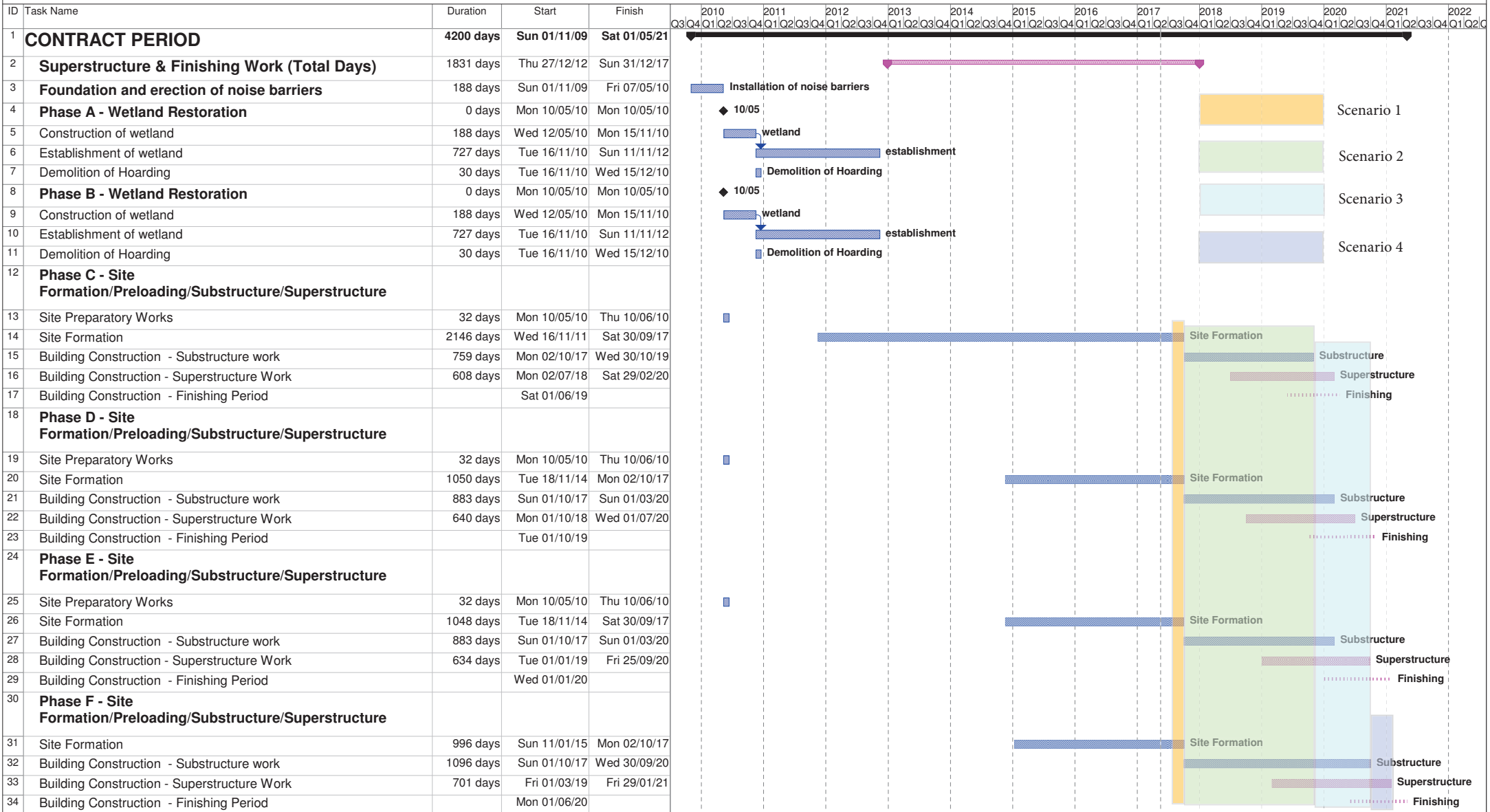


Proposed Comprehensive Development at Wo Shang Wai, Yuen Long

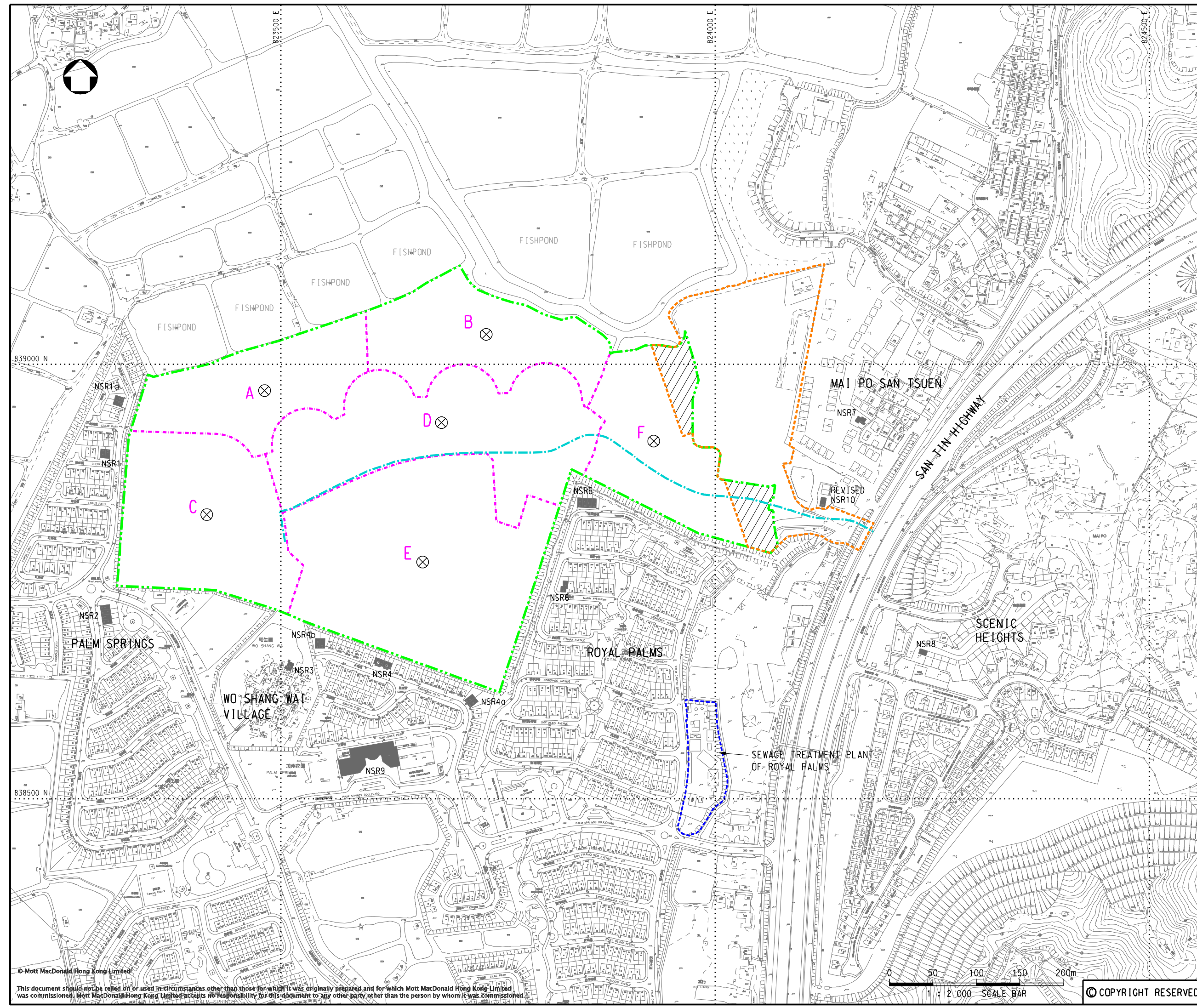


Task [Blue bar] Milestone ◆ Summary [Black arrow]

Proposed Comprehensive Development at Wo Shang Wai, Yuen Long



Task [Bar] Milestone [Diamond] Summary [Arrow]



- LEGEND**
- SITE BOUNDARY
 - PHASE BOUNDARY
 - WORKS AREA OF THE HONG KONG SECTION OF GUANGZHOU - SHENZHEN - HONG KONG EXPRESS RAIL LINK (XRL)
 - SITE ACCESS ROAD AND HAUL ROAD
 - WSW AREA ENCOACHED BY XRL WORKS AREA (TOA)
 - REPRESENTATIVE NOISE SENSITIVE RECEIVERS
 - ⊗ LOCATION OF GEOGRAPHICAL CENTRE IN EACH CONSTRUCTION

Rev	Date	Drawn	Description	Chk'd	App'd
P4	JUN 17	MING	GENERAL REVISION	SC	EC
P3	MAY 17	MING	GENERAL REVISION	HC	EC
P2	MAR 17	MING	GENERAL REVISION	HC	JFP
P1	NOV 16	MING	FIRST ISSUE	HC	JFP

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PROFIT POINT ENTERPRISES LTD

Project

PROPOSED COMPREHENSIVE DEVELOPMENT
AT WO SHANG WAI, YUEN LONG

Title

LOCATION OF REPRESENTATIVE
NOISE SENSITIVE RECEIVERS (NSRs)
DURING CONSTRUCTION PHASE

Designed	EY	Eng.Chk.	JC
Drawn	MING	Coordination	JC
Dwg.Chk.	EY	Approved	EC
Scale	1:2000@A1	Project	221005
Drawing No.	FIGURE 3.1	Status	PRE
		Rev	P4

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NSR: NSR1

Scenario 1 (Jun 2017 - Sep 2017)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		C	121	72	-45	-10	3
	D	121	236	-55	-10	3	59
	E	121	260	-56	-10	3	58
	F	121	588	-63	-10	3	51
	haul road	105	210		-10	3	44
							WSW (max spl) <u>70</u> dB(A)

Scenario 2 (Oct 2017 - Feb 2020)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		C	121	72	-45	-10	3
	D	121	236	-55	-10	3	59
	E	121	260	-56	-10	3	58
	F	121	588	-63	-10	3	51
	haul road	105	210		-10	3	44
							WSW (max spl) <u>70</u> dB(A)

Scenario 3 (Mar 2020 - Sep 2020)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		D	121	236	-55	-10	3
	E	121	260	-56	-10	3	58
	F	121	588	-63	-10	3	51
	haul road	105	210		-10	3	44
							WSW (max spl) <u>62</u> dB(A)

Scenario 4 (Oct 2020 - Jan 2021)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		F	121	588	-63	-10	3
	haul road	105	210		-10	3	44
							WSW (max spl) <u>51</u> dB(A)

- Note:
- (1) Reference to the maximum mitigated sound power level among all works activities.
 - (2) Barrier correction provided by temporary noise barrier installed around the site
 - (3) No cumulative impact associated with XRL is considered as major construction works have been completed.

NSR: NSR1a

Scenario 1 (Jun 2017 - Sep 2017)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		C	121	96	-48	-10	3
	D	121	300	-58	-10	3	57
	E	121	288	-57	-10	3	57
	F	121	576	-63	-10	3	51
	haul road	105	220		-10	3	43
							WSW (max spl) <u>67</u> dB(A)

Scenario 2 (Oct 2017 - Feb 2020)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		C	121	96	-48	-10	3
	D	121	300	-58	-10	3	57
	E	121	288	-57	-10	3	57
	F	121	576	-63	-10	3	51
	haul road	105	220		-10	3	43
							WSW (max spl) <u>67</u> dB(A)

Scenario 3 (Mar 2020 - Sep 2020)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		D	121	300	-58	-10	3
	E	121	288	-57	-10	3	57
	F	121	576	-63	-10	3	51
	haul road	105	220		-10	3	43
							WSW (max spl) <u>60</u> dB(A)

Scenario 4 (Oct 2020 - Jan 2021)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		F	121	576	-63	-10	3
	haul road	105	220		-10	3	43
							WSW (max spl) <u>52</u> dB(A)

- Note:
- (1) Reference to the maximum mitigated sound power level among all works activities.
 - (2) Barrier correction provided by temporary noise barrier installed around the site
 - (3) No cumulative impact associated with XRL is considered as major construction works have been completed.

NSR: NSR2

Scenario 1 (Jun 2017 - Sep 2017)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
	C	121	84	-46	-10	3	68
	D	121	276	-57	-10	3	57
	E	121	272	-57	-10	3	57
	F	121	612	-64	-10	3	50
	haul road	105	215		-10	3	43
							WSW (max spl) 69 dB(A)

Scenario 2 (Oct 2017 - Feb 2020)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
	C	121	84	-46	-10	3	68
	D	121	276	-57	-10	3	57
	E	121	272	-57	-10	3	57
	F	121	612	-64	-10	3	50
	haul road	105	215		-10	3	43
							WSW (max spl) 69 dB(A)

Scenario 3 (Mar 2020 - Sep 2020)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
	D	121	276	-57	-10	3	57
	E	121	272	-57	-10	3	57
	F	121	612	-64	-10	3	50
	haul road	105	215		-10	3	43
							WSW (max spl) 61 dB(A)

Scenario 4 (Oct 2020 - Jan 2021)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
	F	121	612	-64	-10	3	50
	haul road	105	215		-10	3	43
							WSW (max spl) 51 dB(A)

- Note:
- (1) Reference to the maximum mitigated sound power level among all works activities.
 - (2) Barrier correction provided by temporary noise barrier installed around the site
 - (3) No cumulative impact associated with XRL is considered as major construction works have been completed.

NSR: NSR3

Scenario 1
(Jun 2017 - Sep 2017)

Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
C	121	128	-50	-10	3	64
D	121	296	-57	-10	3	57
E	121	108	-49	-10	3	66
F	121	440	-61	-10	3	53
haul road	105	135		-10	3	45
WSW (max spl)						68 dB(A)

Scenario 2
(Oct 2017 - Feb 2020)

Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
C	121	128	-50	-10	3	64
D	121	296	-57	-10	3	57
E	121	108	-49	-10	3	66
F	121	440	-61	-10	3	53
haul road	105	135		-10	3	45
WSW (max spl)						68 dB(A)

Scenario 3
(Mar 2020 - Sep 2020)

Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
D	121	296	-57	-10	3	57
E	121	108	-49	-10	3	66
F	121	440	-61	-10	3	53
haul road	105	135		-10	3	45
WSW (max spl)						66 dB(A)

Scenario 4
(Oct 2020 - Jan 2021)

Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
F	121	440	-61	-10	3	53
haul road	105	135		-10	3	45
WSW (max spl)						54 dB(A)

Note:

- (1) Reference to the maximum mitigated sound power level among all works activities.
- (2) Barrier correction provided by temporary noise barrier installed around the site
- (3) No cumulative impact associated with XRL is considered as major construction works have been completed.

NSR: NSR4

Scenario 1 (Jun 2017 - Sep 2017)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		C	121	172	-53	-10	3
	D	121	260	-56	-10	3	58
	E	121	64	-44	-10	3	70
	F	121	356	-59	-10	3	55
	haul road	105	168		-10	3	45
							WSW (max spl) <u>71</u> dB(A)

Scenario 2 (Oct 2017 - Feb 2020)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		C	121	172	-53	-10	3
	D	121	260	-56	-10	3	58
	E	121	64	-44	-10	3	70
	F	121	356	-59	-10	3	55
	haul road	105	168		-10	3	45
							WSW (max spl) <u>71</u> dB(A)

Scenario 3 (Mar 2020 - Sep 2020)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		D	121	260	-56	-10	3
	E	121	64	-44	-10	3	70
	F	121	356	-59	-10	3	55
	haul road	105	168		-10	3	45
							WSW (max spl) <u>70</u> dB(A)

Scenario 4 (Oct 2020 - Jan 2021)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		F	121	356	-59	-10	3
	haul road	105	168		-10	3	45
							WSW (max spl) <u>55</u> dB(A)

Note:

- (1) Reference to the maximum mitigated sound power level among all works activities.
- (2) Barrier correction provided by temporary noise barrier installed around the site
- (3) No cumulative impact associated with XRL is considered as major construction works have been completed.

NSR: NSR4a

Scenario 1 (Jun 2017 - Sep 2017)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		C	121	284	-57	-10	3
	D	121	292	-57	-10	3	57
	E	121	72	-45	-10	3	69
	F	121	320	-58	-10	3	56
	haul road	105	275		-10	3	42
						WSW (max spl)	<u>70</u> dB(A)

Scenario 2 (Oct 2017 - Feb 2020)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		C	121	284	-57	-10	3
	D	121	292	-57	-10	3	57
	E	121	72	-45	-10	3	69
	F	121	320	-58	-10	3	56
	haul road	105	275		-10	3	42
						WSW (max spl)	<u>70</u> dB(A)

Scenario 3 (Mar 2020 - Sep 2020)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		D	121	292	-57	-10	3
	E	121	72	-45	-10	3	69
	F	121	320	-58	-10	3	56
	haul road	105	275		-10	3	42
						WSW (max spl)	<u>70</u> dB(A)

Scenario 4 (Oct 2020 - Jan 2021)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		F	121	320	-58	-10	3
	haul road	105	275		-10	3	42
						WSW (max spl)	<u>56</u> dB(A)

- Note:
- (1) Reference to the maximum mitigated sound power level among all works activities.
 - (2) Barrier correction provided by temporary noise barrier installed around the site
 - (3) No cumulative impact associated with XRL is considered as major construction works have been completed.

NSR: NSR4b

Scenario 1
(Jun 2017 - Sep 2017)

Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
C	121	100	-48	-10	3	66
D	121	260	-56	-10	3	58
E	121	68	-45	-10	3	70
F	121	408	-60	-10	3	54
haul road	105	118		-10	3	46
WSW (max spl)						<u>71</u> dB(A)

Scenario 2
(Oct 2017 - Feb 2020)

Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
C	121	100	-48	-10	3	66
D	121	260	-56	-10	3	58
E	121	68	-45	-10	3	70
F	121	408	-60	-10	3	54
haul road	105	118		-10	3	46
WSW (max spl)						<u>71</u> dB(A)

Scenario 3
(Mar 2020 - Sep 2020)

Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
D	121	260	-56	-10	3	58
E	121	68	-45	-10	3	70
F	121	408	-60	-10	3	54
haul road	105	118		-10	3	46
WSW (max spl)						<u>70</u> dB(A)

Scenario 4
(Oct 2020 - Jan 2021)

Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
F	121	408	-60	-10	3	54
haul road	105	118		-10	3	46
WSW (max spl)						<u>55</u> dB(A)

Note:

- (1) Reference to the maximum mitigated sound power level among all works activities.
- (2) Barrier correction provided by temporary noise barrier installed around the site
- (3) No cumulative impact associated with XRL is considered as major construction works have been completed.

NSR: NSR5

Scenario 1 (Jun 2017 - Sep 2017)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
	C	121	380	-60	-10	3	55
	D	121	68	-45	-10	3	70
	E	121	80	-46	-10	3	68
	F	121	60	-44	-10	3	70
	haul road	105	63		-10	3	49
							WSW (max spl) <u>74</u> dB(A)

Scenario 2 (Oct 2017 - Feb 2020)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
	C	121	380	-60	-10	3	55
	D	121	68	-45	-10	3	70
	E	121	80	-46	-10	3	68
	F	121	60	-44	-10	3	70
	haul road	105	63		-10	3	49
							WSW (max spl) <u>74</u> dB(A)

Scenario 3 (Mar 2020 - Sep 2020)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
	D	121	68	-45	-10	3	70
	E	121	80	-46	-10	3	68
	F	121	60	-44	-10	3	70
	haul road	105	63		-10	3	49
							WSW (max spl) <u>74</u> dB(A)

Scenario 4 (Oct 2020 - Jan 2021)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
	F	121	60	-44	-10	3	70
	haul road	105	63		-10	3	49
							WSW (max spl) <u>71</u> dB(A)

- Note:
- (1) Reference to the maximum mitigated sound power level among all works activities.
 - (2) Barrier correction provided by temporary noise barrier installed around the site
 - (3) No cumulative impact associated with XRL is considered as major construction works have been completed.

NSR: NSR6

Scenario 1 (Jun 2017 - Sep 2017)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		C	121	368	-59	-10	3
	D	121	208	-54	-10	3	60
	E	121	80	-46	-10	3	68
	F	121	152	-52	-10	3	62
	haul road	105	148		-10	3	45
							WSW (max spl) <u>70</u> dB(A)

Scenario 2 (Oct 2017 - Feb 2020)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		C	121	368	-59	-10	3
	D	121	208	-54	-10	3	60
	E	121	80	-46	-10	3	68
	F	121	152	-52	-10	3	62
	haul road	105	148		-10	3	45
							WSW (max spl) <u>70</u> dB(A)

Scenario 3 (Mar 2020 - Sep 2020)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		D	121	208	-54	-10	3
	E	121	80	-46	-10	3	68
	F	121	152	-52	-10	3	62
	haul road	105	148		-10	3	45
							WSW (max spl) <u>70</u> dB(A)

Scenario 4 (Oct 2020 - Jan 2021)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		F	121	152	-52	-10	3
	haul road	105	148		-10	3	45
							WSW (max spl) <u>62</u> dB(A)

- Note:
- (1) Reference to the maximum mitigated sound power level among all works activities.
 - (2) Barrier correction provided by temporary noise barrier installed around the site
 - (3) No cumulative impact associated with XRL is considered as major construction works have been completed.

NSR: NSR7

Scenario 1 (Jun 2017 - Sep 2017)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
	C	121	704	-65	0	3	59
D	121	336	-59	0	3	66	
E	121	412	-60	-10	3	54	
F	121	208	-54	-10	3	60	
haul road	105	124		0	3	56	
WSW (max spl)							68 dB(A)

Scenario 2 (Oct 2017 - Feb 2020)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
	C	121	704	-65	0	3	59
D	121	336	-59	0	3	66	
E	121	412	-60	-10	3	54	
F	121	208	-54	0	3	70	
haul road	105	124		0	3	56	
WSW (max spl)							72 dB(A)

Scenario 3 (Mar 2020 - Sep 2020)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
	D	121	336	-59	0	3	66
E	121	412	-60	0	3	64	
F	121	208	-54	0	3	70	
haul road	105	124		0	3	56	
WSW (max spl)							72 dB(A)

Scenario 4 (Oct 2020 - Jan 2021)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
	F	121	208	-54	0	3	70
haul road	105	124		0	3	56	
WSW (max spl)							70 dB(A)

- Note:
- (1) Reference to the maximum mitigated sound power level among all works activities.
 - (2) Barrier correction provided by temporary noise barrier installed around the site
 - (3) No cumulative impact associated with XRL is considered as major construction works have been completed.

NSR: NSR8

Scenario 1 (Jun 2017 - Sep 2017)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
	C	121	784	-66	-10	3	48
	D	121	496	-62	-10	3	52
	E	121	496	-62	-10	3	52
	F	121	260	-56	-10	3	58
	haul road	105	144		0	3	55
						WSW (max spl)	<u>61</u> dB(A)

Scenario 2 (Oct 2017 - Feb 2020)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
	C	121	784	-66	-10	3	48
	D	121	496	-62	-10	3	52
	E	121	496	-62	-10	3	52
	F	121	260	-56	-10	3	58
	haul road	105	144		0	3	55
						WSW (max spl)	<u>61</u> dB(A)

Scenario 3 (Mar 2020 - Sep 2020)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
	D	121	496	-62	-10	3	52
	E	121	496	-62	-10	3	52
	F	121	260	-56	-10	3	58
	haul road	105	144		0	3	55
						WSW (max spl)	<u>61</u> dB(A)

Scenario 4 (Oct 2020 - Jan 2021)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
	F	121	260	-56	-10	3	58
	haul road	105	144		0	3	55
						WSW (max spl)	<u>60</u> dB(A)

- Note:
- (1) Reference to the maximum mitigated sound power level among all works activities.
 - (2) Barrier correction provided by temporary noise barrier installed around the site
 - (3) No cumulative impact associated with XRL is considered as major construction works have been completed.

NSR: NSR9

Scenario 1 (Jun 2017 - Sep 2017)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		C	121	240	-56	-10	3
	D	121	356	-59	-10	3	55
	E	121	156	-52	-10	3	62
	F	121	438	-61	-10	3	53
	haul road	105	240		-10	3	43
							WSW (max spl) 65 dB(A)

Scenario 2 (Oct 2017 - Feb 2020)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		C	121	240	-56	-10	3
	D	121	356	-59	-10	3	55
	E	121	156	-52	-10	3	62
	F	121	438	-61	-10	3	53
	haul road	105	240		-10	3	43
							WSW (max spl) 65 dB(A)

Scenario 3 (Mar 2020 - Sep 2020)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		D	121	356	-59	-10	3
	E	121	156	-52	-10	3	62
	F	121	438	-61	-10	3	53
	haul road	105	240		-10	3	43
							WSW (max spl) 64 dB(A)

Scenario 4 (Oct 2020 - Jan 2021)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
		F	121	438	-61	-10	3
	haul road	105	240		-10	3	43
							WSW (max spl) 54 dB(A)

- Note:
- (1) Reference to the maximum mitigated sound power level among all works activities.
 - (2) Barrier correction provided by temporary noise barrier installed around the site
 - (3) No cumulative impact associated with XRL is considered as major construction works have been completed.

NSR: Revised NSR10

Scenario 1 (Jun 2017 - Sep 2017)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
	C	121	656	-64	-10	3	50
	D	121	316	-58	-10	3	56
	E	121	364	-59	-10	3	55
	F	121	164	-52	-10	3	62
	haul road	105	14		0	3	65
							WSW (max spl) <u>68</u> dB(A)

Scenario 2 (Oct 2017 - Feb 2020)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
	C	121	656	-64	-10	3	50
	D	121	316	-58	-10	3	56
	E	121	364	-59	-10	3	55
	F	121	164	-52	-10	3	62
	haul road	105	14		0	3	65
							WSW (max spl) <u>68</u> dB(A)

Scenario 3 (Mar 2020 - Sep 2020)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
	D	121	316	-58	-10	3	56
	E	121	364	-59	-10	3	55
	F	121	164	-52	-10	3	62
	haul road	105	14		0	3	65
							WSW (max spl) <u>68</u> dB(A)

Scenario 4 (Oct 2020 - Jan 2021)	Phase	⁽¹⁾ Max. SWL	Distance (m)	Distance Correction	⁽²⁾ Barrier Effect	Façade Correction	SPL
	F	121	164	-52	-10	3	62
	haul road	105	14		0	3	65
							WSW (max spl) <u>67</u> dB(A)

- Note:
- (1) Reference to the maximum mitigated sound power level among all works activities.
 - (2) Barrier correction provided by temporary noise barrier installed around the site.
 - (3) No cumulative impact associated with XRL is considered as major construction works have been completed.