Kam Sheung Road Station (KSR) & C&C Tunnel from Pat Heung Depot to KSR

Project : Consultancy Agreement No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Kam Sheung Road Station (KSR) & C&C Tunnel from PHD to KSR)
Scenario: Unmitigated Scenario

		2025												2026												2027											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Site Clearance, Preparation & Monitoring (KSR)	119				119	119	119	119	119	119																											
Site Formation (RE Wall Modification (KSR 14-16))	122									122	122	122	122	122	122	122	122	122	122	122	122	122	122	122	122	122	122										
Site Formation (TWR Underpass (KSR 12-14))	120																									120	120	120	120	120	120	120	120	120	120	120	120
D-wall, Piling and Excavation (KSR 1-12)	117								117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117
D-wall, Piling and Excavation (KSR 12-33)	121				121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121
D-wall, Piling and Excavation (KSR 33-39)	118												118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118
RC Works (KSR 1-12)	112																																				
RC Works (KSR 1-12 Sub Zone 1)	113																																				
RC Works (KSR 1-12 Sub Zone 2)	113																																				
RC Works (KSR 1-12 Sub Zone 3)	113																																				
RC Works (KSR 12-33)	121																										121	121	121	121	121	121	121	121	121	121	121
RC Works (KSR 33-39)	117																																				
Structural Steel Works (KSR 16-33)	109																																				
UU and Road Works (KSR Ext A)	118																																				
Bicycle Parking Bays (KSR Ext B)	115																																				
C&C Tunnel: PHD to KSR incl. Southern Extension Tunnel (PHDKSR-1)	117								117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117
C&C Tunnel: PHD to KSR incl. Southern Extension Tunnel (PHDKSR-2)	117								117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117
C&C Tunnel: PHD to KSR incl. Southern Extension Tunnel (PHDKSR-3)	117								117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117
C&C Tunnel: PHD to KSR incl. Southern Extension Tunnel (PHDKSR-4) (Eastern)	113								113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113
C&C Tunnel: PHD to KSR incl. Southern Extension Tunnel (PHDKSR-4) (Western)	115								115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115
C&C Tunnel: Backfilling (PHDKSR-1 to PHDKSR-4)	116																																				
KSR - Backfilling (KSR 12-14)	116																																				

Predicted Construction Noise, dB(A)																																					
NAP	Max																																				
PHD-E1	70	0	0	0	0	0	0	0	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
PHDKSR-E1	73	0	0	0	0	0	0	0	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
PHDKSR-P1	**82**	0	0	0	0	0	0	0	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**
PHDKSR-P2	**84**	0	0	0	64	64	64	64	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**
PHDKSR-P3	**83**	0	0	0	66	66	66	66	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**
KSR-P1	**78**																									**78**	**78**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**
KSR-P2	**88**																									**88**	**88**	**88**	**88**	**88**	**88**	**88**	**88**	**88**	**88**	**88**	**88**
KSR-P3	**79**																									**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**
KSR-P4	**79**																									**79**	**79**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**
KSR-P5	**84**																									**83**	**84**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**
KSR-P6	**80**																									**79**	**80**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**
KSR-P7	**78**																									**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**
KSR-P8	**87**																																				
KSR-E1	75	0	0	0	73	73	73	73	73	73	69	69	74	74	74	74	74	74	74	74	74	74	74	74	74	74	75	75	75	75	75	75	75	75	75	75	75

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "RC Works (KSR 12-33)" and "RC Works (KSR 33-39)" will not take place concurrently. The worst case is adopted for calculation.
3. "C&C Tunnel: PHD to KSR incl. Southern Extension Tunnel" and "C&C Tunnel: PHD to KSR incl. Southern Extension Tunnel - Backfilling" will not take place concurrently. The worst case is adopted for calculation.
4. Text in bold and underline denotes exceedance of relevant criterion (text in orange cell denotes exceedance for school during examination period).
5. Cell with shaded area denotes the unoccupancy of the NSR (i.e. before the population intake).

Project : Consultancy Agreement No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Kam Sheung Road Station (KSR) & C&C Tunnel from PHD to KSR)
Scenario: Unmitigated Scenario

		2028												2029												2030											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Site Clearance, Preparation & Monitoring (KSR)	119																																				
Site Formation (RE Wall Modification (KSR 14-16))	122																																				
Site Formation (TWR Underpass (KSR 12-14))	120	120																																			
D-wall, Piling and Excavation (KSR 1-12)	117	117	117	117	117	117	117	117	117	117	117	117																									
D-wall, Piling and Excavation (KSR 12-33)	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121																					
D-wall, Piling and Excavation (KSR 33-39)	118	118	118	118	118	118	118																														
RC Works (KSR 1-12)	112												112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112				
RC Works (KSR 1-12 Sub Zone 1)	113												113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113				
RC Works (KSR 1-12 Sub Zone 2)	113												113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113				
RC Works (KSR 1-12 Sub Zone 3)	113												113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113				
RC Works (KSR 12-33)	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121				
RC Works (KSR 33-39)	117					117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117													
Structural Steel Works (KSR 16-33)	109																				109	109	109	109	109	109											
UU and Road Works (KSR Ext A)	118																							118	118	118	118	118	118	118	118	118	118	118	118	118	118
Bicycle Parking Bays (KSR Ext B)	115																							115	115	115	115	115	115	115	115	115	115	115	115	115	115
C&C Tunnel: PHD to KSR incl. Southern Extension Tunnel (PHDKSR-1)	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117								
C&C Tunnel: PHD to KSR incl. Southern Extension Tunnel (PHDKSR-2)	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117								
C&C Tunnel: PHD to KSR incl. Southern Extension Tunnel (PHDKSR-3)	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117								
C&C Tunnel: PHD to KSR incl. Southern Extension Tunnel (PHDKSR-4) (Eastern)	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113								
C&C Tunnel: PHD to KSR incl. Southern Extension Tunnel (PHDKSR-4) (Western)	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115								
C&C Tunnel: Backfilling (PHDKSR-1 to PHDKSR-4)	116																		116	116	116	116	116	116	116	116	116	116									
KSR - Backfilling (KSR 12-14)	116																					116	116	116	116	116	116	116	116	116	116	116					

Predicted Construction Noise, dB(A)																																					
NAP	Max																																				
PHD-E1	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	0	0	0	0	0	0	0	0
PHDKSR-E1	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	0	0	0	0	0	0	0	0
PHDKSR-P1	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	0	0	0	0	0	0	0	0
PHDKSR-P2	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	62	62	62	62	0	0	0	0
PHDKSR-P3	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	67	67	67	67	0	0	0	0
KSR-P1	**78**	**77**	**76**	**76**	**76**	**76**	**76**	**76**	**76**	**76**	**76**	**76**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	75	75	75	74	0	0	0	0
KSR-P2	**88**	**88**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	0	0	0	0
KSR-P3	**79**	**79**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**76**	**76**	**76**	**76**	0	0	0	0
KSR-P4	**79**	**78**	**76**	**76**	**76**	**76**	**76**	**76**	**76**	**76**	**76**	**76**	**77**	**77**	**77**	**77**	**77**	**76**	**76**	**76**	**76**	**76**	**77**	**77**	**77**	**77**	**77**	**77**	**76**	**76**	**76**	75	0	0	0	0
KSR-P5	**84**	**82**	**80**	**80**	**80**	**80**	**80**	**80**	**80**	**80**	**80**	**80**	**81**	**81**	**81**	**81**	**79**	**79**	**79**	**79**	**79**	**80**	**80**	**80**	**80**	**80**	**80**	**80**	**80**	**79**	**79**	**78**	0	0	0	0
KSR-P6	**80**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**78**	**76**	**76**	**76**	**76**	**76**	**76**	**76**	75	67	67	67	67
KSR-P7	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**76**	**76**	**76**	**76**	**76**	**77**	**77**	**77**	74	74	74	74	74	74	74	73	69	69	69	69
KSR-P8	**87**																									**87**	**87**	**87**	**87**	**75**	**75**	**75**	**75**	0	0	0	0
KSR-E1	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	74	74	74	74	74	74	74	75	71	71	71	71	71	71	71	71	67	67	67	67

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "RC Works (KSR 12-33)" and "RC Works (KSR 33-39)" will not take place concurrently. The worst case is adopted for calculation.
3. "C&C Tunnel: PHD to KSR incl. Southern Extension Tunnel" and "C&C Tunnel: PHD to KSR incl. Southern Extension Tunnel - Backfilling" will not take place concurrently. The worst case is adopted for calculation.
4. Text in bold and underline denotes exceedance of relevant criterion (text in orange cell denotes exceedance for school during examination period).
5. Cell with shaded area denotes the unoccupancy of the NSR (i.e. before the population intake).

Project : Consultancy Agreement No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Kam Sheung Road Station (KSR) & C&C Tunnel from PHD to KSR)
Scenario: Unmitigated Scenario

		2031											
		1	2	3	4	5	6	7	8	9	10	11	12
Site Clearance, Preparation & Monitoring (KSR)	119												
Site Formation (RE Wall Modification (KSR 14-16))	122												
Site Formation (TWR Underpass (KSR 12-14))	120												
D-wall, Piling and Excavation (KSR 1-12)	117												
D-wall, Piling and Excavation (KSR 12-33)	121												
D-wall, Piling and Excavation (KSR 33-39)	118												
RC Works (KSR 1-12)	112												
RC Works (KSR 1-12 Sub Zone 1)	113												
RC Works (KSR 1-12 Sub Zone 2)	113												
RC Works (KSR 1-12 Sub Zone 3)	113												
RC Works (KSR 12-33)	121												
RC Works (KSR 33-39)	117												
Structural Steel Works (KSR 16-33)	109												
UU and Road Works (KSR Ext A)	118	118	118										
Bicycle Parking Bays (KSR Ext B)	115	115	115										
C&C Tunnel: PHD to KSR incl. Southern Extension Tunnel (PHDKSR-1)	117												
C&C Tunnel: PHD to KSR incl. Southern Extension Tunnel (PHDKSR-2)	117												
C&C Tunnel: PHD to KSR incl. Southern Extension Tunnel (PHDKSR-3)	117												
C&C Tunnel: PHD to KSR incl. Southern Extension Tunnel (PHDKSR-4) (Eastern)	113												
C&C Tunnel: PHD to KSR incl. Southern Extension Tunnel (PHDKSR-4) (Western)	115												
C&C Tunnel: Backfilling (PHDKSR-1 to PHDKSR-4)	116												
KSR - Backfilling (KSR 12-14)	116												

Predicted Construction Noise, dB(A)													
NAP	Max												
PHD-E1	70	0	0	0	0	0	0	0	0	0	0	0	0
PHDKSR-E1	73	0	0	0	0	0	0	0	0	0	0	0	0
PHDKSR-P1	**82**	0	0	0	0	0	0	0	0	0	0	0	0
PHDKSR-P2	**84**	0	0	0	0	0	0	0	0	0	0	0	0
PHDKSR-P3	**83**	0	0	0	0	0	0	0	0	0	0	0	0
KSR-P1	**78**	0	0	0	0	0	0	0	0	0	0	0	0
KSR-P2	**88**	0	0	0	0	0	0	0	0	0	0	0	0
KSR-P3	**79**	0	0	0	0	0	0	0	0	0	0	0	0
KSR-P4	**79**	0	0	0	0	0	0	0	0	0	0	0	0
KSR-P5	**84**	0	0	0	0	0	0	0	0	0	0	0	0
KSR-P6	**80**	67	67	0	0	0	0	0	0	0	0	0	0
KSR-P7	**78**	69	69	0	0	0	0	0	0	0	0	0	0
KSR-P8	**87**	0	0	0	0	0	0	0	0	0	0	0	0
KSR-E1	75	67	67	0	0	0	0	0	0	0	0	0	0

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "RC Works (KSR 12-33)" and "RC Works (KSR 33-39)" will not take place concurrently. The worst case is adopted for calculation.
3. "C&C Tunnel: PHD to KSR incl. Southern Extension Tunnel" and "C&C Tunnel: PHD to KSR incl. Southern Extension Tunnel - Backfilling" will not take place concurrently. The worst case is adopted for calculation.
4. Text in bold and underline denotes exceedance of relevant criterion (text in orange cell denotes exceedance for school during examination period).
5. Cell with shaded area denotes the unoccupancy of the NSR (i.e. before the population intake).

Shui Mei Road Ancillary Building (EAP/EEP/VB)

Project : Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Shui Mei Road Ancillary Building (EAP/EEP/VB))
Scenario: Unmitigated Scenario

		2025												2026												2027											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Preliminary Works (AB5)	117				117	117	117																														
Retaining Walls and Site Formation Works (AB5-RW)	116						116	116	116	116	116	116	116																								
Cofferdam Works (AB5-a1)	113								113	113	113	113	113	113	113	113	113																				
Cofferdam Works (AB5-a2)	113								113	113	113	113	113	113	113	113	113																				
Cofferdam Works (AB5-a3)	113								113	113	113	113	113	113	113	113	113																				
Cofferdam Works (AB5-a)	91								91	91	91	91	91	91	91	91	91																				
Foundation Works (AB5-b)	116								116	116	116	116	116	116	116	116	116																				
Excavation Works (AB5-a)	116																				116	116	116	116	116	116	116	116	116	116							
RC Works (AB5-b)	117																																				
TBM Tunnel (AB5-TBM)	116																																116	116	116	116	116
Site Clearance and Establishment (CLP Substation)	116								116																												
Construct Temporary Substation (CLP Substation)	115								115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115				
Decommissioning, Demolition and Site Reinstatement Temporary Substation (CLP Substation)	113																																				
Contractor Site Office Construction (Contractor Site Office)	117								117	117	117																										
Removal and Reinstatement (Contractor Site Office)	114																																				

Predicted Construction Noise, dB(A)																																					
NAP	Max																																				
SMR-E1	**87**	0	0	0	**81**	**81**	**84**	**84**	**87**	**87**	**87**	**87**	**87**	**84**	**84**	**84**	**84**	0	0	0	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	0	0	**81**	**81**	**81**	**81**	**81**
SMR-E2	70	0	0	0	0	0	62	62	70	69	69	67	67	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	61	61	61	61	61

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "Preliminary Works" and "Retaining Walls and Site Formation Works" will not take place concurrently. The worst case is adopted for calculation.
3. "TBM Tunnel (AB5-TBM)" and "Temporary CLP Decommissioning, Demolition and Site Reinstatement" will not take place concurrently. The worst case is adopted for calculation.
4. "Temporary CLP Sub-Station Site Clearance and Establishment", "Temporary CLP Sub-Station Construction", and "Contractor's Site Office Construction" will not take place concurrently. The worst case is adopted for calculation.
5. Text in bold and underline denotes exceedance of relevant criterion.

Project : Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Shui Mei Road Ancillary Building (EAP/EEP/VB))
Scenario: Unmitigated Scenario

		2028												2029												2030											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Preliminary Works (AB5)	117																																				
Retaining Walls and Site Formation Works (AB5-RW)	116																																				
Cofferdam Works (AB5-a1)	113																																				
Cofferdam Works (AB5-a2)	113																																				
Cofferdam Works (AB5-a3)	113																																				
Cofferdam Works (AB5-a)	91																																				
Foundation Works (AB5-b)	116																																				
Excavation Works (AB5-a)	116																																				
RC Works (AB5-b)	117															117	117	117	117	117	117	117	117														
TBM Tunnel (AB5-TBM)	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	
Site Clearance and Establishment (CLP Substation)	116																																				
Construct Temporary Substation (CLP Substation)	115																																				
Decommissioning, Demolition and Site Reinstatement Temporary Substation (CLP Substation)	113																																			113	113
Contractor Site Office Construction (Contractor Site Office)	117																																				
Removal and Reinstatement (Contractor Site Office)	114																																				
Predicted Construction Noise, dB(A)																																					
NAP	Max																																				
SMR-E1	**87**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	0	
SMR-E2	70	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	63	

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "Preliminary Works" and "Retaining Walls and Site Formation Works" will not take place concurrently. The worst case is adopted for calculation.
3. "TBM Tunnel (AB5-TBM)" and "Temporary CLP Decommissioning, Demolition and Site Reinstatement" will not take place concurrently. The worst case is adopted for calculation.
4. "Temporary CLP Sub-Station Site Clearance and Establishment", "Temporary CLP Sub-Station Construction", and "Contractor's Site Office Construction" will not take place concurrently. The worst case is adopted for calculation.
5. Text in bold and underline denotes exceedance of relevant criterion.

Project : Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Shui Mei Road Ancillary Building (EAP/EEP/VB))
Scenario: Unmitigated Scenario

		2031											
		1	2	3	4	5	6	7	8	9	10	11	12
Preliminary Works (AB5)	117												
Retaining Walls and Site Formation Works (AB5-RW)	116												
Cofferdam Works (AB5-a1)	113												
Cofferdam Works (AB5-a2)	113												
Cofferdam Works (AB5-a3)	113												
Cofferdam Works (AB5-a)	91												
Foundation Works (AB5-b)	116												
Excavation Works (AB5-a)	116												
RC Works (AB5-b)	117												
TBM Tunnel (AB5-TBM)	116												
Site Clearance and Establishment (CLP Substation)	116												
Construct Temporary Substation (CLP Substation)	115												
Decommissioning, Demolition and Site Reinstatement Temporary Substation (CLP Substation)	113												
Contractor Site Office Construction (Contractor Site Office)	117												
Removal and Reinstatement (Contractor Site Office)	114			114	114	114							

Predicted Construction Noise, dB(A)													
NAP	Max												
SMR-E1	**87**	0	0	0	0	0	0	0	0	0	0	0	0
SMR-E2	70	0	0	63	63	63	0	0	0	0	0	0	0

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "Preliminary Works" and "Retaining Walls and Site Formation Works" will not take place concurrently. The worst case is adopted for calculation.
3. "TBM Tunnel (AB5-TBM)" and "Temporary CLP Decommissioning, Demolition and Site Reinstatement" will not take place concurrently. The worst case is adopted for calculation.
4. "Temporary CLP Sub-Station Site Clearance and Establishment", "Temporary CLP Sub-Station Construction", and "Contractor's Site Office Construction" will not take place concurrently. The worst case is adopted for calculation.
5. Text in bold and underline denotes exceedance of relevant criterion.

Au Tau Station (AUT)

Project: Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Au Tau Station (AUT))
Scenario: Unmitigated Scenario

		2026												2027												2028											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Site Clearance, Preparation & Monitoring (AUT-A, AUT-B & AUT-C)	119										119	119	119	119	119	119																					
Site Formation Works, Backfilling (AUT-A, AUT-B & AUT-C)	119											119	119	119	119																						
D-wall & Piling Trial (AUT-A, AUT-B & AUT-C)	111										111	111	111	111	111																						
D-wall, Piling & Excavation (AUT-A)	119														119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119
D-wall, Piling & Excavation (AUT-B)	119														119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119
D-wall, Piling & Excavation (AUT-C)	121														121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121
RC Works (AUT-A)	117																																				
RC Works (AUT-B)	119																																				
RC Works (AUT-C)	117																																				
Structural Steel Works (AUT-B)	109																																				
Park & Ride Facilities/ Bicycle Parking Bays (AUT-D)	115																																				

Predicted Construction Noise, dB(A)																																					
NAP	Max																																				
AUT-E1	**80**	0	0	0	0	0	0	0	0	0	74	**77**	**77**	**77**	**80**	**80**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**
AUT-E2	**86**	0	0	0	0	0	0	0	0	0	**80**	**83**	**83**	**83**	**86**	**86**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**
AUT-P1	66																																				
AUT-P2	69																																				
AUT-P3	63																																				

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "D-wall, Piling & Excavation" and "Site Formation Works (Backfilling)" will not take place concurrently. The worst case is adopted for calculation.
3. "D-wall, Piling & Excavation" and "D-wall, Piling Trial" will not take place concurrently. The worst case is adopted for calculation.
4. "D-wall, Piling & Excavation" and "RC Works" will not take place concurrently. The worst case is adopted for calculation.
5. "Strutural Steel Works" and "Park & Ride Facilities/ Bicycle Parking Bays" will not take place concurrently. The worst case is adopted for calculation.
6. Text in bold and underline denotes exceedance of relevant criterion.
7. Cell with shaded area denotes the unoccupancy of the NAP (i.e. before the population intake).

Project: Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Au Tau Station (AUT))
Scenario: Unmitigated Scenario

		2029												2030												2031											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Site Clearance, Preparation & Monitoring (AUT-A, AUT-B & AUT-C)	119																																				
Site Formation Works, Backfilling (AUT-A, AUT-B & AUT-C)	119																																				
D-wall & Piling Trial (AUT-A, AUT-B & AUT-C)	111																																				
D-wall, Piling & Excavation (AUT-A)	119	119	119	119																																	
D-wall, Piling & Excavation (AUT-B)	119	119	119	119																																	
D-wall, Piling & Excavation (AUT-C)	121	121	121	121																																	
RC Works (AUT-A)	117			117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117																
RC Works (AUT-B)	119			119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119																
RC Works (AUT-C)	117			117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117																
Structural Steel Works (AUT-B)	109															109	109	109	109	109	109																
Park & Ride Facilities/ Bicycle Parking Bays (AUT-D)	115																				115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	

Predicted Construction Noise, dB(A)																																					
NAP	Max																																				
AUT-E1	**80**	**79**	**79**	**79**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	0
AUT-E2	**86**	**85**	**85**	**85**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	0
AUT-P1	66																									66	66	66	66	66	66	66	66	66	66	66	0
AUT-P2	69																									69	69	69	69	69	69	69	69	69	69	69	0
AUT-P3	63																									63	63	63	63	63	63	63	63	63	63	63	0

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "D-wall, Piling & Excavation" and "Site Formation Works (Backfilling)" will not take place concurrently. The worst case is adopted for calculation.
3. "D-wall, Piling & Excavation" and "D-wall, Piling Trial" will not take place concurrently. The worst case is adopted for calculation.
4. "D-wall, Piling & Excavation" and "RC Works" will not take place concurrently. The worst case is adopted for calculation.
5. "Strutural Steel Works" and "Park & Ride Facilities/ Bicycle Parking Bays" will not take place concurrently. The worst case is adopted for calculation.
6. Text in bold and underline denotes exceedance of relevant criterion.
7. Cell with shaded area denotes the unoccupancy of the NAP (i.e. before the population intake).

Pok Wai Ancillary Building
(EAP/EEP/VB)

Project: Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Pok Wai Ancillary Building (EAP/EEP/VB))
Scenario: Unmitigated Scenario

		2026												2027												2028											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Preliminary Works (Whole Area)	114										114	114	114																								
Road Works (AB6-b)	115											115	115	115																							
Cofferdam Works (AB6-a (AB Area Only)) (Northeast)	113														113	113	113	113	113	113	113																
Cofferdam Works (AB6-a (AB Area Only)) (Northwest)	113														113	113	113	113	113	113	113																
Cofferdam Works (AB6-a (AB Area Only)) (Southeast)	113														113	113	113	113	113	113	113																
Cofferdam Works (AB6-a (AB Area Only)) (Southwest)	113														113	113	113	113	113	113	113																
Cofferdam Works (AB6-a (AB Area Only))	108														108	108	108	108	108	108	108																
Retaining Walls (AB6-a-RW)	116											116	116	116	116																						
Bored Pile Wall (AB6-a-BPW)	113											113	113	113	113																						
Foundation Works (AB6-a (AB Area Only))(North)	115																				115	115	115														
Foundation Works (AB6-a (AB Area Only))(Southwest)	115																				115	115	115														
Foundation Works (AB6-a (AB Area Only))(Southeast)	115																				115	115	115														
Excavation Works (AB6-a)	116																									116	116	116	116								
Adit and Underground Tunnel Works Works (AB6-a (AB Area Only))	116																												116	116	116	116	116	116	116	116	116
RC Works (AB6-a (AB Area Only))	117																																				

Predicted Construction Noise, dB(A)																																					
NAP	Max																																				
POW-E1	**87**	0	0	0	0	0	0	0	0	0	**78**	**87**	**87**	**86**	**81**	**78**	**78**	**78**	**78**	**78**	**79**	**79**	**79**	0	0	**79**	**79**	**79**	**79**	75	75	75	75	75	75	75	75
POW-E2	**86**	0	0	0	0	0	0	0	0	0	**76**	**86**	**86**	**85**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	0	0	**77**	**77**	**77**	**77**	**76**	**76**	**76**	**76**	**76**	**76**	**76**	**76**
POW-E3	**91**	0	0	0	0	0	0	0	0	0	**86**	**91**	**91**	**90**	**90**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	0	0	**87**	**87**	**87**	**87**	**84**	**84**	**84**	**84**	**84**	**84**	**84**	**84**
POW-E4	**84**	0	0	0	0	0	0	0	0	0	**78**	**83**	**83**	**81**	**80**	**83**	**83**	**83**	**83**	**83**	**84**	**84**	**84**	0	0	**82**	**82**	**82**	**82**	**80**	**80**	**80**	**80**	**80**	**80**	**80**	**80**

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "Cofferdam Works" and "Foundation Works" will not take place concurrently. The worst case is adopted for calculation.
3. "Cofferdam Works", "Retaining Walls" and "Bored Pile Walls" will not take place concurrently. The worst case is adopted for calculation.
4. Excavation works and adit and Underground Tunnel Works works will not take place concurrently. The worst case is adopted for calculation.
5. Text in bold and underline denotes exceedance of relevant criterion.

Project: Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Pok Wai Ancillary Building (EAP/EEP/VB))
Scenario: Unmitigated Scenario

		2029												2030											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Preliminary Works (Whole Area)	114																								
Road Works (AB6-b)	115																								
Cofferdam Works (AB6-a (AB Area Only)) (Northeast)	113																								
Cofferdam Works (AB6-a (AB Area Only)) (Northwest)	113																								
Cofferdam Works (AB6-a (AB Area Only)) (Southeast)	113																								
Cofferdam Works (AB6-a (AB Area Only)) (Southwest)	113																								
Cofferdam Works (AB6-a (AB Area Only))	108																								
Retaining Walls (AB6-a-RW)	116																								
Bored Pile Wall (AB6-a-BPW)	113																								
Foundation Works (AB6-a (AB Area Only))(North)	115																								
Foundation Works (AB6-a (AB Area Only))(Southwest)	115																								
Foundation Works (AB6-a (AB Area Only))(Southeast)	115																								
Excavation Works (AB6-a)	116																								
Adit and Underground Tunnel Works Works (AB6-a (AB Area Only))	116	116	116	116	116																				
RC Works (AB6-a (AB Area Only))	117						117	117	117	117	117	117	117	117											

Predicted Construction Noise, dB(A)																									
NAP	Max																								
POW-E1	**87**	75	75	75	75	0	**76**	**76**	**76**	**76**	**76**	**76**	**76**	**76**	0	0	0	0	0	0	0	0	0	0	0
POW-E2	**86**	**76**	**76**	**76**	**76**	0	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	0	0	0	0	0	0	0	0	0	0	0
POW-E3	**91**	**84**	**84**	**84**	**84**	0	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	0	0	0	0	0	0	0	0	0	0	0
POW-E4	**84**	**80**	**80**	**80**	**80**	0	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	0	0	0	0	0	0	0	0	0	0	0

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "Cofferdam Works" and "Foundation Works" will not take place concurrently. The worst case is adopted for calculation.
3. "Cofferdam Works", "Retaining Walls" and "Bored Pile Walls" will not take place concurrently. The worst case is adopted for calculation.
4. Excavation works and adit and Underground Tunnel Works works will not take place concurrently. The worst case is adopted for calculation.
5. Text in bold and underline denotes exceedance of relevant criterion.

Long Ha Tsuen Ancillary Building (EAP/EEP)

Project: Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Long Ha Tsuen Ancillary Building (EAP/EEP))
Scenario: Unmitigated Scenario

		2026												2027												2028											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Preliminary Works (AB7-a & AB7-b)	117										117	117																									
Road Works (AB7-a & AB7-b)	117											117	117	117																							
Cofferdam Works (AB7-b)	116													116	116	116	116																				
Retaining Walls (AB7-b)	116													116	116	116	116																				
Excavation Works (AB7-b)	116																			116	116	116															
Shaft D&B, Adit and Underground Tunnel Works (AB7-b)	114																						114	114	114	114	114	114	114	114	114	114	114	114	114	114	114
RC Works (AB7-b)	117																																				

Predicted Construction Noise, dB(A)																																					
NAP	Max																																				
LHT-E1	73	0	0	0	0	0	0	0	0	0	73	73	73	73	68	68	68	0	0	66	66	66	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "Preliminary Works" and "Road Works" will not take place concurrently. The worst case is adopted for calculation.
3. "Road Works" and "Cofferdam Works" will not take place concurrently. The worst case is adopted for calculation.
4. "Road Works" and "Retaining Walls" will not take place concurrently. The worst case is adopted for calculation.
5. Text in bold and underline denotes exceedance of relevant criterion.

Project: Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Long Ha Tsuen Ancillary Building (EAP/EEP))
Scenario: Unmitigated Scenario

		2029												2030											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Preliminary Works (AB7-a & AB7-b)	117																								
Road Works (AB7-a & AB7-b)	117																								
Cofferdam Works (AB7-b)	116																								
Retaining Walls (AB7-b)	116																								
Excavation Works (AB7-b)	116																								
Shaft D&B, Adit and Underground Tunnel Works (AB7-b)	114	114																							
RC Works (AB7-b)	117									117	117	117	117	117	117	117									

Predicted Construction Noise, dB(A)																									
NAP	Max																								
LHT-E1	73	63	0	0	0	0	0	0	0	66	66	66	66	66	66	66	0	0	0	0	0	0	0	0	0

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "Preliminary Works" and "Road Works" will not take place concurrently. The worst case is adopted for calculation.
3. "Road Works" and "Cofferdam Works" will not take place concurrently. The worst case is adopted for calculation.
4. "Road Works" and "Retaining Walls" will not take place concurrently. The worst case is adopted for calculation.
5. Text in bold and underline denotes exceedance of relevant criterion.

Ngau Tam Mei Station (NTM), Ngau Tam Mei Depot (NTD), & Mined/ D&B/ C&C/ Tunnel: NTD > Underground Tunnel

Project: Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Ngau Tam Mei Station (NTM), Ngau Tam Mei, Depot (NTD),
Scenario: Unmitigated Scenario

		2025												2026												2027									
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Site Clearance, Preparation & Monitoring (NTM)	119																						119	119	119	119	119	119								
Road Works (NTM R1-1)	110																							110	110	110	110	110	110								
Road Works (NTM R1-2)	110																							110	110	110	110	110	110								
NTM Site Formation Works - Cut and Fill Works (NTM)	121																								121	121	121	121	121	121	121						
D-wall and Piling Trial (NTM 1-8, 8-20 & 20-24)	111																						111	111	111	111	111	111									
D-wall, Piling and Excavation (NTM 1-8)	118																											118	118	118	118	118	118	118	118	118	118
D-wall, Piling and Excavation (NTM 8-20)	117																											117	117	117	117	117	117	117	117	117	117
D-wall, Piling and Excavation (NTM 20-24)	114																											114	114	114	114	114	114	114	114	114	114
RC Stuctures (NTM 1-8)	118																																				
RC Stuctures (NTM 8-20)	117																																				
RC Stuctures (NTM 20-24)	117																																				
Structural Steel Works (NTM 8-20)	109																																				
Site Clearance, Preparation & Monitoring (NTD-1)	119																						119	119	119	119	119	119									
Site Clearance, Preparation & Monitoring (NTD-2)	119																						119	119	119	119	119	119									
Site Clearance, Preparation & Monitoring (NTD-3)	119																						119	119	119	119	119	119									
UU and Haul Road (NTD R1)	114																							114	114	114	114	114									
UU and Roadworks (NTD R1)	116																																				
Backfilling Works (NTD-1)	124																																124	124	124	124	124
Open Excavation Works (NTD-2)	117																								117	117	117	117	117	117	117	117	117	117	117	117	117
Open Excavation Works (NTD-3)	117																								117	117	117	117	117	117	117	117	117	117	117	117	117
Retaining Wall Construction, South (NTD RW(S))	121																							121	121	121	121	121	121	121	121	121	121	121	121	121	121
Retaining Wall Construction,East (NTD RW(E))	123																									123	123	123	123	123	123	123	123	123	123	123	123
Retaining Wall Construction, North (NTD RW(N))	119																														119	119	119	119	119	119	
Bored Pile Wall Construction, West (NTD BPW(W))	122																								122	122	122	122	122	122	122	122	122	122	122	122	122
Foundation Works for Deck Enclosure (NTD-1)	116																									116	116	116	116	116	116	116	116	116	116	116	116
Foundation Works for Deck Enclosure (NTD-2)	116																									116	116	116	116	116	116	116	116	116	116	116	116
Foundation Works for Deck Enclosure (NTD-3)	116																									116	116	116	116	116	116	116	116	116	116	116	116
NTD RC Stuctures (NTD-1)	116																																				
NTD RC Stuctures (NTD-2)	119																																				
NTD RC Stuctures (NTD-3)	119																																				
Mined Tunnel NTD to Underground Tunnel (NTD > Underground Tunnel)	114																														114	114	114	114	114	114	114
NTD C&C Tunnel (NTD > Underground Tunnel)	120				120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120						
D&B Tunnel NTD to Underground Tunnel (NTD > Underground Tunnel)	114																																				114
NTD C&C Tunnel Remaining Works (NTD > Underground Tunnel)	120																																				
NTD C&C Tunnel Backfilling (NTD > Underrgound Tunnel)	115																											115	115	115	115	115	115	115	115	115	115

Predicted Construction Noise, dB(A)																																					
NAP	Max																																				
NTM-E1	**85**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**79**	**79**	**80**	**83**	**83**	**85**	**84**	**84**	**84**	**84**	**83**	**83**	**83**	**83**
NTM-E2	**85**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**78**	**78**	**83**	**84**	**85**	**85**	**84**	**82**	**82**	**82**	**80**	**80**	**80**	**80**	**80**
NTM-E3	**78**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	73	74	**77**	**77**	**78**	**76**	**76**	**76**	**76**	74	74	74	74	73
NTM-E4	**90**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**80**	**80**	**85**	**86**	**86**	**86**	**85**	**89**	**89**	**89**	**90**	**90**	**90**	**90**	**90**
NTM-E5	**86**	0	0	0	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	**77**	**77**	**78**	**80**	**81**	**81**	**80**	**86**	**86**	**86**	**86**	**86**	**86**	**86**	**86**
NTM-E6	**82**	0	0	0	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**79**	**79**	**80**	**81**	**82**	**82**	**82**	**82**	**81**	**81**	**81**	**81**	**81**	**81**	**81**
NTM-E7	**78**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	74	74	**78**	**78**	**78**	**76**	**76**	**76**	**76**	71	71	71	71	71
NTM-E8	**83**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**77**	**77**	**78**	**81**	**82**	**83**	**82**	**81**	**82**	**82**	**82**	**82**	**82**	**82**	**82**

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the
2. "D-wall, Piling & Excavation (NTM 1-8)" and "RC Structures (NTM 1-8)" will not take place concurrently. The worst case is adopted for calculation.
3. "D-wall, Piling & Excavation (NTM 20-24)" and "RC Structures (NTM 20-24)" will not take place concurrently. The worst case is adopted for calculation.
4. "Mined Tunnel NTD to Underrgound Tunnel (NTD > Underrgound Tunnel)" and "NTD C&C Tunnel (NTD > Underrgound Tunnel)" will not take place concurrently. The worst case is adopted for calculation.
5. "Mined Tunnel NTD to Underrgound Tunnel (NTD > Underrgound Tunnel)" and "D&B Tunnel NTD to Underrgound Tunnel (NTD > Underrgound Tunnel)" will not take place concurrently. The worst case is adopted for calculation.
6. D&B Tunnel NTD to Underrgound Tunnel (NTD > Underrgound Tunnel)" and "NTD C&C Tunnel Remaining Works (NTD > Underrgound Tunnel)" will not take place concurrently. The worst case is adopted for calculation.
7. Text in bold and underline denotes exceedance of relevant criterion.

Project: Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Ngau Tam Mei Station (NTM), Ngau Tam Mei, Depot (NTD),
Scenario: Unmitigated Scenario

		2028												2029												2030											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Site Clearance, Preparation & Monitoring (NTM)	119																																				
Road Works (NTM R1-1)	110																																				
Road Works (NTM R1-2)	110																																				
NTM Site Formation Works - Cut and Fill Works (NTM)	121																																				
D-wall and Piling Trial (NTM 1-8, 8-20 & 20-24)	111																																				
D-wall, Piling and Excavation (NTM 1-8)	118	118	118	118	118	118	118	118	118	118	118	118	118																								
D-wall, Piling and Excavation (NTM 8-20)	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117													
D-wall, Piling and Excavation (NTM 20-24)	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114												
RC Stuctures (NTM 1-8)	118												118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118				
RC Stuctures (NTM 8-20)	117																									117	117	117	117	117	117	117	117	117	117	117	
RC Stuctures (NTM 20-24)	117																								117	117	117	117	117	117	117	117	117	117	117	117	117
Structural Steel Works (NTM 8-20)	109																																109	109	109	109	109
Site Clearance, Preparation & Monitoring (NTD-1)	119																																				
Site Clearance, Preparation & Monitoring (NTD-2)	119																																				
Site Clearance, Preparation & Monitoring (NTD-3)	119																																				
UU and Haul Road (NTD R1)	114																																				
UU and Roadworks (NTD R1)	116															116	116	116	116	116	116	116	116														
Backfilling Works (NTD-1)	124	124	124	124	124	124	124	124	124																												
Open Excavation Works (NTD-2)	117	117	117	117	117	117	117	117	117	117	117																										
Open Excavation Works (NTD-3)	117	117	117	117	117	117	117	117	117	117	117																										
Retaining Wall Construction, South (NTD RW(S))	121	121	121	121	121	121	121	121																													
Retaining Wall Construction,East (NTD RW(E))	123																																				
Retaining Wall Construction, North (NTD RW(N))	119																																				
Bored Pile Wall Construction, West (NTD BPW(W))	122	122																																			
Foundation Works for Deck Enclosure (NTD-1)	116	116	116	116	116	116	116																														
Foundation Works for Deck Enclosure (NTD-2)	116	116	116	116	116	116	116																														
Foundation Works for Deck Enclosure (NTD-3)	116	116	116	116	116	116	116																														
NTD RC Stuctures (NTD-1)	116							116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116												
NTD RC Stuctures (NTD-2)	119							119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119												
NTD RC Stuctures (NTD-3)	119							119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119												
Mined Tunnel NTD to Underground Tunnel (NTD > Underground Tunnel)	114																																				
NTD C&C Tunnel (NTD > Underground Tunnel)	120																																				
D&B Tunnel NTD to Underground Tunnel (NTD > Underground Tunnel)	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114																	
NTD C&C Tunnel Remaining Works (NTD > Underground Tunnel)	120																		120	120	120	120	120														
NTD C&C Tunnel Backfilling (NTD > Underrgound Tunnel)	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115													

Predicted Construction Noise, dB(A)																																					
NAP	Max																																				
NTM-E1	**85**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	73	73	73	67
NTM-E2	**85**	**80**	**80**	**80**	**80**	**80**	**80**	**80**	**80**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	75	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**78**	**76**	**76**	**76**	71
NTM-E3	**78**	73	73	73	73	73	73	73	73	68	68	68	68	68	68	68	70	70	70	70	70	70	70	70	70	68	68	68	68	68	68	68	68	68	68	68	67
NTM-E4	**90**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**80**	**80**	**79**	**79**	**79**	**79**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**87**	**79**	**78**	63	63	63	63	63	63	63	64	64	64	64	55
NTM-E5	**86**	**80**	**79**	**79**	**79**	**79**	**79**	**80**	**79**	**78**	**78**	**76**	**76**	**76**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**76**	**76**	0	0	0	0	0	0	0	0	0	0	0	0	0
NTM-E6	**82**	**80**	**79**	**79**	**79**	**79**	**79**	**79**	**78**	**78**	**78**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**80**	**80**	**80**	**80**	**80**	72	72	0	0	0	0	0	0	0	0	0	0	0	0
NTM-E7	**78**	71	71	71	71	71	71	71	71	65	65	65	65	65	65	67	67	67	67	67	67	67	67	65	67	65	65	65	65	65	65	65	65	65	65	65	65
NTM-E8	**83**	**82**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**78**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	70	70	70	65

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the
2. "D-wall, Piling & Excavation (NTM 1-8)" and "RC Structures (NTM 1-8)" will not take place concurrently. The worst case is adopted for calculation.
3. "D-wall, Piling & Excavation (NTM 20-24)" and "RC Structures (NTM 20-24)" will not take place concurrently. The worst case is adopted for calculation.
4. "Mined Tunnel NTD to Underrgound Tunnel (NTD > Underrgound Tunnel)" and "NTD C&C Tunnel (NTD > Underrgound Tunnel)" will not take place concurrently. The worst case is adopted for calculation.
5. "Mined Tunnel NTD to Underrgound Tunnel (NTD > Underrgound Tunnel)" and "D&B Tunnel NTD to Underrgound Tunnel (NTD > Underrgound Tunnel)" will not take place concurrently. The worst case is adopted for calculation.
6. D&B Tunnel NTD to Underrgound Tunnel (NTD > Underrgound Tunnel)" and "NTD C&C Tunnel Remaining Works (NTD > Underrgound Tunnel)" will not take place concurrently. The worst case is adopted for calculation.
7. Text in bold and underline denotes exceedance of relevant criterion.

Project: Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Ngau Tam Mei Station (NTM), Ngau Tam Mei, Depot (NTD),
Scenario: Unmitigated Scenario

		2031											
		1	2	3	4	5	6	7	8	9	10	11	12
Site Clearance, Preparation & Monitoring (NTM)	119												
Road Works (NTM R1-1)	110												
Road Works (NTM R1-2)	110												
NTM Site Formation Works - Cut and Fill Works (NTM)	121												
D-wall and Piling Trial (NTM 1-8, 8-20 & 20-24)	111												
D-wall, Piling and Excavation (NTM 1-8)	118												
D-wall, Piling and Excavation (NTM 8-20)	117												
D-wall, Piling and Excavation (NTM 20-24)	114												
RC Stuctures (NTM 1-8)	118												
RC Stuctures (NTM 8-20)	117												
RC Stuctures (NTM 20-24)	117	117	117										
Structural Steel Works (NTM 8-20)	109	109											
Site Clearance, Preparation & Monitoring (NTD-1)	119												
Site Clearance, Preparation & Monitoring (NTD-2)	119												
Site Clearance, Preparation & Monitoring (NTD-3)	119												
UU and Haul Road (NTD R1)	114												
UU and Roadworks (NTD R1)	116												
Backfilling Works (NTD-1)	124												
Open Excavation Works (NTD-2)	117												
Open Excavation Works (NTD-3)	117												
Retaining Wall Construction, South (NTD RW(S))	121												
Retaining Wall Construction,East (NTD RW(E))	123												
Retaining Wall Construction, North (NTD RW(N))	119												
Bored Pile Wall Construction, West (NTD BPW(W))	122												
Foundation Works for Deck Enclosure (NTD-1)	116												
Foundation Works for Deck Enclosure (NTD-2)	116												
Foundation Works for Deck Enclosure (NTD-3)	116												
NTD RC Stuctures (NTD-1)	116												
NTD RC Stuctures (NTD-2)	119												
NTD RC Stuctures (NTD-3)	119												
Mined Tunnel NTD to Underground Tunnel (NTD > Underground Tunnel)	114												
NTD C&C Tunnel (NTD > Underground Tunnel)	120												
D&B Tunnel NTD to Underground Tunnel (NTD > Underground Tunnel)	114												
NTD C&C Tunnel Remaining Works (NTD > Underground Tunnel)	120												
NTD C&C Tunnel Backfilling (NTD > Underrgound Tunnel)	115												

Predicted Construction Noise, dB(A)													
NAP	Max												
NTM-E1	**85**	67	64	0	0	0	0	0	0	0	0	0	0
NTM-E2	**85**	71	69	0	0	0	0	0	0	0	0	0	0
NTM-E3	**78**	67	66	0	0	0	0	0	0	0	0	0	0
NTM-E4	**90**	55	0	0	0	0	0	0	0	0	0	0	0
NTM-E5	**86**	0	0	0	0	0	0	0	0	0	0	0	0
NTM-E6	**82**	0	0	0	0	0	0	0	0	0	0	0	0
NTM-E7	**78**	65	65	0	0	0	0	0	0	0	0	0	0
NTM-E8	**83**	65	63	0	0	0	0	0	0	0	0	0	0

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the
2. "D-wall, Piling & Excavation (NTM 1-8)" and "RC Structures (NTM 1-8)" will not take place concurrently. The worst case is adopted for calculation.
3. "D-wall, Piling & Excavation (NTM 20-24)" and "RC Structures (NTM 20-24)" will not take place concurrently. The worst case is adopted for calculation.
4. "Mined Tunnel NTD to Underrgound Tunnel (NTD > Underrgound Tunnel)" and "NTD C&C Tunnel (NTD > Underrgound Tunnel)" will not take place concurrently. The worst case is adopted for calculation.
5. "Mined Tunnel NTD to Underrgound Tunnel (NTD > Underrgound Tunnel)" and "D&B Tunnel NTD to Underrgound Tunnel (NTD > Underrgound Tunnel)" will not take place concurrently. The worst case is adopted for calculation.
6. D&B Tunnel NTD to Underrgound Tunnel (NTD > Underrgound Tunnel)" and "NTD C&C Tunnel Remaining Works (NTD > Underrgound Tunnel)" will not take place concurrently. The worst case is adopted for calculation.
7. Text in bold and underline denotes exceedance of relevant criterion.

San Tin Station (SAT) &
San Tin Ancillary Building (EEP/VB)

Project: Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (San Tin Station (SAT) & San Tin Ancillary Building (EEP/VB))
Scenario: Unmitigated Scenario

		2026												2027												2028											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Site Clearance, Preparation & Monitoring (SAT)	119										119	119	119	119	119	119																					
Site Clearance, Preparation & Monitoring (SAT R1)	119										119	119	119	119	119	119																					
Site Clearance, Preparation & Monitoring (SAT R2)	119										119	119	119	119	119	119																					
Site Clearance, Preparation & Monitoring (SAT Ex)	119										119	119	119	119	119	119																					
Site Formation Works (Backfilling) (SAT)	119																																				
Road Works (SAT R1)	114										114	114	114	114																							
Road Works (SAT R2)	114										114	114	114	114																							
D-wall & Piling Trial (SAT)	111										111	111	111	111	111	111	111																				
D-wall, Piling & Excavation (SAT N19-N27)	121																121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121
D-wall, Piling & Excavation (SAT N1-N19)	122																122	122	122	122	122	122	122	122	122	122	122	122	122	122	122	122	122	122	122	122	122
D-wall, Piling & Excavation (SAT Station 1-32-a)	123																123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123
D-wall, Piling & Excavation (SAT Station 1-32-b)	123																123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123
D-wall, Piling & Excavation (SAT S9-1)	119																119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119
D-wall, Piling & Excavation (SAT S1-S9)	117																117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117
RC Works (SAT N19-N27)	116																																				
RC Works (SAT N1-N19)	121																																				
RC Works (SAT 1-32)	122																																				
RC Works (SAT S9-1)	121																																				
RC Works (SAT S1-S9)	116																																				
TBM Tunnel SAT to NTM (SAT S1-S9)	113																																				
Preliminary Works (SAT AB)	117										117	117																									
UU, Road Works & Site Formation (SAT AB)	116										116	116	116																								
Cofferdam Works (SAT AB)	113													113	113																						
Foundation Works (SAT AB)	116															116	116	116	116	116	116	116															
Excavation Works (SAT AB)	116																																				
RC Works (SAT AB)	117																																				
Construction Works for Concrete Batching Plant (CBP)	122										122	122	122																								
Operational Works for Concrete Batching Plant (CBP)	115													115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115
Demolition Works for Concrete Batching Plant (CBP)	110																																				

Predicted Construction Noise, dB(A)																																					
NAP	Max																																				
SAT-E1	**80**	0	0	0	0	0	0	0	0	0	**76**	**76**	**76**	**76**	**76**	**76**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**
SAT-E2	**83**	0	0	0	0	0	0	0	0	0	**79**	**79**	**79**	**79**	**79**	**79**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**
SAT-E3	**80**	0	0	0	0	0	0	0	0	0	**76**	**76**	75	73	73	73	**79**	**79**	**79**	**79**	**79**	**79**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**
SAT-E4	**85**	0	0	0	0	0	0	0	0	0	**85**	**85**	**85**	**85**	**85**	**85**	74	74	74	74	74	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
SAT-E5	**81**	0	0	0	0	0	0	0	0	0	**81**	**81**	**80**	**76**	**76**	**77**	**80**	**80**	**80**	**80**	**80**	**80**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**
SAT-E6	**84**	0	0	0	0	0	0	0	0	0	**78**	**78**	**78**	**78**	**78**	**78**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "Site Clearance, Preparation & Monitoring" and "Road Works" will not take place concurrently. The worst case is adopted for calculation.
3. "D-wall & Piling Trial" and "D-wall, Piling & Excavation" will not take place concurrently. The worst case is adopted for calculation.
4. "D-wall, Piling & Excavation (SAT N19-N27)" and "RC Works (SAT N19-N27)" will not take place concurrently. The worst case is adopted for calculation.
5. "Excavation Works (SAT AB)" and "RC Works (SAT AB)" will not take place concurrently. The worst case is adopted for calculation.
6. Text in bold and underline denotes exceedance of relevant criterion.

Project: Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (San Tin Station (SAT) & San Tin Ancillary Building (EEP/VB))
Scenario: Unmitigated Scenario

		2029												2030												2031											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Site Clearance, Preparation & Monitoring (SAT)	119																																				
Site Clearance, Preparation & Monitoring (SAT R1)	119																																				
Site Clearance, Preparation & Monitoring (SAT R2)	119																																				
Site Clearance, Preparation & Monitoring (SAT Ex)	119																																				
Site Formation Works (Backfilling) (SAT)	119							119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	
Road Works (SAT R1)	114																																				
Road Works (SAT R2)	114																																				
D-wall & Piling Trial (SAT)	111																																				
D-wall, Piling & Excavation (SAT N19-N27)	121	121																																			
D-wall, Piling & Excavation (SAT N1-N19)	122	122	122	122	122	122	122	122	122	122	122	122	122	122	122	122	122	122	122																		
D-wall, Piling & Excavation (SAT Station 1-32-a)	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123																						
D-wall, Piling & Excavation (SAT Station 1-32-b)	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123																						
D-wall, Piling & Excavation (SAT S9-1)	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119														
D-wall, Piling & Excavation (SAT S1-S9)	117	117	117																																		
RC Works (SAT N19-N27)	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116												
RC Works (SAT N1-N19)	121																		121	121	121	121	121	121	121	121	121	121	121	121	121	121					
RC Works (SAT 1-32)	122															122	122	122	122	122	122	122	122	122	122	122	122	122	122								
RC Works (SAT S9-1)	121																					121	121	121	121	121	121	121	121	121							
RC Works (SAT S1-S9)	116		116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116					
TBM Tunnel SAT to NTM (SAT S1-S9)	113					113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113					
Preliminary Works (SAT AB)	117																																				
UU, Road Works & Site Formation (SAT AB)	116																																				
Cofferdam Works (SAT AB)	113																																				
Foundation Works (SAT AB)	116																																				
Excavation Works (SAT AB)	116					116	116	116	116																												
RC Works (SAT AB)	117							117	117	117	117	117	117	117																							
Construction Works for Concrete Batching Plant (CBP)	122																																				
Operational Works for Concrete Batching Plant (CBP)	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115
Demolition Works for Concrete Batching Plant (CBP)	110																																				

Predicted Construction Noise, dB(A)																																					
NAP	Max																																				
SAT-E1	**80**	**79**	**79**	**79**	**79**	**79**	**79**	**80**	**80**	**80**	**80**	**80**	**80**	**80**	**80**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	75	74	74	73	73	73	73	0
SAT-E2	**83**	**81**	**81**	**81**	**81**	**81**	**81**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**77**	**77**	**77**	**76**	**76**	**76**	**76**	0
SAT-E3	**80**	**78**	**78**	**78**	**78**	**78**	**78**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**78**	**78**	**78**	**78**	**80**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**77**	**76**	**76**	**76**	69	69	69	69	65
SAT-E4	**85**	73	72	72	72	73	73	73	73	73	73	73	73	73	73	72	72	72	72	72	72	72	72	72	72	71	71	71	71	71	71	71	71	71	71	71	71
SAT-E5	**81**	**79**	**76**	**76**	**76**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**76**	**76**	**76**	**77**	**76**	**76**	**76**	**76**	**76**	73	73	73	73	73	73	73	73	71	71	71	71	71
SAT-E6	**84**	**81**	**81**	**81**	**81**	**81**	**81**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**83**	**84**	**83**	**83**	**83**	**83**	**83**	**83**	**79**	**78**	**78**	**78**	**78**	**78**	**78**	0

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "Site Clearance, Preparation & Monitoring" and "Road Works" will not take place concurrently. The worst case is adopted for calculation.
3. "D-wall & Piling Trial" and "D-wall, Piling & Excavation" will not take place concurrently. The worst case is adopted for calculation.
4. "D-wall, Piling & Excavation (SAT N19-N27)" and "RC Works (SAT N19-N27)" will not take place concurrently. The worst case is adopted for calculation.
5. "Excavation Works (SAT AB)" and "RC Works (SAT AB)" will not take place concurrently. The worst case is adopted for calculation.
6. Text in bold and underline denotes exceedance of relevant criterion.

Project: Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (San Tin Station (SAT) & San Tin Ancillary Building (EEP/VB))
Scenario: Unmitigated Scenario

		2032												2033												2034											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Site Clearance, Preparation & Monitoring (SAT)	119																																				
Site Clearance, Preparation & Monitoring (SAT R1)	119																																				
Site Clearance, Preparation & Monitoring (SAT R2)	119																																				
Site Clearance, Preparation & Monitoring (SAT Ex)	119																																				
Site Formation Works (Backfilling) (SAT)	119																																				
Road Works (SAT R1)	114																																				
Road Works (SAT R2)	114																																				
D-wall & Piling Trial (SAT)	111																																				
D-wall, Piling & Excavation (SAT N19-N27)	121																																				
D-wall, Piling & Excavation (SAT N1-N19)	122																																				
D-wall, Piling & Excavation (SAT Station 1-32-a)	123																																				
D-wall, Piling & Excavation (SAT Station 1-32-b)	123																																				
D-wall, Piling & Excavation (SAT S9-1)	119																																				
D-wall, Piling & Excavation (SAT S1-S9)	117																																				
RC Works (SAT N19-N27)	116																																				
RC Works (SAT N1-N19)	121																																				
RC Works (SAT 1-32)	122																																				
RC Works (SAT S9-1)	121																																				
RC Works (SAT S1-S9)	116																																				
TBM Tunnel SAT to NTM (SAT S1-S9)	113																																				
Preliminary Works (SAT AB)	117																																				
UU, Road Works & Site Formation (SAT AB)	116																																				
Cofferdam Works (SAT AB)	113																																				
Foundation Works (SAT AB)	116																																				
Excavation Works (SAT AB)	116																																				
RC Works (SAT AB)	117																																				
Construction Works for Concrete Batching Plant (CBP)	122																																				
Operational Works for Concrete Batching Plant (CBP)	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115						
Demolition Works for Concrete Batching Plant (CBP)	110																															110	110	110			

Predicted Construction Noise, dB(A)																																					
NAP	Max																																				
SAT-E1	**80**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT-E2	**83**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT-E3	**80**	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	61	61	61	0	0	0
SAT-E4	**85**	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	69	69	69	0	0	0
SAT-E5	**81**	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	66	66	66	0	0	0
SAT-E6	**84**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "Site Clearance, Preparation & Monitoring" and "Road Works" will not take place concurrently. The worst case is adopted for calculation.
3. "D-wall & Piling Trial" and "D-wall, Piling & Excavation" will not take place concurrently. The worst case is adopted for calculation.
4. "D-wall, Piling & Excavation (SAT N19-N27)" and "RC Works (SAT N19-N27)" will not take place concurrently. The worst case is adopted for calculation.
5. "Excavation Works (SAT AB)" and "RC Works (SAT AB)" will not take place concurrently. The worst case is adopted for calculation.
6. Text in bold and underline denotes exceedance of relevant criterion.

Project : Consultancy Agreement No. C1603 EIA Study for Northern Link
Title : Noise from Haul Road (San Tin Station (SAT))
Subtitle :

NAP : SAT-E1

Source	Period	SWL / Unit dB(A)	Qty Nos	% Util	Total SWL dB(A)	Dist m	Speed kph	[2] Angle deg	Correction [1]						SPL
									Dist dB(A)	Facade dB(A)	Air dB(A)	Speed dB(A)	Angle dB(A)	Topo dB(A)	Daytime dB(A)
Lorry, 5.5 tonne < gross vehicle weight ≦ 38 tonne (Harl Road 1)	II	105	166	100	127	105	20	115	-20	3	0	-13	-2		62
														Noise Impacts from Haul Road, dB(A)	**62**

Note:
I - Daytime, evening and night-time operation
II - Daytime operation only
III - Evening operation only

[1] : Based on BS 5228 Pt 1: 1997 D3.5.2 Method for mobile plant using a regular well defined route (haul road)
$L_{eq} = L_w - 33 + 10 \log (Qty) - 10 \log (speed) - 10 \log (dist) + 10 \log (angle /180) + C_{facade}$

[2] : A view angle of 180 deg has been assumed for conservative assessment

Project : Consultancy Agreement No. C1603 EIA Study for Northern Link
Title : Noise from Haul Road (San Tin Station (SAT))
Subtitle :

NAP : SAT-E2

Source	Period	SWL / Unit dB(A)	Qty Nos	% Util	Total SWL dB(A)	Dist m	Speed kph	[2] Angle deg	Correction [1]						SPL
									Dist dB(A)	Facade dB(A)	Air dB(A)	Speed dB(A)	Angle dB(A)	Topo dB(A)	Daytime dB(A)
Lorry, 5.5 tonne < gross vehicle weight ≦ 38 tonne (Harl Road 1)	II	105	166	100	127	85	20	140	-19	3	0	-13	-1		64
														Noise Impacts from Haul Road, dB(A)	**64**

Note:
I - Daytime, evening and night-time operation
II - Daytime operation only
III - Evening operation only

[1] : Based on BS 5228 Pt 1: 1997 D3.5.2 Method for mobile plant using a regular well defined route (haul road)
$L_{eq} = L_w - 33 + 10 \log (Qty) - 10 \log (speed) - 10 \log (dist) + 10 \log (angle /180) + C_{facade}$

[2] : A view angle of 180 deg has been assumed for conservative assessment

Project : Consultancy Agreement No. C1603 EIA Study for Northern Link
Title : Noise from Haul Road (San Tin Station (SAT))
Subtitle :

NAP : SAT-E3

Source	Period	SWL / Unit dB(A)	Qty Nos	% Util	Total SWL dB(A)	Dist m	Speed kph	[2] Angle deg	Correction [1]						SPL
									Dist dB(A)	Facade dB(A)	Air dB(A)	Speed dB(A)	Angle dB(A)	Topo dB(A)	Daytime dB(A)
Lorry, 5.5 tonne < gross vehicle weight ≦ 38 tonne (Harl Road 1)	II	105	167	100	127	180	20	65	-23	3	-1	-13	-4		57
														Noise Impacts from Haul Road, dB(A)	**57**

Note:
I - Daytime, evening and night-time operation
II - Daytime operation only
III - Evening operation only

[1] : Based on BS 5228 Pt 1: 1997 D3.5.2 Method for mobile plant using a regular well defined route (haul road)
$L_{eq} = L_w - 33 + 10 \log (Qty) - 10 \log (speed) - 10 \log (dist) + 10 \log (angle /180) + C_{facade}$

[2] : A view angle of 180 deg has been assumed for conservative assessment

Project : Consultancy Agreement No. C1603 EIA Study for Northern Link
Title : Noise from Haul Road (San Tin Station (SAT))
Subtitle :

NAP : SAT-E4

Source	Period	SWL / Unit dB(A)	Qty Nos	% Util	Total SWL dB(A)	Dist m	Speed kph	[2] Angle deg	Correction [1]						SPL
									Dist dB(A)	Facade dB(A)	Air dB(A)	Speed dB(A)	Angle dB(A)	Topo dB(A)	Daytime dB(A)
Lorry, 5.5 tonne < gross vehicle weight ≦ 38 tonne (Harl Road 1)	II	105	167	100	127	40	20	180	-16	3	0	-13	0		68
														Noise Impacts from Haul Road, dB(A)	**68**

Note:
I - Daytime, evening and night-time operation
II - Daytime operation only
III - Evening operation only

[1] : Based on BS 5228 Pt 1: 1997 D3.5.2 Method for mobile plant using a regular well defined route (haul road)
$L_{eq} = L_w - 33 + 10 \log (Qty) - 10 \log (speed) - 10 \log (dist) + 10 \log (angle /180) + C_{facade}$

[2] : A view angle of 180 deg has been assumed for conservative assessment

Project : Consultancy Agreement No. C1603 EIA Study for Northern Link
Title : Noise from Haul Road (San Tin Station (SAT))
Subtitle :

NAP : SAT-E5

Source	Period	SWL / Unit dB(A)	Qty Nos	% Util	Total SWL dB(A)	Dist m	Speed kph	[2] Angle deg	Correction [1]						SPL
									Dist dB(A)	Facade dB(A)	Air dB(A)	Speed dB(A)	Angle dB(A)	Topo dB(A)	Daytime dB(A)
Lorry, 5.5 tonne < gross vehicle weight ≦ 38 tonne (Harl Road 1)	II	105	167	100	127	140	20	60	-21	3	0	-13	-5		58
														Noise Impacts from Haul Road, dB(A)	**58**

Note:
I - Daytime, evening and night-time operation
II - Daytime operation only
III - Evening operation only

[1] : Based on BS 5228 Pt 1: 1997 D3.5.2 Method for mobile plant using a regular well defined route (haul road)
$L_{eq} = L_w - 33 + 10 \log (Qty) - 10 \log (speed) - 10 \log (dist) + 10 \log (angle /180) + C_{facade}$

[2] : A view angle of 180 deg has been assumed for conservative assessment

Project : Consultancy Agreement No. C1603 EIA Study for Northern Link
Title : Noise from Haul Road (San Tin Station (SAT))
Subtitle :

NAP : SAT-E6

Source	Period	SWL / Unit dB(A)	Qty Nos	% Util	Total SWL dB(A)	Dist m	Speed kph	[2] Angle deg	Correction [1]						SPL
									Dist dB(A)	Facade dB(A)	Air dB(A)	Speed dB(A)	Angle dB(A)	Topo dB(A)	Daytime dB(A)
Lorry, 5.5 tonne < gross vehicle weight ≦ 38 tonne (Harl Road 1)	II	105	167	100	127	340	20	NA	The soure is located more than 300m away from NAP SAT-E6 and hence not included in the calculation.						
														Noise Impacts from Haul Road, dB(A)	-

Note:
I - Daytime, evening and night-time operation
II - Daytime operation only
III - Evening operation only

[1] : Based on BS 5228 Pt 1: 1997 D3.5.2 Method for mobile plant using a regular well defined route (haul road)
$L_{eq} = L_w - 33 + 10 \log (Qty) - 10 \log (speed) - 10 \log (dist) + 10 \log (angle /180) + C_{facade}$

[2] : A view angle of 180 deg has been assumed for conservative assessment

Ka Lung Road Ancillary Building (EAP/EEP)

Project: Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Ka Lung Road Ancillary Building (EAP/EEP))
Scenario: Unmitigated Scenario

		2026												2027											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Preliminary Works (Whole Area)	117										117	117													
UU, Road Works and Site Formation (AB11-b)	116											116	116	116	116										
Site Formation (Bored Pile) (AB11-BPW)	117												117	117	117	117	117	117	117	117	117				
Cofferdam Works (AB11-a)	119																				119	119	119		
Foundation Works (AB11-a)	118																					118	118	118	118
Excavation Works (AB11-a)	116																								
RC Works (AB11-a)	117																								
Retaining Wall Works (AB11-a)	116																								

Predicted Construction Noise, dB(A)																									
NAP	Max																								
KLR-E1	66	0	0	0	0	0	0	0	0	0	65	65	66	66	66	62	62	62	62	62	63	66	66	62	62

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "Preliminary Works" and "UU, Road Works and Site Formation" will not take place concurrently. The worst case is adopted for calculation.
3. "Site Formation (Bored Pile)" and "Cofferdam Works" will not take place concurrently. The worst case is adopted for calculation.
4. "Foundation Works" and "Excavation Works" will not take place concurrently. The worst case is adopted for calculation.
5. "Excavation Works" and "RC Works" will not take place concurrently. The worst case is adopted for calculation.
6. Text in bold and underline denotes exceedance of relevant criterion.
7. The cumulative impact from CE20 has been included in the calculation for KLR-E1.
8. No mitigation measures are required as construction noise exceedance is not anticipated.

Project: Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Ka Lung Road Ancillary Building (EAP/EEP))
Scenario: Unmitigated Scenario

		2028												2029											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Preliminary Works (Whole Area)	117																								
UU, Road Works and Site Formation (AB11-b)	116																								
Site Formation (Bored Pile) (AB11-BPW)	117																								
Cofferdam Works (AB11-a)	119																								
Foundation Works (AB11-a)	118	118	118																						
Excavation Works (AB11-a)	116		116	116	116	116	116	116	116	116	116	116													
RC Works (AB11-a)	117											117	117	117	117	117	117	117	117	117	117	117	117	117	117
Retaining Wall Works (AB11-a)	116																	116	116	116	116				

Predicted Construction Noise, dB(A)																									
NAP	Max																								
KLR-E1	66	62	62	60	60	60	60	60	60	60	60	61	61	61	61	61	61	63	63	63	63	61	61	61	61

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "Preliminary Works" and "UU, Road Works and Site Formation" will not take place concurrently. The worst case is adopted for calculation.
3. "Site Formation (Bored Pile)" and "Cofferdam Works" will not take place concurrently. The worst case is adopted for calculation.
4. "Foundation Works" and "Excavation Works" will not take place concurrently. The worst case is adopted for calculation.
5. "Excavation Works" and "RC Works" will not take place concurrently. The worst case is adopted for calculation.
6. Text in bold and underline denotes exceedance of relevant criterion.
7. The cumulative impact from CE20 has been included in the calculation for KLR-E1.
8. No mitigation measures are required as construction noise exceedance is not anticipated.

Kwu Tung Road Ancillary Building (EAP/EEP/VB)

Project: Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Kwu Tung Road Ancillary Building (EAP/EEP/VB))
Scenario: Unmitigated Scenario

		2026												2027												2028											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Preliminary Works (AB13)	117										117	117	117																								
UU, Road Works and Site Formation (AB13)	116											116	116																								
Cofferdam Works (AB13)	122														122	122	122	122	122	122	122	122	122	122	122	122	122	122									122
Foundation Works (AB13)	117													117	117	117	117																117	117	117	117	117
Excavation Works (AB13)	117																															117	117	117	117	117	117
Road Works (AB13)	113																														113	113	113				
RC Works (AB13)	117																																				

Predicted Construction Noise, dB(A)																																					
NAP	Max																																				
KTR-E1	**79**	0	0	0	0	0	0	0	0	0	**77**	**79**	**79**																								
KTR-E2	**79**	0	0	0	0	0	0	0	0	0	**77**	**79**	**79**																								
KTR-E3	69	0	0	0	0	0	0	0	0	0	62	64	64	62	68	68	68	67	67	67	67	67	67	67	67	67	67	67	0	0	58	64	66	65	65	65	69

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. Cell with shaded area denotes the unoccupancy of the NAP (i.e. being resumed under San Tin Lok Ma Chau Development Node).
3. Text in bold and underline denotes exceedance of relevant criterion.

Project: Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Kwu Tung Road Ancillary Building (EAP/EEP/VB))
Scenario: Unmitigated Scenario

		2029												2030											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Preliminary Works (AB13)	117																								
UU, Road Works and Site Formation (AB13)	116																								
Cofferdam Works (AB13)	122	122	122	122	122	122																			
Foundation Works (AB13)	117																								
Excavation Works (AB13)	117	117																							
Road Works (AB13)	113																								
RC Works (AB13)	117		117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117						

Predicted Construction Noise, dB(A)																									
NAP	Max																								
KTR-E1	**79**																								
KTR-E2	**79**																								
KTR-E3	69	68	68	68	68	68	62	62	62	62	62	62	62	62	62	62	62	62	62	0	0	0	0	0	0

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. Cell with shaded area denotes the unoccupancy of the NAP (i.e. being resumed under San Tin Lok Ma Chau Development Node).
3. Text in bold and underline denotes exceedance of relevant criterion.

Pak Shek Au Ancillary Building (EAP/EEP)

Project: Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Pak Shek Au Ancillary Building (EAP/EEP))
Scenario: Unmitigated Scenario

		2025												2026												2027											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Preliminary Works (AB14)	117				117	117																															
UU, Road Works and Site Formation (AB14)	116					116	116	116	116	116																											
Cofferdam Works (AB Area)	120							120	120	120	120																											
Foundation Works (AB Area)	120										120	120	120	120	120	120																					
Excavation Works (AB14)	115																		115	115	115	115	115	115	115	115											
RC Works (AB14)	117																									117	117	117	117	117	117	117	117	117	117		
Site Clearance and Establishment (CLP Site Clearance)	116																									116											
Construction of Permanent Substation (CLP Substation Construction)	115																									115	115	115	115	115	115	115	115	115	115	115	115

Predicted Construction Noise, dB(A)																																					
NAP	Max																																				
PSA-E1	**83**	0	0	0	**83**	**83**	**82**	**83**	**83**	**83**	75	75	75	75	75	75	0	0	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**82**	73	73	73	73	73	73	73	73	73	67	67

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "Preliminary Works" and "UU, Road Works and Site Formation" will not take place concurrently. The worst case is adopted for calculation.
3. "Cofferdam Works" and "Foundation Works" will not take place concurrently. The worst case is adopted for calculation.
4. "Site Clearance and Establishment (CLP)" and "Construction Temporary Substsation (CLP)" will not take place concurrently. The worst case is adopted for calculation.
5. Text in bold and underline denotes exceedance of relevant criterion.

Project: Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Pak Shek Au Ancillary Building (EAP/EEP))
Scenario: Unmitigated Scenario

		2028											
		1	2	3	4	5	6	7	8	9	10	11	12
Preliminary Works (AB14)	117												
UU, Road Works and Site Formation (AB14)	116												
Cofferdam Works (AB Area)	120												
Foundation Works (AB Area)	120												
Excavation Works (AB14)	115												
RC Works (AB14)	117												
Site Clearance and Establishment (CLP Site Clearance)	116												
Construction of Permanent Substation (CLP Substation Construction)	115	115	115	115	115	115	115	115	115	115	115	115	

Predicted Construction Noise, dB(A)													
NAP	Max												
PSA-E1	**83**	67	67	67	67	67	67	67	67	67	67	67	0

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "Preliminary Works" and "UU, Road Works and Site Formation" will not take place concurrently. The worst case is adopted for calculation.
3. "Cofferdam Works" and "Foundation Works" will not take place concurrently. The worst case is adopted for calculation.
4. "Site Clearance and Establishment (CLP)" and "Construction Temporary Substsation (CLP)" will not take place concurrently. The worst case is adopted for calculation.
5. Text in bold and underline denotes exceedance of relevant criterion.

Kwu Tung Station (KTU) (NOL)

Project: Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Kwu Tung Station (KTU) (NOL))
Scenario: Unmitigated Scenario

		2025												2026												2027											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Site Mobilisation (KTU 1e)	118							118	118	118																											
Site Mobilisation (KTU 1a)	118													118	118	118	118	118	118																		
Site Mobilisation (KTU 1b)	118													118	118	118	118	118	118																		
Site Mobilisation (KTU 1c)	118													118	118	118	118	118	118																		
Site Mobilisation (KTU 1d)	118													118	118	118	118	118	118																		
Site Clearance (Remove KTU (EAL) Site Office) (KTU 2a)	122													122	122	122	122	122	122																		
GI and Foundation Works (KTU 3a)	118				118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118								
GI and Foundation Works (KTU 3b)	120				120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120			
GI and Foundation Works (KTU 3c)	118				118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118	118
GI and Foundation Works (KTU 3d)	120																120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120
GI and Foundation Works (KTU 3f)	121																121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121
GI and Foundation Works (KTU 3g)	120																120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120
Excavation and Structural Works (Bottom Up Construction) (KTU 5a)	117																																		117	117	117
Excavation and Structural Works (Bottom Up Construction) (KTU 5b)	117																																		117	117	117
Excavation and Structural Works (Bottom Up Construction) (KTU 5c)	117																																				
Excavation and Structural Works (Top Down Construction) (KTU 5d)	116																																				
Excavation and Structural Works (Top Down Construction) (KTU 5f)	116																																				
Excavation and Structural Works (Top Down Construction) (KTU 5g)	116																																				
Breakthrough (at Councourse) (KTU 6a)	0																																				
Breakthrough (at Councourse) (KTU 6b)	0																																				
Breakthrough (at Councourse) (KTU 6c)	0																																				
Breakthrough (at Platform) (KTU 6a)	0																																				
Breakthrough (at Platform) (KTU 6b)	0																																				
Breakthrough (at Platform) (KTU 6c)	0																																				
ABWF, BS, Systemwide E&M Installations, SATs & SIT (KTU 7a)	117																																				
EAP4 Above-ground Structure Demolition Works (KTU 8a)	126																																		126	126	126
TBM Tunnel (KTU-TBM)	116																																				

Predicted Construction Noise, dB(A)																																					
NAP	Max																																				
KTU-P1	75	0	0	0	71	71	71	71	71	71	71	71	71	71	71	71	72	72	72	72	72	72	72	72	72	72	72	72	71	71	71	71	71	71	75	75	75
KTU-P2	**83**	0	0	0	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**80**	**80**	**80**	**80**	**80**	**80**	**80**	**80**	**80**	**80**	**80**	**80**	**79**	**79**	**79**	**79**	**79**	**79**	**83**	**83**	**83**
KTU-P3	**76**																																				
KTU-P4	71																																				
KTU-P5	70																																				
KTU-P6	**88**																																				
KTU-P7	**86**																																				
KTU-P8	**86**	0	0	0	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**86**	**86**	**86**	**86**	**86**	**86**	**86**	**86**	**86**	**86**	**86**	**86**	**81**	**81**	**81**	**81**	**81**	**81**	**85**	**85**	**85**

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "Site Mobilisation" and "Site Clearance (Remove KTU (EAL) Site Office)" will not take place concurrently. The worst case is adopted for calculation.
3. "Site Clearance (Remove KTU (EAL) Site Office)" and "GI and Foundation Works (KTU 3a, KTU 3b and KTU 3c)" will not take place concurrently. The worst case is adopted for calculation.
4. "Site Mobilisation" and "GI and Foundation Works" will not take place concurrently. The worst case is adopted for calculation.
5. Text in bold and underline denotes exceedance of relevant criterion.
6. Cell with shaded area denotes the unoccupancy of the NAP (i.e. before the popuulation intake).
7. All PME for breakthrough will operate underground and are not included in the calculation.

Project: Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Kwu Tung Station (KTU) (NOL))
Scenario: Unmitigated Scenario

		2028												2029												2030											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Site Mobilisation (KTU 1e)	118																																				
Site Mobilisation (KTU 1a)	118																																				
Site Mobilisation (KTU 1b)	118																																				
Site Mobilisation (KTU 1c)	118																																				
Site Mobilisation (KTU 1d)	118																																				
Site Clearance (Remove KTU (EAL) Site Office) (KTU 2a)	122																																				
GI and Foundation Works (KTU 3a)	118																																				
GI and Foundation Works (KTU 3b)	120																																				
GI and Foundation Works (KTU 3c)	118																																				
GI and Foundation Works (KTU 3d)	120	120	120	120	120	120	120																														
GI and Foundation Works (KTU 3f)	121	121	121	121	121	121	121																														
GI and Foundation Works (KTU 3g)	120	120	120	120	120	120	120	120	120	120																											
Excavation and Structural Works (Bottom Up Construction) (KTU 5a)	117	117	117	117	117	117	117	117	117	117																											
Excavation and Structural Works (Bottom Up Construction) (KTU 5b)	117	117	117	117	117	117	117	117	117	117																							117	117	117	117	117	117
Excavation and Structural Works (Bottom Up Construction) (KTU 5c)	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117						
Excavation and Structural Works (Top Down Construction) (KTU 5d)	116							116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116
Excavation and Structural Works (Top Down Construction) (KTU 5f)	116							116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116
Excavation and Structural Works (Top Down Construction) (KTU 5g)	116							116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116
Breakthrough (at Councourse) (KTU 6a)	0																															0	0	0	0	0	0
Breakthrough (at Councourse) (KTU 6b)	0																															0	0	0	0	0	0
Breakthrough (at Councourse) (KTU 6c)	0																															0	0	0	0	0	0
Breakthrough (at Platform) (KTU 6a)	0																															0	0	0	0	0	0
Breakthrough (at Platform) (KTU 6b)	0																															0	0	0	0	0	0
Breakthrough (at Platform) (KTU 6c)	0																															0	0	0	0	0	0
ABWF, BS, Systemwide E&M Installations, SATs & SIT (KTU 7a)	117																																				
EAP4 Above-ground Structure Demolition Works (KTU 8a)	126	126	126	126	126	126	126																														
TBM Tunnel (KTU-TBM)	116									116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	

Predicted Construction Noise, dB(A)																																					
NAP	Max																																				
KTU-P1	75	75	75	75	75	75	75	71	71	72	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	67
KTU-P2	**83**	**82**	**82**	**82**	**82**	**82**	**82**	**79**	**79**	**81**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**79**	**79**	**79**	**79**	**79**	75
KTU-P3	**76**																									75	75	75	75	75	75	74	74	74	74	74	74
KTU-P4	71																									69	69	69	69	69	69	69	69	69	69	69	69
KTU-P5	70																									68	68	68	68	68	68	68	68	68	68	68	68
KTU-P6	**88**																									**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**	**82**
KTU-P7	**86**																									**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**	**81**
KTU-P8	**86**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**79**	**81**	**81**	**81**	**81**	**81**	**81**	**78**

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "Site Mobilisation" and "Site Clearance (Remove KTU (EAL) Site Office)" will not take place concurrently. The worst case is adopted for calculation.
3. "Site Clearance (Remove KTU (EAL) Site Office)" and "GI and Foundation Works (KTU 3a, KTU 3b and KTU 3c)" will not take place concurrently. The worst case is adopted for calculation.
4. "Site Mobilisation" and "GI and Foundation Works" will not take place concurrently. The worst case is adopted for calculation.
5. Text in bold and underline denotes exceedance of relevant criterion.
6. Cell with shaded area denotes the unoccupancy of the NAP (i.e. before the popuulation intake).
7. All PME for breakthrough will operate underground and are not included in the calculation.

Project: Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Kwu Tung Station (KTU) (NOL))
Scenario: Unmitigated Scenario

		2031												2032												2033											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Site Mobilisation (KTU 1e)	118																																				
Site Mobilisation (KTU 1a)	118																																				
Site Mobilisation (KTU 1b)	118																																				
Site Mobilisation (KTU 1c)	118																																				
Site Mobilisation (KTU 1d)	118																																				
Site Clearance (Remove KTU (EAL) Site Office) (KTU 2a)	122																																				
GI and Foundation Works (KTU 3a)	118																																				
GI and Foundation Works (KTU 3b)	120																																				
GI and Foundation Works (KTU 3c)	118																																				
GI and Foundation Works (KTU 3d)	120																																				
GI and Foundation Works (KTU 3f)	121																																				
GI and Foundation Works (KTU 3g)	120																																				
Excavation and Structural Works (Bottom Up Construction) (KTU 5a)	117																									117	117	117	117	117	117						
Excavation and Structural Works (Bottom Up Construction) (KTU 5b)	117	117	117	117																																	
Excavation and Structural Works (Bottom Up Construction) (KTU 5c)	117																																				
Excavation and Structural Works (Top Down Construction) (KTU 5d)	116	116	116	116	116	116	116	116	116	116																											
Excavation and Structural Works (Top Down Construction) (KTU 5f)	116	116	116	116	116	116	116	116	116	116																											
Excavation and Structural Works (Top Down Construction) (KTU 5g)	116	116	116	116	116	116	116	116	116	116																											
Breakthrough (at Councourse) (KTU 6a)	0	0	0	0	0	0	0	0	0	0																											
Breakthrough (at Councourse) (KTU 6b)	0	0	0	0	0	0	0	0	0	0																											
Breakthrough (at Councourse) (KTU 6c)	0	0	0	0	0	0	0	0	0	0																											
Breakthrough (at Platform) (KTU 6a)	0	0	0	0	0	0	0	0	0	0	0	0	0																								
Breakthrough (at Platform) (KTU 6b)	0	0	0	0	0	0	0	0	0	0	0	0	0																								
Breakthrough (at Platform) (KTU 6c)	0	0	0	0	0	0	0	0	0	0	0	0	0																								
ABWF, BS, Systemwide E&M Installations, SATs & SIT (KTU 7a)	117				117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117	117										
EAP4 Above-ground Structure Demolition Works (KTU 8a)	126																																				
TBM Tunnel (KTU-TBM)	116																																				

Predicted Construction Noise, dB(A)																																					
NAP	Max																																				
KTU-P1	75	67	67	67	65	65	65	65	65	65	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	65	65	65	65	65	65	0	0	0	0	0	0
KTU-P2	**83**	75	75	75	71	71	71	71	71	71	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	73	73	73	73	73	73	0	0	0	0	0	0
KTU-P3	**76**	74	74	74	**76**	**76**	**76**	**76**	**76**	**76**	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	0	0	0	0	0	0	0	0	0	0	0	0
KTU-P4	71	69	69	69	71	71	71	71	71	71	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	0	0	0	0	0	0	0	0	0	0	0	0
KTU-P5	70	68	68	68	70	70	70	70	70	70	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	0	0	0	0	0	0	0	0	0	0	0	0
KTU-P6	**88**	**82**	**82**	**82**	**88**	**88**	**88**	**88**	**88**	**88**	**86**	**86**	**86**	**86**	**86**	**86**	**86**	**86**	**86**	**86**	**86**	**86**	**86**	**86**	**86**	0	0	0	0	0	0	0	0	0	0	0	0
KTU-P7	**86**	**81**	**81**	**81**	**86**	**86**	**86**	**86**	**86**	**86**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	**85**	65	65	65	65	65	65	0	0	0	0	0	0
KTU-P8	**86**	**78**	**78**	**78**	70	70	70	70	70	70	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	**83**	**83**	**83**	**83**	**83**	**83**	0	0	0	0	0	0

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "Site Mobilisation" and "Site Clearance (Remove KTU (EAL) Site Office)" will not take place concurrently. The worst case is adopted for calculation.
3. "Site Clearance (Remove KTU (EAL) Site Office)" and "GI and Foundation Works (KTU 3a, KTU 3b and KTU 3c)" will not take place concurrently. The worst case is adopted for calculation.
4. "Site Mobilisation" and "GI and Foundation Works" will not take place concurrently. The worst case is adopted for calculation.
5. Text in bold and underline denotes exceedance of relevant criterion.
6. Cell with shaded area denotes the unoccupancy of the NAP (i.e. before the popuulation intake).
7. All PME for breakthrough will operate underground and are not included in the calculation.

Magazine Site

Project: Environmental Consultancy No. C1603 EIA Study for Northern Link

Title: Construction Noise Calculation (Magazine Site)
Scenario: Unmitigated Scenario

		2025												2026												2027											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Tree Cutting, Site Preparation, Internal Road and Paving & Magazine Store (MAG)	115								115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115
Reinstatement Works (MAG)	113																																				

Predicted Construction Noise, dB(A)																																					
NAP	Max																																				
TSH-E1	60	0	0	0	0	0	0	0	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "Tree Cutting, Site Preparation, Internal Road and Paving & Magazine Store" and "Reinstatement Works" will not take place concurrently. The worst case is adopted for calculation.
3. Text in bold and underline denotes exceedance of relevant criterion.

Project: Environmental Consultancy No. C1603 EIA Study for Northern Link

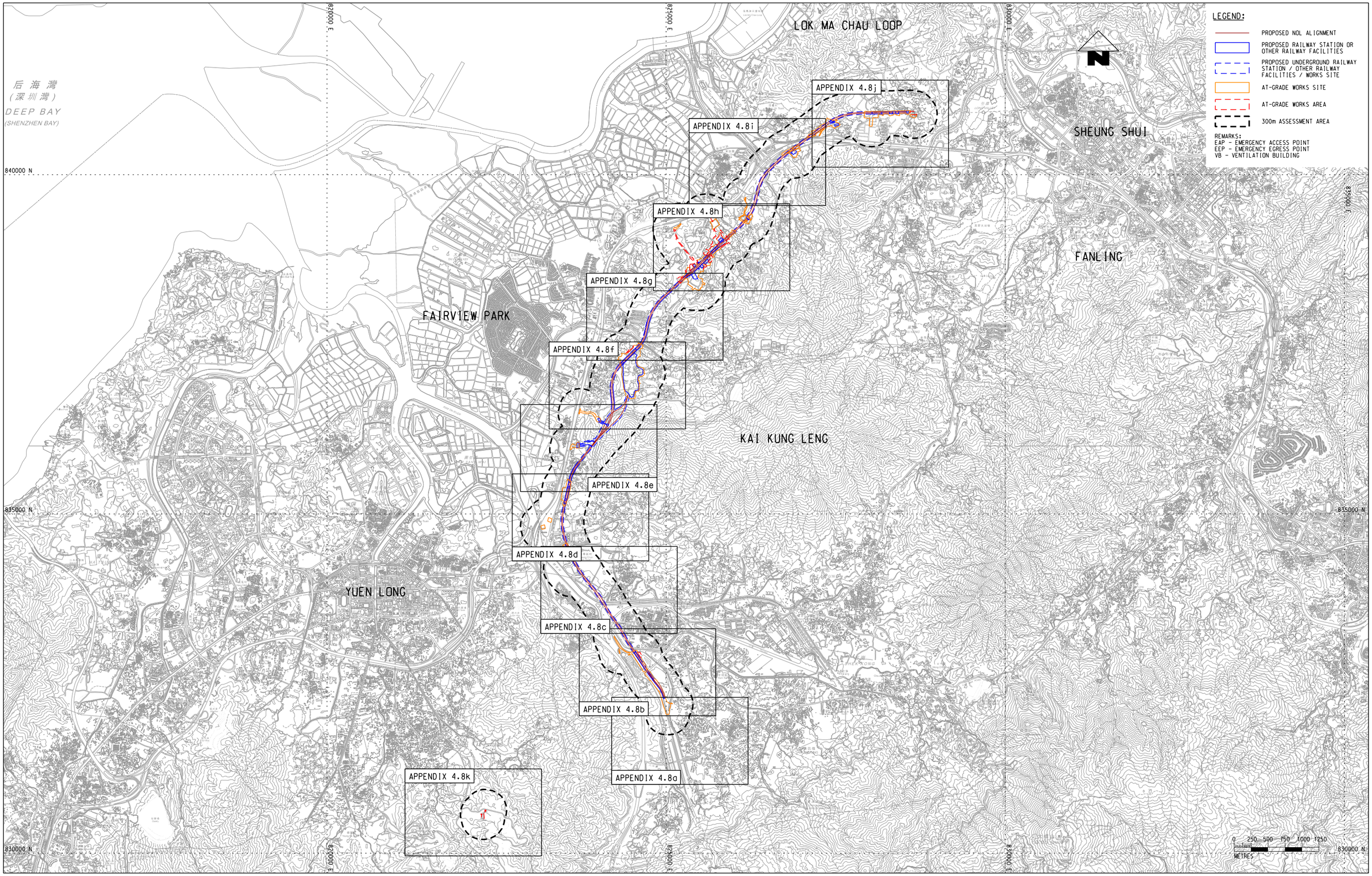
Title: Construction Noise Calculation (Magazine Site)
Scenario: Unmitigated Scenario

		2028												2029											
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Tree Cutting, Site Preparation, Internal Road and Paving & Magazine Store (MAG)	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115					
Reinstatement Works (MAG)	113																			113	113				

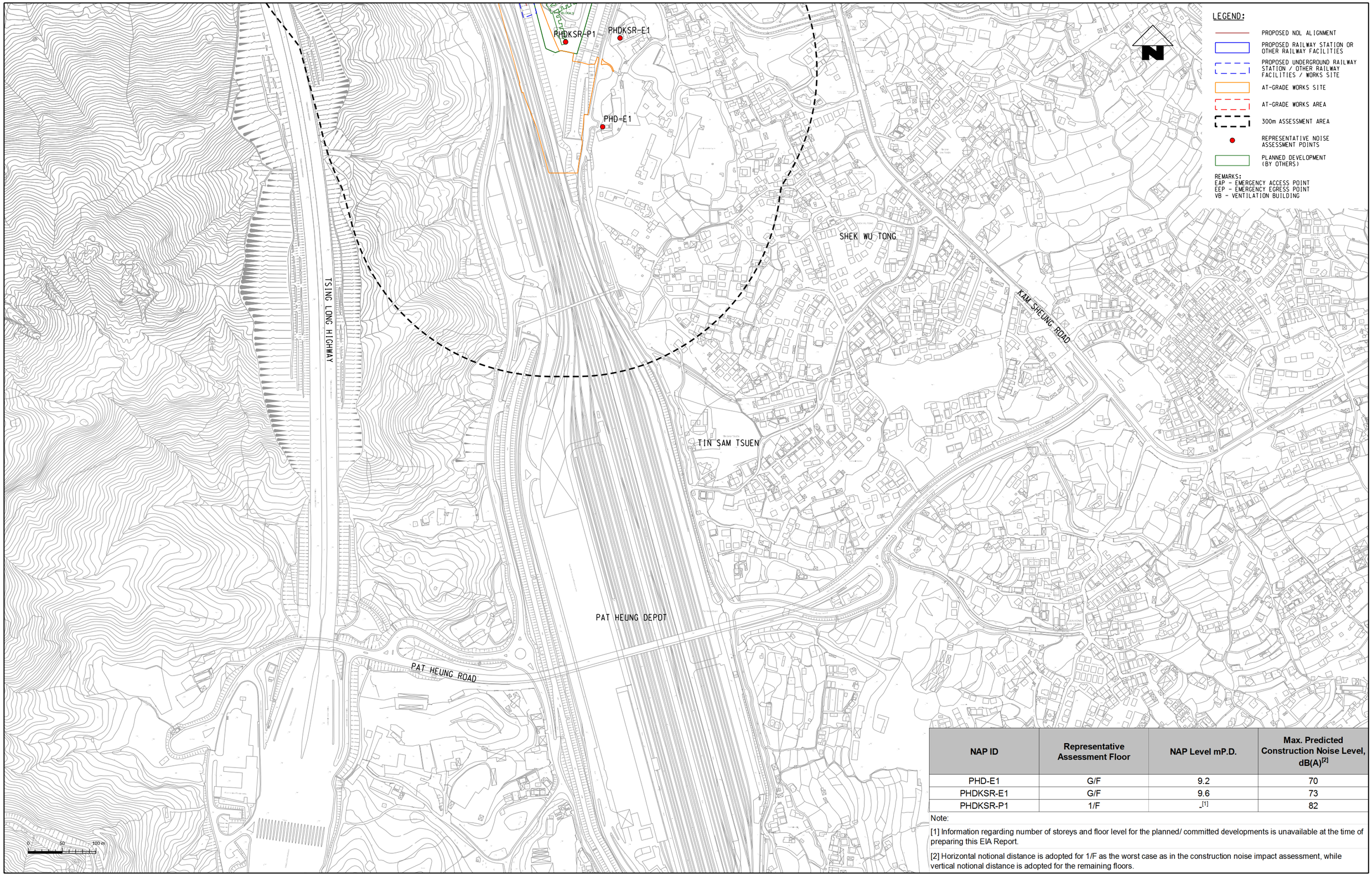
Predicted Construction Noise, dB(A)																									
NAP	Max																								
TSH-E1	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	58	0	0	0	0

Notes:
1. As a worst case scenario, the predicted construction noise is calculated using the distance between the notional centre of the workfront to the NAP.
- Distance Attenuation, in dB(A) = - 20 log D - 8 (where D is the distance in metres).
- A +3 dB(A) façade correction was added to the predicted noise level to account for the façade effect at the NAP.
2. "Tree Cutting, Site Preparation, Internal Road and Paving & Magazine Store" and "Reinstatement Works" will not take place concurrently. The worst case is adopted for calculation.
3. Text in bold and underline denotes exceedance of relevant criterion.

APPENDIX 4.8


LEGEND:
PROPOSED NOL ALIGNMENT
PROPOSED RAILWAY STATION OR OTHER RAILWAY FACILITIES
PROPOSED UNDERGROUND RAILWAY STATION / OTHER RAILWAY FACILITIES / WORKS SITE
AT-GRADE WORKS SITE
AT-GRADE WORKS AREA
300m ASSESSMENT AREA
REMARKS:
EAP - EMERGENCY ACCESS POINT
EEP - EMERGENCY EGRESS POINT
VB - VENTILATION BUILDING
后海灣
(深圳灣)
DEEP BAY
(SHENZHEN BAY)
LOK MA CHAU LOOP
SHEUNG SHUI
FANLING
FAIRVIEW PARK
KAI KUNG LENG
YUEN LONG
APPENDIX 4.8a
APPENDIX 4.8b
APPENDIX 4.8c
APPENDIX 4.8d
APPENDIX 4.8e
APPENDIX 4.8f
APPENDIX 4.8g
APPENDIX 4.8h
APPENDIX 4.8i
APPENDIX 4.8j
APPENDIX 4.8k
820000 E
825000 E
830000 E
835000 E
840000 N
835000 N
830000 N
0 250 500 750 1000 1250
METRES

APPENDIX 4.8a



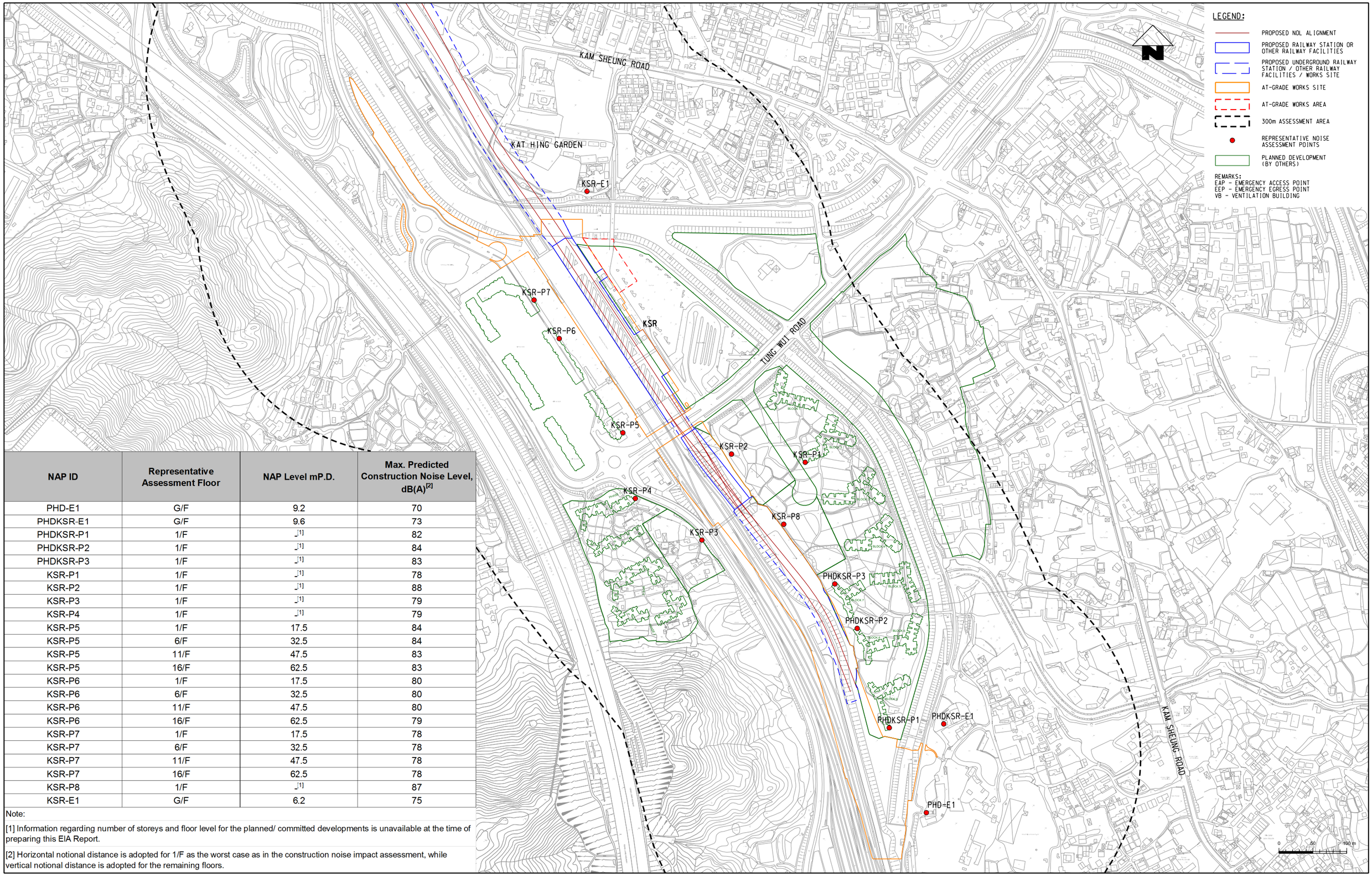
NAP ID	Representative Assessment Floor	NAP Level mP.D.	Max. Predicted Construction Noise Level, dB(A)[2]
PHD-E1	G/F	9.2	70
PHDKSR-E1	G/F	9.6	73
PHDKSR-P1	1/F	-[1]	82

Note:

[1] Information regarding number of storeys and floor level for the planned/ committed developments is unavailable at the time of preparing this EIA Report.

[2] Horizontal notional distance is adopted for 1/F as the worst case as in the construction noise impact assessment, while vertical notional distance is adopted for the remaining floors.

APPENDIX 4.8b



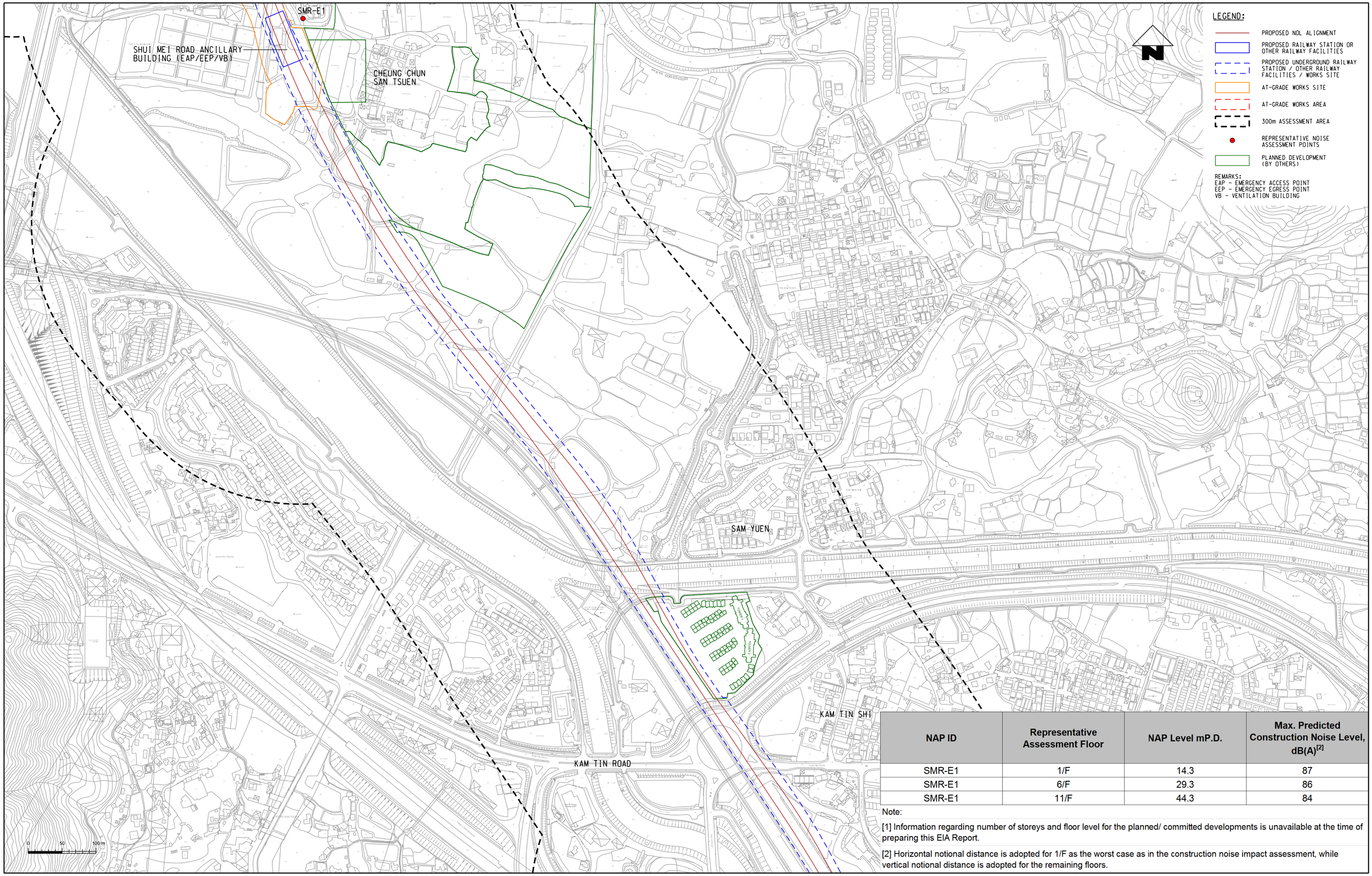
NAP ID	Representative Assessment Floor	NAP Level mP.D.	Max. Predicted Construction Noise Level, dB(A)[2]
PHD-E1	G/F	9.2	70
PHDKSR-E1	G/F	9.6	73
PHDKSR-P1	1/F	-[1]	82
PHDKSR-P2	1/F	-[1]	84
PHDKSR-P3	1/F	-[1]	83
KSR-P1	1/F	-[1]	78
KSR-P2	1/F	-[1]	88
KSR-P3	1/F	-[1]	79
KSR-P4	1/F	-[1]	79
KSR-P5	1/F	17.5	84
KSR-P5	6/F	32.5	84
KSR-P5	11/F	47.5	83
KSR-P5	16/F	62.5	83
KSR-P6	1/F	17.5	80
KSR-P6	6/F	32.5	80
KSR-P6	11/F	47.5	80
KSR-P6	16/F	62.5	79
KSR-P7	1/F	17.5	78
KSR-P7	6/F	32.5	78
KSR-P7	11/F	47.5	78
KSR-P7	16/F	62.5	78
KSR-P8	1/F	-[1]	87
KSR-E1	G/F	6.2	75

Note:

[1] Information regarding number of storeys and floor level for the planned/ committed developments is unavailable at the time of preparing this EIA Report.

[2] Horizontal notional distance is adopted for 1/F as the worst case as in the construction noise impact assessment, while vertical notional distance is adopted for the remaining floors.

APPENDIX 4.8c



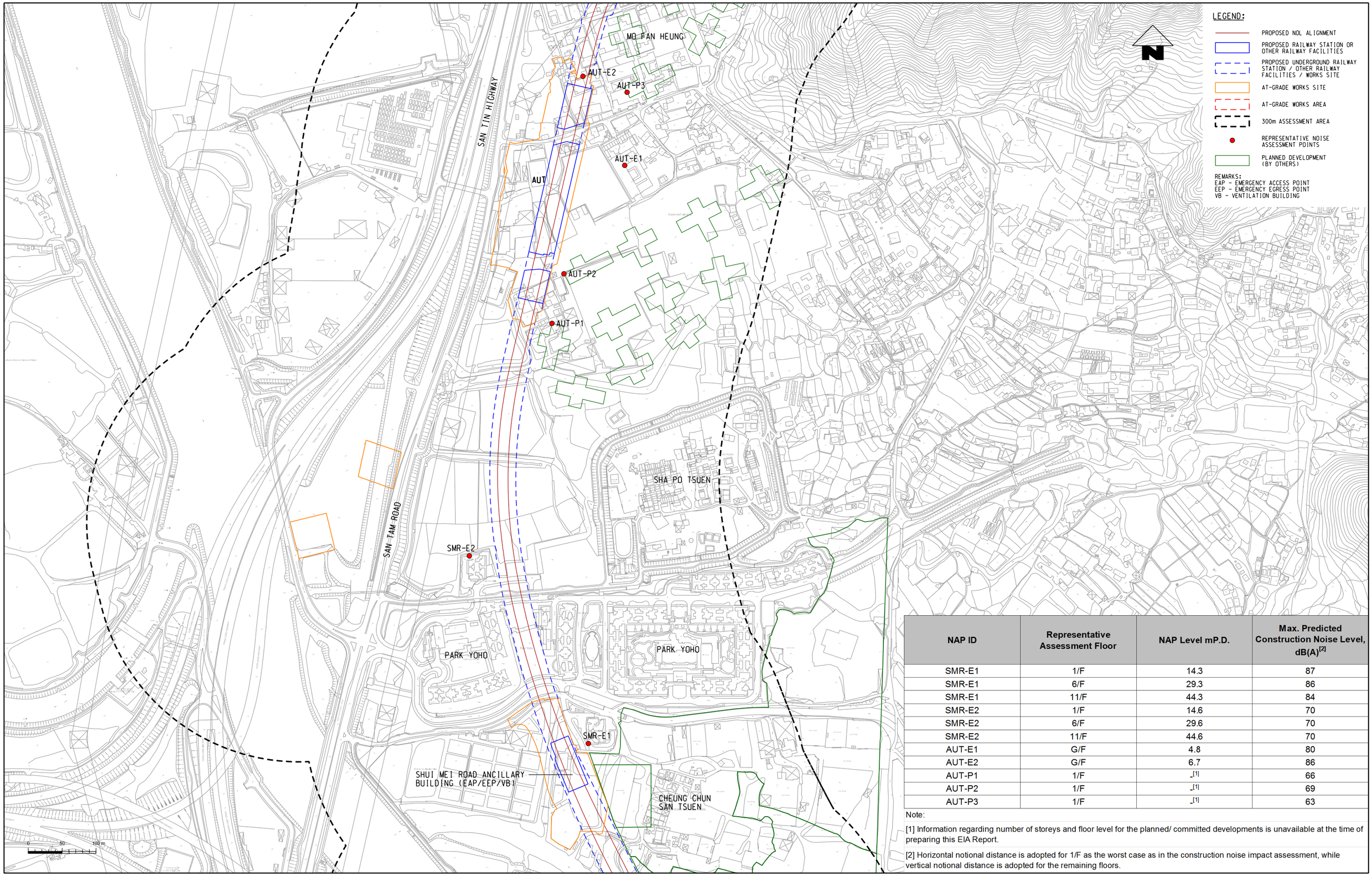
NAP ID	Representative Assessment Floor	NAP Level mP.D.	Max. Predicted Construction Noise Level, dB(A)[2]
SMR-E1	1/F	14.3	87
SMR-E1	6/F	29.3	86
SMR-E1	11/F	44.3	84

Note:

[1] Information regarding number of storeys and floor level for the planned/ committed developments is unavailable at the time of preparing this EIA Report.

[2] Horizontal notional distance is adopted for 1/F as the worst case as in the construction noise impact assessment, while vertical notional distance is adopted for the remaining floors.

APPENDIX 4.8d



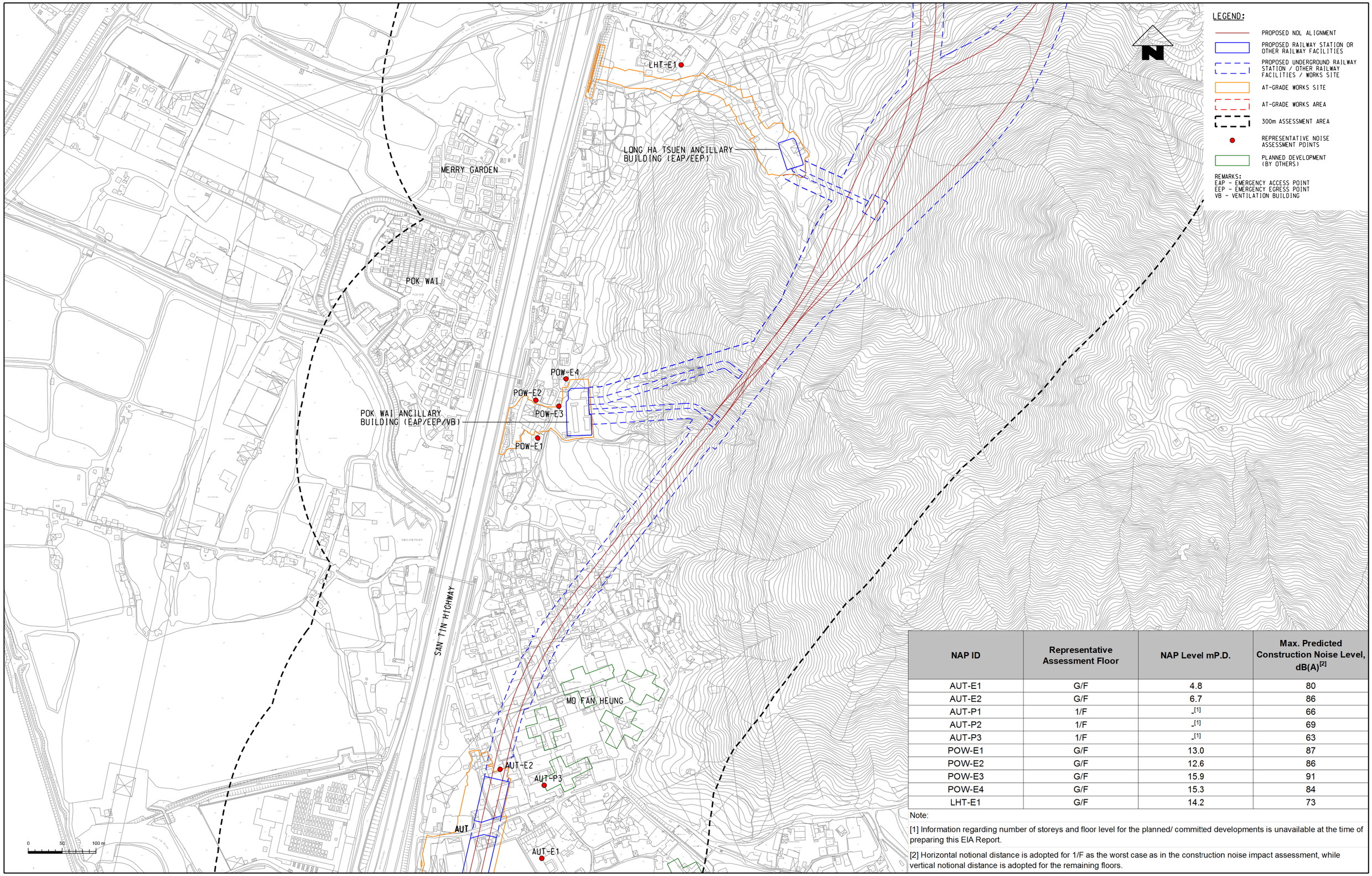
NAP ID	Representative Assessment Floor	NAP Level mP.D.	Max. Predicted Construction Noise Level, dB(A)[2]
SMR-E1	1/F	14.3	87
SMR-E1	6/F	29.3	86
SMR-E1	11/F	44.3	84
SMR-E2	1/F	14.6	70
SMR-E2	6/F	29.6	70
SMR-E2	11/F	44.6	70
AUT-E1	G/F	4.8	80
AUT-E2	G/F	6.7	86
AUT-P1	1/F	-[1]	66
AUT-P2	1/F	-[1]	69
AUT-P3	1/F	-[1]	63

Note:

[1] Information regarding number of storeys and floor level for the planned/ committed developments is unavailable at the time of preparing this EIA Report.

[2] Horizontal notional distance is adopted for 1/F as the worst case as in the construction noise impact assessment, while vertical notional distance is adopted for the remaining floors.

APPENDIX 4.8e



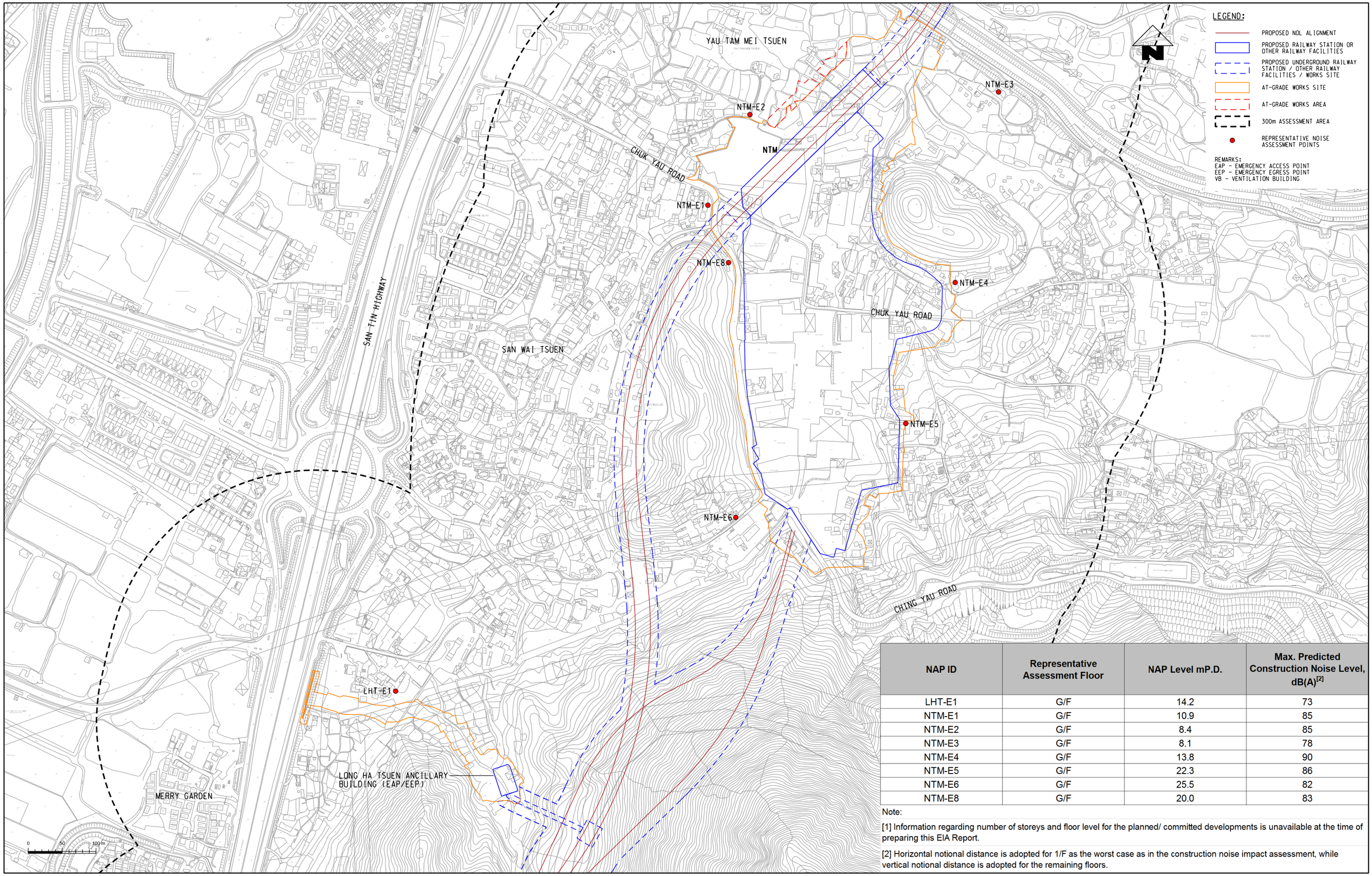
NAP ID	Representative Assessment Floor	NAP Level mP.D.	Max. Predicted Construction Noise Level, dB(A)[2]
AUT-E1	G/F	4.8	80
AUT-E2	G/F	6.7	86
AUT-P1	1/F	-[1]	66
AUT-P2	1/F	-[1]	69
AUT-P3	1/F	-[1]	63
POW-E1	G/F	13.0	87
POW-E2	G/F	12.6	86
POW-E3	G/F	15.9	91
POW-E4	G/F	15.3	84
LHT-E1	G/F	14.2	73

Note:

[1] Information regarding number of storeys and floor level for the planned/ committed developments is unavailable at the time of preparing this EIA Report.

[2] Horizontal notional distance is adopted for 1/F as the worst case as in the construction noise impact assessment, while vertical notional distance is adopted for the remaining floors.

APPENDIX 4.8f



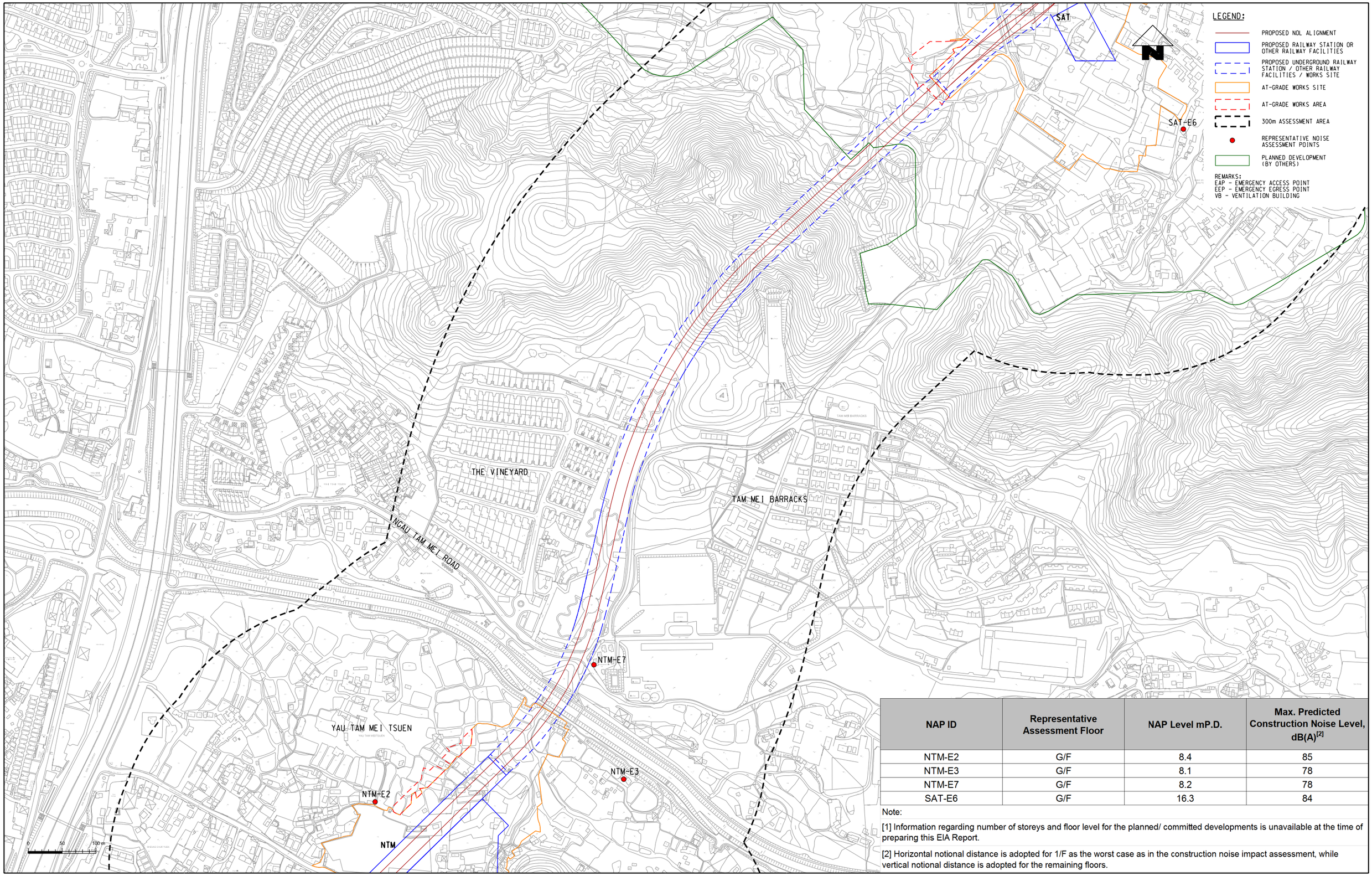
NAP ID	Representative Assessment Floor	NAP Level mP.D.	Max. Predicted Construction Noise Level, dB(A)[2]
LHT-E1	G/F	14.2	73
NTM-E1	G/F	10.9	85
NTM-E2	G/F	8.4	85
NTM-E3	G/F	8.1	78
NTM-E4	G/F	13.8	90
NTM-E5	G/F	22.3	86
NTM-E6	G/F	25.5	82
NTM-E8	G/F	20.0	83

Note:

[1] Information regarding number of storeys and floor level for the planned/ committed developments is unavailable at the time of preparing this EIA Report.

[2] Horizontal notional distance is adopted for 1/F as the worst case as in the construction noise impact assessment, while vertical notional distance is adopted for the remaining floors.

APPENDIX 4.8g



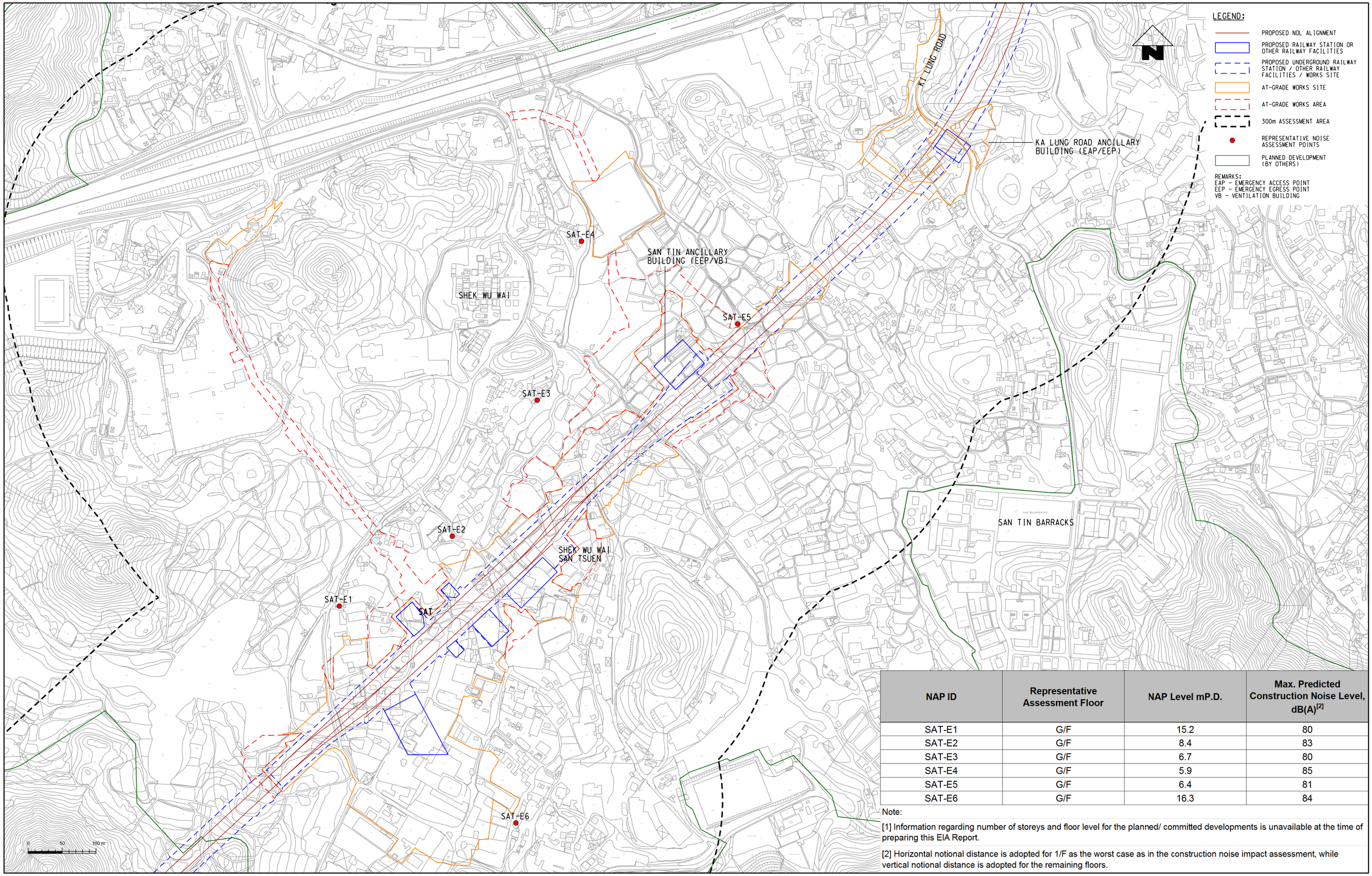
NAP ID	Representative Assessment Floor	NAP Level mP.D.	Max. Predicted Construction Noise Level, dB(A)[2]
NTM-E2	G/F	8.4	85
NTM-E3	G/F	8.1	78
NTM-E7	G/F	8.2	78
SAT-E6	G/F	16.3	84

Note:

[1] Information regarding number of storeys and floor level for the planned/ committed developments is unavailable at the time of preparing this EIA Report.

[2] Horizontal notional distance is adopted for 1/F as the worst case as in the construction noise impact assessment, while vertical notional distance is adopted for the remaining floors.

APPENDIX 4.8h



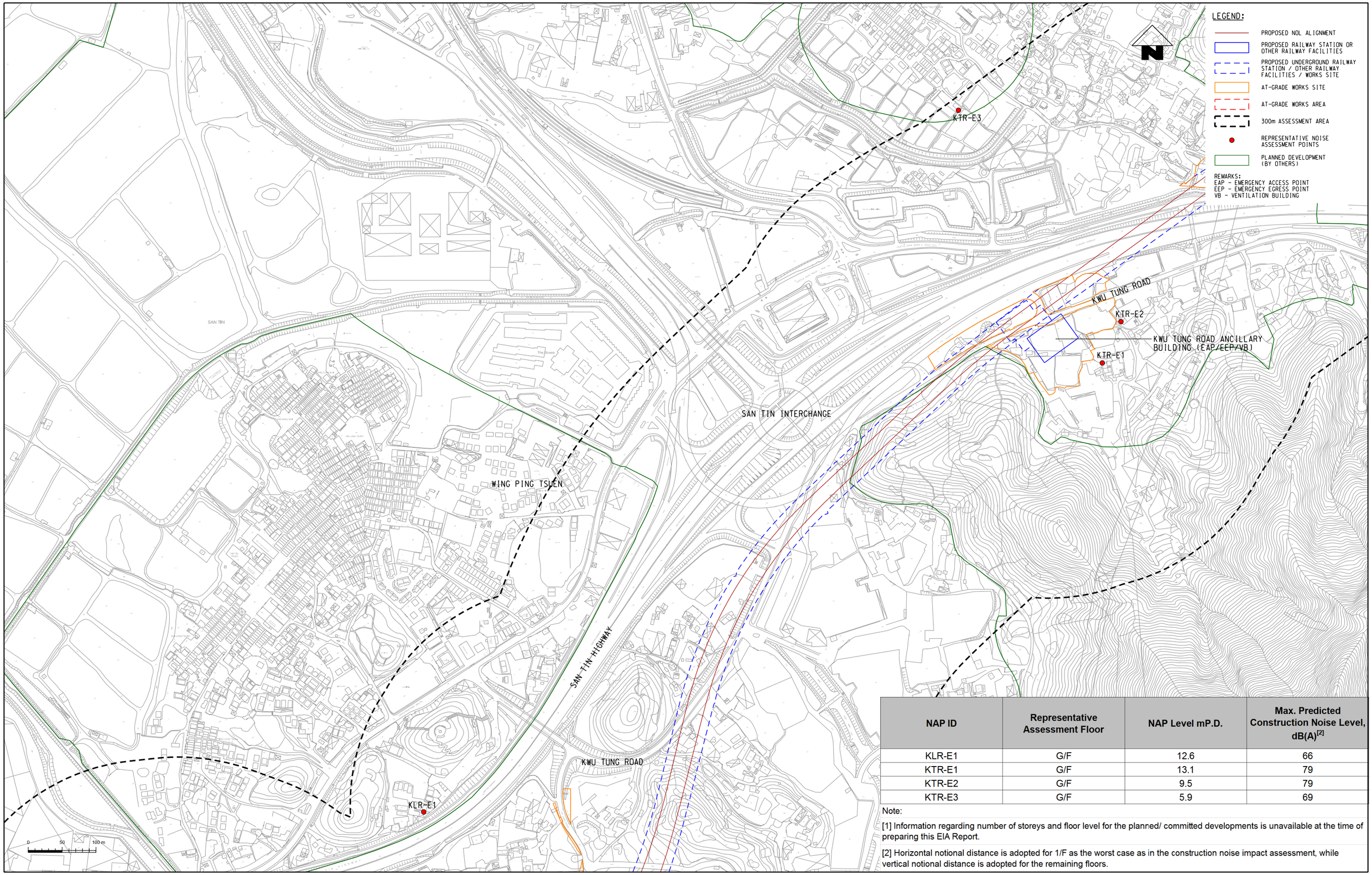
NAP ID	Representative Assessment Floor	NAP Level mP.D.	Max. Predicted Construction Noise Level, dB(A)[2]
SAT-E1	G/F	15.2	80
SAT-E2	G/F	8.4	83
SAT-E3	G/F	6.7	80
SAT-E4	G/F	5.9	85
SAT-E5	G/F	6.4	81
SAT-E6	G/F	16.3	84

Note:

[1] Information regarding number of storeys and floor level for the planned/ committed developments is unavailable at the time of preparing this EIA Report.

[2] Horizontal notional distance is adopted for 1/F as the worst case as in the construction noise impact assessment, while vertical notional distance is adopted for the remaining floors.

APPENDIX 4.8i



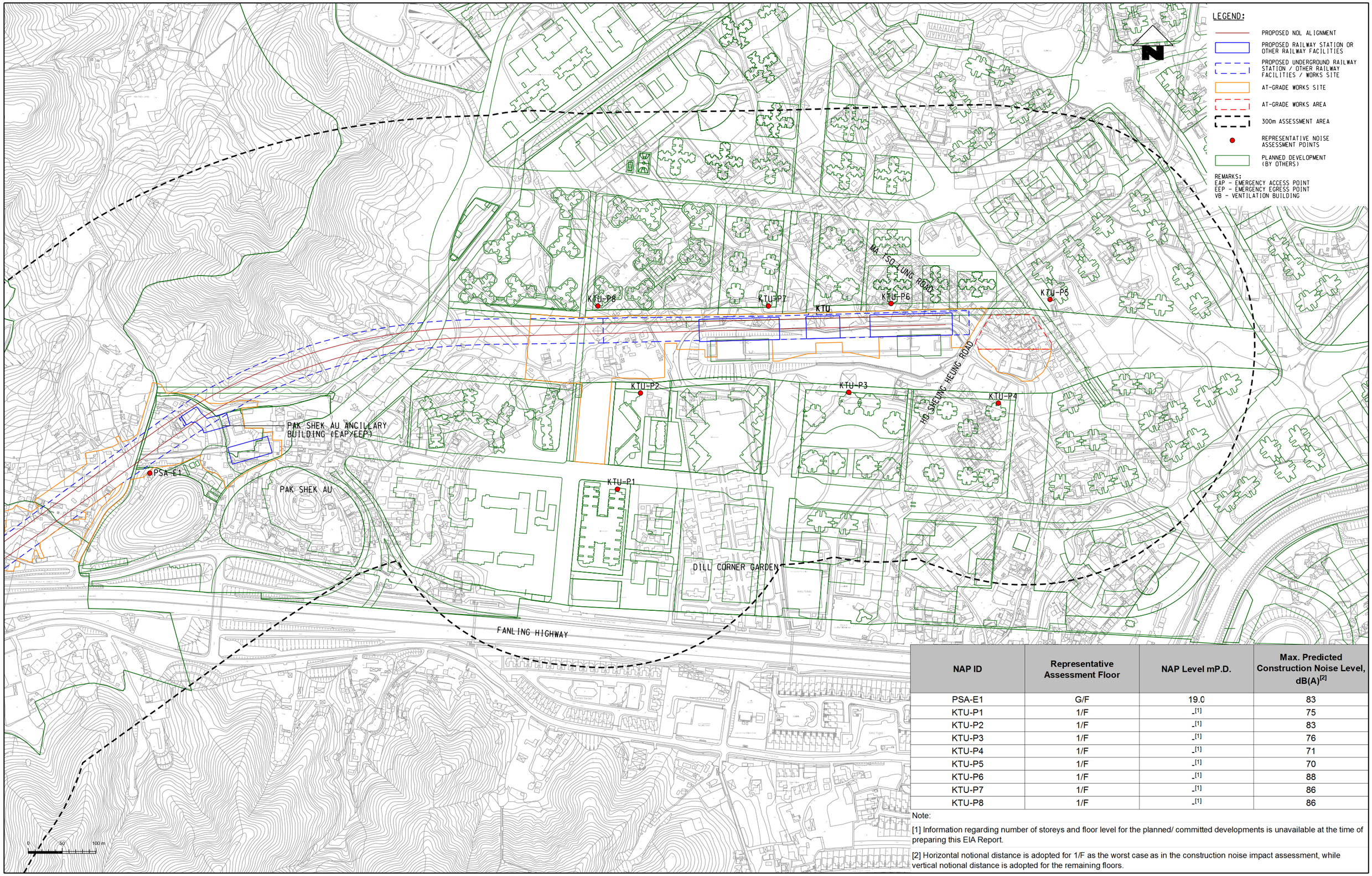
NAP ID	Representative Assessment Floor	NAP Level mP.D.	Max. Predicted Construction Noise Level, dB(A)[2]
KLR-E1	G/F	12.6	66
KTR-E1	G/F	13.1	79
KTR-E2	G/F	9.5	79
KTR-E3	G/F	5.9	69

Note:

[1] Information regarding number of storeys and floor level for the planned/ committed developments is unavailable at the time of preparing this EIA Report.

[2] Horizontal notional distance is adopted for 1/F as the worst case as in the construction noise impact assessment, while vertical notional distance is adopted for the remaining floors.

APPENDIX 4.8j



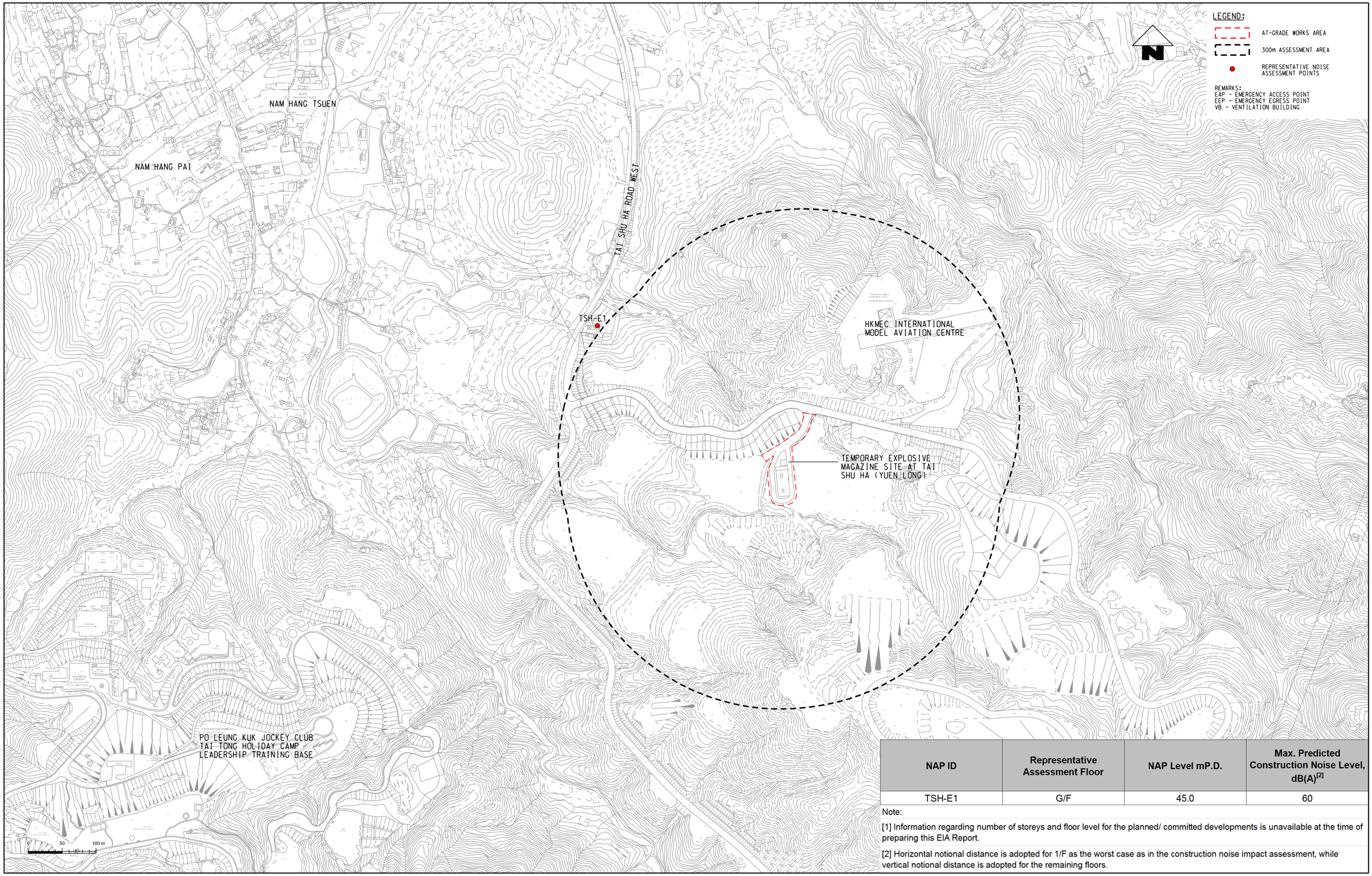
NAP ID	Representative Assessment Floor	NAP Level mP.D.	Max. Predicted Construction Noise Level, dB(A)[2]
PSA-E1	G/F	19.0	83
KTU-P1	1/F	-[1]	75
KTU-P2	1/F	-[1]	83
KTU-P3	1/F	-[1]	76
KTU-P4	1/F	-[1]	71
KTU-P5	1/F	-[1]	70
KTU-P6	1/F	-[1]	88
KTU-P7	1/F	-[1]	86
KTU-P8	1/F	-[1]	86

Note:

[1] Information regarding number of storeys and floor level for the planned/ committed developments is unavailable at the time of preparing this EIA Report.

[2] Horizontal notional distance is adopted for 1/F as the worst case as in the construction noise impact assessment, while vertical notional distance is adopted for the remaining floors.

APPENDIX 4.8k



NAP ID	Representative Assessment Floor	NAP Level mP.D.	Max. Predicted Construction Noise Level, dB(A)[2]
TSH-E1	G/F	45.0	60

Note:

[1] Information regarding number of storeys and floor level for the planned/ committed developments is unavailable at the time of preparing this EIA Report.

[2] Horizontal notional distance is adopted for 1/F as the worst case as in the construction noise impact assessment, while vertical notional distance is adopted for the remaining floors.