

**Proposed Residential Development (Flat) with Shop and Services Uses
with Minor Relaxation of Plot Ratio and Building Height Restrictions
at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and
adjoining Government Land**

(Planning Application No. A/TM-LTY/502)

Further Information No. 4

Appendix IV

Replacement Pages of Noise Impact Assessment

3. ROAD TRAFFIC NOISE IMPACT ASSESSMENT

3.1 Introduction

- 3.1.1 The proposed development is noise sensitive and subject to traffic noise impact from the surrounding roads during the operational stage. This section aims to assess the noise impacts and propose mitigation measures, where necessary, to reduce the road traffic noise impact to comply with relevant standard.

3.2 Assessment Criteria and Guidelines

- 3.2.1 Noise standards are recommended in Chapter 9, "Environment", of the Hong Kong Planning Standards and Guidelines (HKPSG) for planning against possible noise impact from road traffic.
- 3.2.2 For the Proposed Development, only dwellings will rely on openable window for ventilation purpose. The clubhouse and the shop will be provided with air-conditioning system and will not be provided with any openable windows / openings for ventilation.
- 3.2.3 According to the guidelines, the criterion for road traffic noise impact on domestic premises (habitable rooms) is $L_{10(1-hour)}$ 70dB(A). This criterion applies to uses which rely on openable windows for ventilation.

3.3 Assessment Methodology

- 3.3.1 In this assessment, the potential noise impact arising from nearby existing and future road carriageways on the proposed development has been assessed. It involved the prediction of future noise impacts on Noise Sensitive Receivers (NSRs) arising from traffic flows along existing and future road carriageways situated in the vicinity of the Development Site. Calculation of predicted road traffic noise was based on the worst case peak hour traffic flows projected within a 15-year period from the target completion date (i.e. Year 2046) of the proposed development. For worst-case scenario evaluation, the assessment year was chosen to be year 2046, which has the maximum forecasted traffic flow within the 15-year period. The year 2046 traffic forecast data is prepared by project traffic consultant and attached in **Appendix 3.1**. The project traffic consultant has sought the confirmation from Transport Department and the endorsement is provided in **Appendix 3.1**.
- 3.3.2 The U.K. Department of Transport's procedure "Calculation of Road Traffic Noise" (CRTN) has been applied to predict the hourly $L_{10(1-hour)}$ noise levels generated from road traffic at selected representative NSRs. Practicable environmental mitigation measures have been recommended, where necessary. The predicted noise levels were compared with the relevant HKPSG noise criterion (i.e. $L_{10(1-hour)}$ 70dB(A)).

3.4 Noise Sensitive Receivers

- 3.4.1 All residential dwellings with openable windows/doors of habitable room (noise sensitive use) intended for prescribed ventilation purposes have been assigned assessment points. All assessment points were taken at 1.2m above the floor and 1m away from the facade of openable windows in rooms of sensitive use (living rooms and bedrooms). **Figure 3.1** shows the locations of the NSRs for road traffic noise impact assessment.

3.5 Predicted Road Traffic Noise Impact Assessment Results (Base Case Scenario)

- 3.5.1 As mentioned in **Section 2.2.3**, setback of the proposed development from Castle Peak Road – Lam Tei Section has been maintained as far as practicable. The noise

4.4.2 For TML, the data of Lmax from the Approved EIA report has been referred and adopted. The extracted information is provided in **Appendix 4.2**. For LRT, the data of Lmax from the Approved EA report has been referred and adopted. The extracted information is provided in **Appendix 4.1**. The prediction of the Lmax at the noise sensitive receivers has been considered poor track correction (or track deterioration correction) (+3.0dB(A)), façade correction (+2.5dB(A)), and air absorption correction ($C_{air} = 0.2 - 0.008 \times d$ where d = distance between segment and receiver).

4.5 Noise Sensitive Receivers

4.5.1 The proposed development itself is considered as noise sensitive receiver (NSR) given that the noise sensitive rooms such as living/dining rooms and bedrooms will rely on opened windows for ventilation which will be subject to rail noise impact. Representative NSRs have been selected to assess the rail noise impact. Other NSRs have no line of sight to TML or LRT have not been selected due to the blockage by structure of the residential tower of the proposed development. The NSRs are selected at 1m away from the façade of the openable window/door opening at 1.2m above the floor slab of the unit. Locations of the representative NSRs are shown in **Figure 4.3**.

4.6 Rail Noise Impact Assessment Results (Base Case Scenario)

4.6.1 The noise sensitive receivers of the residential units have been located further way from LRT as far as practicable with the provision of the design of non-noise sensitive uses (such as car parking, E/M Plant Rooms, landscaping area, recreational facilities, etc.) on G/F to 2/F in order to reduce the rail noise impact from LRT. In addition, the noise enclosure of the viaduct of TML has also been included in the noise model. The base case scenario is defined as the scheme to reflect the aforementioned design and the noise enclosure of the viaduct.

4.6.2 The rail noise impact assessment result under base case scenario is summarized in **Appendix 4.4**. According to the result, exceedances are found for $Leq(30min)$ during night time. The maximum predicted noise level for $Leq(30min)$ during night time is up to 56 dB(A).

4.7 Proposed Rail Noise Mitigation Measures

Fixed Glazing with Maintenance Window

4.7.1 For those window façade that are not necessary to serve ventilation purpose yet exposed to adverse rail noise, Fixed Glazing with Maintenance Window is proposed. The fixed glazing will be equipped with well gasketed maintenance window, if any, and a removable handle or key lock system to ensure the maintenance window remains locked except for cleaning and maintenance purpose.

2m High Solid Balustrade on 2/F of the Podium

4.7.2 **2m high solid balustrade** is proposed on 2/F of the podium in order to provide shielding to the noise sensitive receivers of the units at lower floors to **mitigate** the adverse noise impact.

Acoustic Fins and Sound Absorption Material

4.7.3 In order to further reduce the view angle between the noise sensitive receivers and the rail tracks and in turn rail noise impact, acoustic fins of 0.7m(L) to 1.5m(L) are proposed to mitigate the adverse noise impact. Sound absorption material (SAM) would also be applied to the surface of acoustic fins adjacent to ventilation opening to avoid multi-reflection effects.

4.7.4 The proposed rail noise mitigation measures are shown in **Figure 4.4**.

4.8 Rail Noise Impact Assessment Results (Mitigated Case Scenario)

4.8.1 The predicted noise level at the representative NSRs for mitigated case scenario is presented in **Appendix 4.5**. With the proposed mitigation measures in place, all NSRs comply with rail noise standards. No exceedance is found. Proposed rail noise mitigation measures schedule is summarized in **Appendix 4.6**. Moreover, on-site noise measurement for obtaining the rail noise source term and assumptions (especially for the enclosed viaduct) will be conducted at the level of first-floor or second-floor residential unit as early as practicable in the next stage (i.e. the construction period). As such, the measured rail noise source term and assumptions will be adopted in the upcoming NIA report for supporting the building layout of the Proposed Development in the next stage. Should the measured data of the future on-site measurements reveals deviations from the predicted noise level, a contingency plan of implementation of additional noise mitigation measures (NMN) such as acoustic fins and sound absorption material, acoustic window (baffle type) (AW(BT)) or enhanced acoustic balcony (baffle type) (EAB(BT)), etc. will be reviewed and considered in the next stage. By referring to reference case such as the residential development at Kam Sheung Road Station, AW(BT) and EAB(BT) have been adopted as noise mitigation measures for mitigating the rail noise impact induced by TML. The noise reduction levels provided by the AW(BT) for 4.3m² room area and the EAB(BT) for 7.6m² room area are 16 dB(A) and 19.8 dB(A), respectively. According to the current layout of the MLP, the room size of the bedrooms and the living rooms of the units under rail noise impact are 4.2m² to 6.9 m² and 12.4m² to 15.2m², respectively, which are similar to/ larger than the room size of the reference case (i.e. similar noise reduction levels can be provided). Therefore, it is considered practical to adopt AW(BT) and EAB(BT) for mitigating the rail noise impact. Should AW(BT) and EAB(BT) are required for mitigating the rail noise impact, mock-up test will be conducted to demonstrate the noise reduction effectiveness for assessment purpose in the upcoming NIA report in the next stage. It is noted that details of AW(BT) and EAB(BT) specific to the Proposed Development will be designed later for mock-up test. Also, on-site verification noise measurement will be carried out upon completion of the residential units to verify the noise reduction effectiveness of the proposed noise mitigation measures.

4.9 Conclusion

- 4.9.1 Rail noise impact assessment has been carried out for the proposed development.
- 4.9.2 Practical and effective noise mitigation measures have been explored, which include building setback, podium, fixed glazing with or without maintenance window, solid balustrade at podium and acoustic fins and sound absorption material .
- 4.9.3 After mitigation, the rail noise impact assessment result reveals that all noise sensitive receivers would comply with the rail noise standard. Therefore, the proposed development would not subject to any adverse rail noise impact.
- 4.9.4 Moreover, on-site noise measurement at approximate level of first-floor residential unit in the NIA report for supporting the layout of the Proposed Development at the construction period as early as practicable. If any deviations found from the results of future on-site noise measurement, contingency plan of implementation of additional noise mitigation measures such as acoustic fins and sound absorption material, acoustic window (baffle type) or enhanced acoustic balcony (baffle type) can be reviewed in the next stage.

6. CONCLUSION

- 6.1.1 The Noise Impact Assessment (NIA) was undertaken to evaluate the potential noise impacts arising from the nearby railway, fixed plants and road traffic upon the proposed development.
- 6.1.2 The road traffic noise impact from Castle Peak Road – Lam Tei Section can be reduced by adopting 0.2m - 1.5m acoustic fins with sound absorption material, acoustic window (baffle type), enhanced acoustic balcony (baffle type), 1.5m high solid wall, self-closing door, fixed glazing with maintenance window and sound absorption material. The compliance rate of road traffic noise for mitigated case scenario would be 100% with the implementation of the proposed road traffic noise mitigation measures.
- 6.1.3 The rail noise impact from TML and LRT can be reduced by adopting building setback, podium, fixed glazing with or without maintenance window, solid balustrade at podium and acoustic fins and sound absorption material. After mitigation, the rail noise impact assessment result reveals that all noise sensitive receivers would comply with the rail noise standard. Therefore, the proposed development would not subject to any adverse rail noise impact with the implementation of the proposed rail noise mitigation measures. Moreover, on-site noise measurement for obtaining the rail noise source term and assumptions (especially for the enclosed viaduct) will be conducted at the level of first-floor or second-floor residential unit as early as practicable in the next stage (i.e. the construction period). As such, the measured rail noise source term and assumptions will be adopted in the upcoming NIA report for supporting the building layout of the Proposed Development in the next stage. Should the measured data of the future on-site measurements reveals deviations from the predicted noise level, a contingency plan of implementation of additional noise mitigation measures (NMN) such as acoustic fins and sound absorption material, acoustic window (baffle type) (AW(BT)) or enhanced acoustic balcony (baffle type) (EAB(BT)), etc. will be reviewed and considered in the next stage. By referring to reference case such as the residential development at Kam Sheung Road Station, AW(BT) and EAB(BT) have been adopted as noise mitigation measures for mitigating the rail noise impact induced by TML. The noise reduction levels provided by the AW(BT) for 4.3m² room area and the EAB(BT) for 7.6m² room area are 16 dB(A) and 19.8 dB(A), respectively. According to the current layout of the MLP, the room size of the bedrooms and the living rooms of the units under rail noise impact are 4.2m² to 6.9 m² and 12.4m² to 15.2m², respectively, which are similar to/ larger than the room size of the reference case (i.e. similar noise reduction levels can be provided). Therefore, it is considered practical to adopt AW(BT) and EAB(BT) for mitigating the rail noise impact. Should AW(BT) and EAB(BT) are required for mitigating the rail noise impact, mock-up test will be conducted to demonstrate the noise reduction effectiveness for assessment purpose in the upcoming NIA report in the next stage. It is noted that details of AW(BT) and EAB(BT) specific to the Proposed Development will be designed later for mock-up test. Also, on-site verification noise measurement will be carried out upon completion of the residential units to verify the noise reduction effectiveness of the proposed noise mitigation measures.
- 6.1.4 The overall noise mitigation measures are shown in **Figure 6.1** and the proposed overall noise mitigation measures schedule is summarized in **Appendix 6.1**.
- 6.1.5 According to the result of fixed noise sources impact assessment, no adverse fixed noise sources impact due to surrounding fixed noise sources on the proposed development is anticipated. No noise mitigation is considered necessary.

Figures



Remark: The 2m high solid balustrade is same as a solid wall which is proposed and implemented for screening of rail noise impact

Legend

— 2m high Solid Balustrade on 2/F

Figure: 4.4a

Title: Proposed Rail Noise Mitigation Measures (2/F)

Project: Proposed Residential Development at Lot Nos. 531 RP, 532 S.D RP and 532 RP in D.D. 130 and Adjoining Government Land, Lam Tei, Tuen Mun



Drawn by: MW

Checked by: BF

Rev.: 1.3

Date: May 2026

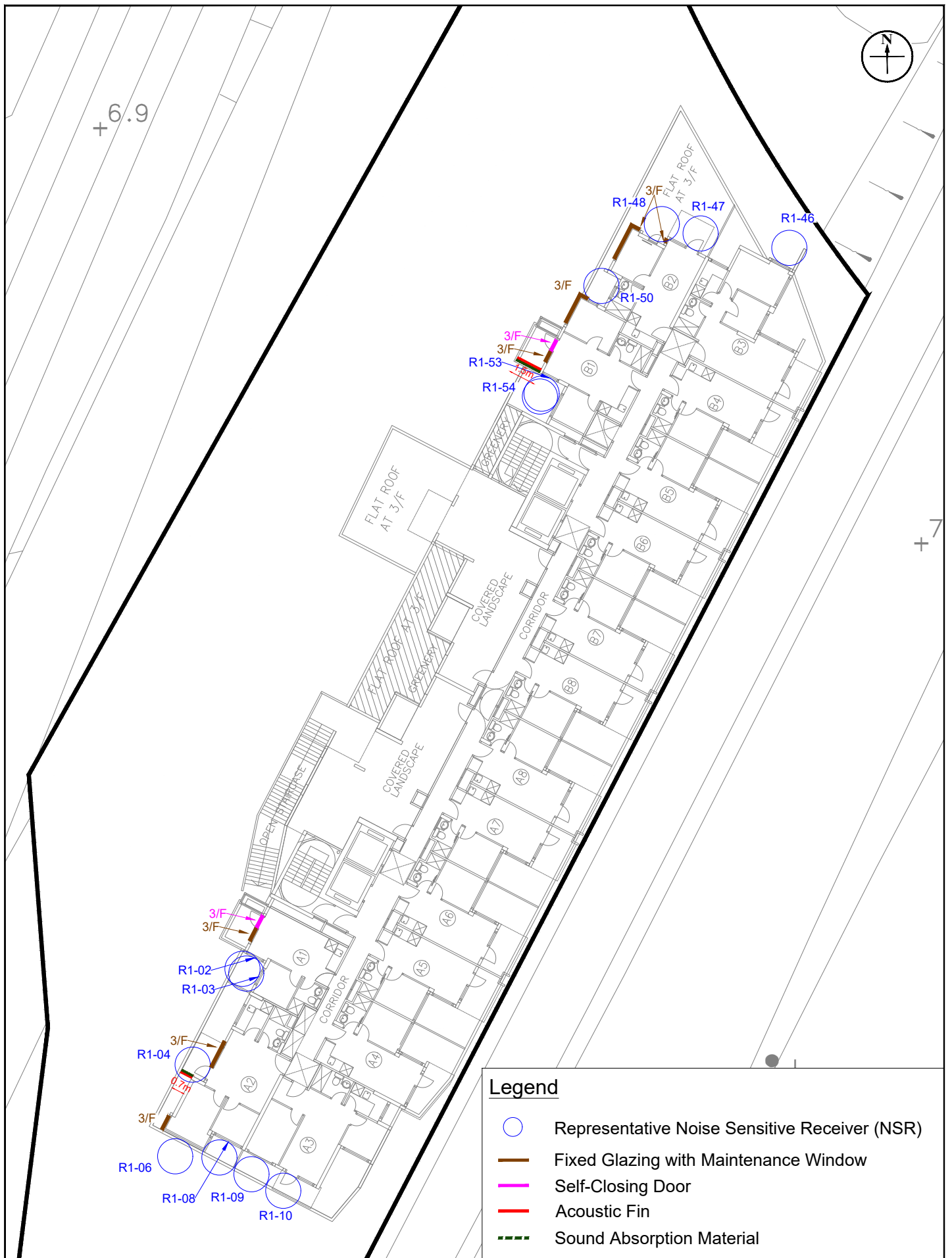


Figure: 4.4b

Title: Proposed Rail Noise Mitigation Measures (3/F)

Project: Proposed Residential Development at Lot Nos. 531 RP, 532 S.D RP and 532 RP in D.D. 130 and Adjoining Government Land, Lam Tei, Tuen Mun



Drawn by: MW

Checked by: BF

Rev.: 1.3

Date: May 2026

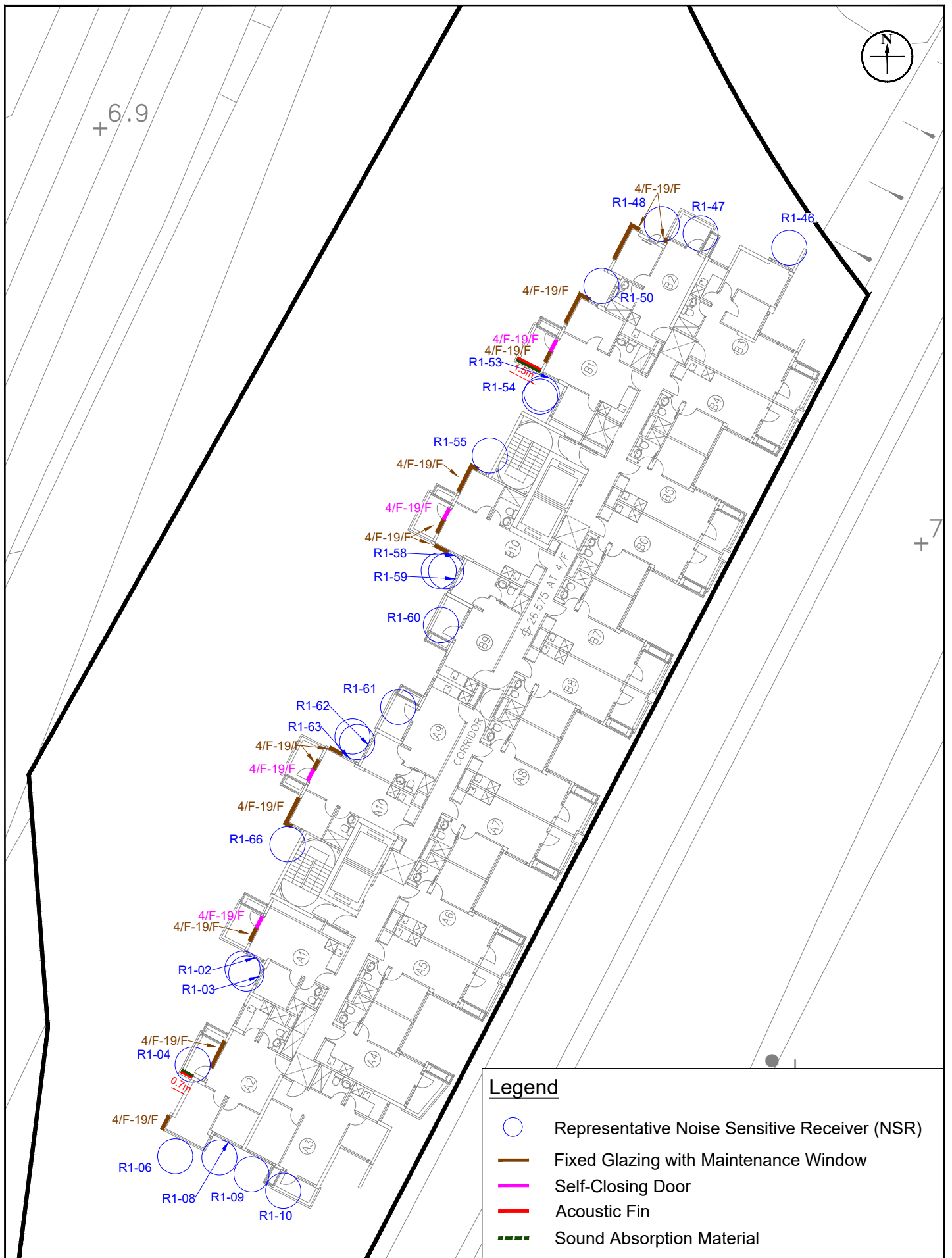


Figure: 4.4c

Title: Proposed Rail Noise Mitigation Measures (4/F - 19/F)

Project: Proposed Residential Development at Lot Nos. 531 RP, 532 S.D RP and 532 RP in D.D. 130 and Adjoining Government Land, Lam Tei, Tuen Mun

RAMBOLL

Drawn by: MW

Checked by: BF

Rev.: 1.3

Date: May 2026

Legend

— 2m high Solid Balustrade on 2/F

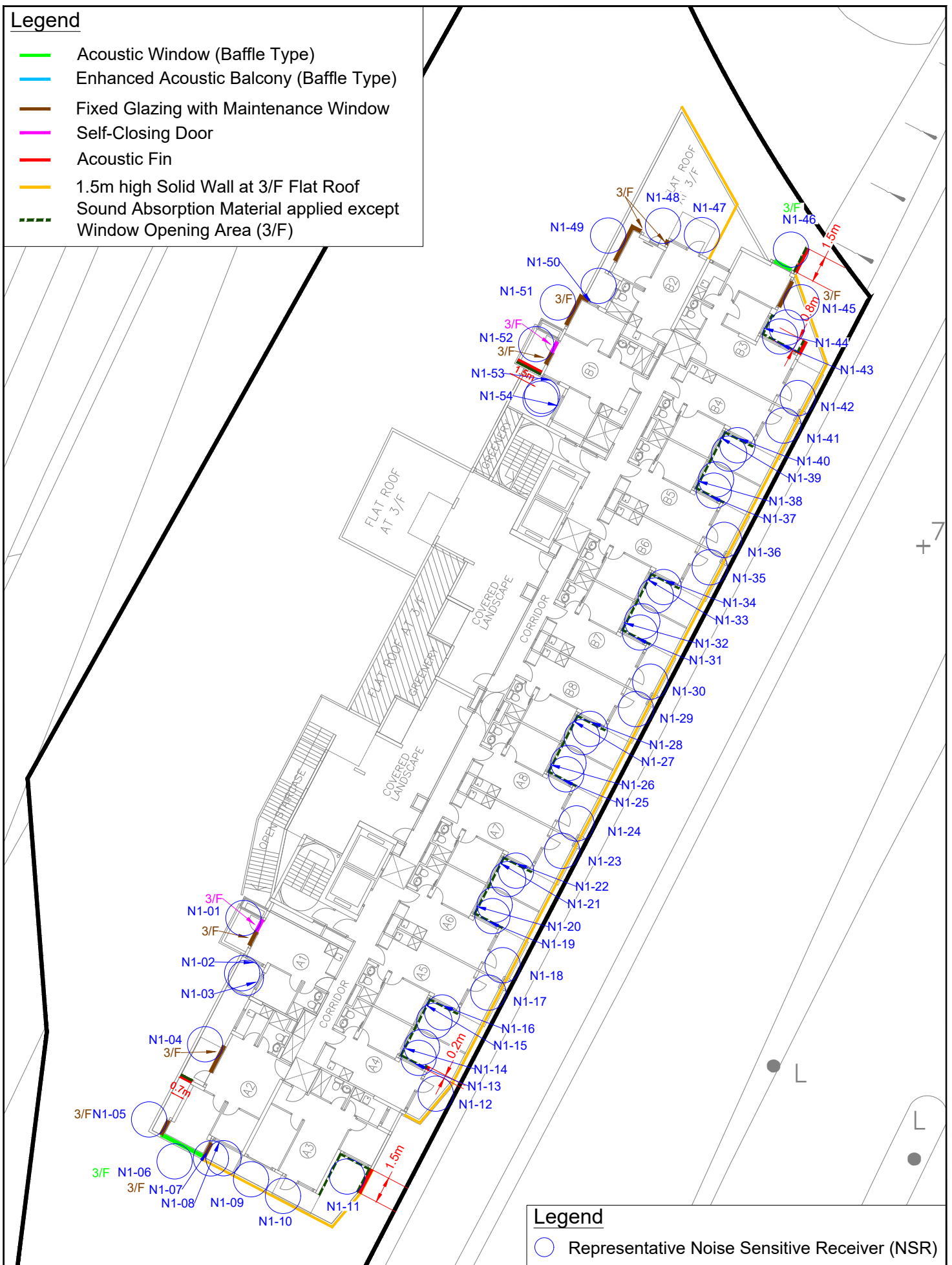


Remark: The 2m high solid balustrade is same as a solid wall which is proposed and implemented for screening of rail noise impact

Figure: 6.1a Title: Proposed Overall Noise Mitigation Measures (2/F)			
	Drawn by: CM Checked by: BF		
Project: S16 Planning Application Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for the Proposed Residential Development (Flat) with Shop and Services Use at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and the Adjoining Government Land, Lam Tei Tuen Mun	Rev.:	1.3	
	Date:	May 2026	

Legend

- Acoustic Window (Baffle Type)
- Enhanced Acoustic Balcony (Baffle Type)
- Fixed Glazing with Maintenance Window
- Self-Closing Door
- Acoustic Fin
- 1.5m high Solid Wall at 3/F Flat Roof
- - - Sound Absorption Material applied except Window Opening Area (3/F)



Legend

- Representative Noise Sensitive Receiver (NSR)

Figure: 6.1b

Title: Proposed Overall Noise Mitigation Measures (3/F)

Project: S16 Planning Application Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for the Proposed Residential Development (Flat) with Shop and Services Use at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and the Adjoining Government Land, Lam Tei Tuen Mun

RAMBOLL

Drawn by: CM

Checked by: BF

Rev.: 1.3

Date: May 2026

Legend

- Acoustic Window (Baffle Type)
- Enhanced Acoustic Balcony (Baffle Type)
- Fixed Glazing with Maintenance Window
- Self-Closing Door
- Acoustic Fin
- - - Sound Absorption Material applied except Window Opening Area (4/F-19/F)

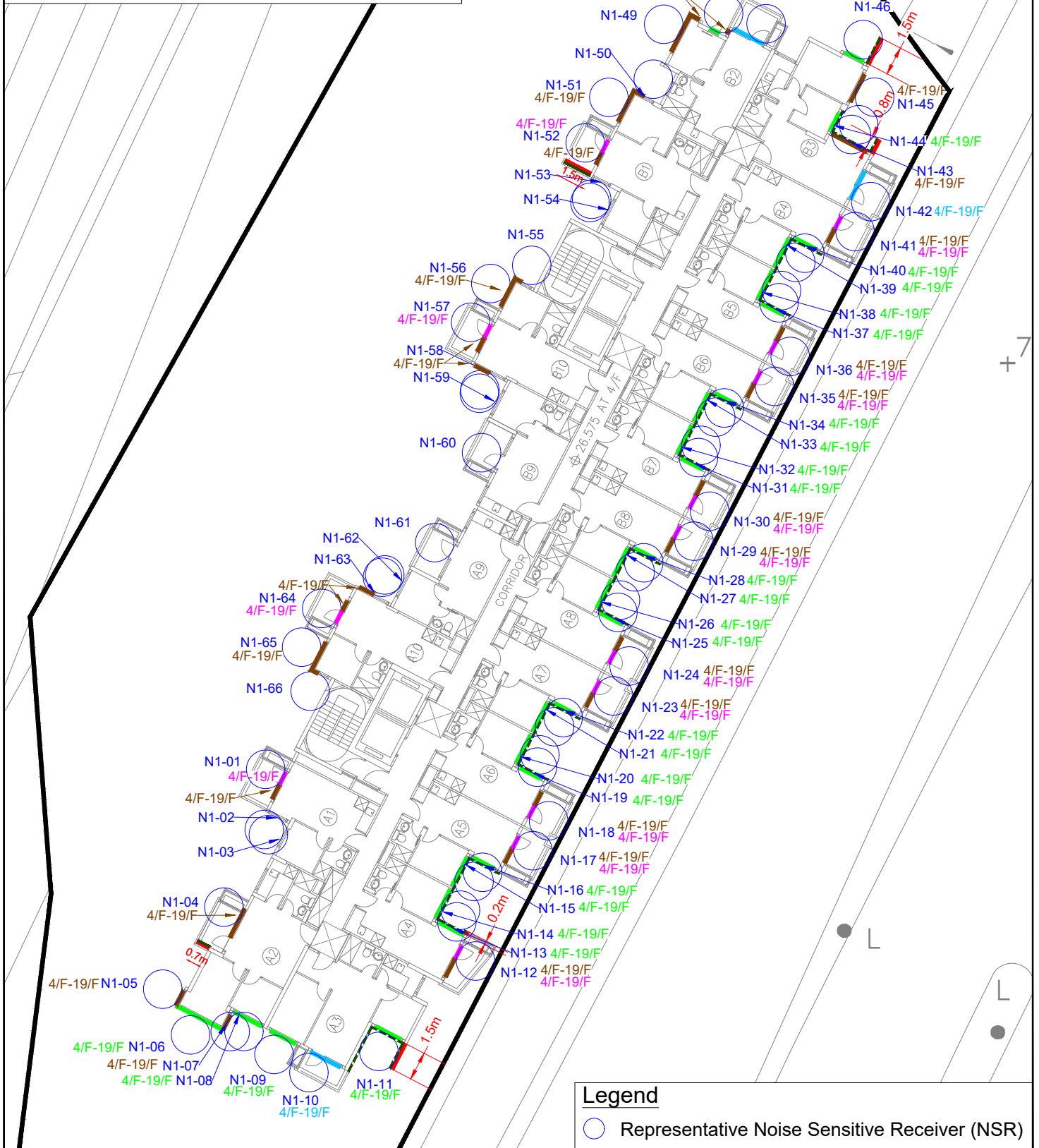


Figure: 6.1c

Title: Proposed Overall Noise Mitigation Measures (4/F - 19/F)

Project: S16 Planning Application Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for the Proposed Residential Development (Flat) with Shop and Services Use at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and the Adjoining Government Land, Lam Tei Tuen Mun

RAMBOLL

Drawn by: CM

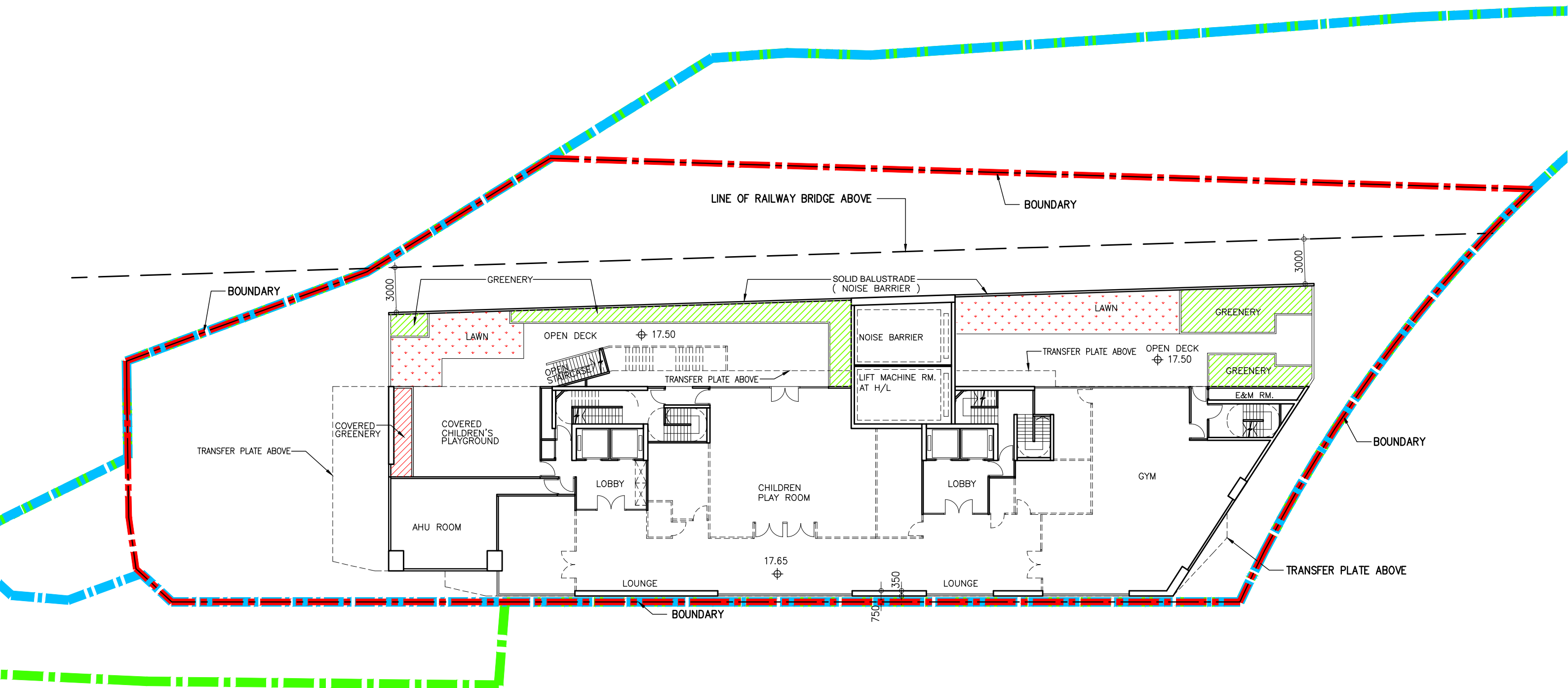
Checked by: BF

Rev.: 1.3

Date: May 2026

Appendix 2.1

Master Layout Plan, Floor Plans and Section Plan of the Proposed Development



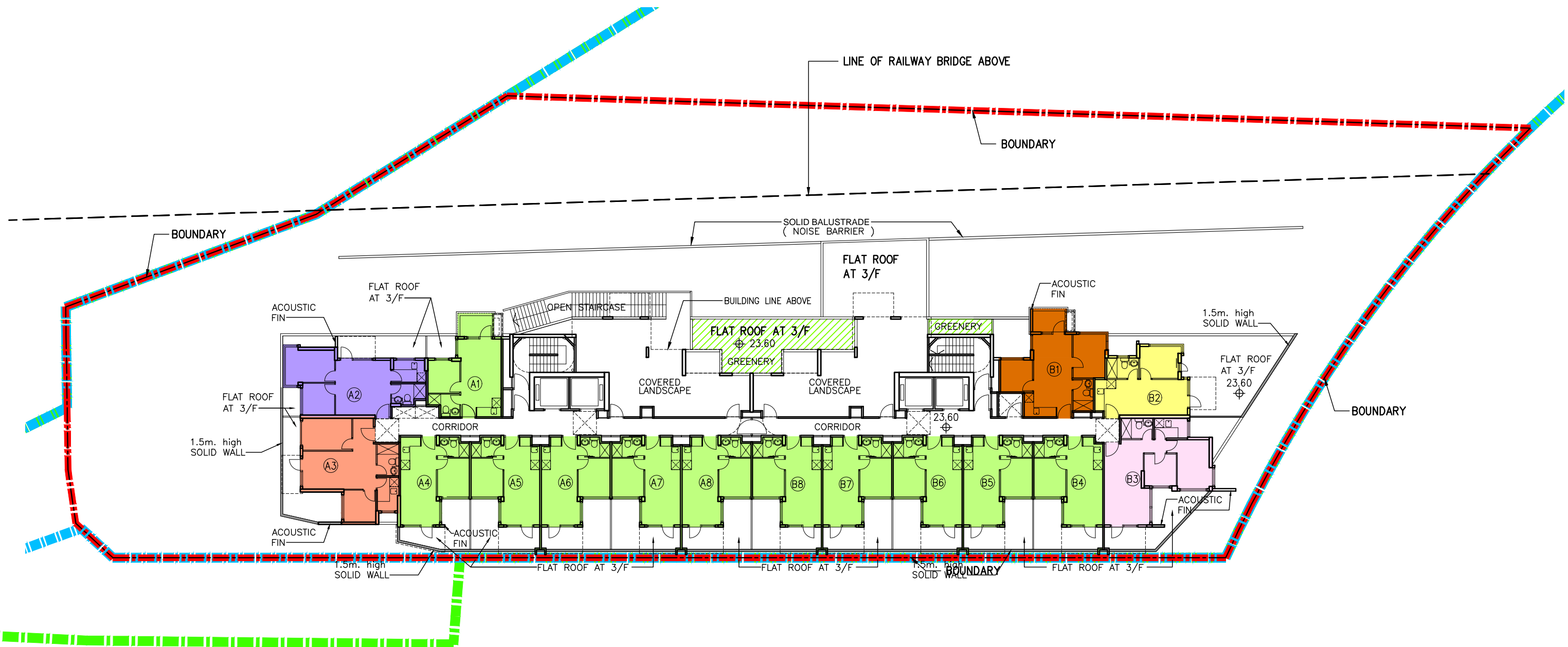
2nd FLOOR PLAN (RESIDENTIAL RECREATIONAL FACILITIES)

RECREATIONAL FACILITIES AREA = 10800.00 x 5% = 540.00 s.m.

- GREENERY / LAWN
- COVERED GREENERY

- DEVELOPMENT BOUNDARY
- SITE BOUNDARY UNDER LEASE
- APPLICATION BOUNDARY





3rd FLOOR PLAN (1 STOREY)
(16 UNITS)

GREENERY

- - - - - DEVELOPMENT BOUNDARY
- - - - - SITE BOUNDARY UNDER LEASE
- - - - - APPLICATION BOUNDARY

Appendix 3.1

TD's Endorsement and Traffic Forecast of Year 2046

BY POST & EMAIL (bfan@ramboll.com)

29 April 2026
Our reference: J977.4/5

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre
56 Gloucester Road
Wan Chai
Hong Kong

Attention: Mr. Billy Fan (Principal Consultant)

Dear Mr. Fan,

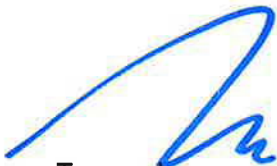
Proposed Residential Development at Lot 531RP, 532DRP & 532RP in DD130, Lam Tei, Tuen Mun
Traffic Forecast for Environmental Impact Assessment

We refer to our submission of Technical Note on Traffic Forecast for Environmental Impact Assessment to TD via letter dated 22 April 2026 (Our ref.: J977.4/4) and the endorsement from Transport Department via fax dated 28 April 2026 regarding to the captioned subject.

We write to confirm that Transport Department's endorsed methodology prepared by us has been strictly adopted in preparing the traffic forecast for the Environmental Impact Assessment Report (Noise & Air) prepared by Ramboll Hong Kong Limited.

Should you have any queries, please do not hesitate to contact the undersigned at [REDACTED] / [REDACTED]

Yours sincerely,
For and on behalf of
Ho Wang SPB Limited



Tommy Lam
Associate

JW/TL/TA/my

c.c.: Asia Standard - Ms. Zoe Lee (zoelee@asiastandard.com) - by Email only

By Fax
2866 4332



本署檔案 Our Ref. : (00VFB) in 010-070-452-NR-TMDD-130
來函檔號 Your Ref. : J977.4/4
電話 Tel. : 2399 2426
圖文傳真 Fax : 2381 3799
電郵 Email : -

28 April 2026

Ho Wang SPB Limited
5/F, So Hong Commercial Building
41 - 47 Jervois Street, Sheung Wan
Hong Kong
(Attention: Mr Tinson LEUNG)

Dear Sir/Madam,

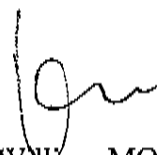
**Proposed Residential Development at Lot 531RP, 532DRP & 532RP in DD130
Lam Tei, Tuen Mun**

Technical Note for Traffic Forecast [Environmental Impact Assessment]

I refer to the above referenced letter regarding captioned.

Please note that Environmental Impact Assessment (Noise and Air) is not under our purview. We are not in a position to provide comments on the traffic figures tailor-made for the environmental assessment study. Notwithstanding the above, we have no objection in principle to the methodology of traffic forecast provided that the methodology is consistent with the TIA Report submitted in the project.

Yours faithfully,



(William MOK)
for Commissioner for Transport

Appendix 4.6

Proposed Rail Noise Mitigation Measures Schedule

Schedule of Rail Noise Mitigation Measures

Unit	Room	Floor	Noise Mitigation Measures
!	!	2/F	2m high Solid Balustrade on 2/F of the podium (Please refer to Figure 4.4 for details)
A1	LIV	3/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
A2	LIV	3/F-19/F	Fixed Glazing with Maintenance Window
A2	LIV	3/F-19/F	0.7m(L) Acoustic Fin with SAM
A2	BR	3/F-19/F	Fixed Glazing with Maintenance Window
A10	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
A10	BR	4/F-19/F	Fixed Glazing with Maintenance Window
B1	LIV	3/F-19/F	1.5m(L) Acoustic Fin with SAM
B1	LIV	3/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
B1	BR	3/F-19/F	Fixed Glazing with Maintenance Window
B2	BR	3/F-19/F	Fixed Glazing with Maintenance Window
B2	LIV	3/F-19/F	Fixed Glazing with Maintenance Window
B10	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
B10	BR	4/F-19/F	Fixed Glazing with Maintenance Window

Appendix 6.1

Proposed Overall Noise Mitigation Measures Schedule

Schedule of Overall Noise Mitigation Measures

Tower 1

NSRs	Unit	Room	Floor	Noise Mitigation Measures
			2/F	2m high Solid Balustrade on 2/F of the podium (Please refer to Figure 4.4 for details)
N1-01	A1	LIV	3/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-04	A2	LIV	3/F-19/F	Fixed Glazing with Maintenance Window
-	A2	LIV	3/F-19/F	0.7m Acoustic Fin with Sound Absorption Material
N1-05	A2	BR	3/F-19/F	Fixed Glazing with Maintenance Window
N1-06	A2	BR	3/F-19/F	Acoustic Window (Baffle Type)
N1-07	A2	BR	3/F-19/F	Fixed Glazing with Maintenance Window
N1-08	A2	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-09	A3	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-10	A3	LIV	4/F-19/F	Enhanced Acoustic Balcony (Baffle Type)
N1-11	A3	BR	4/F-19/F	Acoustic Window (Baffle Type)
-	A3	BR	3/F-19/F	1.5m Acoustic Fin with Sound Absorption Material
N1-12	A4	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
-	A4	LIV	3/F-19/F	0.2m Acoustic Fin with Sound Absorption Material
N1-13	A4	LIV	4/F-19/F	Acoustic Window (Baffle Type)
N1-14	A4	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-15	A5	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-16	A5	LIV	4/F-19/F	Acoustic Window (Baffle Type)
N1-17	A5	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-18	A6	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-19	A6	LIV	4/F-19/F	Acoustic Window (Baffle Type)
N1-20	A6	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-21	A7	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-22	A7	LIV	4/F-19/F	Acoustic Window (Baffle Type)
N1-23	A7	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-24	A8	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-25	A8	LIV	4/F-19/F	Acoustic Window (Baffle Type)
N1-26	A8	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-64	A10	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door

Schedule of Overall Noise Mitigation Measures

N1-65	A10	BR	4/F-19/F	Fixed Glazing with Maintenance Window
-	B1	LIV	3/F-19/F	1.5m Acoustic Fin with Sound Absorption Material
N1-52	B1	LIV	3/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-51	B1	BR	3/F-19/F	Fixed Glazing with Maintenance Window
N1-49	B2	BR	3/F-19/F	Fixed Glazing with Maintenance Window
N1-48	B2	BR	4/F-19/F	Acoustic Window (Baffle Type)
-	B2	LIV	3/F-19/F	Fixed Glazing with Maintenance Window
N1-47	B2	LIV	4/F-19/F	Enhanced Acoustic Balcony (Baffle Type)
N1-46	B3	BR	3/F-19/F	Acoustic Window (Baffle Type)
-	B3	BR	3/F-19/F	1.5m Acoustic Fin with Sound Absorption Material
N1-45	B3	BR	3/F-19/F	Fixed Glazing with Maintenance Window
N1-44	B3	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-43	B3	LIV	4/F-19/F	Fixed Glazing with Maintenance Window
-	B3	LIV	3/F-19/F	0.8m Acoustic Fin with Sound Absorption Material
N1-42	B3	LIV	4/F-19/F	Enhanced Acoustic Balcony (Baffle Type)
N1-41	B4	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-40	B4	LIV	4/F-19/F	Acoustic Window (Baffle Type)
N1-39	B4	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-38	B5	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-37	B5	LIV	4/F-19/F	Acoustic Window (Baffle Type)
N1-36	B5	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-35	B6	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-34	B6	LIV	4/F-19/F	Acoustic Window (Baffle Type)
N1-33	B6	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-32	B7	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-31	B7	LIV	4/F-19/F	Acoustic Window (Baffle Type)
N1-30	B7	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-29	B8	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-28	B8	LIV	4/F-19/F	Acoustic Window (Baffle Type)
N1-27	B8	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-57	B10	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-56	B10	BR	4/F-19/F	Fixed Glazing with Maintenance Window
N1-01 to N1-08	A1 to A2	-	2/F	2m high Solid Balustrade on 2/F (Please refer to Figure 4.4 for details)

Schedule of Overall Noise Mitigation Measures

N1-07 to N1-11	A2 to A3	-	3/F	1.5m high solid wall at 3/F the flat roof (Please refer to Figure 3.2 for details)
N1-12 to N1-45	A4 to B3	-	3/F	1.5m high solid wall at 3/F the flat roof (Please refer to Figure 3.2 for details)
N1-47 to N1-48	B2	-	3/F	1.5m high solid wall at 3/F the flat roof (Please refer to Figure 3.2 for details)
N1-11	A3	-	3/F-19/F	Sound Absorption Material on Façade (Please refer to Figure 3.2 for details)
N1-13 to N1-16	A4 to A5	-	3/F-19/F	Sound Absorption Material on Façade (Please refer to Figure 3.2 for details)
N1-19 to N1-22	A6 to A7	-	3/F-19/F	Sound Absorption Material on Façade (Please refer to Figure 3.2 for details)
N1-25 to N1-28	A8 to B8	-	3/F-19/F	Sound Absorption Material on Façade (Please refer to Figure 3.2 for details)
N1-43 to N1-44	B3	-	3/F-19/F	Sound Absorption Material on Façade (Please refer to Figure 3.2 for details)
N1-37 to N1-40	B4 to B5	-	3/F-19/F	Sound Absorption Material on Façade (Please refer to Figure 3.2 for details)
N1-31 to N1-34	B6 to B7	-	3/F-19/F	Sound Absorption Material on Façade (Please refer to Figure 3.2 for details)