Attachment 1 –
Replacement Pages of Environmental Assessment

FIGURES

APPENDICES

Aircraft Noise Review

1.5.11 According to the approved EIA report for Expansion of Hong Kong International Airport into a Three-Runway System (Ref.: AEIAR-185/2014), the Application Site is completely outside the NEF25 contour as required under the Hong Kong Planning Standards and Guidelines (HKPSG). The NEF25 contour plots are extracted in Appendix 1.2 and no unacceptable aircraft noise impact within the Application Site is identified. Better insulation would be considered for the Proposed Development (e.g. 8mm glass or better instead of nominal glass pane of 6mm thickness) at detailed design stage subject to further review and study. In future, all noise mitigation measures as proposed in the Noise Impact Assessment Report shall be clearly indicated in the sales brochure to ensure that perspective buyers or future residents will be well informed of the potential noise impact.

1.5.12 The NEF25 contour extracted from the 3RS EIA report is shown in **Appendix 8.5**.

Lighting

1.5.13 All lights, including those installed for construction works, or for maintenance after the construction works, would not be projected skyward and form a source of glare or in any way affect pilots in flight at all time.

	In view of the small scale of repairing workshop, the fixed noise caused by repairing activities are minimal.
S2 - Car Garage 金龍汽車	An open parking area with repairing workshops are observed during the site visits. The measured noise level for S2 is 50.7 dB(A) with about 18m from the repairing activities while the background noise for S2 is 58.5dB(A) due to the aircraft noise. No noticeable noise from the S2 is observed. In view of the small scale of repairing workshop, the fixed noise caused by repairing activities are minimal.
S3 – Warehouse 家雄物流有限公司	The warehouse used as open storage. No loading and unloading activities are observed. The access to the open storage area is denied.
S4 – Open Storage Area near Luen Tai Street	The access to the open storage area is denied. Containers are observed outside the open storage area. No loading and unloading activities are observed.
S5 – Open Space Carpark	An open parking area with no repairing activities nor repairing workshop are found during site visit.
S6 – Wai Lan Rehabilitation Centre	Based on the desktop review and site survey, it is confirmed that no fixed noise sources were identified.
S7 – Tai Lam Chung Fire Station	The PA system at Tai Lam Chung Fire Station was used as emergency need. Therefore, it is not identified as fixed noise source. The reply from Fire Services Department is shown in **Appendix 3.1**.
S8 – Tai Lam Chung C&E School Substation	The measured noise level for S9 is 52.3 dB(A) with about 5m from the substation while the background noise for S9 is 53dB(A) due to the noise from road traffic. Therefore, the fixed noise due to Tai Lam Chung C&E School Substation is not expected.
S9 – Firing Range at Hong Kong Customs College	Noise survey is rejected by Hong Kong Customs College. The reply from Hong Kong Customs College is shown in **Appendix 3.1**. Based on the desktop review and site survey, the firing range is enclosed and no noticeable noise is observed.
S10 – Tai Lam Chung Vehicle Examination Centre	Based on the desktop review and site survey, it is confirmed that no noticeable fixed noise is observed.

3.3.2 As discussed in **Table 3.2**, it is anticipated that fixed noise impact is minimal and hence the future residents would not be subject to adverse fixed noise impact.

3.3.3 The fixed noise sources within the Application Site (e.g. sewerage treatment plant, ventilation system, the exhaust and the control of emission of oily fume and cooling odour of the commercial use of the Proposed Development) may have potential fixed noise impact on the NSRs of the Proposed Development or the surrounding NSRs. The design of these future noise sources should follow the requirements of Section 4.2.14 of the HKPSG Chapter 9, such that the NCO should be met so that the surrounding NSRs would not be subject to adverse noise impact. Mitigation measures (such as enclosure and acoustic louvre) may be required to be considered during the detailed design.

Road" is recommended in the HKPSG. According to the Transport Planning & Design Manual published by TD, "Feeder Road" defines the road connecting villages or more remote settlements to Rural Roads. **Appendix 2.1** also shows the traffic flow of these village roads (i.e. Road L2, L4, L6, L7 and L8) which only contain 10 to 38 vehicles in peak hour. In views of the road classification and extremely low traffic flow of these village roads and buffer distance of >5m recommended, it is anticipated that the future residents and occupants of Development Site will not be subject to unacceptable impact from the vehicular emission.

4.4.4 There is a Proposed Access Road (Road Links 14 and 17) within the Development Site which classified as "Feeder Road" as shown in **Appendix 4.1**. As advised by the Project Architect, some portions of the Proposed Access Road (Road Links 13 and 15) are EVA and hence no buffer distance shall be applied. As the Proposed Assess Road is connecting to the village roads with low traffic flow, it is classified as "Local Distributor", as agreed by TD, and a buffer distance of >5m is recommended for the non-EVA portions of the Proposed Access Road (Road Links 14 and 17). If the location of the access roads and EVA is changed in the future design, air quality impact assessment result may not be valid and further review of the air quality impact may be necessary. For Luen Hong Lane and Tai Lam Chung Road which are classified as "Feeder Road" as advised by TD with traffic flow of 322 to 730 vehicles in peak hour under the Transport Planning and Design Manual (TPDM) prepared by Transport Department. To be conservative, they are deduced as "Local Distributor" which are under Urban Road Types in the TPDM and buffer distance of >5m is recommended. For Castle Peak Road, buffer distance of >10m is adopted for a conservative approach.

4.4.5 In accordance with Table 3.1 as stipulated in the HKPSG, the minimum buffer distance required between roads and open spaces are followed. **Figure 4.2** shows the buffer distance from the nearest kerb side of concerned roads to the Development Site. As shown in **Figure 4.2**, a small northwestern portion of T1 and some southeast portion of T4 of the Development Site would fall within the above-mentioned 5m buffer zone. There will be no air sensitive uses including openable window, fresh air intake of mechanical ventilation nor open space for outdoor recreational activities, such as outdoor swimming pool, outdoor fitness zone, landscape garden, outdoor family deck, outdoor terrace, and children play area within the buffer zones. Therefore, the air sensitive use of the Development Site satisfies the minimum buffer distance requirement and no adverse vehicular emissions impact is anticipated, subject to no air sensitive uses shall be located within the buffer zones and no openable window shall be located along the building façade marked Fixed Glazing/ Blank Wall in **Figure 4.2b** and **Figure 4.2c**. Since no air sensitive uses shall be located within the buffer zones, the future residents and occupants of Development Site will not be subjected to insurmountable vehicular emission impact.

4.4.6 As shown in **Figure 1.2**, Route 11 is within the 500m assessment area from the Development Site Boundary. With reference to the Figures 3.6b, 3.7b, 3.8b, 3.9b, 3.10b and 3.11b from the EIA report of Route 11 (Section between Yuen Long and North Lantau) – Investigation (AEIAR-255/2023), there are no adverse air quality impact expected around our Development Site. Hence, the air quality impact from the Route 11 is not expected.

4.5 Review on Impact from Proposed Carpark

4.5.1 Basement carpark has been proposed for the Development Site. As advised by Project Traffic Consultant, it is predicted that there will not be more than 529 parking spaces. 10 loading and unloading parking spaces, 28 motorcycle parking spaces and 491 private car parking spaces will be provided. The air quality inside the basement carpark

shall satisfy the air pollutant standards as recommended by the ProPECC PN 2/96 Control of Air Pollution in Car Parks. Therefore, the mechanical ventilation system and layout the basement carpark shall be properly designed. Furthermore, the exhaust outlet of the mechanical ventilation system of the basement carpark shall also be designed by facing away from the air sensitive uses to ensure not to cause air quality impact to the occupants/ residents of the air sensitive uses including the surrounding developments and the Development Site. As the Project is still under initial design stage, the location of the exhaust outlet of the mechanical ventilation system is not available yet. Impact from proposed carpark shall be reviewed again during the later stage to ensure no adverse air quality impact to the nearby air sensitive uses.

4.6 Review on Potential Odour Impact from Proposed On-site Sewage Treatment Plants

4.6.1 Sewage generated by the Development Site is proposed to be handled by two on-site sewage treatment plants (STPs) with design capacity of 881 m^3/day and 1,408 m^3/day. The design of STPs will refer to EPD's "Guidelines for the Design of Small Sewage Treatment Plants". The proposed STPs are a fully enclosed facility located underneath Tower 1 and Tower 5. The location of the proposed STPs is shown in **Appendix 4.2**. At this planning application stage, no information is available for the location of exhaust of the proposed STPs and it will be further reviewed during the detailed design stage. Nevertheless, the exhaust of the proposed STPs would be designed by facing away from the air sensitive uses to ensure not causing odour impact to the occupants/ residents of the air sensitive uses including the surrounding developments and the Development Site. The potential locations of the exhausts of the proposed STPs and its distance to the ASRs are shown in **Figure 4.3**.

4.6.2 In order to minimize the potential odour nuisance, the mechanical ventilation system of the STPs will be connected to an odour removal system. The mechanical ventilation system would extract the potentially odorous air within the STPs to the odour removal system during the operation of the STPs. The odour removal system shall achieve removal efficiency of 99.5% (see **Appendix 4.3** for reference). With the adoption of odour removal system, it is anticipated that the surroundings ASRs will not be subject to unacceptable odour impact from the operation of the proposed STPs.

4.6.3 As discussed above, there is no detailed information of the proposed STPs in this preliminary design stage. However, an odour impact assessment will be submitted during detailed design stage once the design of the two STPs is available to identify the removal efficiency required for the two STPs. The odour assessment criterion of 5 OU based on an averaging time of 5 seconds shall be met or no adverse odour impact shall be ascertained for all nearby ASRs including the air-sensitive uses of the Development Site such as residential towers located on top of the proposed STPs.

4.6.4 Apart from the adoption of odour removal system, regular maintenance would be carried out to ensure the odour removal efficiency is maintained at/above the design requirement.

4.6.5 The following regular maintenance procedures are also proposed:

- Sludge should be removed regularly to prevent accumulation of odourous gas;
- Regular inspection with measurement of odour concentration at the exhaust shall be conducted to check for leakage of odourous gas and the efficiency of the odour removal system. In case of odour leakage or malfunctioning of the odour removal system and if there is any odour complaint against the STPs, the Applicant shall carry out investigation and take appropriate remediation actions to avoid causing any odour nuisance to the nearby ASRs;

- Maintain the efficient removal of screenings and grits by flushing the screens and grit sump regularly to prevent blockage;
- Screenings, grits and worn filters should be stored in sealed containers inside the STPs and during removal for disposal;
- Replace worn activated carbon filter/bio trickling filter to maintain the odour removal efficiency at 99.5%;
- Clean all the tanks with water regularly;
- Store and handle the screening waste inside a fully enclosed structure to avoid odour nuisance;
- No odorous materials shall be stockpiled overnight at the site;
- Maintain negative pressure inside the facility to prevent foul air from flowing out;
- Inhibit the generation of odour compound in liquid phase or removal of the odour compound formed in liquid phase by elevating the pH or providing oxygen source;
- Maximize the sewage flow velocity in sewers;
- Develop a good housekeeping program for the sewage collection systems to prevent the development of anaerobic conditions.

4.6.6 Sludge tankers will be used to transport the sludge. The tanker will park at the basement carpark near the STPS and sludge will be pumped by coupling. The odourous gas will be confined within the STP which will be kept under negative pressure. The gas will be drawn to a deodouring system for treatment before release into the atmosphere. As the transfer process will be carried out in enclosed environment and in low frequency (one time per day), no odour impact is expected on the ASRs during handling of the sludge.

4.6.7 With adequate odour removal system and regular maintenance, the odour impact due to the operation of the STPs is minimised. However, to be conservative, odour impact assessment will be conducted during the detailed design stage.

4.7 Review on Potential Odour Impact from Relocated Public Refuse Collection Point and Public Toilet

4.7.1 Refuse collection point (RCP) and public toilet will be relocated. According to the Planning Department's Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 9 Section 3.3.8, RCP should preferably be located in relatively open areas. In case where RCP are located within or beneath buildings, adequate mechanical ventilation and necessary pollution control measures will be required to avoid accumulation of aerial emissions.

4.7.2 The design of RCP will refer to HKPSG Chapter 9 Environment – Section 6 Waste Management and the requirement on mechanical ventilation and air purifying facilities will refer to APP-35 of "Practise Note for Authorised Persons and Registered Structural Engineers (PNAP 98)" issued by the Building Department. For public toilet, the design of public toilet will refer to the FEHD's Standard Features for Public Toilets.

4.7.3 With reference to the HKPSG Chapter 9 Table 1.1 – Air, for potentially polluting GIC uses such as markets and refuse collections points etc., provide adequate buffering against sensitive uses and ensure that the site layout does not restrict local air circulation.

5.7 Sewage Effluent from Proposed Development

5.7.1 As there is no existing public sewerage system in the vicinity of the proposed development, it is proposed to construct two private sewage treatment plants at the East Wing and South Wing of the development site, respectively to treat sewage generated from each portion of the development site. The detail of the sewage treatment plants are discussed in the Appendix G Sewerage Impact Assessment of the Section 16 Planning Application for Section 16 Planning Application for Proposed Amendments to An Approved Comprehensive Residential Development Scheme and Minor Relaxation of GFA and Building Height Restrictions at Various Lots in D.D. 385 and adjoining Government Land, Tai Lam Chung, Tuen Mun.

5.7.2 The design capacity of the 2 STPs are 881 m^3/day and 1,408 m^3/day to cater for the daily average sewage flow from East Wing of Development and South Wing of Development will be constructed. Membrane bioreactor (MBR), which achieve tertiary wastewater treatment level, will be adopted for the Proposed Development to meet North Western Water Control Zone effluent discharge standards. The treated effluent will be discharged to Tai Lam Chung Nullah through the proposed box culvert.

5.7.3 The proposed equalization tank for the STPs would have more than 2 hours of emergency storage in accordance with Guidelines for the Design of Small Sewage Treatment Plants. Other possible emergency measures such as dual power supply or generator set shall be confirmed in future detailed design stage.

5.7.4 Sewers provisions shall be made for future connections to public foul sewers when such is available in the vicinity.

5.7.5 It is expected that the operation of the proposed development would not cause operational phase water quality impact.

5.8 Implementation of Best Management Practices (BMPs)

5.8.1 Surface runoff can be controlled by good drainage design and implementation of BMPs. The Proposed Development shall adopt the following BMPs.

Runoff Control

5.8.2 Site drainage system of the development shall be reviewed regularly in such way that surface runoff shall be directed towards the internal access road. If necessary, additional paved U-channels with screening facilities shall also be provided along the edge of Proposed Development to avoid uncontrolled spillage of runoff.

Prevention of Pollution at Source

5.8.3 Regular cleaning and sweeping of road surface/ open areas is suggested so as to minimize exposure of pollutants to stormwater. The road surface/ open area cleaning should also be carried out prior to occurrence of rainstorm.

5.8.4 With the above measures, the amount of pollutants at source has been largely reduced/ avoided as far as possible so that the impact on WSR would not be adverse.

Devices for Removal of Pollutants

5.8.5 In addition to the above, screening facilities such as standard gully grating and trash grille, with spacing which is capable of screening off large substances such as fallen leaves and rubbish should be provided at the inlet of drainage system as well as at upstream location of the u-channels. It is expected that most of the large substances in stormwater runoff would be removed with such devices so as to prevent it from entering the drainage system. Road gullies with standard design should be

7. HAZARD REVIEW OF POTENTIALLY HAZARDOUS INSTALLATIONS IN THE VICINITY

7.1.1 A review has been conducted to identify any Potentially Hazardous Installations (PHIs) in the vicinity and whether their Consultation Zones (CZs) would overlap with the Proposed Development.

7.1.2 Tai Lam Chung No.2 Chlorination Station (TLCCS) is located to the northwest of Tai Lam Correctional Institution (see **Figure 7.1**). However, as stated in the approved Route 11 (Section between Yuen Long and North Lantau) EIA report (EIA-297/2023), the liquid chlorine store will no longer be required after Q2 of 2024 based on the latest information provided by WSD. Therefore, it is anticipated that TLCCS will be de-listed from PHI registry with no more chlorine storage and a quantitative risk assessment would not be required.

8. LAND CONTAMINATION

8.1 Introduction

8.1.1 This section covers the land contamination desktop study (including review of historical land uses, existing land uses, information collected from relevant government departments) and site walkover for the Development Site.

8.2 Legislation, Standards and Guidelines

8.2.1 The following guidelines published by EPD have been followed:

- Guidance Manual for Use of Risk-Based Remediation Goals (RBRGs) for Contaminated Land Management (Guidance Manual), EPD, Revised in April 2023;
- Guidance Note for Contaminated Land Assessment and Remediation (Guidance Note), EPD, Revised in April 2023; and
- Practice Guide for Investigation and Remediation of Contaminated Land (Practice Guide), EPD, Revised in April 2023.

8.3 Review of Historical Aerial Photos

8.3.1 Historical aerial photos were reviewed to identify previous land uses at the Development site and any previous contamination activities. Extracted aerial photos from 1979 to 2024 are presented in **Appendix 8.1**. The historical land use identified from the review of the historical aerial photos are summarized in **Table 8.1**.

Table 8.1 Aerial Photo Record

Year	Photo No.	Flying Height (ft.)	Development Site Description [1]	Off-site Land Use [2]
1979	26328	4000	The Development Site was mainly a vacant land. In the north and east of the Development Site, farm land was observed.	North, East, South: Trees were observed. West: Hong Kong Customs College were observed.
1985	67639	4000	The Development Site was mainly a vacant land with some storing containers observed. In the north and east of the Development Site, temporary structures were observed.	North, East: Storing containers were observed. West, South: No significant change in land use was observed.
1990	A24961	4000	Storing containers were observed throughout the Development Site	No significant change in land use was observed.
1995	CN11010	3500	No significant change in land use was observed.	No significant change in land use was observed.

Year	Photo No.	Flying Height (ft.)	Development Site Description [1]	Off-site Land Use [2]
2000	CN28045	6000	Most of the site became vacant land with only one storing container observed at the north of the Development Site.	No significant change in land use was observed.
2005	CW68034	4000	Storing containers were observed in the middle and the north of the Development Site.	No significant change in land use was observed.
2010	CS29346	6000	Storing containers and car parking were observed mainly in the north of the Development Site.	No significant change in land use was observed.
2015	CS57714	6000	Storing containers were observed throughout the Development Site. Roofed structures were observed on the northeast side of the Development Site. Further site condition is extracted from the google photo of 2011 and 2019, the site is occupied by transportation and logistics companies. Therefore, it can be deduced that the roofed structures are used for temporary storage.	No significant change in land use was observed.
2020	E097254C	6900	No significant change in land use was observed.	No significant change in land use was observed.

Year	Photo No.	Flying Height (ft.)	Development Site Description [1]	Off-site Land Use [2]
2024	E229595C	6900	Most of the Development Site became vacant with some storing containers and car parking were observed.	No significant change in land use was observed.

Remark

[1] Development Site Description excludes areas that fall within the Application Site Boundary but lie outside the Development Site Boundary.

[2] Descriptions for "Off-site Land Use" cover areas that lie outside the Development Site Boundary (including the areas that fall within the Application Site Boundary but outside the Development Site Boundary).

8.3.2 Storing containers observed from the aerial photo were considered as potential land contamination activities. To confirm whether land contamination issues were involved, site inspections and information from government departments were further discussed in **Sections 8.4** and **8.5** respectively.

8.4 Site Inspections

8.4.1 Site inspections were carried out on 17 July 2025 to identify current land uses within the Development Site and to verify the findings of the desktop appraisal.

8.4.2 The photo records and site walkover checklist are presented in **Appendix 8.2** and **Appendix 8.3** respectively.

8.5 Information from Government Departments

8.5.1 Different Departments of the HKSAR Government have been enquired about the following information.

- Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc;
- Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighbouring areas; and
- Any land contamination assessment that has conducted at the site or neighbouring areas.

8.5.2 The reply correspondences are shown in **Appendix 8.4** and summarized in **Table 8.3**.

Table 8.2 Departmental Replies Summary

Department	Departmental Ref	Date	Summary
Environmental Protection Department	N.A. (reply through email)	28 July 2025	No record of reported accidents of spillage/ leakage of chemicals

Fire Services Department	(2) in FSD GR 6-5/4 R Pt. 60	4 August 2025	No Dangerous Goods Licence was issued. A late call fire incident and remove Beehive on a tree are recorded.

8.5.3 Storing containers observed from the aerial photo were considered as potential land contamination activities. However, as there is no record of chemical spillage/ leakage and no dangerous goods licence was issued. It can be deduced that no chemicals are stored in the storing containers and hence land contamination potential is not anticipated for the storage containers.

8.5.4 In view of the small scale of the late call fire incident since the fire has already been extinguished when the call is made and as discussed in **Section 8.5.3**, there is no chemical are stored within Development Site, the fire does not involve any chemicals and it is unlikely to pose any potential land contamination. For the beehive removal, it is not related to the land contamination issue. Therefore, it is considered that no potential land contamination issues are anticipated from the incident records.

8.6 Conclusion

8.6.1 A site appraisal, in the form of desktop review and site walkover, had been carried out in July 2025 to identify the past and current potentially contaminating land uses within the Development Site. Although temporary storage is observed in some area, the ground is paved with concrete in good condition. Therefore, it can be concluded that no land contamination issues are anticipated within the Development Site.

Waste

9.1.11 The potential impacts of wastes arising from the construction and operation of the Proposed Development have been assessed. The construction activities will generate a variety of wastes including C&D materials from site clearance, excavated materials, construction wastes, chemical and general refuse.

9.1.12 Recommended Pollution Control Clauses for Construction Contracts published by Environmental Protection Department would be implemented during the construction phase of the proposed development.

With the recommended waste management practices put in place, no unacceptable impacts associated with waste management during the construction and operation phase are envisaged.

Hazard Review of Potentially Hazardous Installations in the vicinity

9.1.13 Tai Lam Chung No.2 Chlorination Station (TLCCS) is identified as a potentially hazardous installation in the vicinity of the Development Site. Based on the latest information provided by WSD, the liquid chlorine store will no longer be required after Q2 of 2024. Therefore, it is anticipated that TLCCS will be de-listed from PHI registry with no more chlorine storage and a quantitative risk assessment would not be required.

9.1.14 The environmental assessment study confirms the Proposed Development would be acceptable in environmental terms.

Land Contamination Review

9.1.15 A site appraisal, in the form of desktop review and site walkover, had been carried out in July 2025 to identify the past and current potentially contaminating land uses within the Development Site. Although temporary storage is observed in some area, the ground is paved with concrete in good condition. Therefore, it can be concluded that no land contamination issues are anticipated within the Development Site.

Figure 3.1 – Photo Records of Potential Fixed Noise Sources taken on 10 January 2025

S10	Tai Lam Chung Vehicle Examination Centre 

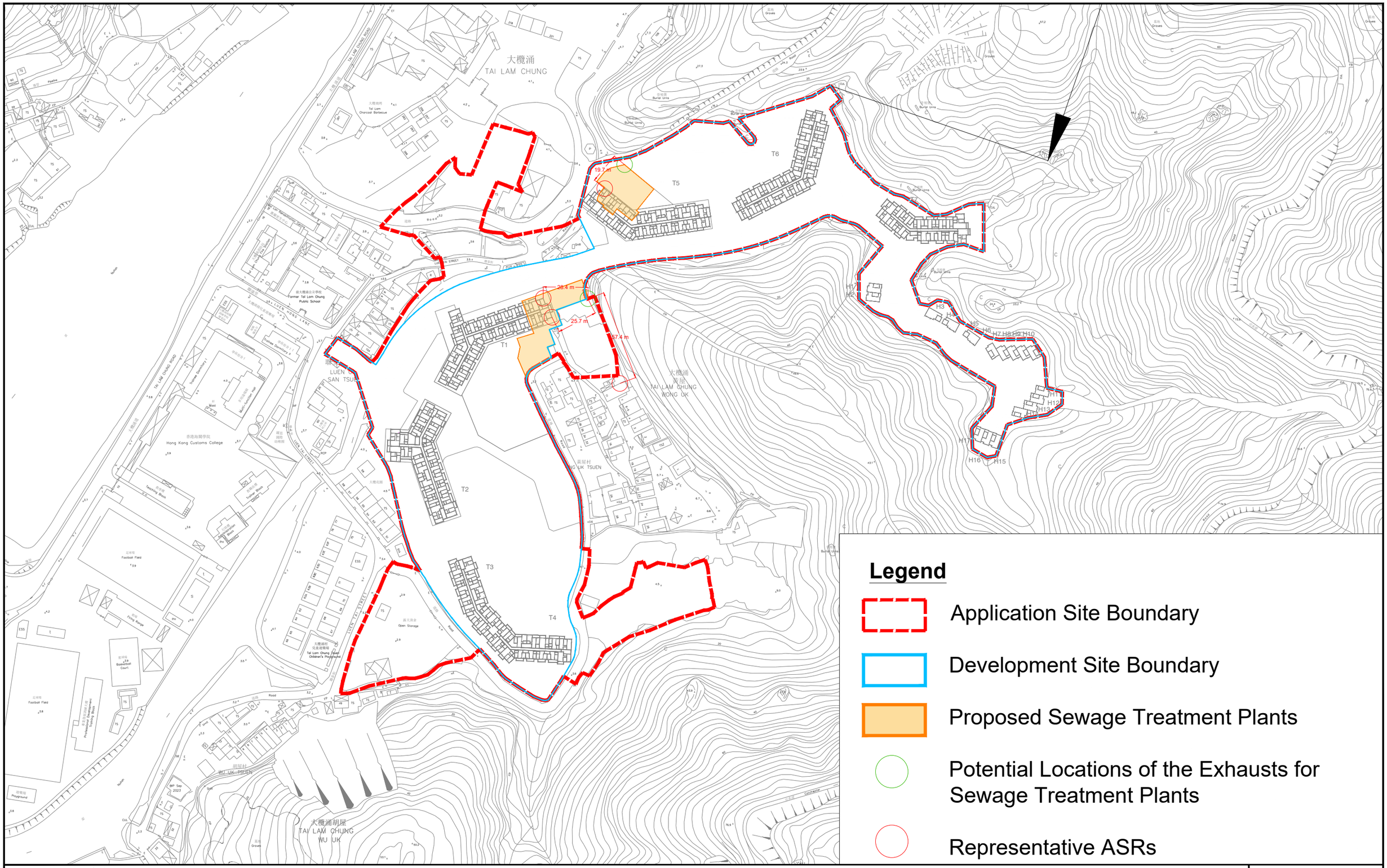

Figure:	4.3a	
Title:	Separation Distance between Exhaust of Proposed Sewage Treatment Plants and Surrounding ASRs (Overall)	Drawn by: SC Checked by: TC
Project:	Section 16 Planning Application for Proposed Amendments to a Comprehensive Residential Development Scheme (Previously Approved under Application No. A/TM-SKW/32-1) and Minor Relaxation of GFA and Building Height Restrictions at Various Lots in D.D. 385 and adjoining Government Land, Tai Lam Chung, Tuen Mun	Rev.: 1.0 Date: Sep 2024

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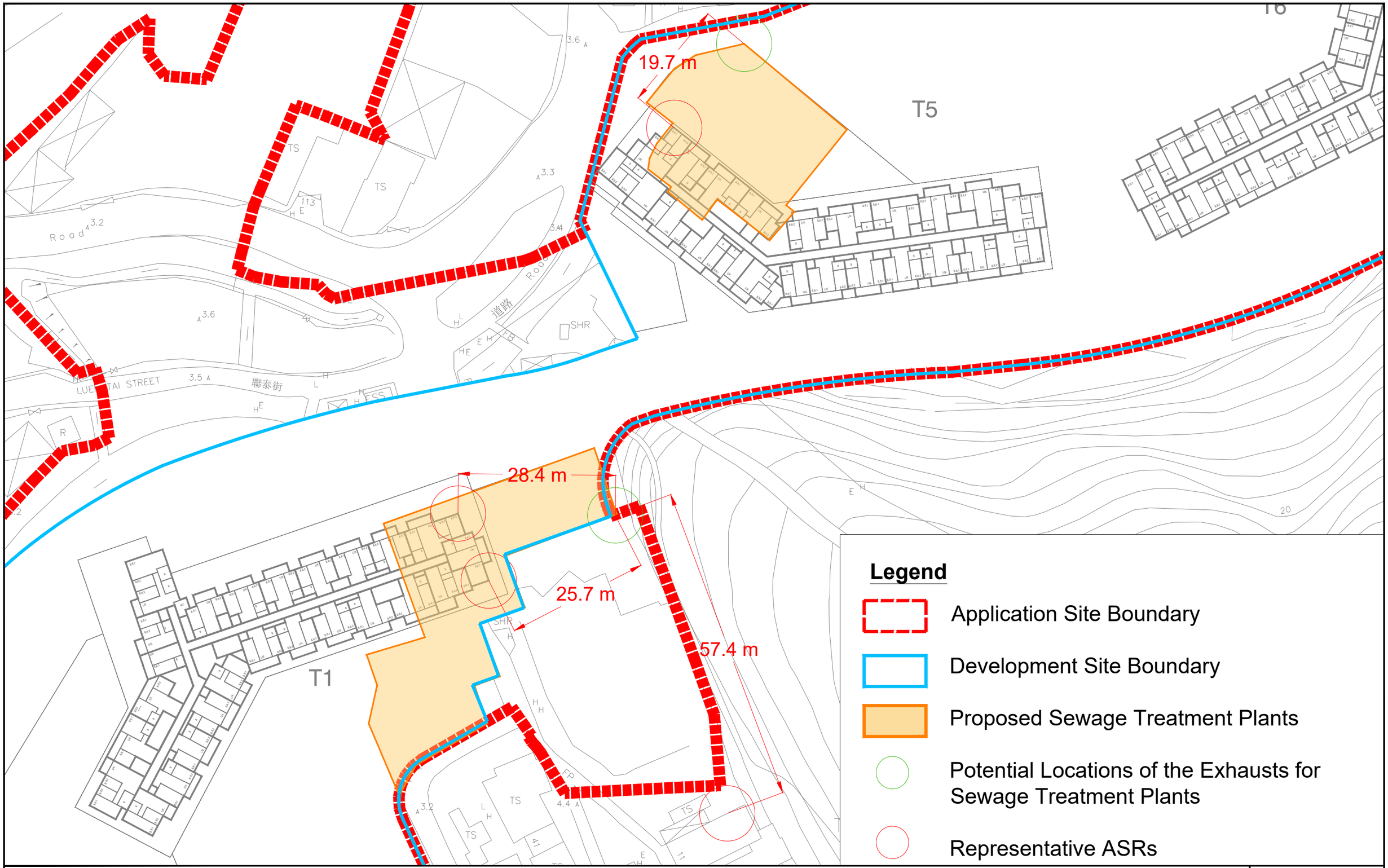


Figure:	4.3b	
Title:	Separation Distance between Exhaust of Proposed Sewage Treatment Plants and Surrounding ASRs (Overall)	Drawn by: SC Checked by: TC
Project:	Section 16 Planning Application for Proposed Amendments to a Comprehensive Residential Development Scheme (Previously Approved under Application No. A/TM-SKW/32-1) and Minor Relaxation of GFA and Building Height Restrictions at Various Lots in D.D. 385 and adjoining Government Land, Tai Lam Chung, Tuen Mun	Rev.: 1.0 Date: Sep 2024

Q:\Projects\SHKTMTLCEI01\05 Assessments\02 Noise\02 Traffic\TNIA_250711_recover.dwg

Predicted Road Traffic Noise (L10, dB(A)) at Representative Noise Assessment Points (NAPs) (AM Peak)

Base Case - T1

Floor	mPD	T1_01	T1_02	T1_03	T1_04	T1_05	T1_06	T1_07	T1_08	T1_09	T1_10	T1_11	T1_12	T1_13	T1_14	T1_15	T1_16	T1_17	T1_18	T1_19	T1_20	T1_21	T1_22	T1_23	T1_24	T1_25	T1_26	T1_27	T1_28	T1_29	T1_30	T1_31	T1_32	T1_33	T1_34	T1_35
1	20.3	63	63	63	63	63	63	64	64	61	59	60	60	60	60	61	60	60	61	61	50	52	53	53	53	53	53	53	53	54	54	54	54	54	54	54
2	23.5	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	64	55	56	57	57	58	58	58	58	58	58	58	58	58	58	59	59
3	26.7	65	65	65	65	65	65	66	66	65	64	65	65	65	65	65	65	65	65	65	57	58	59	59	59	59	60	60	60	60	60	60	60	60	60	60
4	29.9	65	66	65	66	66	66	66	66	65	65	65	65	65	65	65	65	65	65	65	59	60	61	61	61	61	61	62	62	62	62	62	62	62	62	62
5	33.0	65	66	65	66	66	66	66	66	65	65	65	65	65	65	65	65	65	65	65	61	62	63	63	63	63	63	63	63	63	63	63	63	63	63	63
6	36.2	65	65	65	65	65	65	66	66	65	65	65	65	65	65	65	65	65	65	66	62	62	63	63	63	64	64	64	64	64	64	64	64	64	64	64
7	39.4	65	65	65	65	65	65	66	66	65	65	65	65	65	65	65	65	65	65	66	62	63	63	63	64	64	64	64	64	64	64	64	64	64	64	64
8	42.6	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	62	63	63	63	63	64	64	64	64	64	64	64	64	64	64	64
9	45.8	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	62	62	63	63	63	63	64	64	64	64	64	64	64	64	64	64
10	49.0	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	61	62	63	63	63	63	63	63	64	64	64	64	64	64	64	64
11	52.2	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	66	61	62	62	63	63	63	63	63	63	63	63	64	64	64	64	64
12	55.3	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	61	62	62	62	63	63	63	63	63	63	63	63	63	63	63	63
13	58.5	65	65	65	65	65	65	65	65	64	64	65	65	65	65	65	65	65	65	65	61	62	62	62	63	63	63	63	63	63	63	63	63	63	63	63
14	61.7	64	65	65	65	65	65	65	65	64	64	64	65	65	65	65	65	65	65	65	61	61	62	62	62	63	63	63	63	63	63	63	63	63	63	63
15	64.9	64	64	64	64	65	65	65	65	64	64	64	64	65	65	65	64	65	65	65	61	61	62	62	62	62	62	63	63	63	63	63	63	63	63	63
16	68.1	64	64	64	64	64	64	65	65	64	64	64	64	64	65	65	64	65	65	65	60	61	62	62	62	62	62	62	63	63	63	63	63	63	63	63
17	71.3	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	64	65	65	65	60	61	61	62	62	62	62	62	62	62	62	63	63	63	63	63
18	74.4	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	64	65	65	65	60	61	61	61	62	62	62	62	62	62	62	63	63	63	63	63
19	77.6	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	60	61	61	61	62	62	62	62	62	62	62	62	62	63	63	63
20	80.8	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	65	65	60	60	61	61	62	62	62	62	62	62	62	62	62	62	62	62
Max Noise Level		**65**	**66**	**65**	**66**	**66**	**66**	**66**	**66**	**65**	**65**	**65**	**65**	**65**	**65**	**65**	**65**	**65**	**65**	**66**	**62**	**63**	**63**	**63**	**64**	**64**	**64**	**64**	**64**	**64**	**64**	**64**	**64**	**64**	**64**	**64**
Exceedance		**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**

Floor	mPD	T1_36	T1_37	T1_38	T1_39	T1_40	T1_41	T1_42	T1_43	T1_44	T1_45	T1_46	T1_47	T1_48	T1_49	T1_50	T1_51	T1_52	T1_53	T1_54	T1_55	T1_56	T1_57	T1_58	T1_59	T1_60	T1_61	T1_62	T1_63	T1_64	T1_65	T1_66	T1_67	T1_68	T1_69	T1_70	T1_71	T1_72	T1_73	T1_74	T1_75	T1_76	T1_77
1	20.3	54	54	54	54	54	54	49	47	46	40	39	38	38	38	38	38	38	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	42
2	23.5	59	59	59	59	59	59	54	52	51	42	42	41	41	41	40	40	40	39	38	38	38	38	38	38	37	37	37	37	37	37	37	37	37	37	37	38	38	38	38	39	39	39	45
3	26.7	60	60	60	60	60	60	55	54	53	44	44	43	43	42	42	41	41	39	39	39	39	39	39	38	38	38	38	38	38	38	38	39	39	39	39	39	39	39	39	39	39	39	47
4	29.9	62	62	62	62	62	61	56	55	54	45	45	44	44	43	43	42	42	40	39	39	39	40	40	39	39	39	38	38	38	39	39	39	39	39	39	39	39	39	39	39	39	39	47
5	33.0	63	63	63	63	63	63	57	55	54	45	45	45	44	44	43	43	42	40	40	39	40	40	41	40	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	40	48
6	36.2	64	64	64	64	63	63	57	56	54	46	45	45	45	44	43	43	43	41	40	39	40	41	41	40	40	39	39	39	39	39	39	39	39	39	39	39	39	39	39	40	40	40	48
7	39.4	64	64	64	64	64	63	57	56	55	46	45	45	45	44	44	43	43	41	40	39	40	41	42	41	41	40	39	39	39	39	39	39	39	39	39	39	39	39	40	40	40	40	48
8	42.6	64	64	64	64	64	63	58	56	55	46	46	45	45	45	44	43	43	41	40	40	40	41	42	42	41	40	40	40	40	40	39	39	40	40	40	40	40	40	40	40	40	40	49
9	45.8	64	64	64	64	64	63	58	56	55	47	46	46	46	45	44	43	43	41	40	40	41	41	42	42	42	41	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	49
10	49.0	64	64	64	64	63	63	58	56	55	47	47	46	46	45	44	44	43	41	41	40	41	41	42	42	42	41	41	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	49
11	52.2	64	64	64	63	63	63	58	56	55	47	47	46	46	45	44	44	43	42	41	40	41	41	42	42	42	41	41	41	41	40	40	40	40	40	40	40	40	40	40	40	40	40	49
12	55.3	63	63	63	63	63	63	58	56	55	47	47	46	46	45	44	44	43	42	41	40	41	41	42	42	42	42	41	41	41	41	41	40	40	40	40	40	40	40	40	40	40	40	49
13	58.5	63	63	63	63	63	63	58	56	55	47	47	46	46	45	44	44	43	42	41	40	41	41	42	43	42	42	41	41	41	41	41	41	41	41	40	40	40	41	41	40	40	40	50
14	61.7	63	63	63	63	63	63	58	56	55	47	47	46	46	45	44	44	43	42	41	40	41	41	42	43	42	42	42	41	41	41	41	41	41	41	41	40	41	41	41	41	41	41	50
15	64.9	63	63	63	63	63	63	58	56	55	47	46	46	46	45	44	44	43	42	41	40	41	41	42	43	43	42	42	42	42	41	41	41	41	41	41	41	41	41	41	41	41	41	50
16	68.1	63	63	63	63	63	62	58	56	55	47	46	46	46	45	44	44	43	42	41	40	41	41	42	43	43	42	42	42	42	42	41	41	41	41	41	41	41	41	41	41	41	41	50
17	71.3	63	63	63	63	62	62	58	56	55	46	46	46	46	45	45	44	43	42	41	40	41	41	42	43	43	42	42	42	42	42	42	41	41	41	41	41	41	41	41	41	41	41	50
18	74.4	63	63	63	62	62	62	58	56	55	46	46	46	46	45	45	44	43	42	41	41	41	42	42	43	43	43	42	42	42	42	42	42	42	42	42	41	42	42	42	41	41	41	50
19	77.6	63	63	62	62	62	62	58	56	55	46	46	46	46	45	45	44	44	43	42	42	42	42	43	43	43	43	43	43	43	43	43	43	43	43	42	42	42	42	42	42	42	42	51
20	80.8	62	62	62	62	62	62	58	56	55	47	47	46	46	46	45	45	44	44	43	43	43	43	44	44	44	45	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	51
Max Noise Level		**64**	**64**	**64**	**64**	**64**	**63**	**58**	**56**	**55**	**47**	**47**	**46**	**46**	**46**	**45**	**45**	**44**	**44**	**43**	**43**	**43**	**43**	**44**	**44**	**44**	**45**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**51**
Exceedance		**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**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Predicted Road Traffic Noise (L10, dB(A)) at Representative Noise Assessment Points (NAPs) (AM Peak)

Base Case - T2

Floor	mPD	T2_01	T2_02	T2_03	T2_04	T2_05	T2_06	T2_07	T2_08	T2_09	T2_10	T2_11	T2_12	T2_13	T2_14	T2_15	T2_16	T2_17	T2_18	T2_19	T2_20	T2_21	T2_22	T2_23	T2_24	T2_25	T2_26	T2_27	T2_28	T2_29	T2_30	T2_31	T2_32	T2_33	T2_34	T2_35
1	**15.2**	57	56	56	56	56	55	55	55	55	55	55	55	55	55	55	55	54	49	49	44	56	60	60	61	62	62	63	65	60	62	63	63	63	63	62
2	**18.4**	58	58	58	57	57	57	56	56	56	56	56	56	57	57	57	56	55	50	49	45	58	62	63	63	64	64	65	65	61	64	64	64	64	64	64
3	**21.6**	58	58	58	58	58	58	57	57	57	57	57	57	58	58	58	57	56	51	50	45	58	63	63	64	64	65	65	65	61	63	63	64	64	64	64
4	**24.8**	59	59	59	59	59	59	58	58	58	58	58	58	58	59	58	58	57	52	50	45	59	63	64	64	64	65	65	65	61	63	63	64	64	64	64
5	**28.0**	60	60	60	59	59	59	59	59	59	59	59	59	59	59	59	58	57	52	50	45	59	64	64	64	64	65	65	65	61	63	63	64	64	64	64
6	**31.2**	60	60	60	60	60	60	59	59	59	59	59	59	59	59	59	59	58	52	50	46	60	64	64	64	64	65	65	65	61	63	63	64	64	64	64
7	**34.4**	60	60	60	60	60	60	60	60	60	60	60	60	60	60	59	59	58	52	51	46	60	64	64	64	64	65	65	65	61	63	63	63	64	64	64
8	**37.6**	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	59	58	53	51	46	60	64	64	64	64	65	65	65	60	63	63	63	64	64	64
9	**40.8**	61	60	60	60	60	60	60	60	60	60	60	60	60	60	60	59	59	53	51	46	60	64	64	64	64	65	65	65	60	63	63	63	63	63	64
10	**44.0**	61	61	61	60	60	60	60	60	60	60	60	60	60	60	60	60	59	53	51	46	60	64	64	64	64	64	65	65	60	62	62	63	63	63	63
11	**47.2**	61	61	61	60	60	60	60	60	60	60	60	60	60	60	60	60	59	53	51	46	60	64	64	64	64	64	65	65	60	62	62	63	63	63	63
12	**50.4**	61	61	61	60	60	60	60	60	60	60	60	60	60	60	60	60	59	53	52	46	60	64	64	64	64	64	65	65	60	62	62	63	63	63	63
13	**53.6**	61	61	61	60	60	60	60	60	60	60	60	60	60	60	60	60	59	53	52	46	60	64	64	64	64	64	64	65	60	62	62	62	63	63	63
14	**56.8**	61	61	61	61	60	60	60	60	60	60	60	60	60	60	60	60	59	53	52	46	60	64	64	64	64	64	64	65	59	62	62	62	63	63	63
15	**60.1**	61	61	61	60	60	60	60	60	60	60	60	60	60	60	60	60	59	53	52	46	60	64	64	64	64	64	64	64	59	62	62	62	63	63	63
16	**63.3**	61	61	61	60	60	60	60	60	60	60	60	60	60	60	60	60	59	53	52	46	60	64	64	64	64	64	64	64	59	61	62	62	63	63	63
17	**66.5**	61	61	61	61	60	60	60	60	60	60	60	60	60	60	60	60	59	53	52	46	60	64	64	64	64	64	64	64	59	61	61	62	62	63	63
18	**69.7**	61	61	61	61	60	60	60	60	60	60	60	60	60	60	60	60	59	53	52	46	60	63	63	64	64	64	64	64	59	61	61	62	62	62	63
19	**72.9**	61	61	61	61	60	60	60	60	60	60	60	60	60	60	60	60	59	53	52	46	60	63	63	64	64	64	64	64	59	61	61	62	62	62	63
20	**76.1**	61	61	61	61	60	60	60	60	60	60	60	60	60	60	60	60	59	53	52	47	60	63	63	64	64	64	64	64	59	61	61	62	62	62	63
21	**79.3**	61	61	61	61	60	60	60	60	60	60	60	60	60	60	60	60	59	54	52	48	60	63	63	63	64	64	64	64	59	61	61	62	62	62	63
Max Noise Level		**61**	**61**	**61**	**61**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**59**	**54**	**52**	**48**	**60**	**64**	**64**	**64**	**64**	**65**	**65**	**65**	**61**	**64**	**64**	**64**	**64**	**64**	**64**
Exceedance		**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**

Floor	mPD	T2_36	T2_37	T2_38	T2_39	T2_40	T2_41	T2_42	T2_43	T2_44	T2_45	T2_46	T2_47	T2_48	T2_49	T2_50	T2_51	T2_52	T2_53	T2_54	T2_55	T2_56	T2_57	T2_58	T2_59	T2_60	T2_61	T2_62	T2_63	T2_64	T2_65	T2_66	T2_67	T2_68	T2_69
1	**15.2**	62	62	61	61	60	39	39	39	39	40	40	40	40	40	40	40	40	40	41	41	41	41	41	41	41	41	42	42	42	42	42	43	43	44
2	**18.4**	63	62	62	62	62	40	40	40	40	40	40	41	41	41	41	41	41	41	41	41	42	42	42	42	42	42	42	43	43	43	43	43	43	45
3	**21.6**	63	63	63	62	62	40	40	40	40	40	40	41	41	41	41	41	41	41	41	41	41	42	42	42	42	42	42	43	43	43	43	43	43	45
4	**24.8**	64	63	63	63	63	40	40	40	40	40	40	41	41	41	41	41	41	41	41	41	41	42	42	42	42	42	42	43	43	43	43	43	43	45
5	**28.0**	64	64	64	64	64	40	40	40	40	40	40	41	41	41	41	41	41	41	41	41	41	42	42	42	42	42	42	42	43	43	43	43	43	45
6	**31.2**	64	64	64	64	64	40	40	40	40	40	40	41	41	41	41	41	41	41	41	41	41	42	42	42	42	42	42	42	42	43	43	43	43	44
7	**34.4**	64	64	64	64	64	40	40	40	40	40	40	41	41	41	41	41	41	41	41	41	41	42	42	42	42	42	42	42	42	43	43	43	43	44
8	**37.6**	64	64	64	64	64	40	40	40	40	40	40	41	41	41	41	41	41	41	41	41	41	42	42	42	42	42	42	42	42	43	43	43	43	44
9	**40.8**	64	64	64	64	64	40	40	40	40	40	40	41	41	41	41	41	41	41	41	41	41	42	42	42	42	42	42	42	42	43	43	43	43	44
10	**44.0**	64	64	64	64	64	40	40	40	40	40	40	41	41	41	41	41	41	41	41	41	41	41	42	42	42	42	42	42	42	43	43	43	43	44
11	**47.2**	64	64	64	64	64	40	40	40	40	40	41	41	41	41	41	41	41	41	41	41	41	42	42	42	42	42	42	42	42	43	43	43	43	44
12	**50.4**	64	64	64	64	64	40	40	40	40	40	41	41	41	41	41	41	41	41	41	41	41	42	42	42	42	42	42	42	42	43	43	43	43	44
13	**53.6**	64	64	64	64	64	40	40	40	40	40	41	41	41	41	41	41	41	41	41	41	41	42	42	42	42	42	42	42	42	43	43	43	43	44
14	**56.8**	63	63	63	64	64	40	40	40	40	40	41	41	41	41	41	41	41	41	41	41	41	42	42	42	42	42	42	42	42	42	43	43	43	44
15	**60.1**	63	63	63	63	64	40	40	40	40	41	41	41	41	41	41	41	41	41	41	41	41	42	42	42	42	42	42	42	42	42	43	43	43	44
16	**63.3**	63	63	63	63	64	40	40	40	41	41	41	41	41	41	41	41	41	41	41	41	41	42	42	42	42	42	42	42	42	43	43	43	43	44
17	**66.5**	63	63	63	63	64	40	40	41	41	41	41	41	41	41	41	41	41	41	41	41	41	42	42	42	42	42	42	42	42	43	43	43	43	44
18	**69.7**	63	63	63	63	63	40	40	41	41	41	41	41	41	41	41	41	41	41	41	41	42	42	42	42	42	42	42	42	42	43	43	43	43	44
19	**72.9**	63	63	63	63	63	41	41	41	41	41	41	41	41	41	41	41	41	42	42	42	42	42	42	42	42	42	42	43	43	43	43	43	43	44
20	**76.1**	63	63	63	63	63	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	43	43	43	43	43	43	43	43	43	43	44	44	44
21	**79.3**	63	63	63	63	63	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	45	45	45	45	45	45	45	45	46
Max Noise Level		**64**	**64**	**64**	**64**	**64**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**44**	**45**	**45**	**45**	**45**	**45**	**45**	**45**	**45**	**46**
Exceedance		**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**

No. of Units with Exceedance:	0
Compliance Level:	100.0%
Max. Noise Level:	66

Noted:

Noise level exceed stardand of 70 dB(A)

Predicted Road Traffic Noise (L10, dB(A)) at Representative Noise Assessment Points (NAPs) (AM Peak)

Base Case - T3T4

Floor	mPD	T3T4_01	T3T4_02	T3T4_03	T3T4_04	T3T4_05	T3T4_06	T3T4_07	T3T4_08	T3T4_09	T3T4_10	T3T4_11	T3T4_12	T3T4_13	T3T4_14	T3T4_15	T3T4_16	T3T4_17	T3T4_18	T3T4_19	T3T4_20	T3T4_21	T3T4_22	T3T4_23	T3T4_24	T3T4_25	T3T4_26	T3T4_27	T3T4_28	T3T4_29	T3T4_30	T3T4_31	T3T4_32	T3T4_33	T3T4_34	T3T4_35	T3T4_36	T3T4_37	T3T4_38	T3T4_39	T3T4_40
1	8.7	52	55	55	54	54	54	54	54	54	54	54	54	54	54	53	58	58	58	58	58	58	58	58	58	58	58	58	59	59	59	59	59	59	59	58	58	58	59	58	58
2	11.9	52	55	55	54	54	54	54	54	54	54	54	54	54	53	53	58	58	58	58	58	58	58	58	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59
3	15.1	51	55	55	54	54	54	54	54	54	54	54	54	54	53	53	58	58	58	58	58	58	58	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59
4	18.3	51	55	54	54	54	54	54	54	54	54	54	53	53	53	53	58	58	58	58	58	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59
5	21.5	51	54	54	54	54	54	54	54	53	53	53	53	53	53	53	58	58	58	59	59	59	59	59	59	59	59	59	59	59	60	60	60	60	60	60	60	60	60	60	60
6	24.7	51	54	54	54	54	53	53	53	53	53	53	53	53	53	52	58	58	59	59	59	59	59	59	59	59	59	59	59	59	60	60	60	60	60	60	60	60	60	60	60
7	27.9	51	54	54	53	53	53	53	53	53	53	53	53	53	52	52	58	58	58	59	59	59	59	59	59	59	59	59	59	59	60	60	60	60	60	60	60	60	60	60	60
8	31.1	50	54	53	53	53	53	53	53	53	53	53	52	52	52	52	58	58	58	58	58	59	59	59	59	59	59	59	59	59	60	60	60	60	60	60	60	60	60	60	60
9	34.3	50	53	53	53	53	53	53	53	53	52	52	52	52	52	52	58	58	58	58	58	59	59	59	59	59	59	59	59	59	60	60	60	60	60	60	60	60	60	60	60
10	37.5	49	53	53	53	52	52	52	52	52	52	52	52	52	52	51	58	58	58	58	58	58	59	59	59	59	59	59	59	59	60	60	60	60	60	60	60	60	60	60	60
11	40.7	49	53	53	52	52	52	52	52	52	52	52	52	52	51	51	58	58	58	58	58	58	58	59	59	59	59	59	59	59	60	60	60	60	60	60	60	60	60	60	60
12	43.9	49	52	52	52	52	52	52	52	52	52	52	51	51	51	51	58	58	58	58	58	58	58	59	59	59	59	59	59	60	60	60	60	60	60	60	60	60	60	60	61
13	47.1	48	52	52	52	52	52	52	52	52	52	52	51	51	51	51	58	58	58	58	58	58	58	59	59	59	59	59	59	60	60	60	60	60	60	60	60	60	60	60	61
14	50.3	48	52	52	52	51	51	51	51	51	51	51	51	51	51	50	58	58	58	58	58	58	58	59	59	59	59	59	59	60	60	60	60	60	60	60	60	60	60	60	61
15	53.5	48	52	52	51	51	51	51	51	51	51	51	51	51	51	50	58	58	58	58	58	58	58	58	59	59	59	59	59	60	60	60	60	60	60	60	60	60	60	60	61
16	56.7	48	52	51	51	51	51	51	51	51	51	51	51	51	50	50	58	58	58	58	58	58	58	58	58	59	59	59	59	60	60	60	60	60	60	60	60	60	60	60	61
17	59.9	47	51	51	51	51	51	51	51	51	51	51	51	50	50	50	58	58	58	58	58	58	58	58	58	58	59	59	59	60	60	60	60	60	60	60	60	60	60	60	61
18	63.1	47	51	51	51	51	51	51	51	51	51	51	50	50	50	50	58	58	58	58	58	58	58	58	58	58	59	59	59	60	60	60	60	60	60	60	60	60	60	60	60
19	66.3	47	51	51	51	51	51	51	51	51	51	51	50	50	50	50	58	58	58	58	58	58	58	58	58	58	58	59	59	59	60	60	60	60	60	60	60	60	60	60	60
Max Noise Level		**52**	**55**	**55**	**54**	**54**	**54**	**54**	**54**	**54**	**54**	**54**	**54**	**54**	**54**	**53**	**58**	**58**	**59**	**59**	**59**	**59**	**59**	**59**	**59**	**59**	**59**	**59**	**59**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**61**
Exceedance		**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**	**0**	**0**	**0**	**0**

Floor	mPD	T3T4_41	T3T4_42	T3T4_43	T3T4_44	T3T4_45	T3T4_46	T3T4_47	T3T4_48	T3T4_49	T3T4_50	T3T4_51	T3T4_52	T3T4_53	T3T4_54	T3T4_55	T3T4_56	T3T4_57	T3T4_58	T3T4_59	T3T4_60	T3T4_61	T3T4_62	T3T4_63	T3T4_64	T3T4_65	T3T4_66	T3T4_67	T3T4_68	T3T4_69	T3T4_70	T3T4_71	T3T4_72	T3T4_73	T3T4_74	T3T4_75	T3T4_76	T3T4_77	T3T4_78	T3T4_79	T3T4_80	T3T4_81
1	8.7	58	58	58	58	58	46	46	46	47	47	47	47	47	47	47	47	47	47	47	48	48	48	48	48	49	49	49	48	48	50	50	51	51	51	51	52	52	52	53	53	54
2	11.9	59	59	59	58	58	46	46	46	46	47	47	47	47	47	47	47	47	47	47	48	48	48	48	48	48	49	48	48	48	50	50	50	51	51	51	52	52	52	52	53	54
3	15.1	59	59	59	59	59	46	46	46	46	47	47	47	47	47	47	47	47	47	47	48	48	48	48	48	48	48	48	48	48	50	50	50	51	51	51	51	52	52	52	53	54
4	18.3	59	59	59	59	59	46	46	46	46	46	47	47	47	47	47	47	47	47	47	47	48	48	48	48	48	48	48	48	48	50	50	50	50	51	51	51	51	52	52	53	54
5	21.5	60	60	60	60	60	46	46	46	46	46	46	47	47	47	47	47	47	47	47	47	48	48	48	48	48	48	48	48	47	49	50	50	50	51	51	51	51	52	52	53	53
6	24.7	60	60	60	60	60	46	46	46	46	46	46	47	47	47	47	47	47	47	47	47	47	48	48	48	48	48	48	47	47	49	50	50	50	50	51	51	51	51	52	52	53
7	27.9	60	60	60	60	60	46	46	46	46	46	46	46	47	47	47	47	47	47	47	47	47	48	48	48	48	48	48	47	47	49	49	49	50	50	50	51	51	51	51	52	53
8	31.1	60	60	60	60	60	46	46	46	46	46	46	46	46	47	47	47	47	47	47	47	47	47	48	48	48	48	48	47	47	49	49	49	50	50	50	50	50	51	51	52	53
9	34.3	60	60	60	60	60	46	46	46	46	46	46	46	46	47	47	47	47	47	47	47	47	47	47	48	48	48	48	47	47	49	49	49	49	50	50	50	50	50	51	51	52
10	37.5	60	60	61	61	61	46	46	46	46	46	46	46	46	47	47	47	47	47	47	47	47	47	47	48	48	48	47	47	47	48	49	49	49	49	49	50	50	50	50	51	52
11	40.7	61	61	61	61	61	46	46	46	46	46	46	46	46	46	47	46	46	46	47	47	47	47	47	47	47	47	47	47	46	48	49	49	49	49	49	49	50	50	50	51	52
12	43.9	61	61	61	61	61	46	46	46	46	46	46	46	46	46	46	46	46	46	46	47	47	47	47	47	47	47	47	47	46	48	48	48	49	49	49	49	49	49	50	50	51
13	47.1	61	61	61	61	61	46	46	46	46	46	46	46	46	46	46	46	46	46	46	47	47	47	47	47	47	47	47	47	46	48	48	48	48	49	49	49	49	49	50	50	51
14	50.3	61	61	61	61	61	46	45	46	46	46	46	46	46	46	46	46	46	46	46	46	47	47	47	47	47	47	47	46	46	48	48	48	48	49	49	49	49	49	49	50	51
15	53.5	61	61	61	61	61	46	45	45	46	46	46	46	46	46	46	46	46	46	46	46	46	47	47	47	47	47	47	46	46	48	48	48	48	48	48	49	49	49	49	50	51
16	56.7	61	61	61	61	61	46	45	45	45	46	46	46	46	46	46	46	46	46	46	46	46	46	47	47	47	47	47	46	46	48	48	48	48	48	48	48	48	49	49	49	50
17	59.9	61	61	61	61	61	46	45	45	45	45	46	46	46	46	46	46	46	46	46	46	46	46	47	47	47	47	47	46	46	47	48	48	48	48	48	48	48	48	49	49	50
18	63.1	61	61	61	61	61	46	45	45	46	46	46	46	46	46	46	46	46	46	46	46	46	46	47	47	47	47	47	46	46	47	48	48	48	48	48	48	48	48	49	49	50
19	66.3	61	61	61	61	61	47	46	46	46	46	46	46	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	46	48	48	48	48	48	48	48	48	48	49	49	50
Max Noise Level		**61**	**61**	**61**	**61**	**61**	**47**	**46**	**46**	**47**	**47**	**47**	**47**	**47**	**47**	**47**	**47**	**47**	**47**	**47**	**48**	**48**	**48**	**48**	**48**	**49**	**49**	**49**	**48**	**48**	**50**	**50**	**51**	**51**	**51**	**51**	**52**	**52**	**52**	**53**	**53**	**54**
Exceedance		**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**	**0**	**0**	**0**	**0**

No. of Units with Exceedance:	0
Compliance Level:	100.0%
Max. Noise Level:	61

Noted:

Noise level exceed stardand of 70 dB(A)

Predicted Road Traffic Noise (L10, dB(A)) at Representative Noise Assessment Points (NAPs) (AM Peak)

Base Case - T5

Floor	mPD	T5_01	T5_02	T5_03	T5_04	T5_05	T5_06	T5_07	T5_08	T5_09	T5_10	T5_11	T5_12	T5_13	T5_14	T5_15	T5_16	T5_17	T5_18	T5_19	T5_20	T5_21	T5_22	T5_23	T5_24	T5_25	T5_26	T5_27	T5_28	T5_29	T5_30	T5_31	T5_32
1	15.7	52	53	52	51	39	46	46	46	48	48	35	43	47	47	47	48	48	48	48	47	47	48	48	48	48	48	48	47	47	47	46	46
2	18.9	53	55	54	52	41	48	48	48	50	49	36	45	48	49	50	50	50	50	50	50	49	50	50	50	49	49	49	48	49	49	47	47
3	22.2	54	55	55	52	41	48	49	49	50	50	37	46	49	50	50	50	50	50	50	50	50	50	50	50	50	50	50	49	49	49	48	48
4	25.4	54	55	55	52	42	49	49	49	50	50	38	46	49	50	50	50	50	50	50	50	50	50	50	50	50	50	50	49	50	50	48	48
5	28.7	54	55	55	53	43	49	49	49	50	50	39	46	49	50	50	50	51	51	51	50	50	50	50	50	50	50	50	49	50	50	49	49
6	31.9	54	56	55	53	43	49	49	49	50	50	39	47	49	50	50	51	51	51	51	51	51	51	51	50	50	50	50	49	50	50	49	49
7	35.2	54	56	56	53	44	49	49	49	50	50	40	47	50	50	51	51	51	51	51	51	51	51	51	51	51	51	51	49	50	50	49	49
8	38.4	54	56	56	53	44	49	49	49	51	50	40	47	50	50	51	51	51	51	51	51	51	51	51	51	51	51	51	49	50	50	50	50
9	41.7	55	56	56	53	44	49	49	49	51	50	40	47	50	50	51	51	51	51	51	51	51	51	51	51	51	51	51	49	51	51	50	50
10	44.9	55	56	56	53	45	49	49	50	51	50	41	47	50	50	51	51	51	51	52	51	51	51	51	51	51	51	51	50	51	51	50	50
11	48.2	55	56	56	53	45	49	49	50	51	50	41	47	50	50	51	51	51	52	52	51	51	51	51	51	51	51	51	50	51	51	50	50
12	51.5	55	57	56	53	45	49	49	50	51	51	41	47	50	50	51	51	51	52	52	52	52	52	52	52	52	52	51	50	51	51	50	50
13	54.7	55	57	56	53	46	49	49	50	51	51	42	48	50	50	51	51	51	52	52	52	52	52	52	52	52	52	52	50	51	51	50	50
14	58.0	55	57	56	53	46	49	50	50	51	51	42	48	50	51	51	51	51	52	52	52	52	52	52	52	52	52	52	50	51	51	50	50
15	61.2	55	57	56	53	46	49	50	50	51	51	42	48	50	51	51	51	51	52	52	52	52	52	52	52	52	52	52	50	51	52	50	51
16	64.5	55	57	57	53	46	50	50	50	51	51	42	48	50	51	51	51	51	52	52	52	52	52	52	52	52	52	52	50	52	52	50	51
17	67.7	55	57	57	53	46	50	50	50	51	51	43	48	50	51	51	51	51	52	52	52	52	52	52	52	52	52	52	50	52	52	51	51
18	71.0	55	57	57	53	46	50	50	50	51	51	43	48	50	51	51	51	51	52	52	52	52	52	52	52	52	52	52	50	52	52	51	51
19	74.2	55	57	57	53	47	50	50	50	51	51	43	48	50	51	51	51	51	52	52	52	52	52	52	52	52	52	52	50	52	52	51	51
20	77.5	55	57	57	53	47	50	50	50	51	51	44	48	50	51	51	51	52	52	52	52	52	52	52	52	52	52	52	50	52	52	51	51
21	80.7	55	57	57	53	47	50	50	50	51	51	45	49	51	51	51	51	52	52	52	52	52	52	52	52	52	52	52	50	52	52	51	51
Max Noise Level		**55**	**57**	**57**	**53**	**47**	**50**	**50**	**50**	**51**	**51**	**45**	**49**	**51**	**51**	**51**	**51**	**52**	**52**	**52**	**52**	**52**	**52**	**52**	**52**	**52**	**52**	**52**	**50**	**52**	**52**	**51**	**51**
Exceedance		**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**

Floor	mPD	T5_33	T5_34	T5_35	T5_36	T5_37	T5_38	T5_39	T5_40	T5_41	T5_42	T5_43	T5_44	T5_45	T5_46	T5_47	T5_48	T5_49	T5_50	T5_51	T5_52	T5_53	T5_54	T5_55	T5_56	T5_57	T5_58	T5_59	T5_60	T5_61	T5_62	T5_63	T5_64	T5_65
1	15.7	46	46	46	46	46	47	47	47	47	47	47	47	47	47	47	47	47	42	52	52	55	55	56	56	57	58	58	58	58	58	59	59	60
2	11.9	47	47	47	47	47	47	48	47	48	48	48	48	48	48	48	48	48	42	54	55	56	57	57	58	58	59	59	59	59	59	60	60	61
3	15.1	48	48	48	48	48	48	48	48	48	49	49	49	49	49	49	49	49	43	55	56	57	57	57	58	58	59	59	59	59	59	60	60	61
4	18.3	48	48	48	48	48	49	49	49	49	49	49	49	49	50	49	49	50	43	55	56	57	57	58	58	58	59	59	59	59	60	60	60	61
5	21.5	49	49	49	49	49	49	49	49	49	50	50	50	50	50	50	50	50	43	55	56	57	57	58	58	58	59	59	59	59	60	60	61	61
6	24.7	49	49	49	49	49	49	50	50	50	50	50	50	50	51	50	51	50	44	56	56	57	57	58	58	58	59	59	59	59	60	60	61	61
7	27.9	49	49	49	50	50	50	50	50	50	50	50	51	51	51	51	51	51	44	56	56	57	57	58	58	58	59	59	59	59	60	60	61	61
8	31.1	50	50	50	50	50	50	50	50	50	51	51	51	51	51	51	51	51	44	56	57	57	57	58	58	58	59	59	59	60	60	60	61	61
9	34.3	50	50	50	50	50	50	50	50	51	51	51	51	51	51	51	51	51	44	56	57	57	57	58	58	58	59	59	59	60	60	60	61	61
10	37.5	50	50	50	50	50	50	51	51	51	51	51	51	51	51	51	51	51	44	56	57	57	57	58	58	58	59	59	59	60	60	60	61	61
11	40.7	50	50	50	50	50	51	51	51	51	51	51	51	51	51	51	51	51	44	56	57	57	57	58	58	58	59	59	59	60	60	60	61	61
12	43.9	50	50	50	50	51	51	51	51	51	51	51	51	52	52	51	51	51	44	56	57	57	57	58	58	58	59	59	59	60	60	60	60	61
13	47.1	50	50	50	51	51	51	51	51	51	51	51	51	52	52	51	51	51	44	57	57	57	58	58	58	58	59	59	59	60	60	60	60	61
14	50.3	51	51	51	51	51	51	51	51	51	51	51	51	52	52	51	51	51	43	57	57	57	58	58	58	58	59	59	59	60	60	60	60	61
15	53.5	51	51	51	51	51	51	51	51	51	51	51	52	52	52	51	51	51	43	57	57	57	58	58	58	58	59	59	59	60	60	60	60	61
16	56.7	51	51	51	51	51	51	51	51	51	51	51	52	52	52	51	51	51	43	57	57	57	58	58	58	58	59	59	59	60	60	60	60	61
17	59.9	51	51	51	51	51	51	51	51	51	51	51	52	52	52	51	51	51	43	57	57	57	58	58	58	58	59	59	59	60	60	60	60	61
18	63.1	51	51	51	51	51	51	51	51	51	51	51	52	52	52	51	51	51	43	57	57	57	58	58	58	58	59	59	59	60	60	60	60	61
19	66.3	51	51	51	51	51	51	51	51	51	51	51	52	52	52	51	51	51	43	57	57	57	58	58	58	58	59	59	59	59	60	60	60	61
20	77.5	51	51	51	51	51	51	51	51	51	51	51	52	52	52	51	51	51	43	57	57	57	58	58	58	58	59	59	59	59	60	60	60	61
21	80.7	51	51	51	51	51	51	51	51	51	51	51	52	52	52	51	51	51	44	57	57	57	58	58	58	58	59	59	59	59	60	60	60	61
Max Noise Level		**51**	**51**	**51**	**51**	**51**	**51**	**51**	**51**	**51**	**51**	**51**	**52**	**52**	**52**	**51**	**51**	**51**	**44**	**57**	**57**	**57**	**58**	**58**	**58**	**58**	**59**	**59**	**59**	**60**	**60**	**60**	**61**	**61**
Exceedance		**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**

No. of Units with Exceedance:	0
Compliance Level:	100.0%
Max. Noise Level:	61

Noted:

Noise level exceed stardand of 70 dB(A)

Predicted Road Traffic Noise (L10, dB(A)) at Representative Noise Assessment Points (NAPs) (AM Peak)

Base Case - T6

Floor	mPD	T6_01	T6_02	T6_03	T6_04	T6_05	T6_06	T6_07	T6_08	T6_09	T6_10	T6_11	T6_12	T6_13	T6_14	T6_15	T6_16	T6_17	T6_18	T6_19	T6_20	T6_21	T6_22	T6_23	T6_24	T6_25	T6_26	T6_27	T6_28	T6_29	T6_30	T6_31	T6_32	T6_33	T6_34	T6_35
G	9.5	49	49	49	49	49	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	49	49	49	49	49	49	49	49	49	49	49	48
1	13.0	49	49	49	49	49	49	49	49	48	48	48	48	48	48	48	48	48	48	48	48	48	49	49	49	49	49	49	49	49	49	49	49	49	49	48
2	16.2	49	49	49	49	49	49	49	49	49	49	49	48	48	48	48	48	48	48	48	48	49	49	49	49	49	49	49	49	49	49	49	49	49	49	48
3	19.4	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	48	48	48	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	48
4	22.6	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	48
5	25.9	49	49	49	50	50	50	50	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	50	50	50	50	50	48
6	29.1	50	50	50	50	50	50	50	50	50	50	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	50	50	50	50	50	50	50	48
7	32.3	50	50	50	50	50	50	50	50	50	50	50	50	50	50	49	49	49	49	49	49	49	49	49	50	50	50	50	50	50	50	50	50	50	50	49
8	35.6	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	49
9	38.8	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	51	51	49
10	42.0	51	50	50	51	51	51	51	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	51	51	51	51	51	49
11	45.2	51	51	51	51	51	51	51	51	51	51	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	51	51	51	51	51	51	51	49
12	48.5	51	51	51	51	51	51	51	51	51	51	51	51	51	50	50	50	50	50	50	50	50	50	50	50	51	51	51	51	51	51	51	51	51	51	49
13	51.7	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	50	50	50	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	49
14	54.9	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	52	52	49
15	58.2	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	52	52	52	52	50
16	61.4	51	51	51	52	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	52	52	52	52	52	52	50
17	64.6	52	51	51	52	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	52	52	52	52	52	52	52	50
18	67.9	52	51	51	52	52	52	52	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	52	52	52	52	52	52	52	50
19	71.1	52	51	51	52	52	52	52	52	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	52	52	52	52	52	52	52	52	50
20	74.3	52	51	51	52	52	52	52	52	52	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	52	52	52	52	52	52	52	52	52	50
21	77.5	52	52	52	52	52	52	52	52	52	52	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	52	52	52	52	52	52	52	52	52	50
22	80.8	52	52	52	52	52	52	52	52	52	52	51	51	51	51	51	51	51	51	51	51	51	51	51	52	52	52	52	52	52	52	52	52	52	53	50
Max Noise Level		**52**	**52**	**52**	**52**	**52**	**52**	**52**	**52**	**52**	**52**	**51**	**51**	**51**	**51**	**51**	**51**	**51**	**51**	**51**	**51**	**51**	**51**	**51**	**52**	**52**	**52**	**52**	**52**	**52**	**52**	**52**	**52**	**52**	**53**	**50**
Exceedance		**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**

Floor	mPD	T6_36	T6_37	T6_38	T6_39	T6_40	T6_41	T6_42	T6_43	T6_44	T6_45	T6_46	T6_47	T6_48	T6_49	T6_50	T6_51	T6_52	T6_53	T6_54	T6_55	T6_56	T6_57	T6_58	T6_59	T6_60	T6_61	T6_62	T6_63	T6_64	T6_65	T6_66	T6_67	T6_68	T6_69	T6_70	T6_71
G	9.5	47	45	26	26	26	26	26	26	26	26	26	26	26	26	26	26	36	36	36	36	36	36	34	32	37	37	37	37	37	37	37	38	38	47	49	50
1	13.0	47	45	26	26	26	26	26	26	26	26	26	26	26	26	26	26	36	36	37	37	37	37	35	34	37	37	38	38	38	38	38	38	38	46	49	49
2	16.2	47	46	26	26	26	26	26	26	26	26	26	26	26	26	26	26	37	37	37	37	37	37	36	35	38	38	38	38	38	39	39	39	39	46	48	49
3	19.4	47	46	26	26	26	26	26	26	26	26	26	26	26	26	26	26	37	37	38	38	38	38	37	35	38	38	39	39	39	39	39	39	39	45	48	49
4	22.6	47	46	26	26	26	26	26	26	26	26	26	26	26	26	26	26	38	38	38	38	38	38	37	36	39	39	39	39	39	39	39	40	40	45	48	48
5	25.9	47	46	26	26	26	26	26	26	26	26	26	26	26	26	26	26	38	38	38	38	39	39	38	36	39	39	39	40	40	40	40	40	40	45	48	49
6	29.1	47	46	26	26	26	26	26	26	26	26	26	26	26	26	26	26	39	39	39	39	39	39	38	37	40	40	40	40	40	40	40	40	40	45	48	49
7	32.3	48	47	26	26	26	26	26	26	26	26	26	26	26	26	26	26	39	39	39	39	39	39	39	37	40	40	40	40	40	40	40	40	41	45	48	49
8	35.6	48	47	26	26	26	26	26	26	26	26	26	26	26	26	26	26	39	39	39	39	40	40	39	37	40	40	40	40	40	41	41	41	41	45	48	49
9	38.8	48	47	26	26	26	26	26	26	26	26	26	26	26	26	26	26	39	39	40	40	40	40	39	37	40	40	41	41	41	41	41	41	41	45	48	49
10	42.0	48	47	26	26	26	26	26	26	26	26	26	26	26	26	26	26	40	40	40	40	40	40	40	37	41	41	41	41	41	41	41	41	41	45	48	49
11	45.2	48	47	26	26	26	26	26	26	26	26	26	26	26	26	26	26	40	40	40	40	40	40	40	38	41	41	41	41	41	41	41	41	42	45	49	49
12	48.5	48	48	26	26	26	26	26	26	26	26	26	26	26	26	26	26	40	40	40	40	40	40	40	38	41	41	41	41	41	41	41	42	42	45	49	49
13	51.7	48	48	26	26	26	26	25	25	25	26	26	26	26	26	26	26	40	40	40	40	41	41	40	38	41	41	41	41	41	41	42	42	42	45	49	49
14	54.9	49	48	26	26	26	26	26	26	25	26	26	26	26	26	26	26	40	40	40	41	41	41	40	38	41	41	41	41	41	42	42	42	42	45	49	49
15	58.2	49	48	26	26	26	25	25	25	25	26	26	26	26	26	26	26	40	40	40	41	41	41	41	38	41	41	41	41	42	42	42	42	42	45	49	49
16	61.4	49	48	26	26	26	25	25	25	25	26	26	26	26	26	26	26	40	40	41	41	41	41	41	38	41	41	41	41	42	42	42	42	42	45	49	50
17	64.6	49	48	26	26	26	25	25	25	25	26	26	26	26	26	26	26	40	41	41	41	41	41	41	38	41	41	41	42	42	42	42	42	42	45	49	50
18	67.9	49	48	26	26	26	25	25	25	25	26	26	26	26	26	26	26	41	41	41	41	41	41	41	38	41	41	41	42	42	42	42	42	42	45	49	50
19	71.1	49	48	26	26	26	26	26	26	26	26	26	26	26	26	26	26	41	41	41	41	41	41	41	38	41	41	41	42	42	42	42	42	42	45	49	50
20	74.3	49	48	28	28	28	28	28	28	28	28	28	28	28	28	28	28	41	41	41	41	41	41	41	38	41	42	42	42	42	42	42	42	42	45	49	50
21	77.5	49	49	30	30	30	30	30	30	30	30	30	30	30	30	30	30	41	41	41	41	41	41	41	39	42	42	42	42	42	42	42	42	42	45	49	50
22	80.8	49	49	35	35	35	35	35	35	35	35	35	35	35	35	35	35	41	42	42	42	42	42	42	40	42	42	42	42	42	42	43	43	43	45	49	50
Max Noise Level		**49**	**49**	**35**	**35**	**35**	**35**	**35**	**35**	**35**	**35**	**35**	**35**	**35**	**35**	**35**	**35**	**41**	**42**	**42**	**42**	**42**	**42**	**42**	**40**	**42**	**42**	**42**	**42**	**42**	**42**	**43**	**43**	**43**	**47**	**49**	**50**
Exceedance		**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**

Predicted Road Traffic Noise (L10, dB(A)) at Representative Noise Assessment Points (NAPs) (AM Peak)

Base Case - T7

Floor	mPD	T7_01	T7_02	T7_03	T7_04	T7_05	T7_06	T7_07	T7_08	T7_09	T7_10	T7_11	T7_12	T7_13	T7_14	T7_15	T7_16	T7_17	T7_18	T7_19	T7_20	T7_21	T7_22	T7_23	T7_24	T7_25	T7_26	T7_27	T7_28	T7_29	T7_30	T7_31	T7_32	T7_33	T7_34	T7_35
1	**11.7**	22	22	22	22	22	22	22	22	22	22	22	22	22	21	21	21	21	21	21	21	22	20	20	21	21	21	21	44	44	21	44	44	44	44	44
2	**15.3**	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	23	21	21	21	21	21	21	44	44	21	44	44	44	44	44
3	**18.9**	23	23	23	24	23	23	23	23	23	23	24	24	24	24	24	24	24	24	24	24	25	22	22	22	22	22	22	44	44	22	44	44	44	44	45
4	**22.5**	25	26	26	26	26	26	26	26	26	26	26	27	27	27	27	27	27	27	27	27	29	25	25	25	25	25	25	44	44	25	44	44	45	45	45
5	**26.1**	30	30	30	31	31	30	31	31	31	31	32	32	32	32	32	32	32	32	32	32	33	30	29	29	29	29	29	44	44	29	44	44	45	45	45
Max Noise Level		**30**	**30**	**30**	**31**	**31**	**30**	**31**	**31**	**31**	**31**	**32**	**32**	**32**	**32**	**32**	**32**	**32**	**32**	**32**	**32**	**33**	**30**	**29**	**29**	**29**	**29**	**29**	**44**	**44**	**29**	**44**	**44**	**45**	**45**	**45**
Exceedance		**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**

Floor	mPD	T7_36	T7_37	T7_38	T7_39	T7_40	T7_41	T7_42	T7_43	T7_44	T7_45	T7_46
1	**15.2**	44	45	46	46	47	47	47	47	48	48	48
2	**18.4**	44	45	46	46	47	47	47	47	48	48	48
3	**21.6**	45	45	46	46	47	47	47	47	48	48	48
4	**24.8**	45	45	46	46	47	47	47	47	48	48	48
5	**28.0**	45	45	46	46	47	47	47	47	48	48	48
Max Noise Level		**45**	**45**	**46**	**46**	**47**	**47**	**47**	**47**	**48**	**48**	**48**
Exceedance		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

No. of Units with Exceedance:	0
Compliance Level:	100.0%
Max. Noise Level:	53

Noted:

Noise level exceed stardand of 70 dB(A)

Predicted Road Traffic Noise (L10, dB(A)) at Representative Noise Assessment Points (NAPs) (AM Peak)

Base Case - H1 to H2

Floor	mPD	H_01	H_02	H_03
1	9.2	43	25	24
2	13.8	43	28	28
Max Noise Level		43	28	28
Exceedance		0	0	0

Base Case - H3 to H5

Floor	mPD	H_04	H_05	H_06
1	11.2	41	40	40
2	15.8	41	41	40
Max Noise Level		41	41	40
Exceedance		0	0	0

Base Case - H6 to H18

Floor	mPD	H_07	H_08	H_09	H_10	H_11	H_12	H_13	H_14	H_15	H_16	H_17	H_18
1	12.7	40	35	34	33	33	38	37	37	37	36	36	38
2	17.3	40	35	34	34	34	38	37	37	38	36	36	38
Max Noise Level		40	35	34	34	34	38	37	37	38	36	36	38
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0

No. of Units (all Towers):	2670
No. of Units with Exceedance:	0
Compliance Level:	100.0%
Max. Noise Level:	65

Noted:

Noise level exceed stardand of 70 dB(A)

Appendix 4.2 Location of Proposed Sewage Treatment Plants (STPs)

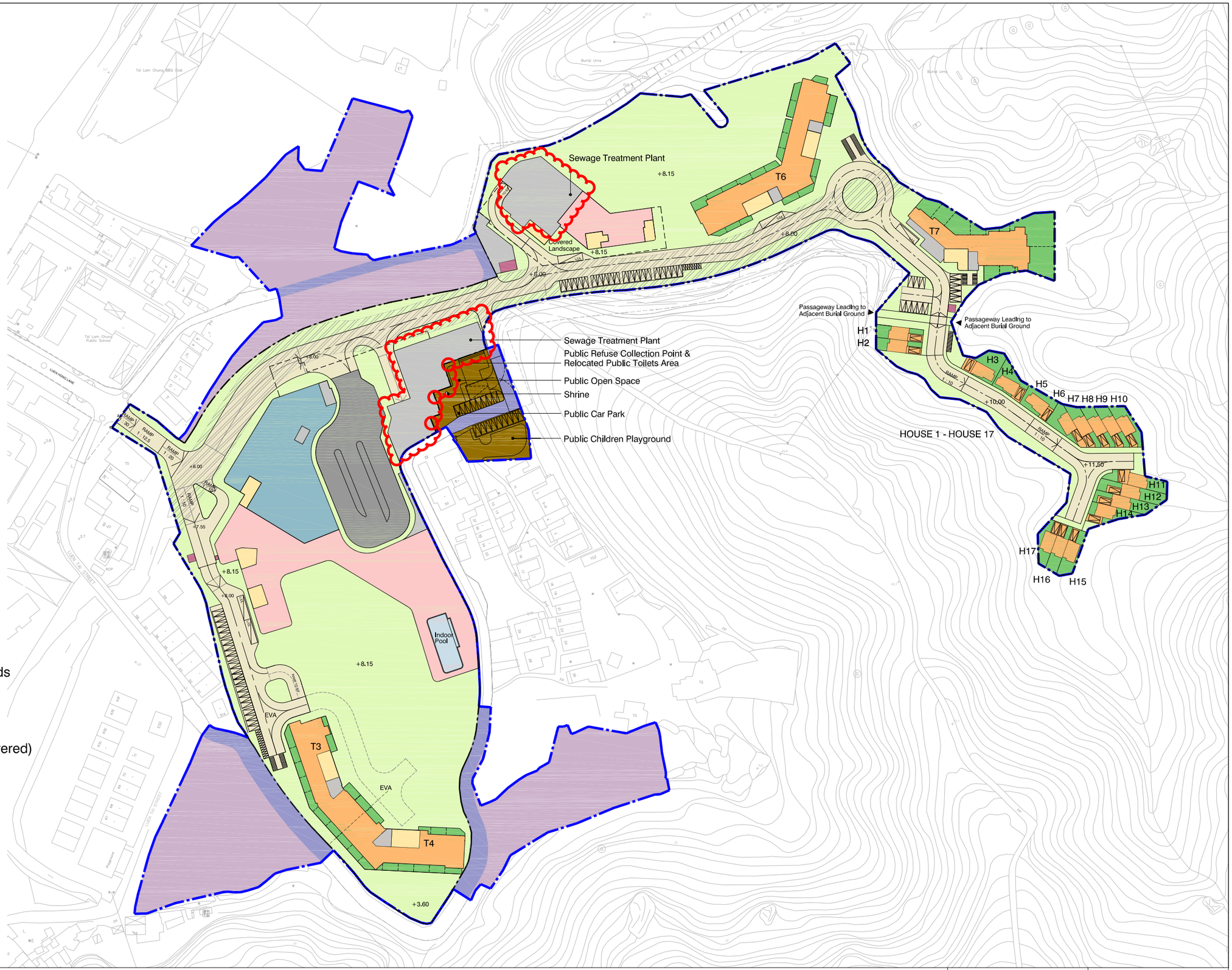
N

Note:

- Retail / Commercial use includes 'Shop and Services', 'Eating Place', 'School' (nursery / kindergarten / language, computer, commercial or tutorial schools / technical institutes / other types of schools providing interests and hobby related courses for subjects such as arts, ballet and etc.), 'Place of Entertainment' and 'Place of Recreation, Sports or Culture'.
- All levels, blockings and building structures are subject to detailed design
- No. of storeys marked on plan refers to total no. of storeys above ground, excluding transfer plate

Legend

- Application Site Boundary
- Development Site Boundary
- Drainage Reserve
- Reserved Site for Public Facilities
- Formation Site for Village Housing
- Formation of the Future Public Roads
- Residential
- Private Garden
- Landscape Area (Covered or Uncovered)
- Clubhouse
- Retail / Commercial
- Covered Transport Lay-by
- EVA / Driveway
- E&M
- Management Facility
- Residential Lobby / Carpark Lobby



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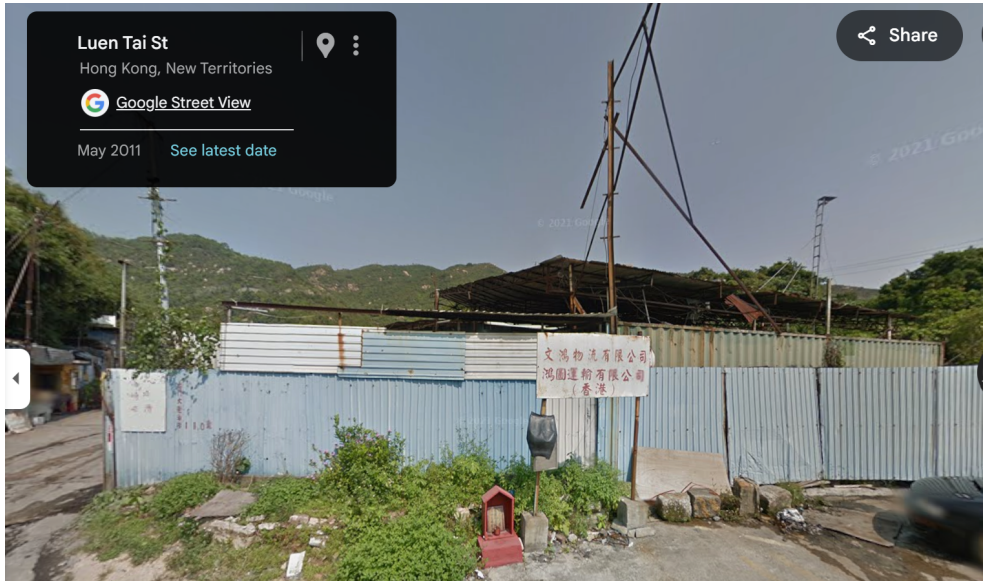
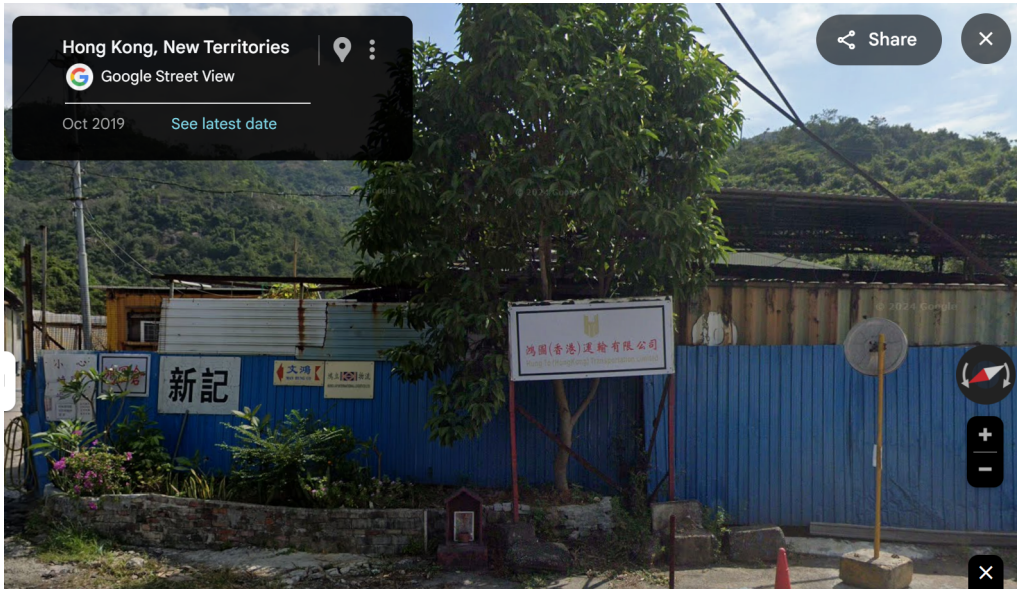
Title

Indicative Ground Floor Plan

Rev.	Date
SK02	APRIL 2025
Scale	Figure
N/A	03



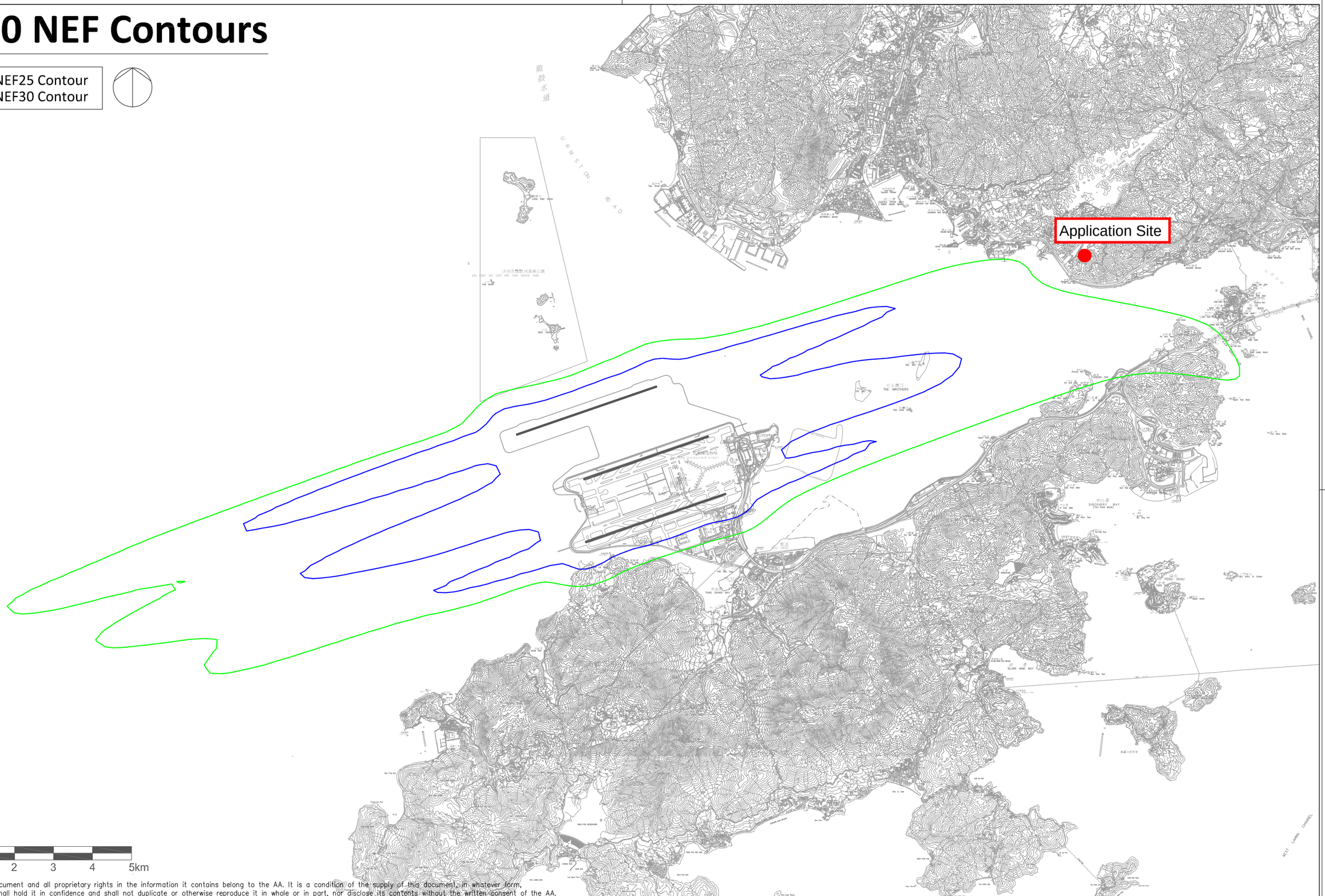


Further site condition is extracted from the google photo of 2011 and 2019 for the northeast of the Development Site , the site is occupied by transportation and logistics companies.

Appendix 8.5 Contours Retrieved from the 3RS EIA Report

2030 NEF Contours

NEF25 Contour
NEF30 Contour



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Rev.	Date	Description	Checked
A	28JUN13	FIRST DRAFT	TWKW
B	27AUG13	REVISED DRAFT	TWKW
C	28OCT13	SECOND DRAFT	TWKW
D	21FEB14	THIRD DRAFT	TWKW
E	11MAR14	FINAL	TWKW

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Mott MacDonald
In association with
ARUP
Atkins China Limited
Clymene Enterprises
Deltares
Ecosystems Limited
SDA Marine Limited
Urbis Limited
URS Hong Kong Ltd

Title

Noise Contours of Year 2030

Consultant's Signatures for Approval		Date
Design	HC	13SEP13
Checkers	HC	13SEP13
Design Supervisor	EC	21MAR14
Authorised Representative	AFK	21MAR14

EXPANSION OF HONG KONG INTERNATIONAL AIRPORT INTO A THREE-RUNWAY SYSTEM

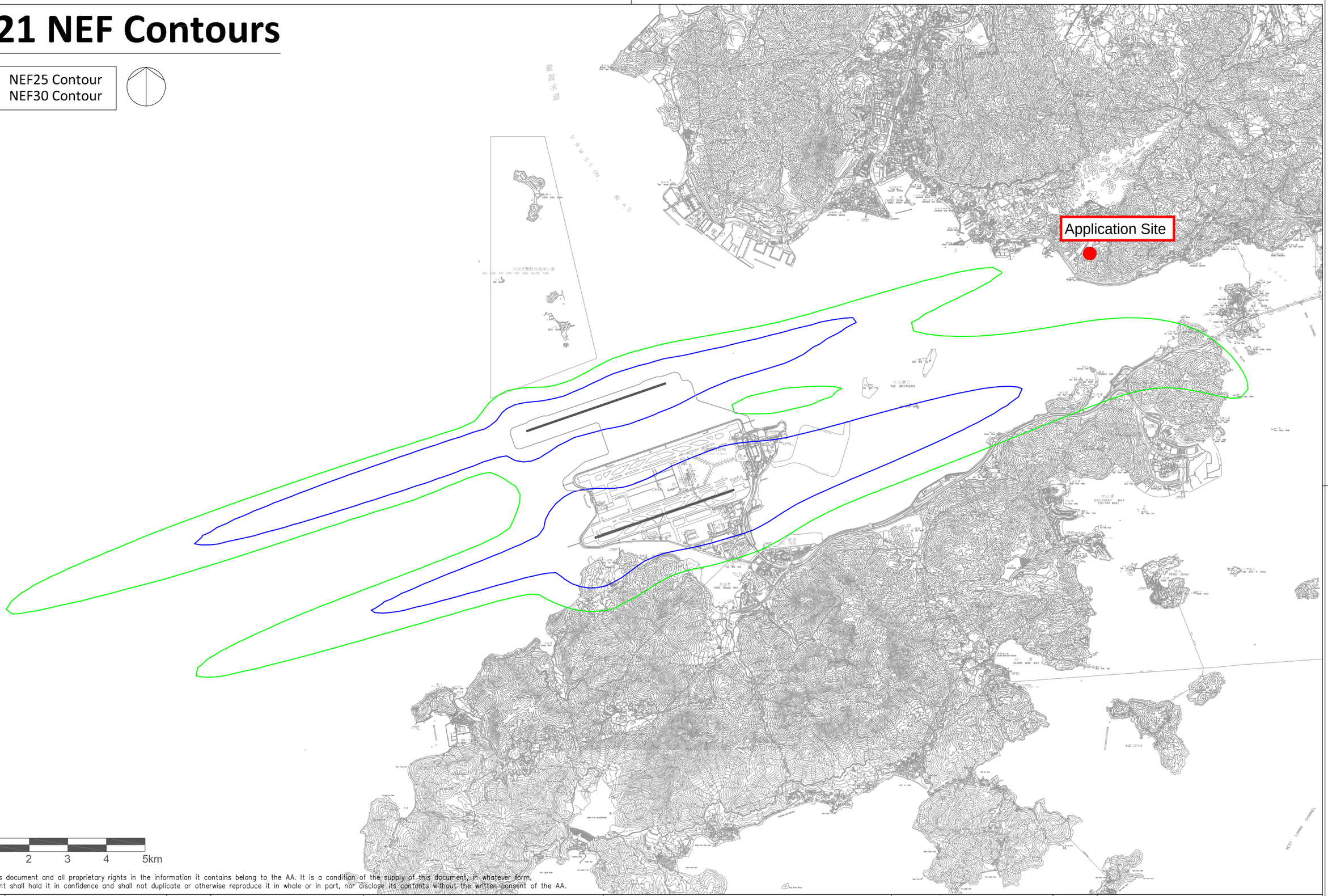
Drawing No. MCL/P132/EIA/7-3-007

Scale at A3: AS

Rev. E

2021 NEF Contours

NEF25 Contour
NEF30 Contour



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A	28JUN13	FIRST DRAFT	TWKW
B	27AUG13	REVISED DRAFT	TWKW
C	28OCT13	SECOND DRAFT	TWKW
D	28JAN14	THIRD DRAFT	TWKW
E	11MAR14	FINAL	TWKW

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Atkins China Limited
Clymene Enterprises
Deltares
Ecosystems Limited
SDA Marine Limited
Urbis Limited
URS Hong Kong Ltd

Title

Noise Contours of Year 2021

Consultant's Signatures for Approval		Date
Design	HC	13SEP13
Checkers	HC	13SEP13
Design Supervisor	EC	21MAR14
Authorised Representative	AFK	21MAR14

EXPANSION OF HONG KONG INTERNATIONAL AIRPORT INTO A THREE-RUNWAY SYSTEM

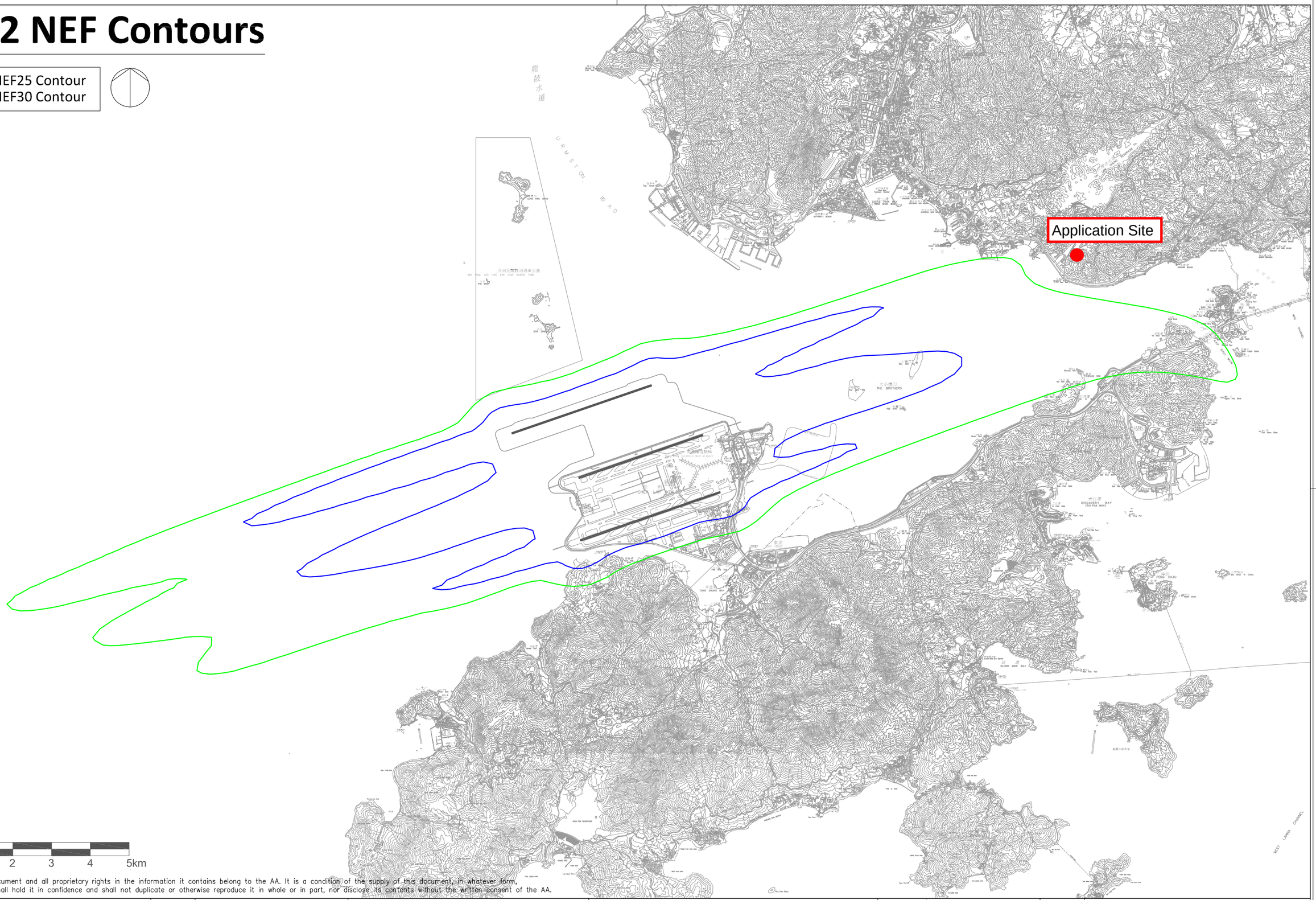
Drawing No. MCL/P132/EIA/7-3-008

Scale at A3: AS

Rev. E

2032 NEF Contours

NEF25 Contour
NEF30 Contour



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Noise Contours of Year 2032

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Design	HC	13SEP13
Checkers	HC	13SEP13
Design Supervisor	EC	21MAR14
Authorised Representative	AFK	21MAR14

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