2021年 3月 2 5日
此文件在_____收到。城市規劃委員會
只會在收到所有必要的資料及文件後才正式確認收到
申請的日期。

This document is received on 25 MAR 2021.
The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.

Form No. S16-I
表格第 S16-I 號

APPLICATION FOR PERMISSION UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP.131)

根據《城市規劃條例》(第131章)第16條遞交的許可申請

Applicable to proposals not involving or not only involving:
適用於建議不涉及或不祇涉及:

(i) Construction of "New Territories Exempted House(s)";
興建「新界豁免管制屋宇」;

(ii) Temporary use/development of land and/or building not exceeding 3 years in rural areas; and
位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展;及

(iii) Renewal of permission for temporary use or development in rural areas
位於鄉郊地區的臨時用途或發展的許可續期

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers: https://www.info.gov.hk/tpb/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知，以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟，請瀏覽以下網址有關在指定的報章刊登通知：https://www.info.gov.hk/tpb/tc/plan_application/apply.html

General Note and Annotation for the Form
填寫表格的一般指引及註解

"Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期，其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足，請另頁說明

Please insert a「✔」at the appropriate box 請在適當的方格內上加上「✔」號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/FSS/280
	Date Received 收到日期	25 MAR 2021

1. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件（倘有），送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。

2. Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at http://www.info.gov.hk/tpb/. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張，然後填寫此表格。該份文件可從委員會的網頁下載（網址：http://www.info.gov.hk/tpb/)，亦可向委員會秘書處（香港北角渣華道 333 號北角政府合署 15 樓 – 電話：2231 4810 或 2231 4835)及規劃署的規劃資料查詢處(熱線：2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全，委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☐ Company 公司 / ☑ Organisation 機構)

Hong Kong Housing Authority

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱（如適用）

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☐ Company 公司 / ☐ Organisation 機構)

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	Government Land at Sheung Shui Areas 4 & 30 Site 1 (Site 1) and Sheung Shui Areas 4 & 30 Site 2 (Site 2), Sheung Shui, New Territories
(b) Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	☑Site area 地盤面積 Gross Site Area: 25,700 Net Site Area: 25,700 sq.m 平方米 ☑About 約 (Subject to detailed survey) ☑Gross floor area 總樓面面積 182,470 sq.m 平方米 ☑About 約
(c) Area of Government land included (if any) 所包括的政府土地面積（倘有）	25,700 sq.m 平方米 ☑About 約

(d)	Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Fanling/ Sheung Shui Outline Zoning Plan No. S/FSS/24
(e)	Land use zone(s) involved 涉及的土地用途地帶	"Residential (Group A)4"
(f)	Current use(s) 現時用途	Construction Site (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 –

☐ is the sole "current land owner"#& (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」#&(請繼續填寫第 6 部分，並夾附業權證明文件)。

☐ is one of the "current land owners"# & (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」#&(請夾附業權證明文件)。

☐ is not a "current land owner"#.
並不是「現行土地擁有人」#。

☑ The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上（請繼續填寫第 6 部分）。

5. Statement on Owner's Consent/Notification 就土地擁有人的同意/通知土地擁有人的陳述

(a) According to the record(s) of the Land Registry as at ..... (DD/MM/YYYY), this application involves a total of ..... "current land owner(s) "#.
根據土地註冊處截至 ..... 年 ..... 月 ..... 日的記錄，這宗申請共牽涉 ..... 名「現行土地擁有人」#。

(b) The applicant 申請人 –

☐ has obtained consent(s) of ..... "current land owner(s)"#.
已取得 ..... 名「現行土地擁有人」#的同意。

Details of consent of "current land owner(s)"# obtained 取得「現行土地擁有人」#同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼／處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

☐ has notified ..... "current land owner(s)"#
已通知 ..... 名「現行土地擁有人」#。

Details of the "current land owner(s)"# notified 已獲通知「現行土地擁有人」#的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

☐ has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

☐ sent request for consent to the "current land owner(s)" on _____ (DD/MM/YYYY)#&
於_____(日/月/年)向每一名「現行土地擁有人」#郵遞要求同意書&

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

☐ published notices in local newspapers on _____ (DD/MM/YYYY)&
於_____(日/月/年)在指定報章就申請刊登一次通知&

☐ posted notice in a prominent position on or near application site/premises on _____ (DD/MM/YYYY)&
於_____(日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&

☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on _____ (DD/MM/YYYY)&
於_____(日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

☐ others (please specify)
其他（請指明）

_____

_____

_____

_____

Note: May insert more than one「✔」.
Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.
註: 可在多於一個方格內加上「✔」號
申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別

☐ Type (i) 第(i)類 Change of use within existing building or part thereof 更改現有建築物或其部分內的用途

☐ Type (ii) 第(ii)類 Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s) 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程

☐ Type (iii) 第(iii)類 Public utility installation / Utility installation for private project 公用事業設施裝置/私人發展計劃的公用設施裝置

☑ Type (iv) 第(iv)類 Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s) 略為放寬於法定圖則《註釋》內列明的發展限制

☑ Type (v) 第(v)類 Use / development other than (i) to (iii) above 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one「✓」.
註 1： 可在多於一個方格內加上「✓」號
Note 2: For Development involving columbarium use, please complete the table in the Appendix.
註 2： 如發展涉及靈灰安置所用途，請填妥於附件的表格。

(i) *For Type (i) application 供第(i)類申請*

(a) Total floor area involved 涉及的總樓面面積	sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	(If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)		
(c) Number of storeys involved 涉及層數		Number of units involved 涉及單位數目	
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分 ..... sq.m 平方米 ☐About 約		
	Non-domestic part 非住用部分..... sq.m 平方米 ☐About 約		
	Total 總計 ..... sq.m 平方米 ☐About 約		

(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足，請另頁說明)	Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途

(ii) For Type (ii) application 供第(ii)類申請

(a) Operation involved 涉及工程	☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積 ..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 ..... m 米 ☐About 約 (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用圖則顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍))
(b) Intended use/development 有意進行的用途／發展	

(iii) For Type (iii) application 供第(iii)類申請

(a) Nature and scale 性質及規模	☐ Public utility installation 公用事業設施裝置 ☐ Utility installation for private project 私人發展計劃的公用設施裝置 Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate 請註明有關裝置的性質及數量，包括每座建築物/構築物(倘有)的長度、高度和闊度

Name/type of installation 裝置名稱／種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置／建築物／構築物的尺寸 (米) (長 x 闊 x 高)

(Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)

(iv) For Type (iv) application 供第(iv)類申請

(a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –
請列明擬議略為放寬的發展限制並填妥於第(v)部分的擬議用途/發展及發展細節 –

☑	Plot ratio restriction 地積比率限制	From 由 .....6.6..... to 至 .....7.1.....
☐	Gross floor area restriction 總樓面面積限制	From 由 .....sq. m 平方米 to 至 .....sq. m 平方米
☐	Site coverage restriction 上蓋面積限制	From 由 .....% to 至 ..... %
☑	Building height restriction 建築物高度限制	From 由 .....m 米 to 至 ..... m 米
		From 由 .....130..... mPD 米 (主水平基準上) to 至 144 (Site 1) 149 (Site 2).....mPD 米 (主水平基準上)
		From 由 ..... storeys 層 to 至 ..... storeys 層
☐	Non-building area restriction 非建築用地限制	From 由 .....m to 至 ..... m
☐	Others (please specify) 其他（請註明）	.....

(v) For Type (v) application 供第(v)類申請

(a) Proposed use(s)/development 擬議用途/發展	Proposed Minor Relaxation of Maximum Total Plot Ratio and Building Height Restriction for Permitted Public Housing Developments 擬議略為放寬總地積比率及建築物高度限制作准許的公營房屋發展 (Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

Proposed gross floor area (GFA) 擬議總樓面面積	182,470 ..... sq.m 平方米	☑About 約
Proposed plot ratio 擬議地積比率	7.1	☐About 約
Proposed site coverage 擬議上蓋面積	Site 1: 15m or below: about 95%; over 15m: about 48% Site 2: 15m or below: about 70%; over 15m: about 45%	☑About 約
Proposed no. of blocks 擬議座數	Site 1: 3 domestic blocks and 1 ancillary facilities block (AFB) Site 2: 3 domestic blocks and 1 public vehicle park (PVP)	
Proposed no. of storeys of each block 每座建築物的擬議層數	.....5 to 47..... storeys 層 (No Basement) ☐ include 包括.....storeys of basements 層地庫 ☐ exclude 不包括.....storeys of basements 層地庫	
Proposed building height of each block 每座建築物的擬議高度	Site 1:not more than 144 Site 2:not more than 149mPD 米(主水平基準上) ..... m 米	☐About 約 ☐About 約

☑ Domestic part 住用部分

GFA 總樓面面積	Not more than 167,050 sq. m 平方米	☑About 約
number of Units 單位數目	3,644	
average unit size 單位平均面積	46 sq. m 平方米	☑About 約
estimated number of residents 估計住客數目	8,560 (about)	

☑ Non-domestic part 非住用部分

	GFA 總樓面面積	
☐ eating place 食肆	..... sq. m 平方米	☐About 約
☐ hotel 酒店	..... sq. m 平方米	☐About 約
	(please specify the number of rooms 請註明房間數目)	
☐ office 辦公室	..... sq. m 平方米	☐About 約
☐ shop and services 商店及服務行業	..... sq. m 平方米	☐About 約

☑ Government, institution or community facilities 政府、機構或社區設施

(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

Community Hall, District Health Centre, Day Activity Centre, Residential Care Home for the Elderly, Hostel for Moderately Mentally Handicapped Persons, Hostel for Severely Mentally Handicapped Persons and Integrated Vocational Rehabilitation Services Centre.....

(Government, institution or community facilities as required by the Government are exempted from GFA calculation)

☑ other(s) 其他

(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

Retail and Commercial Facilities, Kindergarten, Estate Management and Ancillary Facilities (not more than 15,420 sqm)

Public Transport Interchange, PVP and Ancillary Parking Facilities

(Public transport facilities and Public vehicle parks as required by the Government and ancillary parking facilities are exempted from GFA calculation)

☑ Open space 休憩用地 (please specify land area(s) 請註明地面面積)

☑ private open space 私人休憩用地	8,560 sq. m 平方米	☑ Not less than 不少於
☐ public open space 公眾休憩用地	..... sq. m 平方米	☐ Not less than 不少於

(c) Use(s) of different floors (if applicable) 各樓層的用途 (如適用)

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
Site 1 - Blk 1 - 3	G/F - P3/F / P1/F (for Blk 3)	Entrance lobby, podium garden, retail, kindergarten, parking area, public transport interchange, welfare and E&M facilities
Site 1 - Blk 1 - 3	4/F / 2/F (for Blk 3) or above	Residential flats
Site 1 - AFB	G/F - 4/F	Community and welfare facilities
Site 2 - Blk 1 - 3	G/F - P2/F	Entrance lobby, podium garden, retail, parking area and E&M facilities
Site 2 - Blk 1 - 3	3/F or above	Residential flats
Site 2 - PVP	G/F - 8/F	Public Vehicle Park

(d) Proposed use(s) of uncovered area (if any) 露天地方（倘有）的擬議用途

Podium garden, sitting-out area, communal play area , estate road / EVA, circulation area, bicycle parking area, recreational facilities

7. Anticipated Completion Time of the Development Proposal
擬議發展計劃的預計完成時間

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)
擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例：2023 年 6 月)
(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))
(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

2025/26 and beyond by phases

8. Vehicular Access Arrangement of the Development Proposal
擬議發展計劃的行車通道安排

Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☑ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Site 1: Choi Fai Street; Site 2: Ka Fu Close ☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。（請在圖則顯示，並註明車路的闊度）
	No 否	☐
Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？	Yes 是	☑ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Private Car Parking Spaces 私家車車位 — Residential : 117 Nos.; Visitor : 30 Nos.; Retail and Commercial: 6 Nos.; Kindergarten : 1 Nos. Motorcycle Parking Spaces 電單車車位 — 29 Nos. Light Goods Vehicle Parking Spaces 輕型貨車泊車位 — 16 Nos. Medium Goods Vehicle Parking Spaces 中型貨車泊車位 — Nil Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 — Nil Others (Please Specify) 其他 (請列明) Bicycle Parking Spaces — 324 Nos. Welfare Parking Spaces (8m x 3m) — 2 Nos. Public Vehicle Park (Car Parking Spaces) — 320 Nos. Public Vehicle Park (Light Goods Vehicle Parking Spaces) — 6 Nos.
	No 否	☐
Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？	Yes 是	☑ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Taxi Spaces 的士車位 — Nil Coach Spaces 旅遊巴車位 — Nil Light Goods Vehicle Spaces 輕型貨車車位 — Nil Medium Goods Vehicle Spaces 中型貨車車位 — Nil Heavy Goods Vehicle Spaces 重型貨車車位 — Residential : 6 Nos.; Retail & Commercial : 2 Nos. Others (Please Specify) 其他 (請列明) — Nil Welfare Facilities Loading/unloading Spaces — 1 No. Community Hall Loading/unloading Spaces — 1 No. Kindergarten Loading/unloading Spaces — 1 No.
	No 否	☐

9. Impacts of Development Proposal 擬議發展計劃的影響

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures.
如需要的話，請另頁表示可盡量減少可能出現不良影響的措施，否則請提供理據/理由。

Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	☐ Please provide details 請提供詳情 ....
	No 否	☑
Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)	Yes 是	☐ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 .....m 米 ☐About 約
	No 否	☑
Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？	On environment 對環境	Yes 會 ☐ No 不會 ☑
	On traffic 對交通	Yes 會 ☐ No 不會 ☑
	On water supply 對供水	Yes 會 ☐ No 不會 ☑
	On drainage 對排水	Yes 會 ☐ No 不會 ☑
	On slopes 對斜坡	Yes 會 ☐ No 不會 ☑
	Affected by slopes 受斜坡影響	Yes 會 ☐ No 不會 ☑
	Landscape Impact 構成景觀影響	Yes 會 ☐ No 不會 ☑
	Tree Felling 砍伐樹木	Yes 會 ☐ No 不會 ☑
	Visual Impact 構成視覺影響	Yes 會 ☐ No 不會 ☑
	Others (Please Specify) 其他 (請列明)	Yes 會 ☐ No 不會 ☑
	_____ _____	
	Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可) Please refer to the attached Supporting Planning Statement.	

10. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明。

Please refer to the attached Supporting Planning Statement.

11. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in an application to the Board and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.
本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature 簽署 ☑ Applicant 申請人 / ☐ Authorised Agent 獲授權代理人

Mr. CHAN King-kong, Theron

Name in Block Letters 姓名（請以正楷填寫）

Chief Planning Officer / 1

Position (if applicable) 職位 （如適用）

Professional Qualification(s) 專業資格
☑ Member 會員 / ☐ Fellow of 資深會員
☑ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會/ ☐ HKIUD 香港城市設計學會 /
☑ RPP 註冊專業規劃師
Others 其他 .....

on behalf of 代表 Hong Kong Housing Authority

☐ Company 公司 / ☑ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期 17/3/2021 (DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in an application to the Board and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.
委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.
任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:
委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：
   (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
   處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
   (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
   方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

For Developments involving Columbarium Use, please also complete the following:
如發展涉及靈灰安置所用途，請另外填妥以下資料:

Ash interment capacity 骨灰安放容量@

Maximum number of sets of ashes that may be interred in the niches
在龕位內最多可安放骨灰的數量 _____

Maximum number of sets of ashes that may be interred other than in niches
在非龕位的範圍內最多可安放骨灰的數量 _____

Total number of niches 龕位總數 _____

Total number of single niches
單人龕位總數 _____

Number of single niches (sold and occupied)
單人龕位數目 (已售並佔用) _____

Number of single niches (sold but unoccupied)
單人龕位數目 (已售但未佔用) _____

Number of single niches (residual for sale)
單人龕位數目 (待售) _____

Total number of double niches
雙人龕位總數 _____

Number of double niches (sold and fully occupied)
雙人龕位數目 (已售並全部佔用) _____

Number of double niches (sold and partially occupied)
雙人龕位數目 (已售並部分佔用) _____

Number of double niches (sold but unoccupied)
雙人龕位數目 (已售但未佔用) _____

Number of double niches (residual for sale)
雙人龕位數目 (待售) _____

Total no. of niches other than single or double niches (please specify type)
除單人及雙人龕位外的其他龕位總數 (請列明類別)

_____

Number. of niches (sold and fully occupied)
龕位數目 (已售並全部佔用) _____

Number of niches (sold and partially occupied)
龕位數目 (已售並部分佔用) _____

Number of niches (sold but unoccupied)
龕位數目 (已售但未佔用) _____

Number of niches (residual for sale)
龕位數目 (待售) _____

Proposed operating hours 擬議營運時間 _____

_____

@ Ash interment capacity in relation to a columbarium means –
就靈灰安置所而言，骨灰安放容量指：
- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
  每個龕位內可安放的骨灰容器的最高數目;
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
  在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.
  在該骨灰安置所內，總共最多可安放多少份骨灰。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and deposited at the Planning Enquiry Counters of the Planning Department for general information.)
(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及存放於規劃署規劃資料查詢處以供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Government Land at Sheung Shui Areas 4 & 30 Site 1 (Site 1) and Sheung Shui Areas 4 & 30 Site 2 (Site 2), Sheung Shui, New Territories 位於新界上水第四及三十區一號地盤及二號地盤的政府用地
Site area 地盤面積	Gross Site Area 總地盤面積: 25,700 sq. m 平方米 ☑ About 約 Net Site Area 地盤淨面積: 25,700 (includes Government land of 包括政府土地 25,700 sq. m 平方米 ☑ About 約)
Plan 圖則	Approved Fanling/ Sheung Shui Outline Zoning Plan No. S/FSS/24 粉嶺 / 上水分區計劃大綱核准圖編號 S/FSS/24
Zoning 地帶	"Residential (Group A)4" 「住宅(甲類)4」
Applied use/ development 申請用途/發展	Proposed Minor Relaxation of Maximum Total Plot Ratio and Building Height Restriction for Permitted Public Housing Developments 擬議略為放寬總地積比率及建築物高度限制作准許的公營房屋發展

		sq.m 平方米		Plot Ratio 地積比率	
(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率	Domestic 住用	167,050	☐ About 約 ☑ Not more than 不多於	6.5	☐About 約 ☑Not more than 不多於
	Non-domestic 非住用	15,420	☐ About 約 ☑ Not more than 不多於	0.6	☐About 約 ☑Not more than 不多於
(ii) No. of block 幢數	Domestic 住用				
	Non-domestic 非住用	2			
	Composite 綜合用途	6			

(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* *☐ Carport 停車間* *☐ Basement 地庫* *☐ Refuge Floor 防火層* *☐ Podium 平台)*
		Non-domestic 非住用	m 米 ☐ (Not more than 不多於)
			Site 1 AFB: 42 Site 2 PVP: 46 mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Site 1 AFB: 5 Site 2 PVP: 8.5 Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* *☐ Carport 停車間* *☐ Basement 地庫* *☐ Refuge Floor 防火層* *☐ Podium 平台)*
		Composite 綜合用途	m 米 ☐ (Not more than 不多於)
			Site 1 : 144 Site 2 : 149 mPD 米(主水平基準上) ☑ (Not more than 不多於)
			Site 1: 41 - 45 storeys *Block 1 includes carport* *Block 2 includes refuge floor* *Blocks 1 - 3 include podium* Site 2: 40 - 47 storeys *Blocks 1 - 3 include carport & podium* *Blocks 1- 2 include refuge floor* Storeys(s) 層 ☐ (Not more than 不多於) *(☑Include 包括/☐ Exclude 不包括* *☑ Carport 停車間* *☐ Basement 地庫* *☑ Refuge Floor 防火層* *☑ Podium 平台).*
(iv)	Site coverage 上蓋面積	Site 1 - 15m or below : 95%; above 15m: 48% Site 2 - 15m or below : 70%; above 15m: 45% % ☑ About 約	
(v)	No. of units 單位數目	Site 1 - 2,088 Site 2 - 1,556	
(vi)	Open space 休憩用地	Private 私人	8,560 sq.m 平方米 ☑ Not less than 不少於
		Public 公眾	sq.m 平方米 ☐ Not less than 不少於

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數	
	Private Car Parking Spaces 私家車車位	Residential:117 Nos. Visitor: 30 Nos. Retail and Commercial: 6 Nos. Kindergarten: 1 No.
	Motorcycle Parking Spaces 電單車車位	29 Nos.
	Light Goods Vehicle Parking Spaces 輕型貨車泊車位	16 Nos.
	Medium Goods Vehicle Parking Spaces 中型貨車泊車位	Nil
	Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	Nil
	Others (Please Specify) 其他 (請列明)	
	Bicycle Parking Spaces	324 Nos.
	Welfare Parking Spaces (8m x 3m)	2 Nos.
	Public Vehicle Park (Car Parking Spaces)	320 Nos.
	Public Vehicle Park (Light Goods Vehicle Parking Spaces)	6 Nos.
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	
	Taxi Spaces 的士車位	Nil
	Coach Spaces 旅遊巴車位	Nil
	Light Goods Vehicle Spaces 輕型貨車車位	Nil
	Medium Goods Vehicle Spaces 中型貨車車位	Nil
	Heavy Goods Vehicle Spaces 重型貨車車位	Residential: 6 Nos. Retail & Commercial: 2 Nos.
	Others (Please Specify) 其他 (請列明)	
	Welfare Facilities Loading/unloading Spaces	1 No.
	Community Hall Loading/unloading Spaces	1 No.
	Kindergarten Loading/unloading Spaces	1 No.

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☑
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☐
Sectional plan(s) 截視圖	☐	☑
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☑
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☑
Others (please specify) 其他（請註明）	☐	☐
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☑
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☑
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☑
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☑
Others (please specify) 其他（請註明）	☐	☑
Visual appraisal and air ventilation assessment		

Note: May insert more than one「✔」. 註：可在多於一個方格內加上「✔」號

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註： 上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

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S16 PLANNING APPLICATION
APPROVED FANLING/SHEUNG SHUI OZP NO. S/FSS/24

Proposed Minor Relaxation of Maximum Total Plot Ratio and Building Height Restriction for Proposed Public Housing Developments at Sheung Shui Areas 4 & 30 Sites 1 & 2

SUPPORTING PLANNING STATEMENT

March 2021

香港房屋委員會
Hong Kong Housing Authority

Executive Summary

The Planning Application is submitted by the Hong Kong Housing Authority (HA) to seek approval from the Town Planning Board (TPB) under Section 16 of the Town Planning Ordinance for minor relaxation of maximum total Plot Ratio (PR) from 6.6 to 7.1 (+ around 7.6%) and building height restriction (BHR) from 130mPD to 144mPD (+around 10.8%) and 149mPD (+around 14.6%) for the public housing developments at Sheung Shui Areas 4 & 30 Site 1 (Site 1) and Sheung Shui Areas 4 & 30 Site 2 (Site 2), Sheung Shui, New Territories (the Application Sites). With the proposed increase in development intensity, additional 292 flats will be provided.

The Application Sites fall under the Approved Fanling/ Sheung Shui Outline Zoning Plan No. S/FSS/24 (the OZP), zoned as "Residential (Group A)4" ("R(A)4"), and are subject to a maximum total PR of 6.6 and BHR of 130mPD.

Given the shortage of land for public housing development, the Government has been adopting a multi-pronged approach in increasing public housing land supply, including optimisation of public housing sites where technical feasibility permits. In line with Government's initiative announced in December 2018 on "Enhancement of the Development Intensity of Public Housing Sites" to increase the maximum domestic PR of the public housing sites in New Towns by up to 30% as appropriate where their technical feasibility permits, the HA proposes to increase the maximum total PR of the Application Sites from 6.6 to 7.1 and increase the BHR from 130mPD to 144mPD at Site 1 and from 130mPD to 149mPD at Site 2 with a view to optimising the use of the public housing land. The development proposal comprises of six housing blocks providing about 3,644 public housing flats (2,088 flats in Site 1 and 1,556 in Site 2), i.e. an increase of 292 flats (+about 8.7%), as well as a Community Hall cum Welfare and District Health Centre Block, a Public Transport Interchange (PTI) and a Public Vehicle Park (PVP).

The proposed minor relaxation of maximum total PR and BHR is in line with Government's policy on intensification of public housing sites, meets acute demand for public housing and will not generate any adverse impacts on visual, landscape, air ventilation, traffic, sewerage, environmental, risk and ecological aspects.

In view of the above, the TPB is requested to give favorable consideration on the proposed minor relaxation of maximum total PR and BHR of the Application Sites.

行政摘要

(聲明：此中文譯本僅供參考，如中文譯本和英文原文有差異時，應以英文原文為準。)

本規劃申請是由香港房屋委員會（下稱「房委會」）向城市規劃委員會（下稱「城規會」）提出，旨在根據《城市規劃條例》第16條，向城規會申請規劃許可，略為放寬於上水第四及三十區一號地盤及二號地盤公營房屋發展計劃（下稱「申請地盤」）的最高總地積比率由6.6倍增加至7.1倍 (+約7.6%)，建築物高度限制由主水平基準上130米增加至144米(+約10.8%)及149米(+約14.6%)。擬議的增加發展密度將額外提供292個公營房屋單位。

申請地盤位於《粉嶺/上水分區計劃大綱核准圖編號 S/FSS/24》（下簡稱「大綱核准圖」）上的「住宅（甲類）4」地帶內，受限於最高總地積比率6.6倍以及建築物高度限制的主水平基準以上130米。

有見公營房屋用地短缺，政府一直採取多管齊下的措施以增加公營房屋土地供應，包括在技術可行的情況下善用個別公營房屋地盤增加發展的可行性。為配合2018年12月政府公布的「提升公營房屋用地的發展密度」政策，旨在技術可行的情況下可適度提高在新市鎮的最高住宅地積比率約三成。房委會建議申請地盤的總地積比率由6.6倍增加至7.1倍，並增加一號地盤的建築物高度限制由主水平基準上130米增至144米及二號地盤亦由主水平基準上130米增至149米，以更有效運用土地資源。擬議發展包括興建6幢住宅大廈，提供約3,644個公營房屋單位(一號地盤約2,088單位及二號地盤約1,556單位)，即增加292個單位(+約 8.7%)，以及一座社區會堂、福利及地區康健中心大樓、公共運輸交匯處和公眾停車場。

擬議略為放寬總地積比率及建築物高度限制符合政府政策，善用土地資源及應付公營房屋的殷切需求。方案不會在視覺、景觀、空氣流通、交通、排污、環境、風險及生態方面構成負面影響。

基於以上各點，懇請城規會從優考慮略為放寬申請地盤的最高總地積比率及建築物高度限制。

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1. INTRODUCTION

1.1. This application seeks the Town Planning Board (TPB)'s permission under Section 16 of the Town Planning Ordinance for the proposed minor relaxation of maximum total Plot Ratio (PR) from 6.6 to 7.1 and building height restriction (BHR) from 130mPD to 144mPD and 149mPD for the public housing development (the Proposed Development) at Sheung Shui Areas 4 & 30 Sites 1 & 2, Sheung Shui, New Territories (**Figure 1**) (the Application Sites).

2. SITE CONTEXT

Planning Context

2.1. The Application Sites, with a gross area of about 1.44 ha and 1.13 ha for Site 1 and Site 2 respectively, are located at Sheung Shui Areas 4 and 30 and currently zoned "Residential (Group A)4" ("R(A)4") on the approved Fanling/ Sheung Shui Outline Zoning Plan No. S/FSS/24 (the OZP) (**Figure 1** refers). They were rezoned from "Industrial" ("I") for Site 1 and "Other Specified Uses" annotated "Bus Depot" ("OU(Bus Depot")) for Site 2 to "R(A)4" zone for public housing development, subject to a maximum total PR of 6.6 and BHR of 130mPD. 'Flat', 'Social Welfare Facility', 'Eating Place', 'Shop and Services', 'Public Transport Terminus or Station (excluding open-air terminus or station)' and 'Public Vehicle Park (excluding container vehicle)' uses, among others, are Column 1 uses and always permitted under "R(A)4" zone. Relevant OZP was approved by the Chief Executive in Council in January 2020 and the planning brief was approved in June 2019. The Application Sites are currently under construction.

2.2. The Executive Council agreed in December 2018 that for sites located in Density Zones 2 and 3 of the Main Urban Areas and Density Zones 1, 2 and 3 of New Towns, the maximum domestic PR of the public housing sites will be allowed to increase beyond the current 20% cap by up to 10% (i.e. maximum 30% in total) where their technical feasibility permits. In pursuit of the policy of "Enhancement of the Development Intensity of Public Housing Sites", the intensification feasibility of public housing developments at the Application Sites, under Density Zone 1 of the New Towns where the maximum domestic PR is allowed to be increased up to 6.5,

have been reviewed. Having reviewed the intensification feasibility of the Application Sites, at which foundation works have been commenced, it is proposed to increase the flat production through minor relaxation of the maximum total PR from 6.6 to 7.1 and BHR from 130mPD to 144mPD for Site 1 and 149mPD for Site 2. According to the OZP, based on the individual merits of the development proposal, minor relaxation of the PR and BHR may be considered by the TPB on application under Section 16 of the Town Planning Ordinance.

Surrounding Land Uses

2.3. The Application Sites are located on the west side of Po Shek Wu Road, to the northwest of the centre of Sheung Shui New Town and is about 600m from the MTR Sheung Shui Station (**Figure 1**). The East Rail Line lies along San Wan Road on the further northeast of Site 1 and on the southwest of Site 2. To its southeast across Po Shek Wu Road is the existing residential areas including Choi Po Court (Building Height (BH) of 100mPD) and Choi Yuen Estate (BH of 65mPD), Po Shek Wu Estate (BH of 114mPD), and the planned public housing site, Po Shek Wu Road site (BH restriction of 130mPD). To its southwest across Shek Sheung River is an area of village type development (Tai Tau Leng, mainly 3-storey buildings). To its northwest and north is industrial area with several existing industrial buildings which are mainly for non-manufacturing industrial uses including warehouse and storage, Sheung Shui Ambulance Depot, some temporary public car parks held under Short Term Tenancy and some vacant land. The area is undergoing transformation with various planning applications approved for wholesale conversion of the existing industrial buildings for 'Eating Place', 'Office' and 'Shop and Services' uses.

3. DEVELOPMENT PROPOSAL

Proposed Scheme

3.1. The Proposed Scheme adopts a maximum BH not exceeding 144mPD for Site 1 and 149mPD for Site 2 and a maximum PR of 7.1 for both Sites, of which PR of 6.5 and 0.6 are for domestic and non-domestic portions respectively. The Proposed Scheme would provide about 3,644 flats with a design population of about 8,560 persons, which are subject to detailed design. The differences in key parameters of the Proposed Scheme as compared against the Current Scheme which is an OZP compliance scheme are summarized in **Table 1** below.

Table 1 Comparison between the Current Scheme and Proposed Scheme

Development Parameters	**Current Scheme*** **[A]**	**Proposed Scheme [B]**	**Difference [B] – [A]**
Maximum Total PR	Overall 6.6 Domestic: 6.0 Non-domestic: 0.6	Overall: 7.1 Domestic: 6.5 Non-domestic: 0.6	Overall: +0.5 (+7.6%) Domestic: +0.5 (+8.3%) Non-domestic: 0 (0%)
Maximum Building Height (main roof level)	Not exceeding +130mPD	Not exceeding +144mPD (Site 1)/ +149mPD (Site 2)	+14m (10.8%) (Site 1)/ +19m (14.6%) (Site 2)
Flat Production	About 3,352	About 3,644	+292 (+8.7%)

* Current Scheme is an OZP compliance scheme

3.2. Site 1 consists of three housing blocks (37 to 40 domestic storeys) on podium (3 to 4 storeys) providing social welfare, communal, retail and associated ancillary facilities, a five-storey Community Hall cum Welfare and District Health Centre block and a covered PTI. Site 2 consists of three housing blocks (37 to 43 domestic storeys) on a three-storey podium and a 8.5-storey PVP block in split levels with associated ancillary facilities. Not less than 4,787 m^2 and 3,773 m^2 local open space in accordance with the HKPSG requirement of 1 m^2 per person will be provided in Sites 1 and 2 respectively. Podium gardens, a kindergarten and recreational facilities including one basketball court, one badminton court, two table tennis tables and children's play areas will also be provided in the public housing

development. A set of schematic drawings illustrating the layout and design of the Proposed Development are provided in **Plans 1 to 24**.

3.3. The key development parameters of the Proposed Development are summarized in **Table 2** below.

Table 2 Key Development Parameters of the Proposed Housing Development

Development Parameters	**Proposed Scheme**	
	Site 1	**Site 2**
Site Area* **Gross** **Net**	 About 1.44 ha About 1.44 ha	 About 1.13 About 1.13
Maximum PR - **Overall** - **Domestic** - **Non-domestic**	 7.1 6.5 0.6	 7.1 6.5 0.6
Maximum Building Height (main roof level)	+144mPD	+149mPD
No. of Storey of Housing Blocks	Block 1: 41 storeys Block 2: 45 storeys Block 3: 42 storeys	Block 1: 47 storeys Block 2: 45 storeys Block 3: 40 storeys
Flat Production	2,088	1,556
Design population**	4,787	3,773
Site Coverage (<15m)	Non Domestic: About 95%	Non Domestic: About 70%
(≥15m)	Non Domestic: About 12% Domestic: About 36%	Non Domestic: About 17% Domestic: About 28%
Green Coverage (% of Gross Site Area)	At least 20%	At least 20%
Education Facilities		
Kindergarten	One (6-classroom)	-
Recreation Facilities		
Local Open Space	Not less than 4,787m^2	Not less than 3,773m^2
Children Play Area	Not less than 400m^2	Not less than 302m^2
Basketball Court	-	1
Badminton Court	-	1
Table Tennis Table	1	1
Social Welfare / Community Facilities#		

Development Parameters	Proposed Scheme	
	Site 1	**Site 2**
Community Hall	One (NOFA of about 601m^2)	-
District Health Centre	One (NOFA of about 1,069m^2)	-
Day Activity Centre (DAC)	One (NOFA of about 319m^2)	-
Residential Care Home for the Elderly (RCHE)	One (NOFA of about 1,354m^2)	-
Hostel for Moderately Mentally Handicapped Persons (HMMH)	One (NOFA of about 617m^2)	-
Hostel for Severely Mentally Handicapped Persons (HSMH)	One (NOFA of about 691m^2)	-
Integrated Vocational Rehabilitation Services Centre (IVRSC)	One (NOFA of about 447m^2)	-
Retail and Commercial (R&C) Facilities	About 400m^2	About 700m^2
Parking Facilities[#^]		
Car Parking Space (Domestic)	61	56
Car Parking Space (Visitors)	15	15
Car Parking Space (R&C)	2	4
Car Parking Space (Public)	-	320
Motorcycle Parking Space	15	14
Light Goods Vehicle Parking Space (Domestic)	8	8
Light Goods Vehicle Parking Space (Public)	-	6
Loading/Unloading (L/UL) Bay (Domestic)	3	3
L/UL (R&C)	1	1
Bicycle Parking Space (Domestic)	180	144
Parking (Welfare)	1 16-seater van parking space for exclusive use of the DAC cum HSHM 1 private light bus parking space for exclusive use of the RCHE	-

Development Parameters	Proposed Scheme	
	Site 1	Site 2
L/UL Bay (Welfare)	1	-
L/UL Bay (Community Hall)	1	-
Car Parking Space (Kindergarten)	1	-
L/UL Bay (Kindergarten)	1	-
Other Public Transport Facilities#^		
PTI	1	

* Subject to detailed survey

** Based on actual flat mix

In accordance with the OZP No. S/FSS/24, any floor space that is constructed or intended for use solely as ancillary parking facilities as well as public vehicle parks, public transport facilities and Government, institution or community facilities, as required by the Government are exempted from PR/GFA calculation.

^ All parking provisions have been agreed with TD.

Implementation Programme

3.4. Piling works of the Application Site commenced by HA in November 2020 for planned building completion in 2025/26 and beyond by phases tentatively.

4. JUSTIFICATIONS AND PLANNING MERITS

In line with Government's Policy on Intensification of Public Housing Sites

4.1. The Executive Council approved in December 2018 the policy on "Enhancement of the Development Intensity of Public Housing Sites". For sites located in Density Zones 2 and 3 of the Main Urban Areas and Density Zones 1, 2 and 3 of New Towns, the maximum domestic PR of the public housing will be allowed to increase up to 30% (versus by up to 20% as announced in the 2014 Policy Address) where their technical feasibility permits. In line with this policy, the maximum domestic PR for Sites 1 and 2, which is under Density Zone 1 of the New Towns, is allowed to be increased from 6 to 6.5. Together with a kindergarten and other ancillary facilities, minor relaxation of maximum total PR from 6.6 to 7.1 and BHR from 130mPD to 144mPD and 149mPD are therefore proposed.

Meet Acute Demand for Public Housing

4.2. Under the Long Term Housing Strategy 2020, the split ratio of public / private housing of 70:30 is adopted continuously, and supply target for public housing is 301,000 for the ten year from 2021/22 to 2030/31. As at end-December 2020, the average waiting time for general applicants was 5.7 years. This application would increase the public housing production, which is in line with the Government's policy to better utilize land resources in order to meet the imminent housing need.

Optimise Development Potential and Minimise Implications of Building Height with Site Constraints

4.3. The disposition and layout of the housing blocks have been specifically designed in response to site constraints and opportunities to optimise development potential of the Application Sites as far as practical, while addressing various environmental and technical aspects in minimizing their impacts.

4.4. The housing blocks in Site 1 are orientated away from the rail noise from the East Rail line, the traffic noise from Po Shek Wu Road and Choi Yuen Road and fixed noise from nearby industrial buildings while single-aspect layout (i.e. self-protecting block design) is adopted in Site 2 with the flats oriented to avoid direct line of sight to mitigate railway noise from East Rail Line and fixed noise sources from nearby industrial buildings as recommended in the Environmental Assessment Study (EAS).

4.5. In addition, the building separations between housing blocks proposed in the Air Ventilation Assessment (AVA) as summarized in Section 4.11 are adopted to facilitate the wind penetration across the Sites and enhance the wind environment at the podium.

4.6. In order to optimise the flat production and minimize the implication of BH, additional domestic units are mainly located at domestic blocks with relatively higher efficiency, i.e. Blocks 2 and 3 of Site 1 and Blocks 1 and 2 of Site 2, taking into consideration of the physical constraints posed by the noise mitigation measures and building separation requirement as well as the requirement of refuge floor for domestic building exceeding 40 storeys.

4.7. For Site 1, the number of domestic storeys of Blocks 2 and 3 under the current scheme are 39 and 34 respectively. With consideration of the aforementioned physical constraints, requirement of refuge floor and the number of units per floor, additional flat units are proposed at Block 2 and 3 in the Proposed Scheme such that the domestic storeys of Blocks 2 and 3 are 40 and 39 respectively. The proposed increase of BH are mainly at Blocks 2 and 3 from 130mPD to 144mPD and 142mPD.

4.8. In Site 2, the site coverage of the housing blocks is about 28% only because of the limitation of site coverage from the PVP as well as the abovementioned physical constraints. In order to optimise the flat production and minimize the implication of BH, the additional housing units are proposed at Blocks 1 and 2 which are with relatively higher efficiency taking into consideration of the single aspect design and the requirement of refuge floor. The number of domestic storeys of Blocks 1 and 2 are increased from 39 and 35 to 43 and 41 storeys, The proposed increase of BH at Blocks 1 and 2 are from 130mPD to 149mPD and 143mPD.

Compatible with Surrounding Development Context

4.9. Taking into consideration of the BH profile of the existing and planned development in the surrounding area, building height variations are proposed in both Sites 1 and 2 not only to enhance visual interest but also echo with the surrounding development context.

4.10. Site 1 is located at the southwest of the East Rail line with the existing Po Shek Wu Estate (maximum BH of 114mPD) to its southeast and low-rise industrial buildings (maximum building height of 25mPD) to its north and northwest (as shown in **Figure 1** and **Plan 2**). To echo with the relatively low building height of the existing industrial buildings, the proposed BH of Block 1, which is nearest to the existing low-rise industrial building, is at 132mPD. For Block 3, it is located next to the existing Po Shek Wu Estate, the proposed BH is 142mPD which is slightly lower than that of Block 2 (144mPD) located in the middle of the site. Besides respecting the existing BH profile, the proposed BH variations also create a more vibrant skyline.

4.11. Site 2 is located at the northeast of the East Rail line, in order to echo with the planned public housing development across Po Shek Wu Road, with BH in the similar range, the BH profile for Site 2 is descending from Block 1 (149mPD) to Block 2 (143mPD), Block 3 (129mPD), and then to the 8.5-storey PVP block adjacent to the low-rise industrial building. Variations of BH with respect to the existing development context could be achieved as shown in **Plan 14**.

No Adverse Visual, Landscape, Air Ventilation and Technical Implications

No Adverse Impact on Visual Aspect

4.12. The proposed BH and the building mass of the Proposed Scheme is compatible with high-rise residential development (such as Po Shek Wu Estate, Choi Po Court and Choi Yuen Estate as well as the planned public housing development at Po Shek Wu Road site) in the vicinity. The Proposed Scheme is visually compatible with the surroundings. As demonstrated in the Visual Appraisal (VA) (**Appendix 1** refers), the proposed revision in building mass and height comparing to the Current Scheme is considered slight and is unlikely to cause any significant adverse visual impact.

No Adverse Impact on Landscape Aspect

4.13. Existing trees on site to be affected will be compensated, as far as possible, at a ratio of 1:1 in terms of number. The tree planting will meet the provision of minimum of 3 trees per 100m^2 of the total green coverage. Therefore, no adverse landscape impact is anticipated. Local open space and community play areas will be provided according to the ratios and provisions in the approved planning briefs. The schematic landscape plans are shown in **Plans 3 to 12 and Plans 15 to 24**.

No Adverse Impact on Air Ventilation Aspect

4.14. An AVA (**Appendix 2** refers) has been conducted to assess the ventilation performance of the Current Scheme and Proposed Scheme. To maintain and enhance the wind performance of the Proposed Scheme, the following wind enhancement features have been adopted:

Site 1

- Preserve the permeable covered PTI at ground level;

- Preserve the 15m building separation between Block 1 and Block 2 from above ground level;
- Preserve 15m tower separation between Block 2 and Block 3 from above podium level;
- Preserve a minimum 7.5m width 2-storey empty bay at podium level underneath Block 3; and
- Provide a podium with higher permeability, the podium massing is rearranged to provide wider air path for penetration of prevailing wind.

<u>Site 2</u>

- Preserve the about 15m building separation between Block 1 and Block 3 from above podium level;
- Increase the building separation of the Phase 1 PVP and Phase 2 development to about 15m to provide wider air path for penetration of prevailing wind;
- Preserve ground floor empty bay at Block 2 in increase the width to about 15m to enhance its ventilation effectiveness;
- Relocate the ground floor empty bay at Block 3 to the edge near Block 1, combined with the preserved ground floor empty bay at Block 1, the ground level separation between Block 1 and Block 3 increased to about 24m, creating a wider wind entrance;
- Preserve the podium floor empty bays at Block 1 and the corner of Block 2; and
- Provide additional podium floor empty bays at Block 1 and Block 3, the podium separation between Block 1 and Block 3 to about 27m, creating a wider wind entrance.

4.15. Under annual condition, the dominant prevailing wind is mainly from north-eastern quadrant direction, which align with the proposed 15m building separation in Sites 1 and 2. The widened building separation would help to promote the wind penetration across the site and improve the ventilation performance under annual condition. Under summer condition, prevailing wind is from the south-western quadrant direction. With the more permeable podium and larger building separation, the Proposed Scheme would achieve a slightly better wind environment at close proximity and within the surrounding area.

No Adverse Impact on Traffic Aspect

4.16. The result of the updated Traffic Impact Assessment (TIA) indicated that the proposal will have no insurmountable traffic impact. Car parking and loading/unloading facilities are provided with reference to the Hong Kong Planning Standards and Guidelines requirements, parking demand in the district, and to the satisfaction of Transport Department (TD). Please refer to the TIA as accepted by TD at **Appendix 3** for details.

No Adverse Impact on Sewerage Aspect

4.17. Sewerage Impact Assessment (SIA) (**Appendix 4** refers) has been conducted and the study findings concluded that there is no adverse impact on the sewerage system due to the proposed public housing developments at the Application Sites.

No Adverse Impact on Environmental Aspect

4.18. An EAS for the Proposed Development to evaluate and address the potential road traffic noise, rail noise, fixed noise sources, air quality and land contamination impacts has been conducted (**Appendix 5** refers). The EAS has concluded that the proposed development will have no insurmountable impact with proper building layout, design and mitigation measures to be incorporated in the Proposed Development such as acoustic window, fixed glazing at selected flats, single aspect design (i.e. self-protecting block design), etc.

Other Aspects

4.19. A Quantitative Risk Assessment (QRA) was conducted to demonstrate that the risk posed by the Liquefied Petroleum Gas (LPG) Store at Choi Po Court on the proposed public housing development at Site 1, which fall within the Study area of 200m radius from the LPG Store. The results of the Study indicated that the proposed housing development would not present unacceptable risks to the overall population around the LPG Store. Please refer to the QRA as accepted by the Electrical and Mechanical Services Department at **Appendix 6** for details.

4.20. As advised by Agriculture, Fisheries and Conservation Department (AFCD) (**Appendix 7** refers), AFCD considered that no significant adverse ecological impact is anticipated and ecological assessment is not necessary.

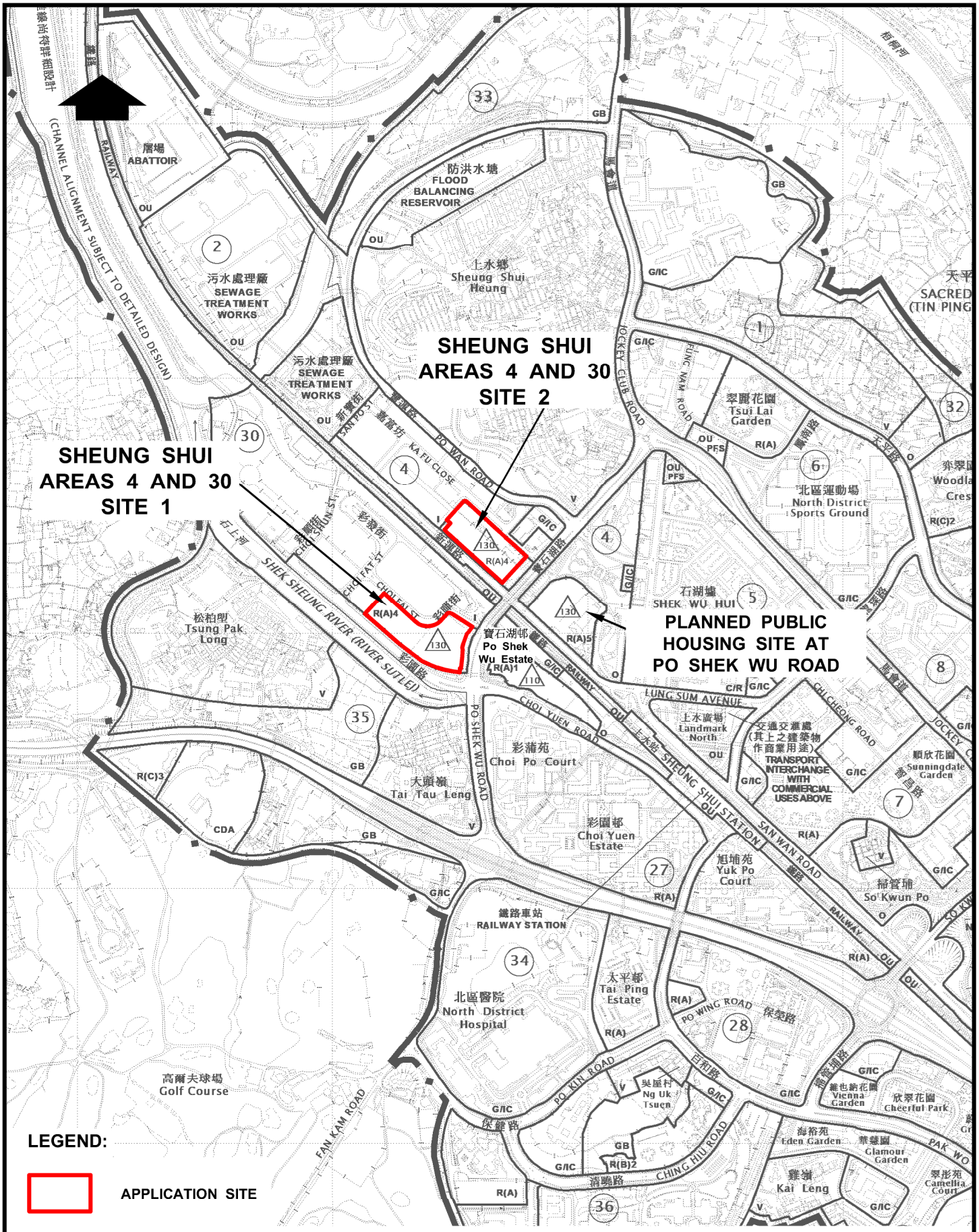
5. CONCLUSION

5.1. This Application is submitted under Section 16 of the Town Planning Ordinance for the proposed minor relaxation of maximum total PR from 6.6 to 7.1 and BHR from 130mPD to 144mPD (Site 1) and 149mPD (Site 2) for public housing developments at Sheung Shui Areas 4 and 30 Sites 1 and 2. It is in line with the Government's initiative on optimising the intensification feasibility of public housing sites with a view to meeting the pressing demand for affordable housing.

5.2. The Proposed Development is also in line with the planning intention of the "R(A)4" zone and compatible with the surrounding developments. As demonstrated in the technical assessments, the proposal will have no insurmountable impacts on visual, air ventilation, traffic, sewerage, environmental, landscape and risk aspects.

5.3. In view of the above, the TPB is sincerely requested to give favorable consideration on the proposed minor relaxation of maximum total PR and BHR of the Application Sites.

Figures



LOCATION PLAN

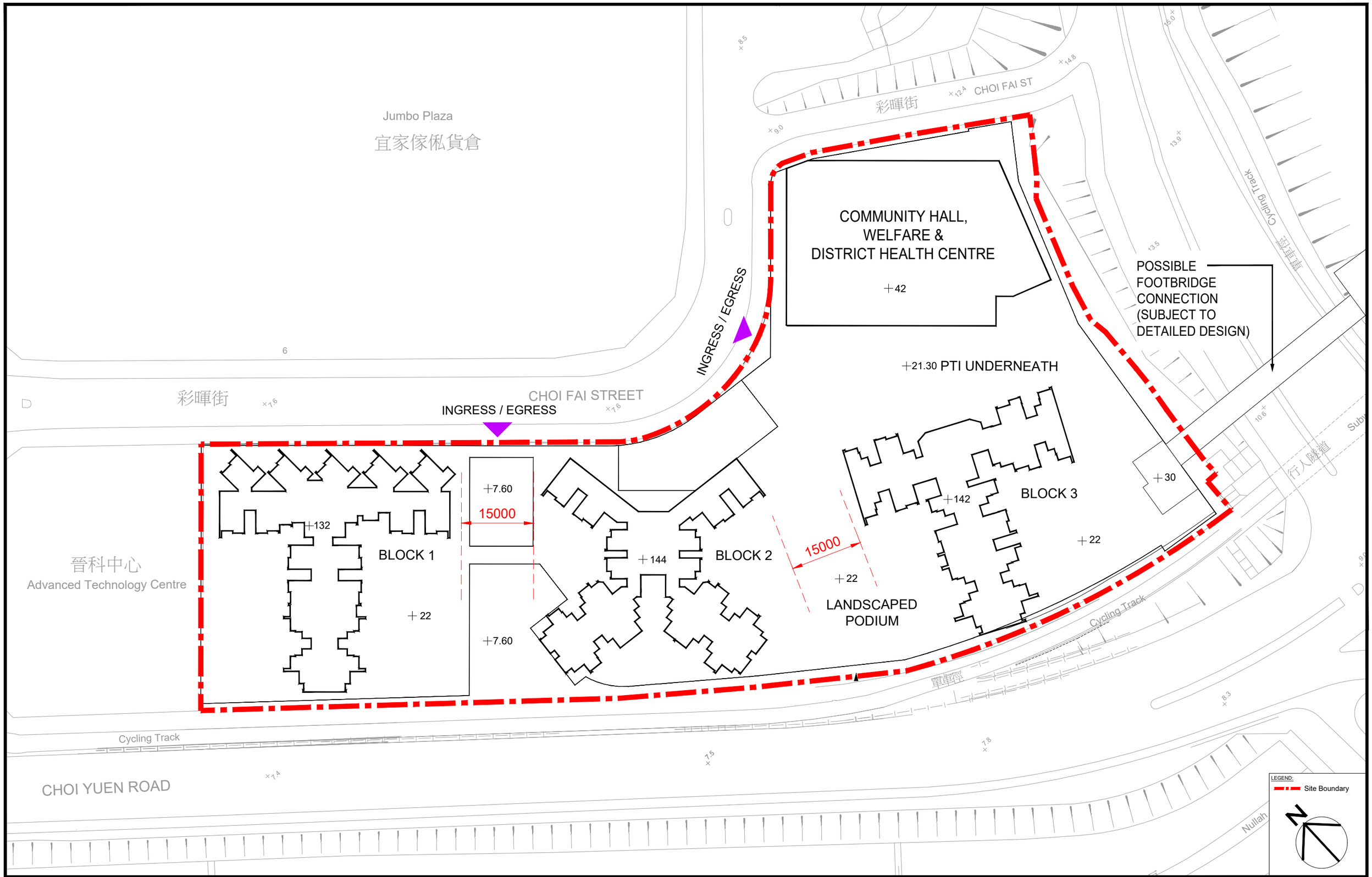
HOUSING DEPARTMENT
PLANNING SECTIONS

FIGURE 1

DATE :
March 2021

BASE EXTRACTED FROM OZP No. S/FSS/24

21_0068N_OZP



PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

SITE 1 LAYOUT PLAN

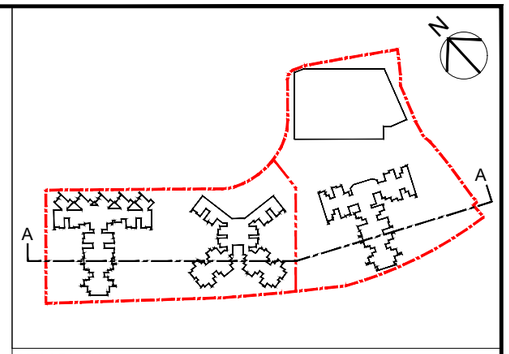
(FOR REFERENCE ONLY & SUBJECT TO DESIGN REVIEW)

SCALE : 1:1000 (A3)

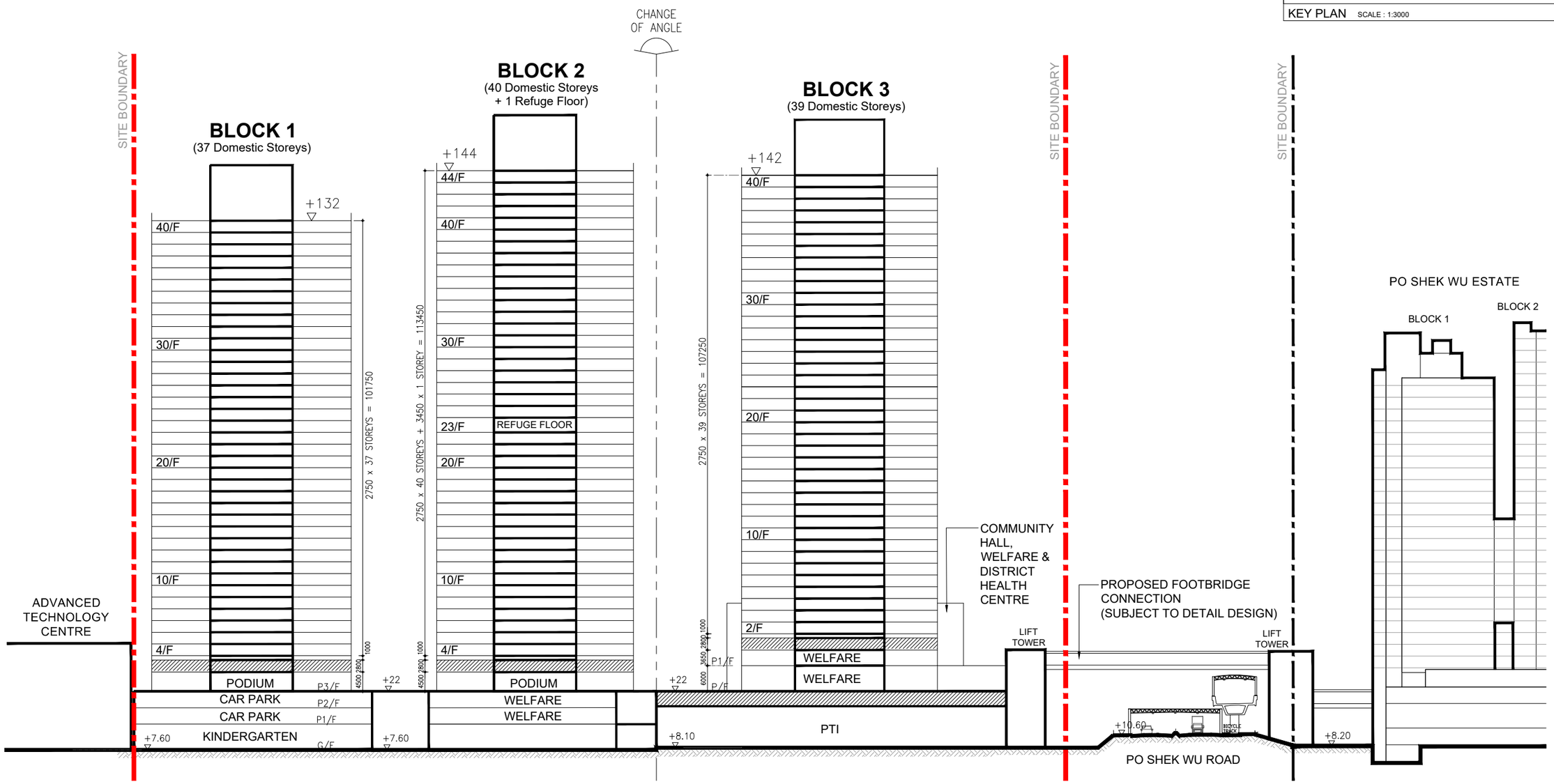
房 屋 署
HOUSING DEPARTMENT

DATE: March 2021

PLAN 1



KEY PLAN SCALE : 1:3000



SITE SECTION A-A

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

SITE 1 SCHEMATIC SITE SECTION

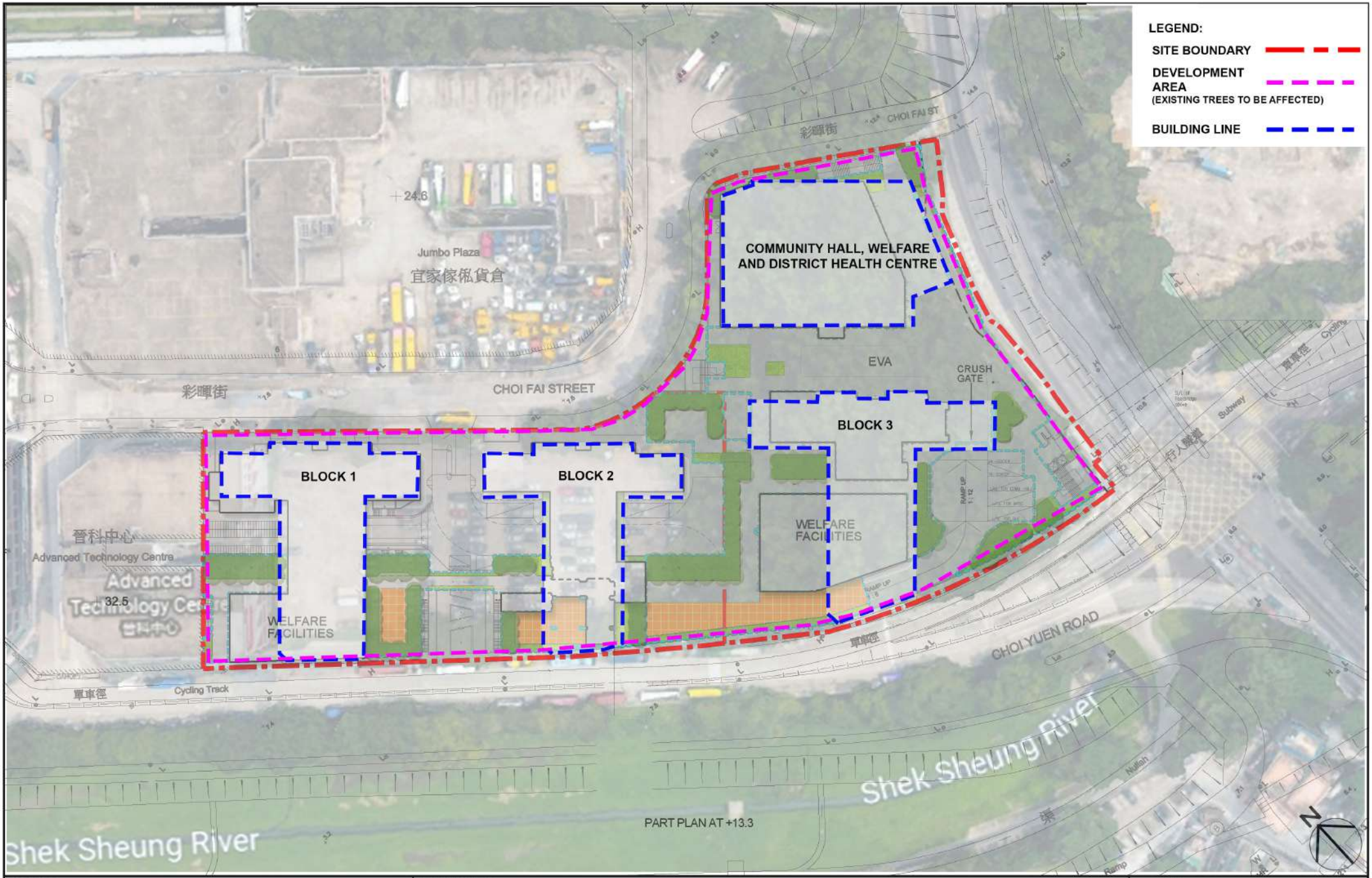
(FOR REFERENCE ONLY & SUBJECT TO DESIGN REVIEW)

SCALE : 1:1000 (A3)

房 屋 署
HOUSING DEPARTMENT

DATE: March 2021

PLAN 2



PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

SITE 1 LAYOUT PLAN (CURRENT SCHEME)

SCALE : 1:800 (A3)

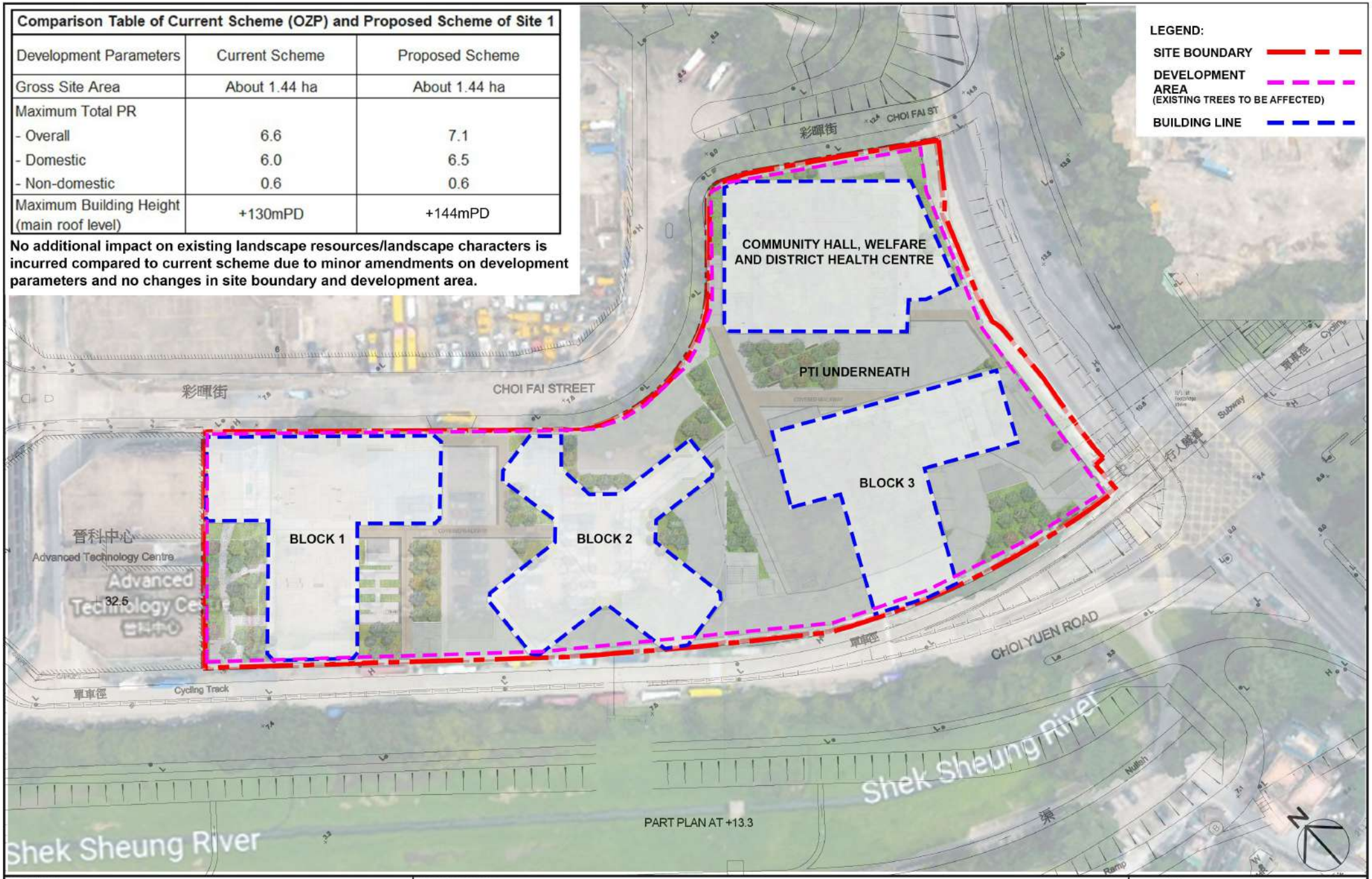
房屋署
HOUSING DEPARTMENT

DATE: March 2021

PLAN 3

Comparison Table of Current Scheme (OZP) and Proposed Scheme of Site 1		
Development Parameters	Current Scheme	Proposed Scheme
Gross Site Area	About 1.44 ha	About 1.44 ha
Maximum Total PR		
- Overall	6.6	7.1
- Domestic	6.0	6.5
- Non-domestic	0.6	0.6
Maximum Building Height (main roof level)	+130mPD	+144mPD

No additional impact on existing landscape resources/landscape characters is incurred compared to current scheme due to minor amendments on development parameters and no changes in site boundary and development area.



PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

SITE 1 LAYOUT PLAN (PROPOSED SCHEME)

SCALE : 1:800 (A3)

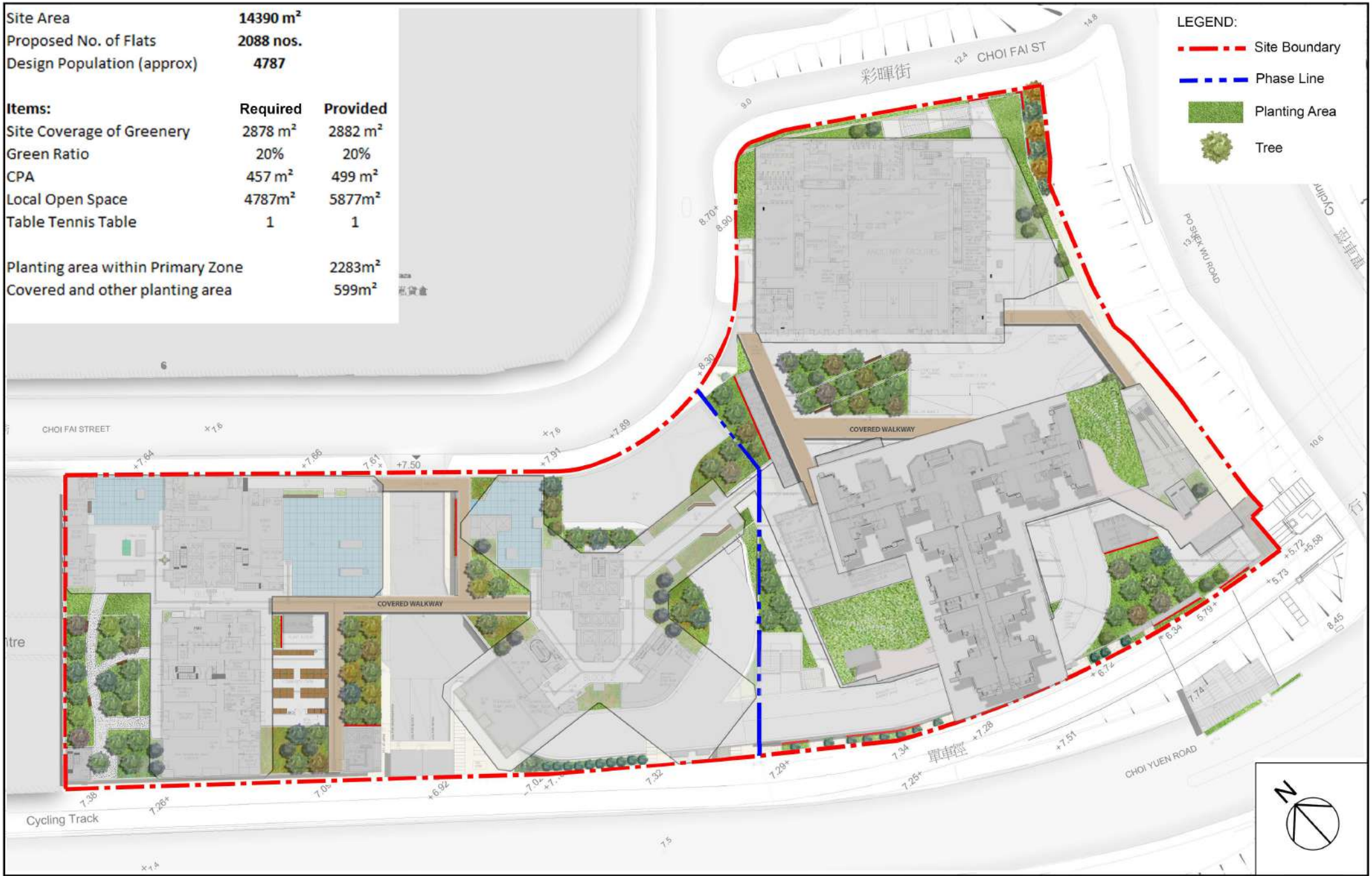
房屋署 HOUSING DEPARTMENT

DATE: March 2021

PLAN 4

Site Area	**14390 m²**
Proposed No. of Flats	**2088 nos.**
Design Population (approx)	**4787**

Items:	**Required**	**Provided**
Site Coverage of Greenery	2878 m²	2882 m²
Green Ratio	20%	20%
CPA	457 m²	499 m²
Local Open Space	4787m²	5877m²
Table Tennis Table	1	1
Planting area within Primary Zone		2283m²
Covered and other planting area		599m²



PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

SITE 1 LANDSCAPE MASTER PLAN (OVERALL)

SCALE : 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: March 2021

PLAN 5

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

SITE 1 LANDSCAPE MASTER PLAN (GROUND FLOOR LEVEL)

SCALE : 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: March 2021

PLAN 6

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

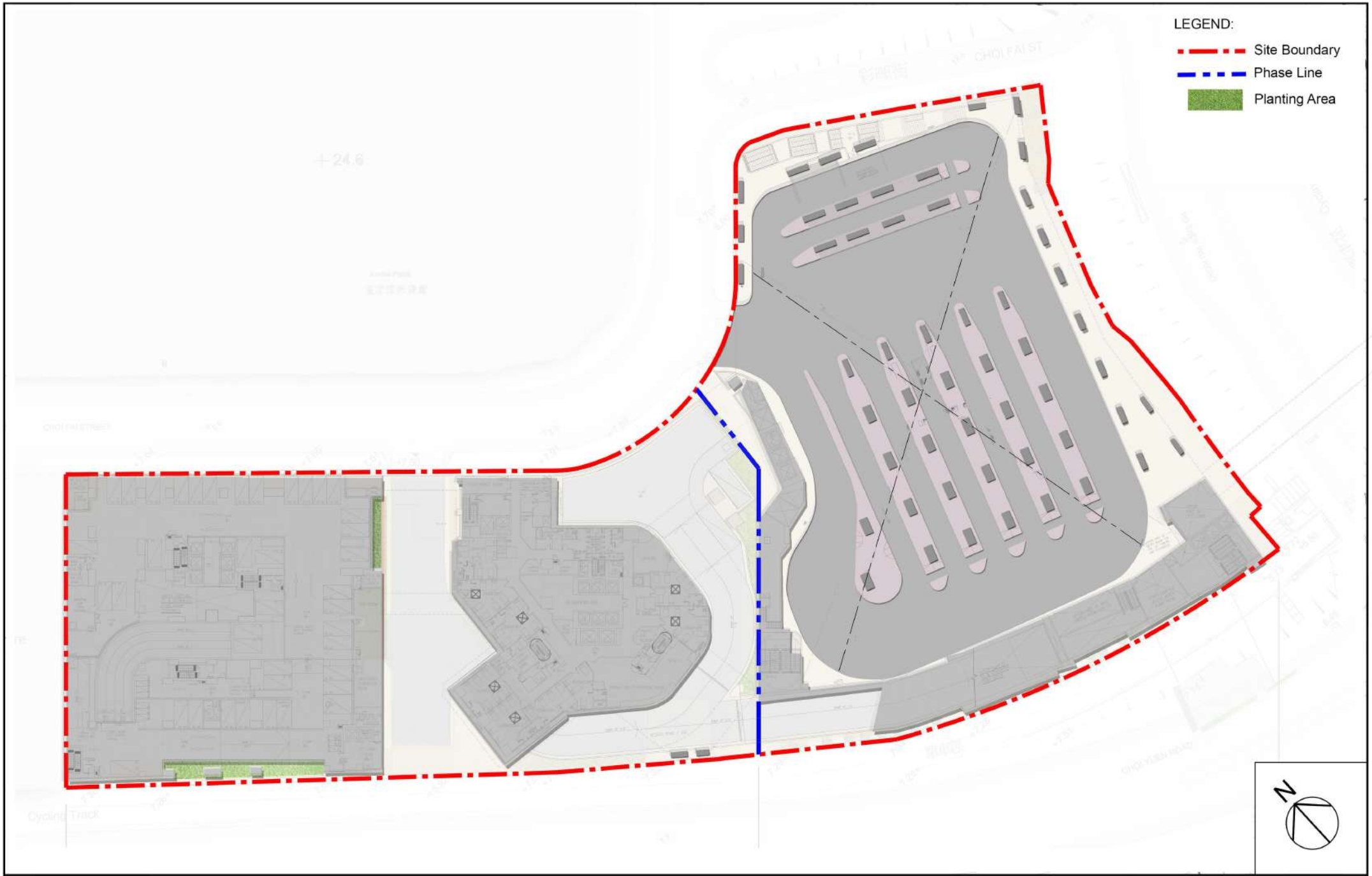
SITE 1 LANDSCAPE MASTER PLAN (PODIUM FIRST LEVEL)

SCALE : 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: March 2021

PLAN 7



PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

SITE 1 LANDSCAPE MASTER PLAN (PODIUM SECOND LEVEL)

SCALE : 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: March 2021

PLAN 8

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

SITE 1 LANDSCAPE MASTER PLAN (PODIUM THIRD LEVEL)

SCALE : 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: March 2021

PLAN 9

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

SITE 1 LANDSCAPE MASTER PLAN (PODIUM THIRD LEVEL)- LOCAL OPEN SPACE

SCALE : 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: March 2021

PLAN 10

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

SITE 1 LANDSCAPE MASTER PLAN (ROOF GARDEN)

SCALE : 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: March 2021

PLAN 11

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

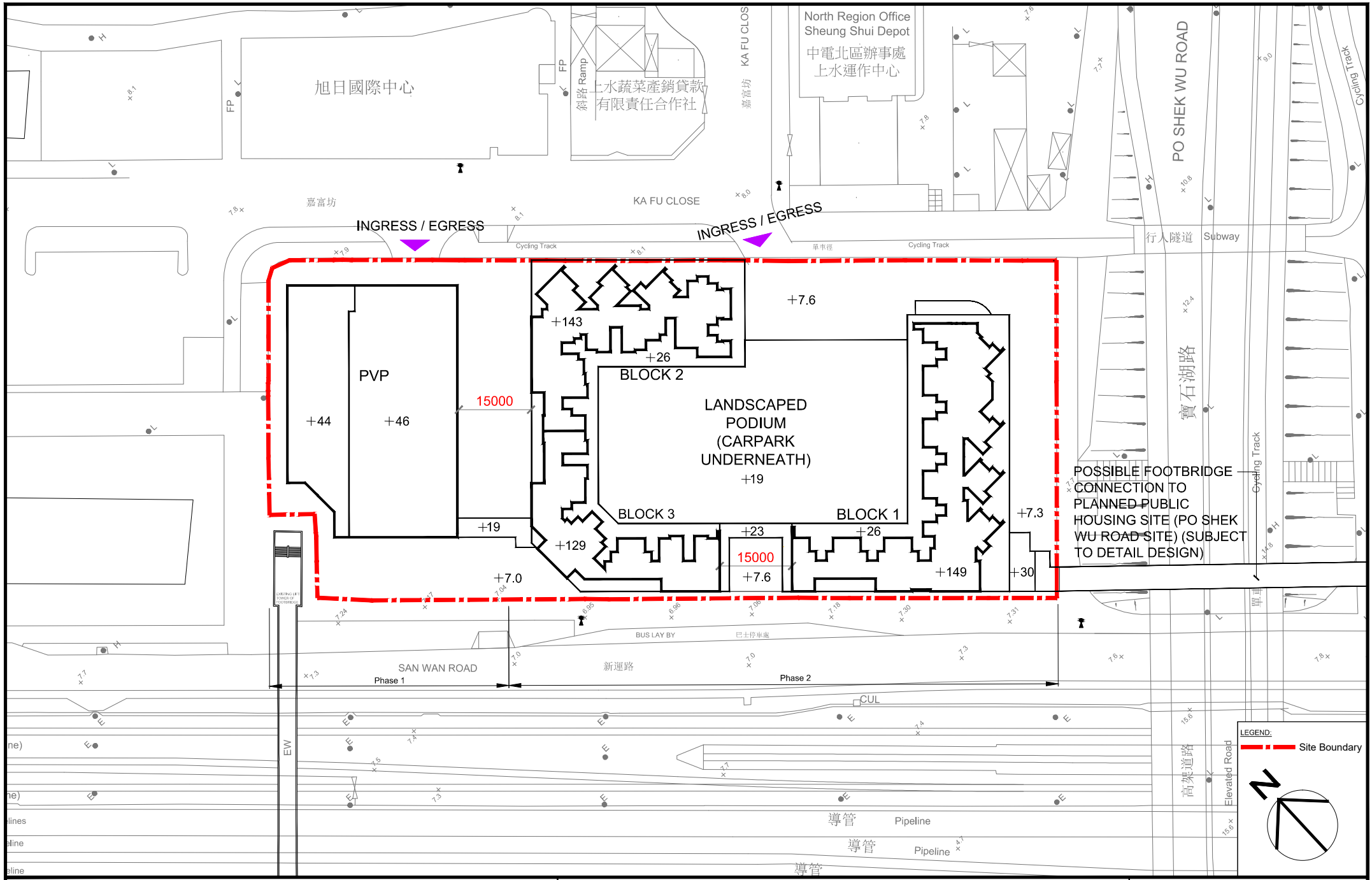
SITE 1 LANDSCAPE MASTER PLAN (ROOF GARDEN) - LOCAL OPEN SPACE

SCALE : 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: March 2021

PLAN 12



PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITE 1 & 2

DRAWING TITLE

SITE 2 LAYOUT PLAN

(FOR REFERENCE ONLY & SUBJECT TO DESIGN REVIEW)

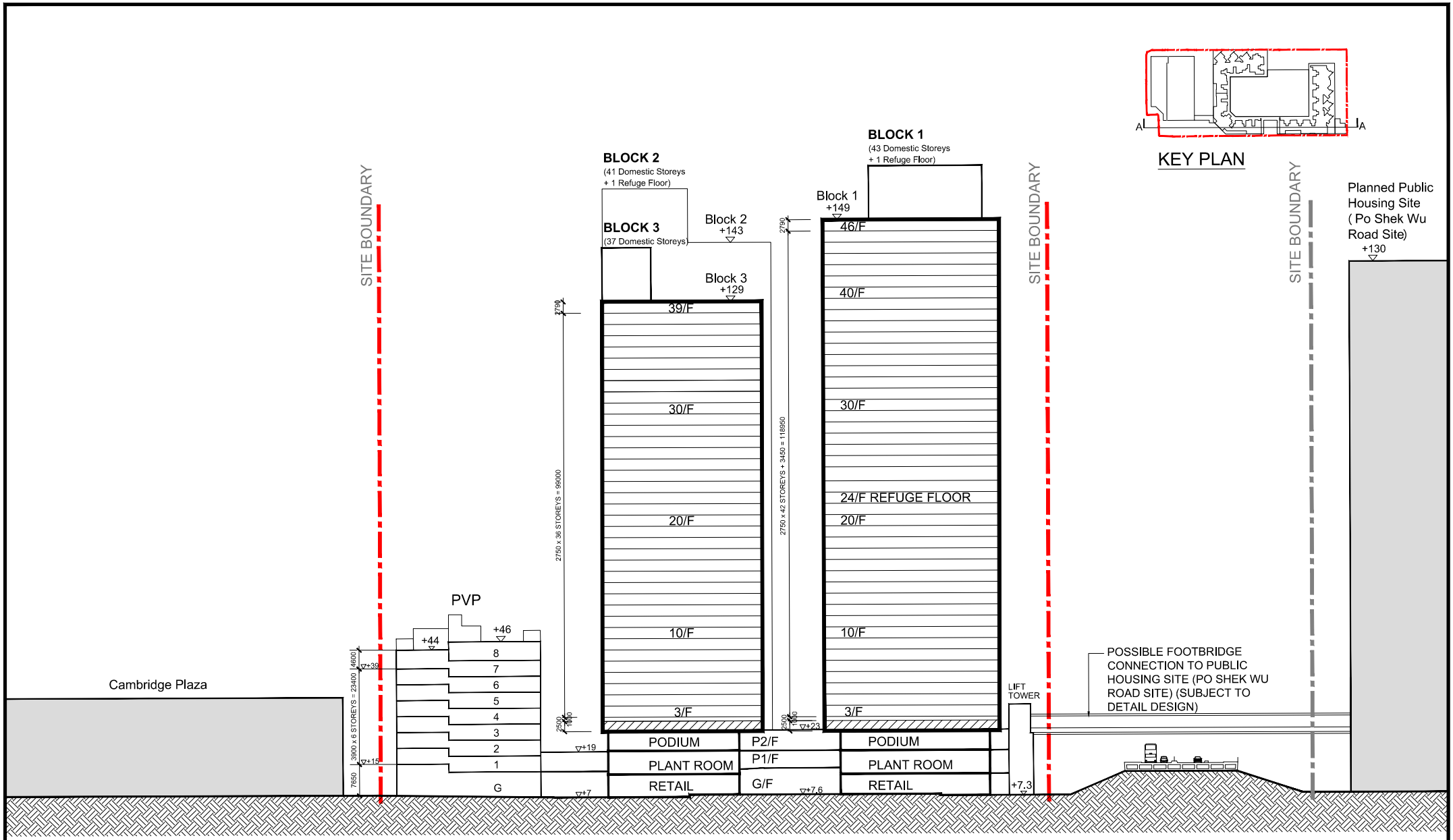
SCALE : 1:1000 (A4)

HOUSING DEPARTMENT

DATE: March 2021

PLAN 13

FIGURE 3



SECTION A-A

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITE 1 & 2

DRAWING TITLE

SITE 2 SCHEMATIC SITE SECTION A-A

(FOR REFERENCE ONLY & SUBJECT TO DESIGN REVIEW)

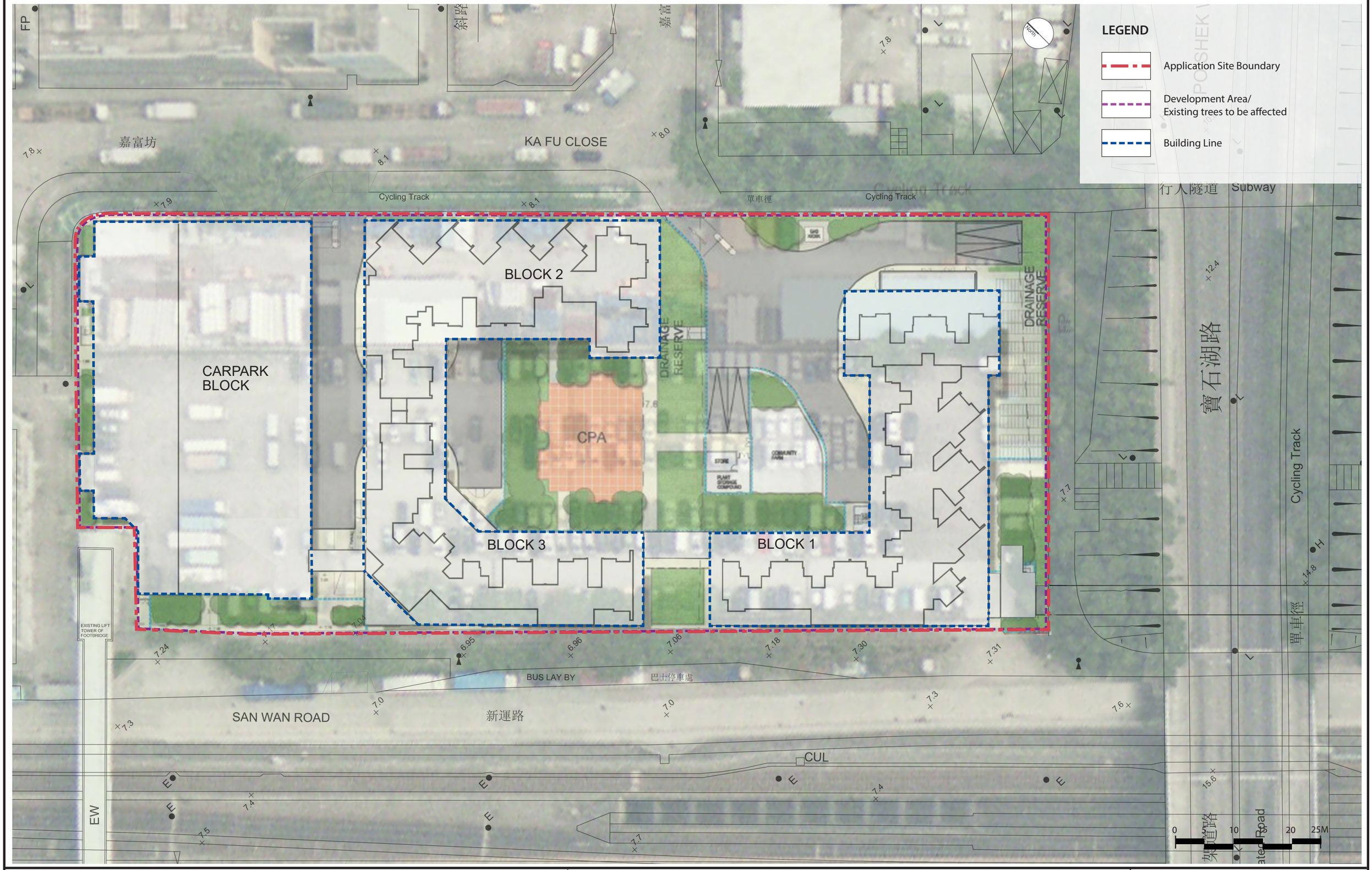
SCALE : 1:1250 (A4)

HOUSING DEPARTMENT

DATE: March 2021

PLAN 14

FIGURE 4



PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

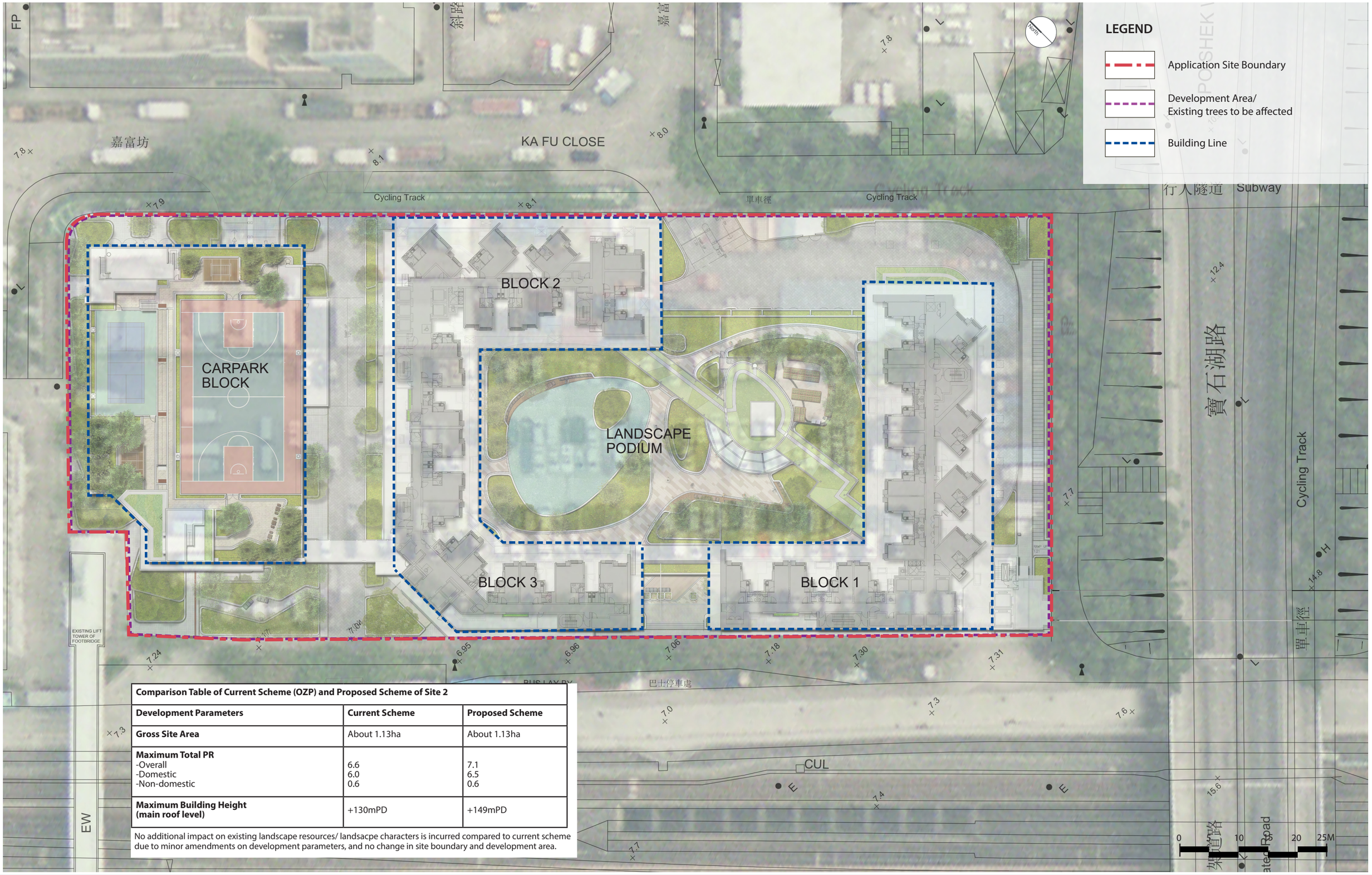
SITE 2 LAYOUT PLAN (CURRENT SCHEME)

SCALE: 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: MARCH 2021

PLAN 15



Comparison Table of Current Scheme (OZP) and Proposed Scheme of Site 2		
Development Parameters	**Current Scheme**	**Proposed Scheme**
Gross Site Area	About 1.13ha	About 1.13ha
Maximum Total PR -Overall -Domestic -Non-domestic	 6.6 6.0 0.6	 7.1 6.5 0.6
Maximum Building Height (main roof level)	+130mPD	+149mPD

No additional impact on existing landscape resources/ landsacpe characters is incurred compared to current scheme due to minor amendments on development parameters, and no change in site boundary and development area.

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

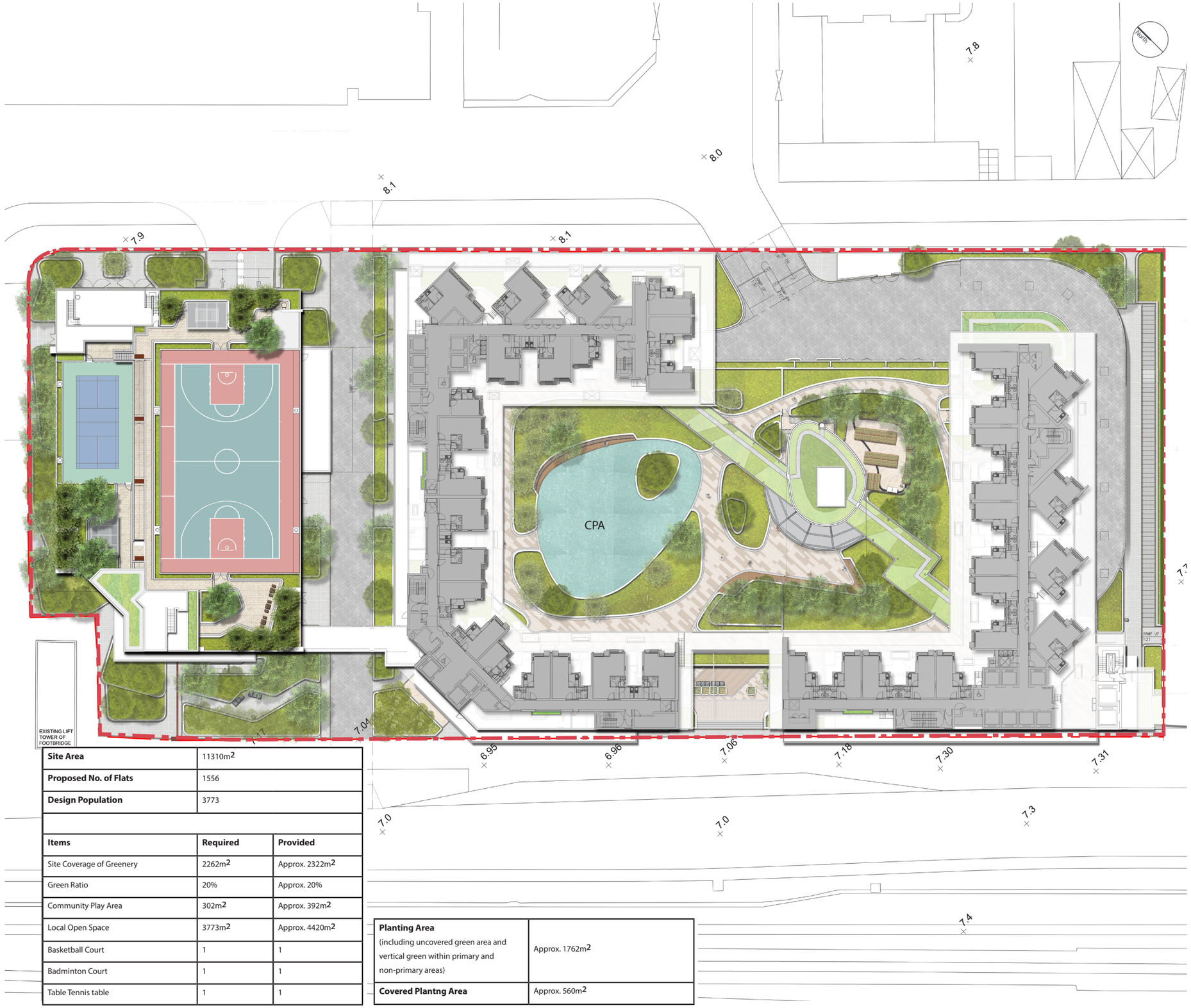
SITE 2 LAYOUT PLAN (PROPOSED SCHEME)

SCALE: 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: MARCH 2021

PLAN 16



Site Area	11310m^2
Proposed No. of Flats	1556
Design Population	3773

Items	**Required**	**Provided**
Site Coverage of Greenery	2262m^2	Approx. 2322m^2
Green Ratio	20%	Approx. 20%
Community Play Area	302m^2	Approx. 392m^2
Local Open Space	3773m^2	Approx. 4420m^2
Basketball Court	1	1
Badminton Court	1	1
Table Tennis table	1	1

Planting Area (including uncovered green area and vertical green within primary and non-primary areas)	Approx. 1762m^2
Covered Plantng Area	Approx. 560m^2

LEGEND

- Application Site Boundary
- Proposed Architectural Scheme
- Proposed New Tree Planting
- Proposed Shrub Planting
- Proposed Green Roof
- Proposed Vertical Greening
- Proposed Tile Paving at Podium
- Proposed Block Paving at Ground Floor
- Proposed Seating
- Proposed Community Farm Planter Pots
- Proposed Pavilion
- CPA — Proposed Community Play Area
- Moveable Planter
- Proposed Green Roof on Covered Walkway
- Proposed Basketball Court
- Proposed Badminton Court

0 5 10 15 20 25M

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

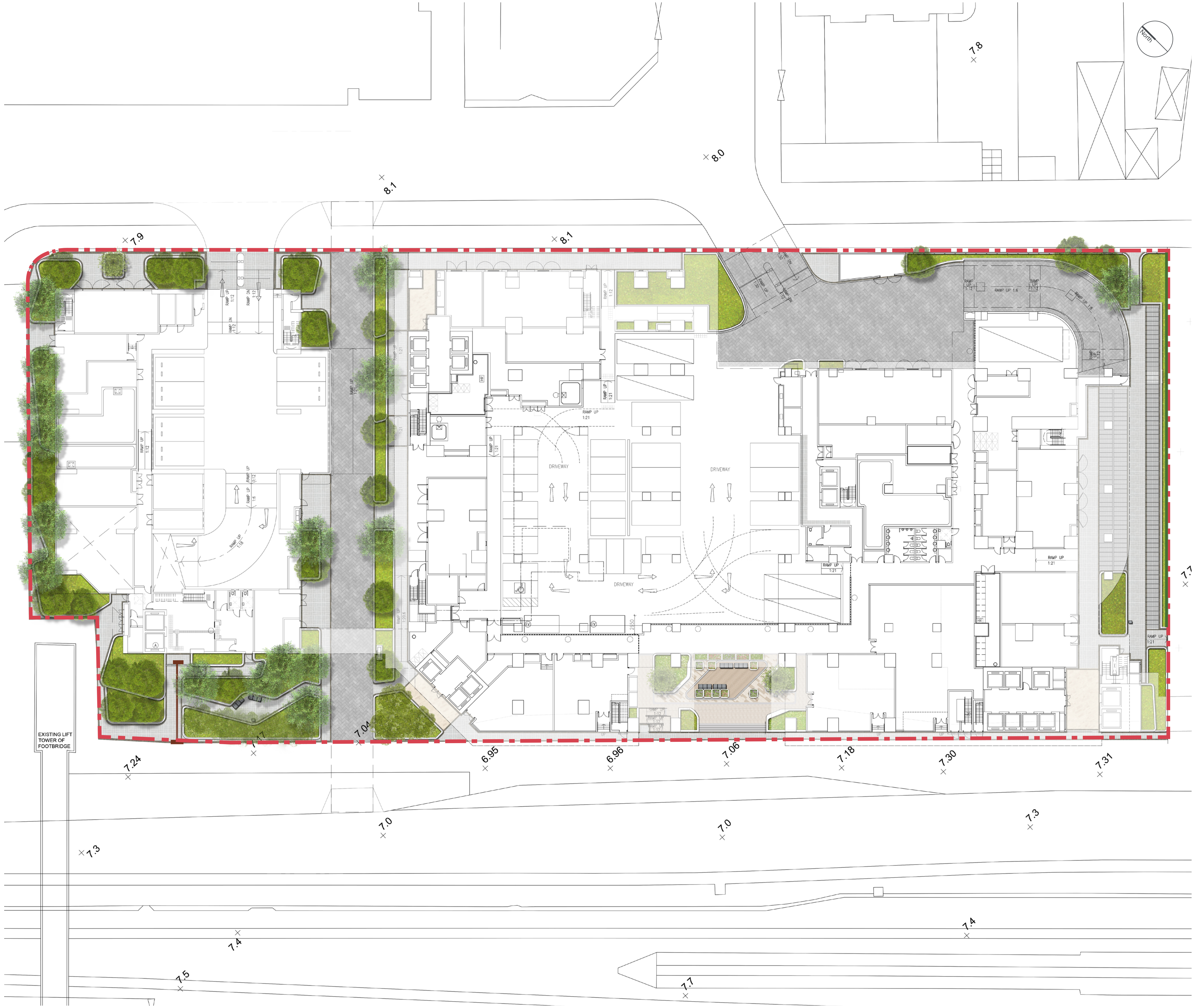
SITE 2 LANDSCAPE MASTER PLAN (OVERALL)

SCALE: 1:600 (A3)

房屋署 HOUSING DEPARTMENT

DATE: MARCH 2021

PLAN 17



LEGEND

- Application Site Boundary
- Proposed Architectural Scheme
- Proposed New Tree Planting
- Proposed Shrub Planting
- Proposed Vertical Greening
- Proposed Block Paving
- Proposed Feature Paving At Lobby
- Proposed Timber Effect Tile
- Proposed Seating
- Moveable Planter

0 5 10 15 20 25M

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

SITE 2 LANDSCAPE MASTER PLAN(G/F)

SCALE: 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: MARCH 2021

PLAN 18

LEGEND

- Application Site Boundary
- Proposed Architectural Scheme
- Proposed Shrub Planting
- Proposed Green Roof

0 5 10 15 20 25M

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

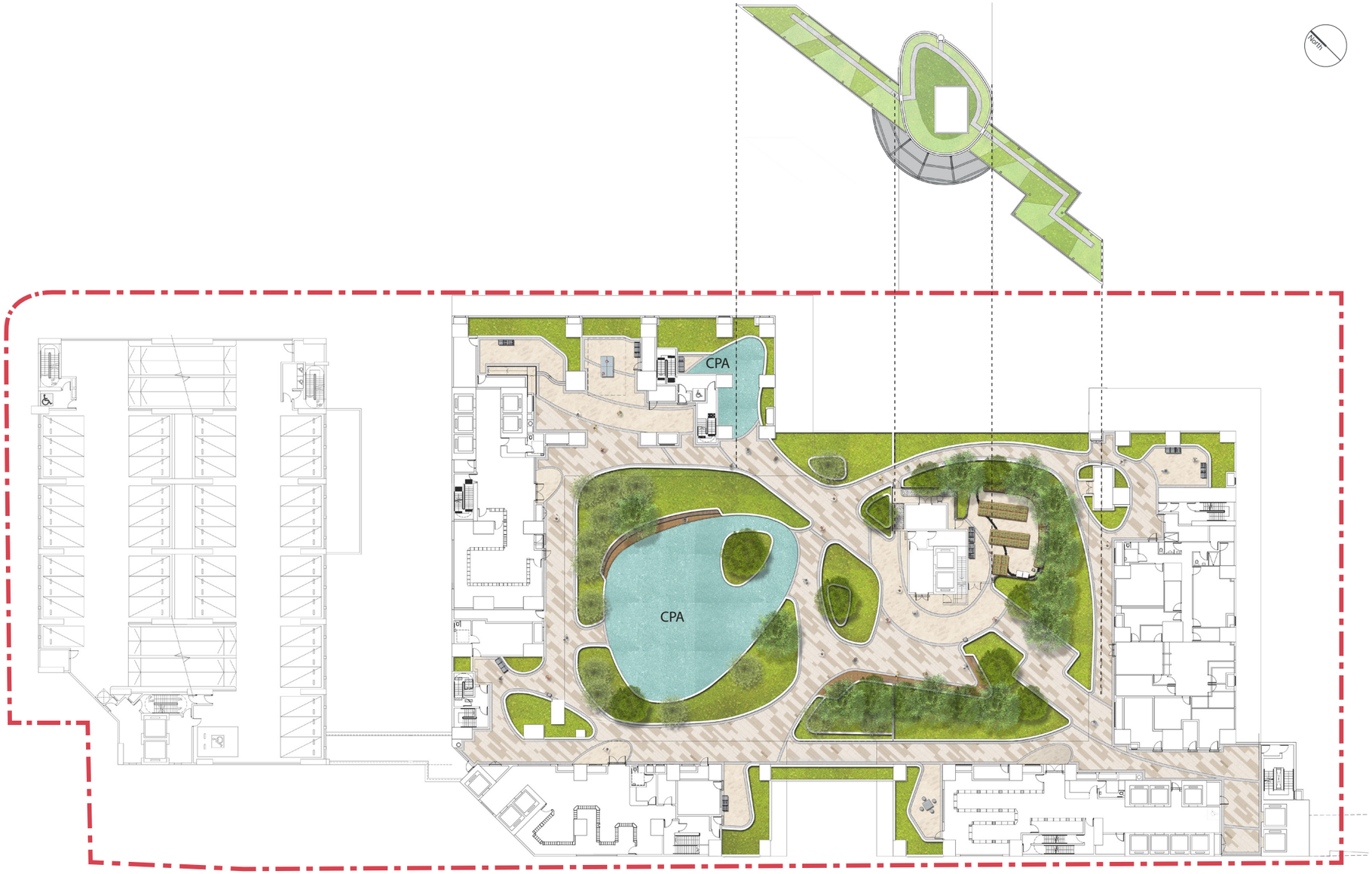
SITE 2 LANDSCAPE MASTER PLAN (1/F)

SCALE: 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: MARCH 2021

PLAN 19



LEGEND

- Application Site Boundary
- Proposed Architectural Scheme
- Proposed New Tree Planting
- Proposed Shrub Planting
- Proposed Tile Paving
- Proposed Seating
- Proposed Community Farm Planter Pots
- CPA Proposed Community Play Area
- Proposed Green Roof on Covered Walkway
- Proposed Table Tennis

0 5 10 15 20 25M

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

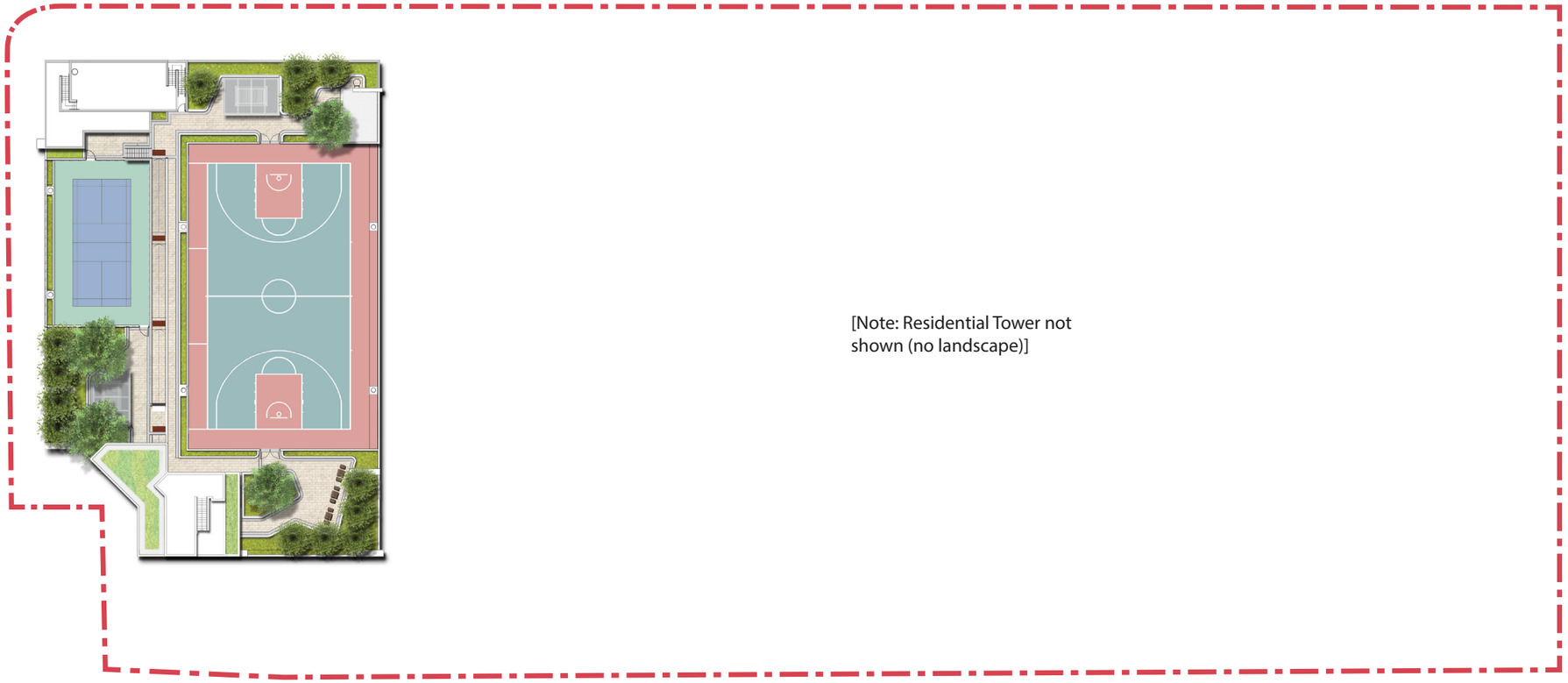
SITE 2 LANDSCAPE MASTER PLAN (2/F)

SCALE: 1:600 (A3)

房屋署 HOUSING DEPARTMENT

DATE: MARCH 2021

PLAN 20



North

LEGEND

- Application Site Boundary
- Proposed Architectural Scheme
- Proposed New Tree Planting
- Proposed Shrub Planting
- Proposed Paving
- Proposed Seating
- Proposed Pavilion
- Proposed Badminton Court
- Proposed Basketball Court
- Proposed Green Roof

0 5 10 15 20 25M

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

SITE 2 LANDSCAPE MASTER PLAN (8/F & R/F)

SCALE: 1:600 (A3)

房屋署 HOUSING DEPARTMENT

DATE: MARCH 2021

PLAN 21

LEGEND

Application Site Boundary

Local Open Spcace

0 5 10 15 20 25M

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

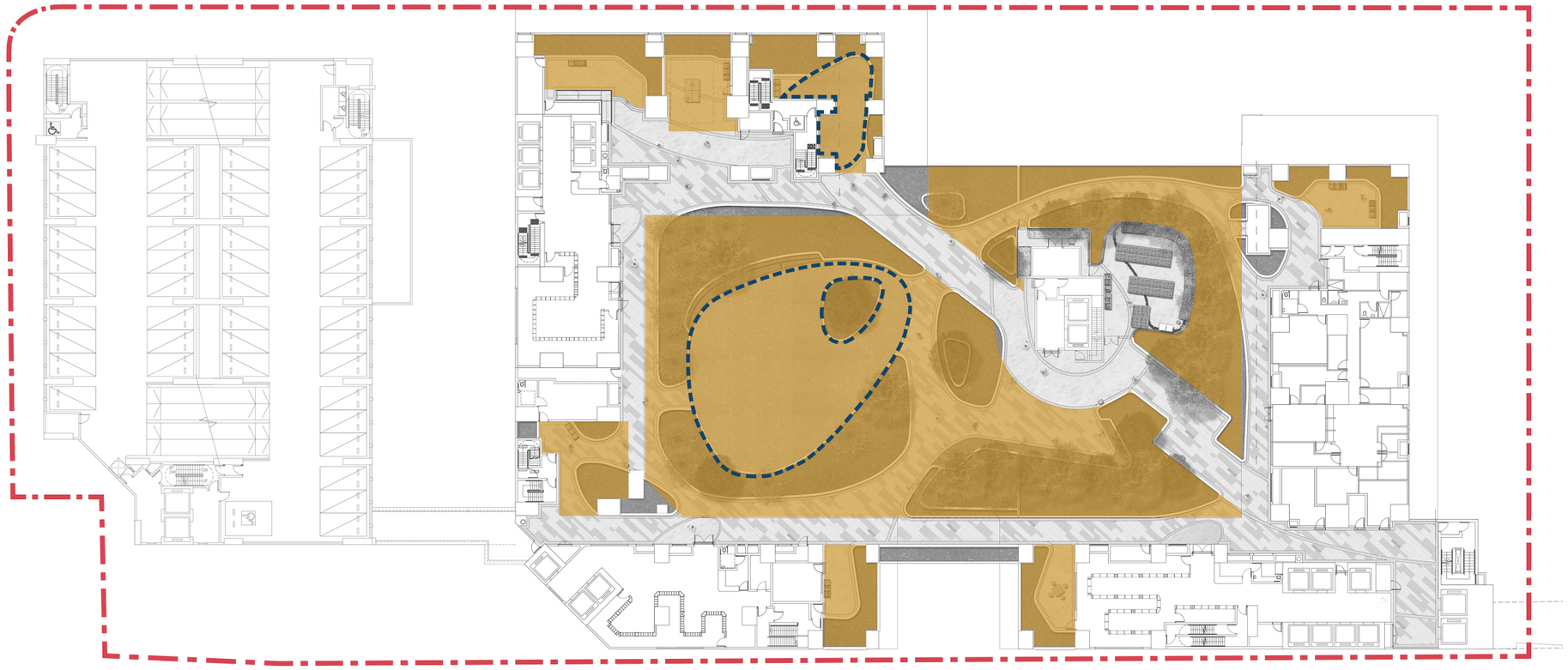
SITE 2 LOCAL OPEN SPACE (G/F)

SCALE: 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: MARCH 2021

PLAN 22



LEGEND

- Application Site Boundary
- Local Open Spcace
- Community Play Area

0 5 10 15 20 25M

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

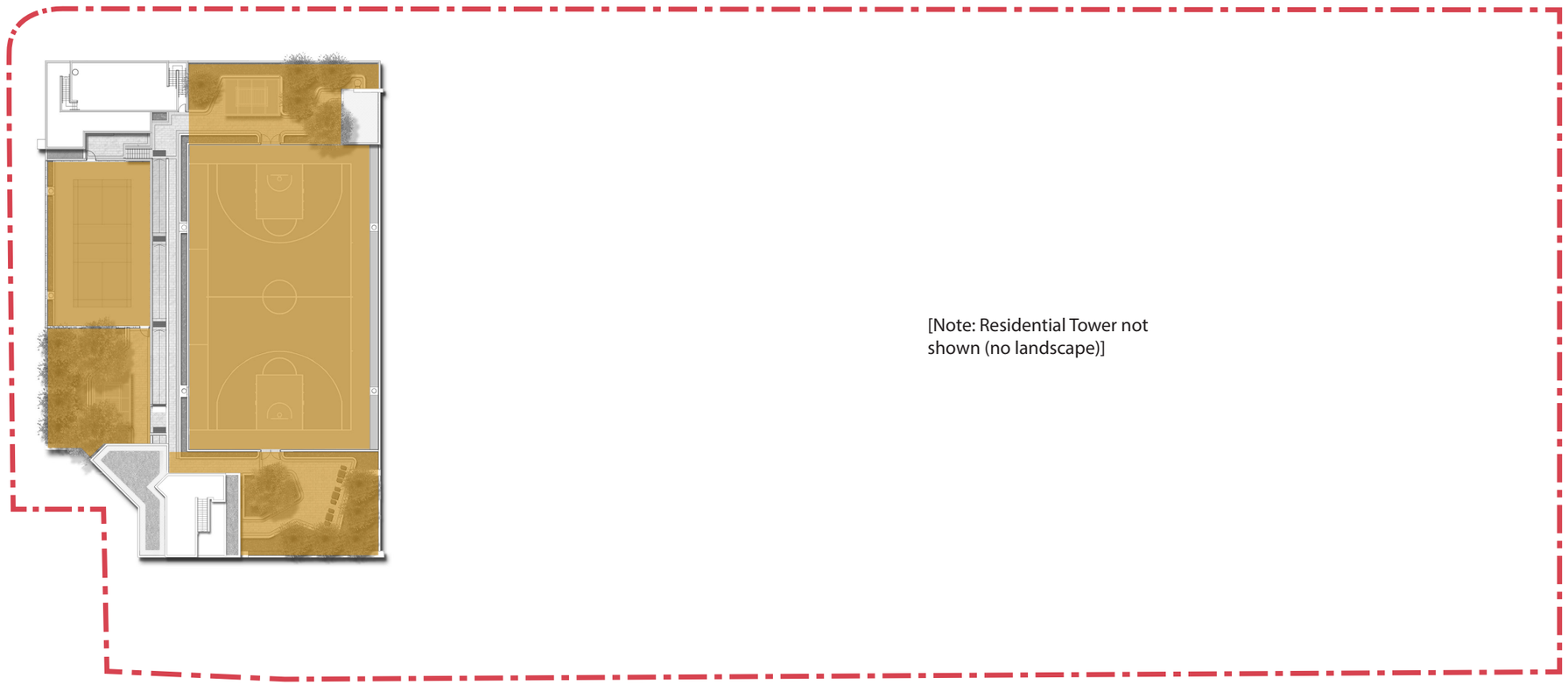
SITE 2 LOCAL OPEN SPACE (2/F)

SCALE: 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: MARCH 2021

PLAN 23



LEGEND

Application Site Boundary

Local Open Spcace

0 5 10 15 20 25M

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT SHEUNG SHUI AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

SITE 2 LOCAL OPEN SPACE (8/F & R/F)

SCALE: 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: MARCH 2021

PLAN 24

Appendix 1

S16 PLANNING APPLICATION
APPROVED FANLING/SHEUNG SHUI OZP NO. S/FSS/24

Proposed Minor Relaxation of Maximum Total Plot Ratio and Building Height Restriction for Proposed Public Housing Developments at Sheung Shui Areas 4 & 30 Sites 1 & 2

Visual Appraisal

March 2021

香港房屋委員會
Hong Kong Housing Authority

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2. Viewpoints
3. Visual Appraisal
4. Mitigation Measures
5. Conclusion

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Plan 2 Photomontage of Viewpoint 1
(View from Sheung Shui MTR Station)
Plan 3 Photomontage of Viewpoint 2
(View from North District Sports Ground)
Plan 4 Photomontage of Viewpoint 3
(View from Sheung Shui Tung Hing Road Sitting-out area)
Plan 5 Photomontage of Viewpoint 4
(View from Footbridge at Choi Yuen Road)
Plan 6 Photomontage of Viewpoint 5
(View from Footbridge linking Tai Tau Leng and Hak Ka Wai)
Plan 7 Photomontage of Viewpoint 6
(View from Wu Tip Shan)

1. Introduction

1.1 This Visual Appraisal (VA) is prepared by the Hong Kong Housing Authority (HA) as the project proponent in support of a Section 16 Planning Application for minor relaxation of maximum total plot ratio (PR) and building height restriction (BHR) for the public housing developments at Sheung Shui Areas 4 & 30 Sites 1 & 2 (the Application Sites) (Figure1 in the Supporting Planning Statement). The site context and development proposal are presented in Sections 2 and 3 of the Supporting Planning Statement.

2. Viewpoints

2.1 A total of six viewpoints (VPs) from different directions and distances, which were used in the approved Visual Appraisal during the previous OZP amendments, are adopted (**Plan 1** refers). These VPs represent the view of pedestrian nodes which are accessible by the public and/or from key public open spaces:

VP1: Sheung Shui MTR Station (**Plan 2** refers)
VP2: North District Sports Ground (**Plan 3** refers)
VP3: Sheung Shui Tung Hing Road Sitting-out Area (**Plan 4** refers)
VP4: Footbridge at Choi Yuen Road (**Plan 5** refers)
VP5: Footbridge linking Tai Tau Leng and Hak Ka Wai (**Plan 6** refers)
VP6: Wu Tip Shan (**Plan 7** refers)

3. Visual Appraisal

3.1 The objective of this appraisal is to evaluate the visual impact of the proposed minor relaxation of maximum total PR from 6.6 to 7.1 and BHR from 130mPD to 144mPD for Site 1 and 149mPD for Site 2. Six photomontages (**Plans 2 to 7**) are prepared to illustrate the visual changes between the Proposed Scheme and Current Scheme at the above VPs.

3.2 To demonstrate the comprehensive picture upon development, the planned public housing development at Po Shek Wu Road which is not under the present application and subject to detailed design, is also shown on the photomontages, when visible.

<u>VP1: Sheung Shui MTR Station (**Plan 2** refers)</u>

3.3 This VP is located at about 350m to the southeast of the proposed Site 1 development

at the footbridge connecting from Choi Yuen Estate to Sheung Shui MTR station, representing the visual impact of the proposed developments to the southeast of the Application Sites. The visual content consists of the proposed ancillary facilities block at Po Shek Wu Estate under construction and the high-rise residential development at Po Shek Wu Estate in the front and other residential buildings in surrounding neighbourhood.

3.4 High-rise residential development at Po Shek Wu Estate and the planned public housing site, Po Shek Wu Road Site, dominated the view at this VP. The proposed development of Site 1 will be partially blocked by Po Shek Wu Estate in the foreground while Site 2 will be mostly screened off by the ancillary facilities block under construction in the foreground. As illustrated in the photomontages, the view will be generally dominated by the Po Shek Wu Estate in the foreground whereas the proposed developments situated in the background will be of similar scale and height. Visual changes between the Proposed Scheme and the Current Scheme are minor with similar impacts on the visual composition and the obstruction of visual resources. The visual impact from the minor relaxation is slight from this VP.

3.5 Although the visual impact from the proposed minor relaxation PR and BHR is slight, efforts have been made to mitigate the visual impact while maximizing flat production. Building height variations are proposed with respect to the site context and additional considerations on building designs and treatments as stated in **Section 4.1** are proposed.

VP2: North District Sports Ground (**Plan 3** refers)

3.6 This VP is located at about 500m to the northeast of the proposed Site 2 development at North District Sports Ground, one of the largest sport centers in the neighborhoods, representing the visual impact of the proposed developments to the northeast of the Application Sites. The view is taken at the edge of the Sports Ground near the parking lot, which consists of parking facilities and vegetation. The visual context is characterized by low-rise buildings with two high-rise buildings in the background.

3.7 The proposed development of Site 1 will be partially blocked by residential buildings in the foreground, while Site 2 will be mostly screened off by the medium-rise stand-alone residential buildings, Kentwood Place and also San Fung Building. The Proposed Scheme, with minor relaxation of PR and BHR, will not cause adverse visual impact to the users of the sports ground as compared with the Current Scheme. The photomontage shows that the visual changes from the minor relaxation of PR and BHR is slight.

VP3: Sheung Shui Tung Hing Road Sitting-out Area (**Plan 4** refers)

3.8 This VP is located at about 350m to the north of the proposed Site 2 development at the parking lot of Sheung Shui Wai Wai Loi Tsuen, representing the visual impact of the proposed developments to the north of the Application Sites. The visual context of this view consists of some low-rise village housings at Po Sheung Tsuen and also vegetation in the sitting out area.

3.9 The view is partially dominated by vegetation and the village houses. As illustrated in the photomontages, part of the proposed developments will be screened off by the village houses and vegetation. Although the proposed developments will block part of the sky view and reduce visual openness, the visual impact from minor relaxation would not result in any significant difference in terms of the impact on visual openness. The proposed minor relaxation will not result in significant visual impact.

VP4: Footbridge at Choi Yuen Road (**Plan 5** refers)

3.10 This VP is located at about 150m to the west of the proposed Site 1 development at the footbridge across Shek Sheung River connecting to Choi Yuen Road, representing the visual impact of the proposed developments to the west of the Application Sites. This is one of the closest views of the Application Sites. The visual context consists of two medium-rise industrial buildings on the left and some residential buildings (i.e. Choi Yuen Estate) on the right with vegetation and Shek Sheung River in the foreground.

3.11 With respect to the potential visual obstruction, the proposed developments will block the sky view and reduce the visual openness. However, the scale of the proposed developments is similar to the existing residential developments and in keeping with the building height profile of the nearby Choi Yuen Estate blending with the character of the existing built-up area. Also, the proposed scheme, with minor relaxation of PR and building height, does not result in significant visual obstruction. The proposed minor relaxation will have slight visual impacts from this viewpoint.

VP5: Footbridge linking Tai Tau Leng and Hak Ka Wai (**Plan 6** refers)

3.12 This VP is located at about 300m to the southwest of the proposed Site 1 development at the footbridge linking Tai Tau Leng and Hak Ka Wai, representing the visual impact of the proposed developments to southwest of the Application Sites. The view context consists of some vegetation along the Fanling Highway and few residential buildings on the right. This VP captures an open view towards the proposed developments.

3.13 Although the proposed developments would slightly reduce the visual openness and

creating moderate visual impact for Site 1 and slight visual impact for the Site 2, the photomontage demonstrated that the proposed developments will blend in well with the nearby high-rise residential developments and could be considered as an extension of the high-rise building clusters around Sheung Shui Town Centre. The proposed scheme, with minor relaxation of PR and BHR, will not result in significant visual impact.

3.14 To mitigate the visual impact from this viewpoint, design measures such as provision of building separation of 15m at Site 1 were proposed and would be maintained in the proposed scheme to soften the massive building blocks as well as adding visual interest to the development.

VP6: Wu Tip Shan (**Plan 7** refers)

3.15 This VP is located at about 2.2km to the southeast of the proposed Site 1 development at the Wu Tip Shan Path, representing the visual impact of the proposed developments to the southeast of the Application Sites. The path is one of the popular hiking trail and is easily been accessed by the public. The photomontage shows that the proposed developments will be largely screened off by the surrounding residential buildings. The building height and massing of the proposed developments are compatible with the surrounding buildings, and blends with the existing view, thus the proposed residential development will not create significant difference to the visual character. The proposed scheme, with minor relaxation of PR and BHR, does not result in significant visual obstruction and will have negligible changes to the visual openness.

4. Mitigation Measures

4.1 The above appraisal demonstrated that the visual impact of the proposed minor relaxation of the maximum total PR from 6.6 to 7.1 and BHR from 130mPD to 144mPD for Site 1 and 149mPD for Site 2 is insignificant. Nevertheless, efforts have been made to mitigate the impact to a more acceptable level. Measures to reduce the building bulk will further be explored as far as practicable at the detailed design stage. The design measures to improve the schemes are summarized as below:

- The building height profile of the proposed developments with the building heights of not more than 144mPD for Site 1 and 149mPD for Site 2 and introduction of building height variations will act some visual interests to the surrounding. The building height variations do not only echo with the building height profile in the vicinity but also enrich the overall skyline profile of the

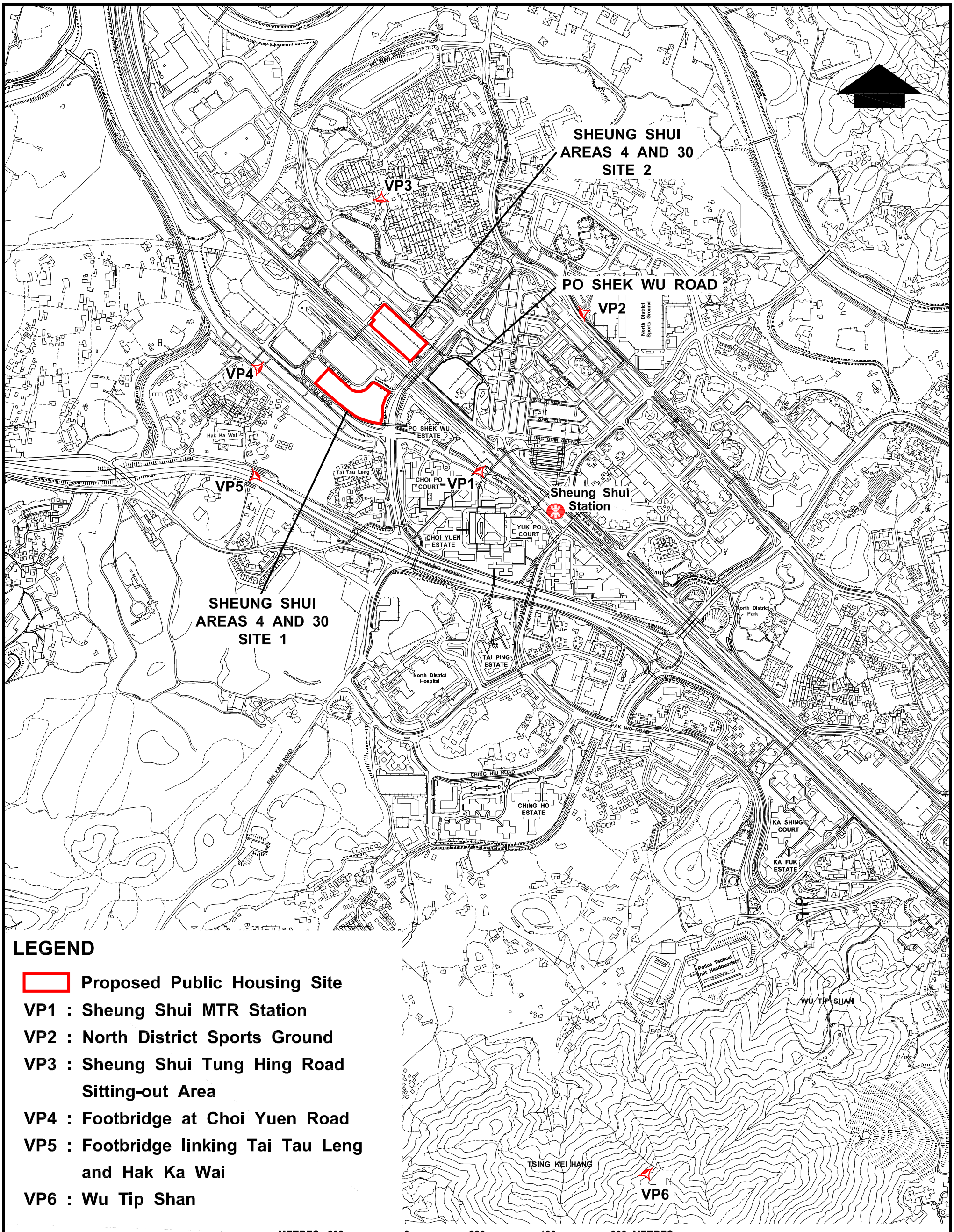
surrounding.[1]

- The building blocks will be positioned to facilitate the 15m building separation requirement for ventilation and visual considerations.
- The color scheme of the domestic blocks will be composed of different shades of grey with highlighted colour borrowed from the neighbouring estates, together with appropriate façade design and treatments such as the provision of planters and colored pattern abstracted from the mountains in Chinese painting to help to add visual interest to the developments.
- Different textures will be used for the facade of the domestic blocks which will be carefully arranged with the shades of colouring to break down the scale of the building blocks.
- Podium structure will be designed with void facing the proposed shopping street to help break down the visual scale of the podium and improve permeability.
- Minimum 20% green coverage with half of the at-grade planting will be provided through providing landscape elements at various levels. Vertical greening at fence wall and external planters at the facades of the domestic blocks will be introduced to enhance the aesthetic value of the proposed developments.

5. Conclusion

5.1 This VA is prepared in support of a Section 16 Planning Application for minor relaxation of maximum total PR from 6.6 to 7.1 and BHR from 130mPD to 144mPD and 149mPD for the public housing developments at Sheung Shui Areas 4 & 30 Sites 1 & 2. The six VPs chosen for this VA are consistent with those in the previously approved VA during the plan amendment process. Comparing the Current Scheme and Proposed Scheme, the visual impact on the proposed revision in building mass and height is considered slight.

[1] To echo with the relatively low building height of the existing low-rise industrial buildings (max. building height of 25mPD) on the northwest and Po Shek Wu Estate (max. building height of 114mPD) at the southeast of Site 1, the building height of Block 1 and Block 3 at both sides of Site 1, which are close to the adjacent development with relatively low BH, are lower at 132mPD and 142mPD respectively. For Site 2, the variation of building height of Block 1 and Block 3 (from 149mPD to 129mPD) provides a gentle gradation of building height to fit in between the planned public housing development across the Po Shek Wu Road (BHR of 130mPD) on the southeast side of the site and the PVP building (46mPD) at the northwest part of the site.



LEGEND

- Proposed Public Housing Site
- VP1 : Sheung Shui MTR Station
- VP2 : North District Sports Ground
- VP3 : Sheung Shui Tung Hing Road Sitting-out Area
- VP4 : Footbridge at Choi Yuen Road
- VP5 : Footbridge linking Tai Tau Leng and Hak Ka Wai
- VP6 : Wu Tip Shan

VIEWPOINTS LOCATION PLAN FOR SHEUNG SHUI AREAS 4 AND 30 SITES 1 & 2

HOUSING DEPARTMENT
PLANNING SECTIONS

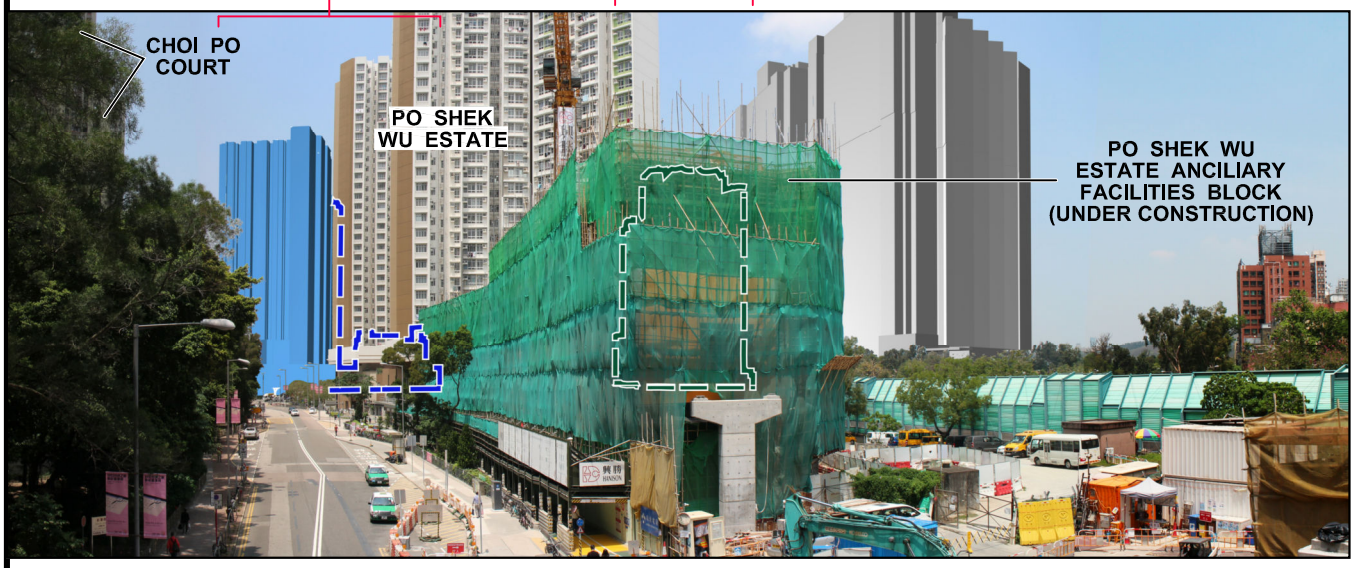
PLAN 1

DATE :
March 2021

BASE EXTRACTED FROM SHT. Nos. 2-SE-B, 2-SE-D, 3-SW-A & 3-SW-C

20_0740N_LocationPlan

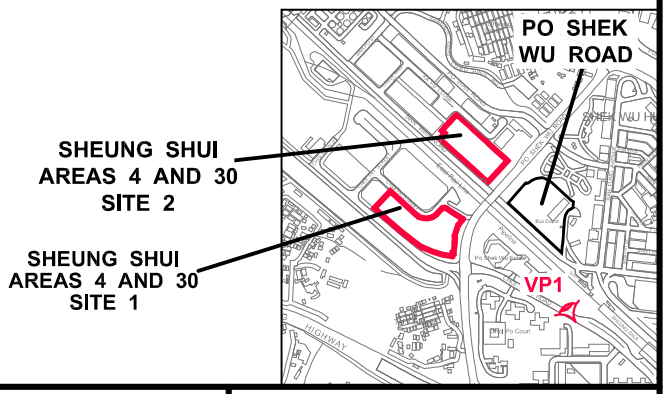
Current Scheme



Proposed Scheme

LEGEND:

- Site 1
- Site 2
- Differences between the Current Scheme and Proposed Scheme
- Planned Public Housing Site at Po Shek Wu Road (Not part of this application and subject to detailed design)
- Application Site



PHOTOMONTAGE AT VIEWPOINT 1 (VIEW FROM SHEUNG SHUI MTR STATION)

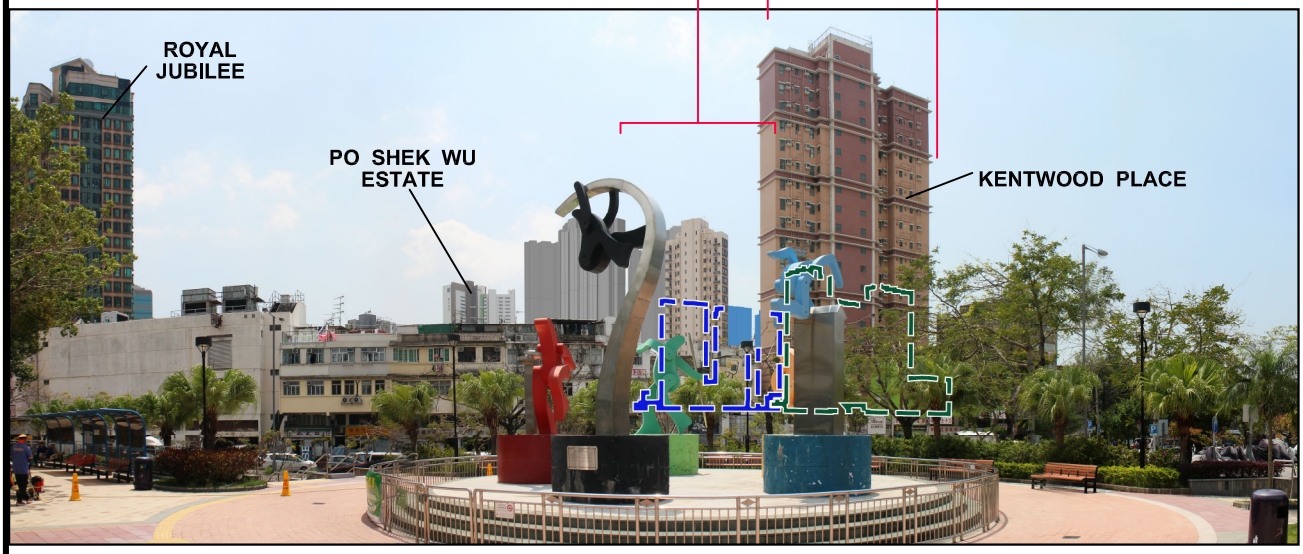
HOUSING DEPARTMENT
PLANNING SECTIONS

PLAN 2

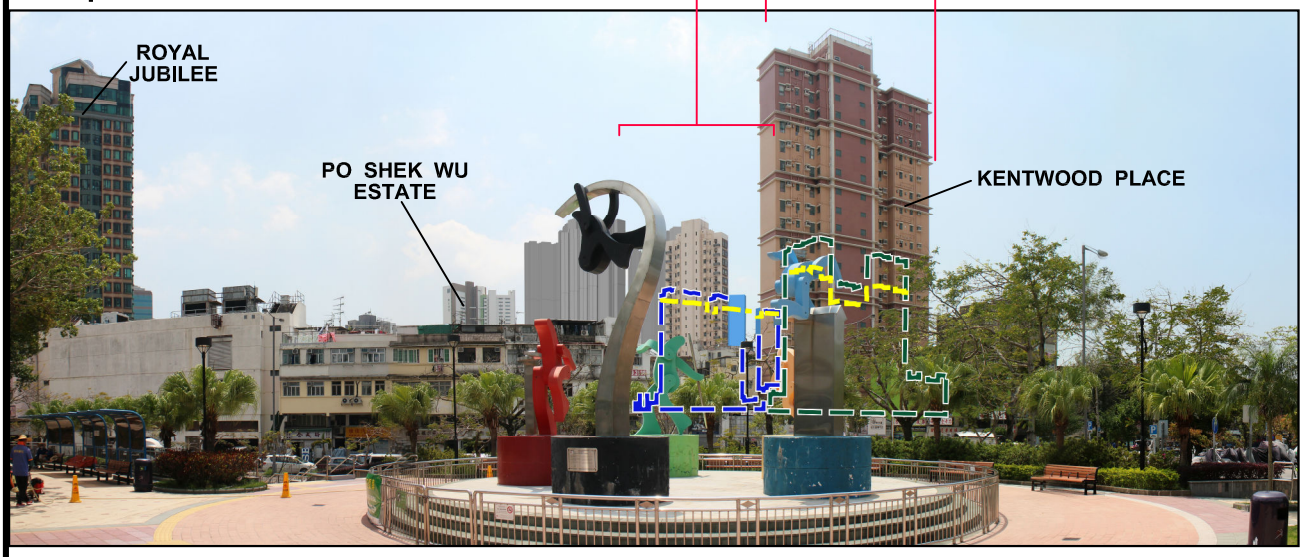
DATE : March 2021

20_0740N_VP1

Current Scheme



Proposed Scheme



LEGEND:

- Site 1
- Site 2
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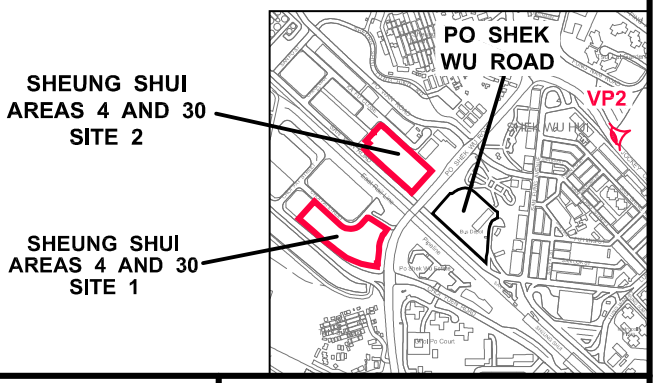
- Application Site



PHOTOMONTAGE AT VIEWPOINT 2 (VIEW FROM NORTH DISTRICT SPORTS GROUND)

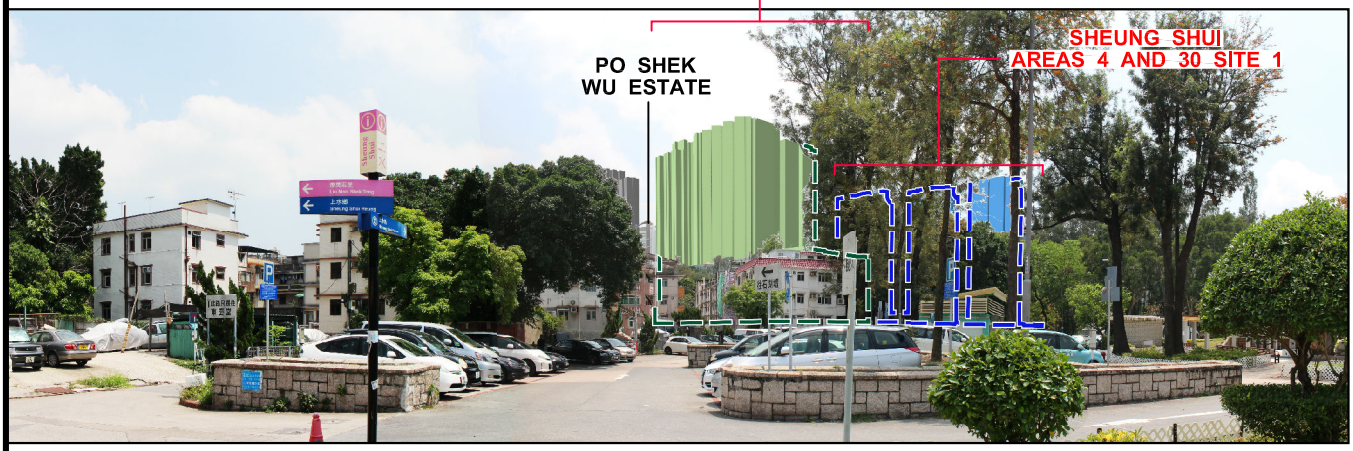
HOUSING DEPARTMENT
PLANNING SECTIONS

PLAN 3

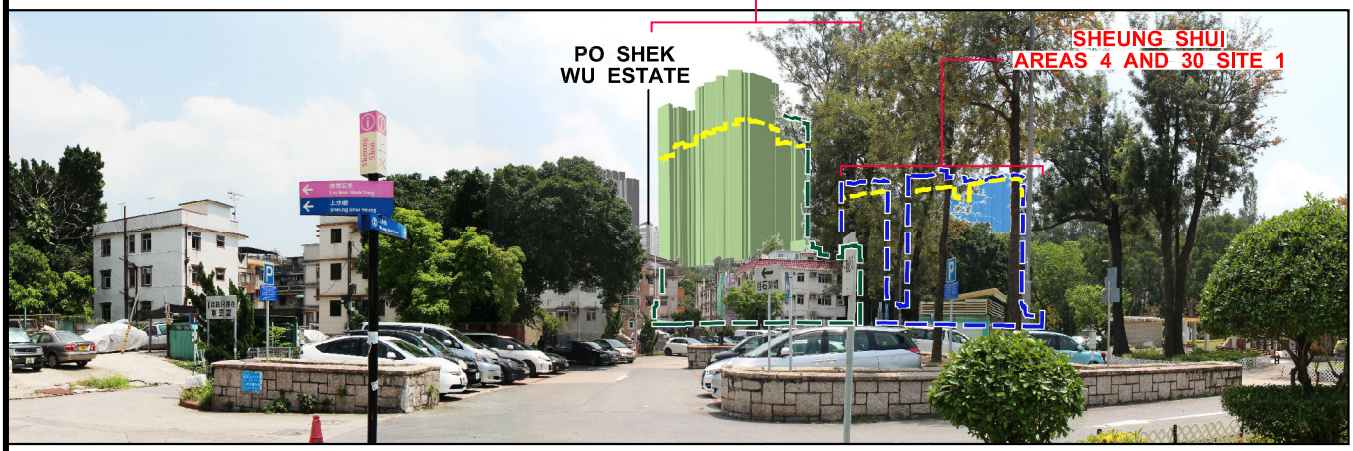
DATE :
March 2021

20_0740N_VP2

Current Scheme



Proposed Scheme



LEGEND:

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- Site 2
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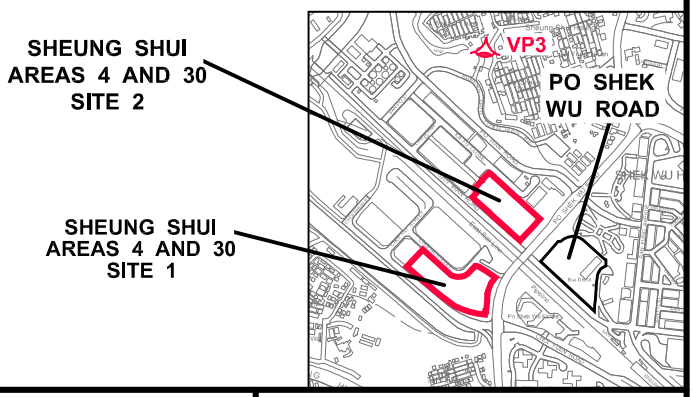


PHOTOMONTAGE AT VIEWPOINT 3 (VIEW FROM SHEUNG SHUI TUNG HING ROAD SITTING-OUT AREA)

HOUSING DEPARTMENT
PLANNING SECTIONS

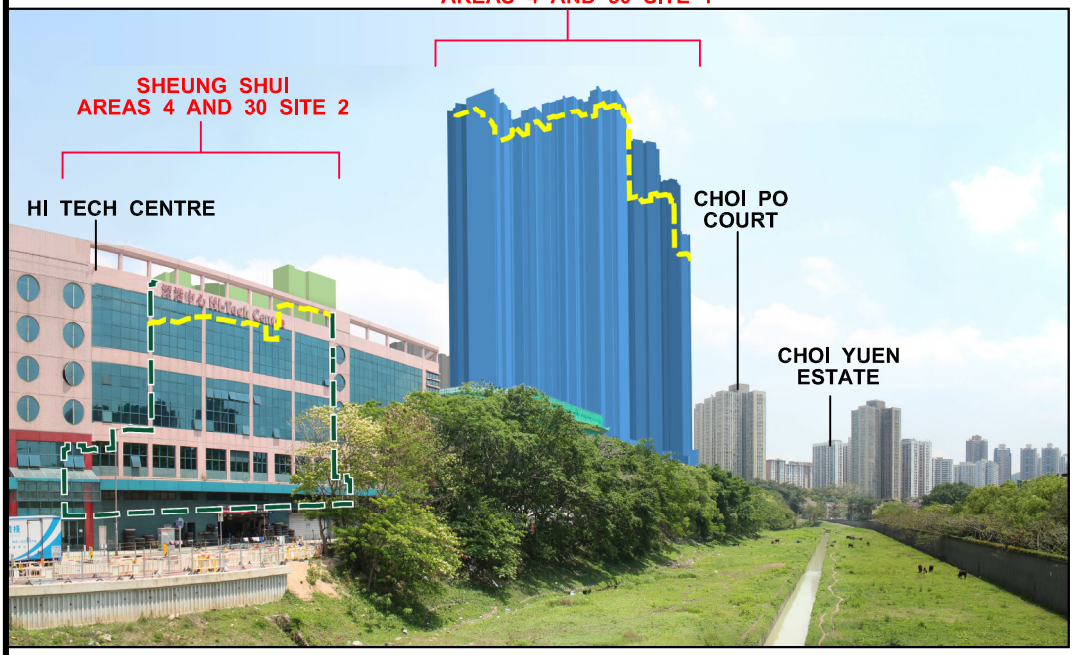
PLAN 4

DATE : March 2021

20_0740N_VP3

Current Scheme

Proposed Scheme



LEGEND:

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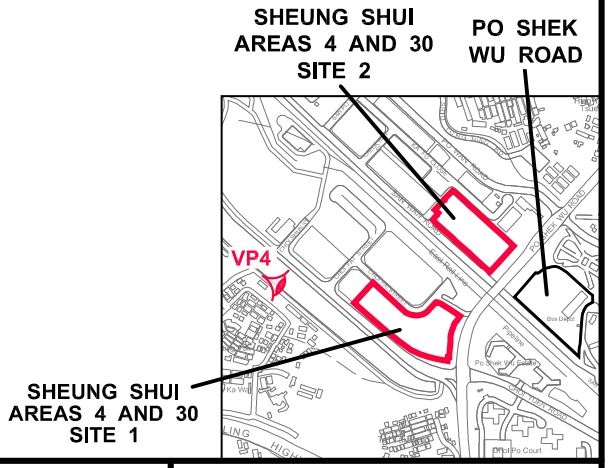
- Differences between the Current Scheme and Proposed Scheme
- Planned Public Housing Site at Po Shek Wu Road (Not part of this application and subject to detailed design)
- Application Site



PHOTOMONTAGE AT VIEWPOINT 4 (VIEW FROM FOOTBRIDGE AT CHOI YUEN ROAD)

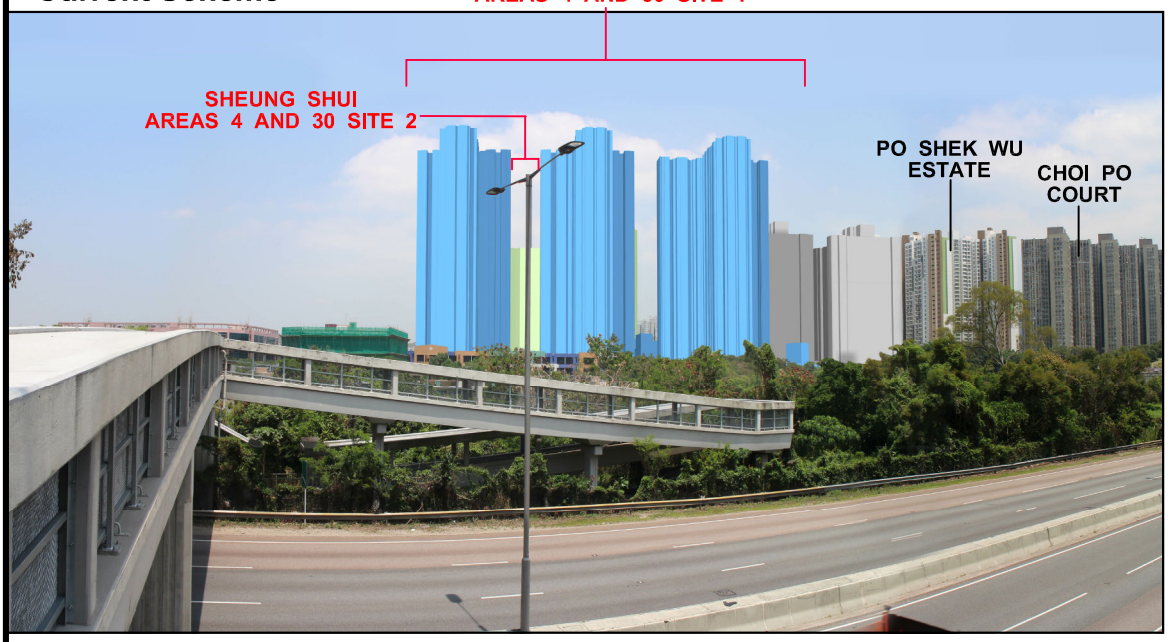
HOUSING DEPARTMENT
PLANNING SECTIONS

PLAN 5

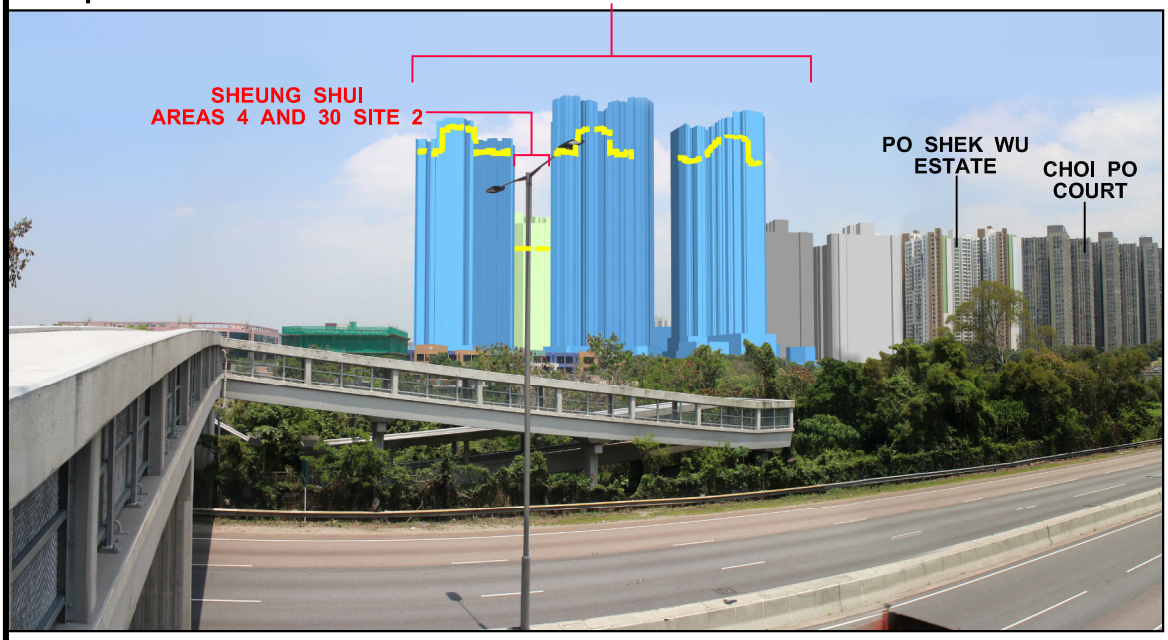
DATE :
March 2021

20_0740N_VP4

Current Scheme



Proposed Scheme



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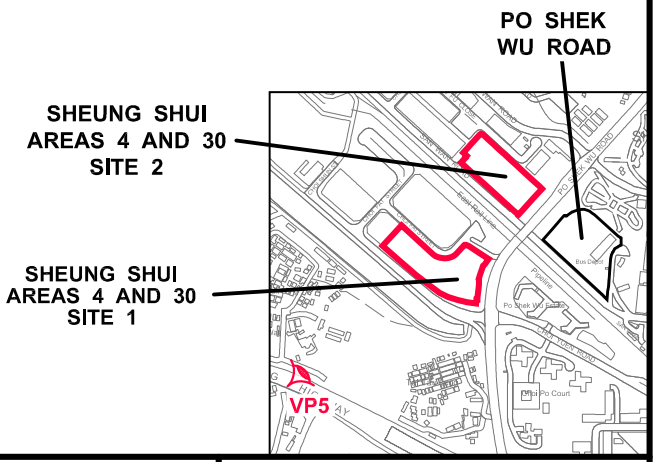
- Planned Public Housing Site at Po Shek Wu Road (Not part of this application and subject to detailed design)
- Application Site



PHOTOMONTAGE AT VIEWPOINT 5 (VIEW FROM FOOTBRIDGE LINKING TAI TAU LENG AND HAK KA WAI)

HOUSING DEPARTMENT
PLANNING SECTIONS

PLAN 6

DATE :
March 2021

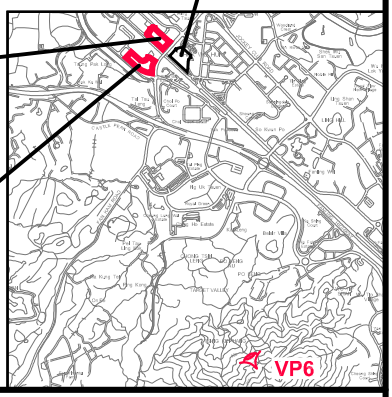
20_0740N_VP5

Current Scheme

Proposed Scheme

LEGEND:

- Site 1
- Site 2
- Planned Public Housing Site at Po Shek Wu Road (Not part of this application and subject to detailed design)
- Application Site



PHOTOMONTAGE AT VIEWPOINT 6 (VIEW FROM WU TIP SHAN)

HOUSING DEPARTMENT
PLANNING SECTIONS

PLAN 7

DATE : March 2021

21_0134N_VP6

Hong Kong Housing Authority

Proposed Public Housing Developments at Sheung Shui Areas 4 & 30 Sites 1 & 2

Report for Air Ventilation Assessment – Initial Study

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Issue | 8 March 2021

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number --

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ARUP

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Appendices

Appendix A

Master Layout Plan of Baseline and Proposed Scheme

Appendix B

Contour Plots of Velocity Ratio (VR)

Appendix C

Vector Plots of Velocity Ratio (VR)

Appendix D

Velocity Ratio at Test Points

Appendix E

Contour Plots of Velocity Ratio for whole Computational Domain (VR)

Appendix F

Vector Plots of Velocity Ratio for whole Computational Domain (VR)

1 Introduction

1.1 Background

Ove Arup & Partners Hong Kong Limited (Arup) has conducted an Air Ventilation Assessment (AVA) – Initial Study for the planning application of the proposed public housing developments at Sheung Shui Areas 4 & 30 Site 1 (hereafter "SS Site 1") and Sheung Shui Areas 4 & 30 Site 2 (hereafter "SS Site 2") in the North District.

The application sites are currently zoned "Residential (Group A)" ("R(A)4") on the Approved Fanling/Sheung Shui Outline Zoning Plan (OZP) No. S/FSS/24 with maximum building height restriction of 130mPD. This document is to support the section 16 application for minor relaxation of building height restriction to 149mPD.

In addition, Expert Evaluation has been conducted in the rezoning stage. Wind enhancement features are proposed within the application site. Quantitative AVA studies should be conducted to assess their air ventilation performance.

The *Technical Guide for Air Ventilation Assessment for the Developments in Hong Kong (Annex A of Technical Circular No.1/06 for Air Ventilation Assessments)*[1] *(termed as AVA Technical Circular hereafter)* dated 19 July 2006 lay down the foundation of this methodology statement.

1.2 Objective of AVA Initial Study

Among all available wind data, an Initial Study will be conducted by using Computational Fluid Dynamics (CFD) techniques. It aims to achieve the following tasks:

- Initially assesses the characteristics of the wind availability of the Study Site;
- Gives a general pattern and a rough quantitative estimate of the wind performance at the pedestrian level using Velocity Ratio VR;
- Identify the air paths within the site ascertain their effectiveness; and
- Identify good design features and problematic areas if any and recommend mitigation measures.

2 Location and Site Characteristics

The Project Sites are along Po Shek Wu Road which is located in Sheung Shui Areas 4 & 30 in the North District and situated at a flat topology. As discussed in Section 1, the Project Sites includes SS Site 1 and SS Site 2, as shown in Figure 1. Their individual site areas are approximately 1.44 and 1.13 hectares, respectively.

The Project Sites are surrounded by a mixture of land uses, with the medium-rise building clusters to its northeast, high-rise residential developments including the Po Shek Wu Estate and Po Shek Wu Road Site (PSWR Site) to its east and southeast, villages and farmlands to its south to southwest and medium-rise industrial clusters in its northwest vicinity. The topography of Sheung Shui area is shown in Figure 1. In addition, existing noise barriers of around 5.8m and 5m height are located at the immediate south of PSWR Site. Future noise barrier will be proposed at the southern part of Po Shek Wu Road in order to mitigate the noise impact to the future residents. Detailed indication of noise barriers is shown in Figure 2.

Figure 1 Topography of Sheung Shui Area (Source: Google Map)

Sheung Shui Areas 4 & 30 Site 1 (SS Site 1)

The site is situated at the junction of Po Shek Wu Road (Orange Dotted Line) and Choi Yuen Road (Pink line). It is surrounded by the industrial clusters such as Jumbo Plaza to the north, the village plot Tai Tau Leng to the south, the residential developments Po Shek Wu Estate to the east and the other village plot Hak Ka Wai and Tsung Pak Long to the west.

Sheung Shui Areas 4 & 30 Site 2 (SS Site 2)

The site is surrounded by the industrial clusters to the westerly quadrant and located at the junction of Po Shek Wu Road (Orange Dotted Line) and San Wan Road (Green Dotted Line). It is situated at the northeast of SS Site 1 and the northwest of PSWR Site. Low rise Sheung Shui Wai is located north of the Project Sites.

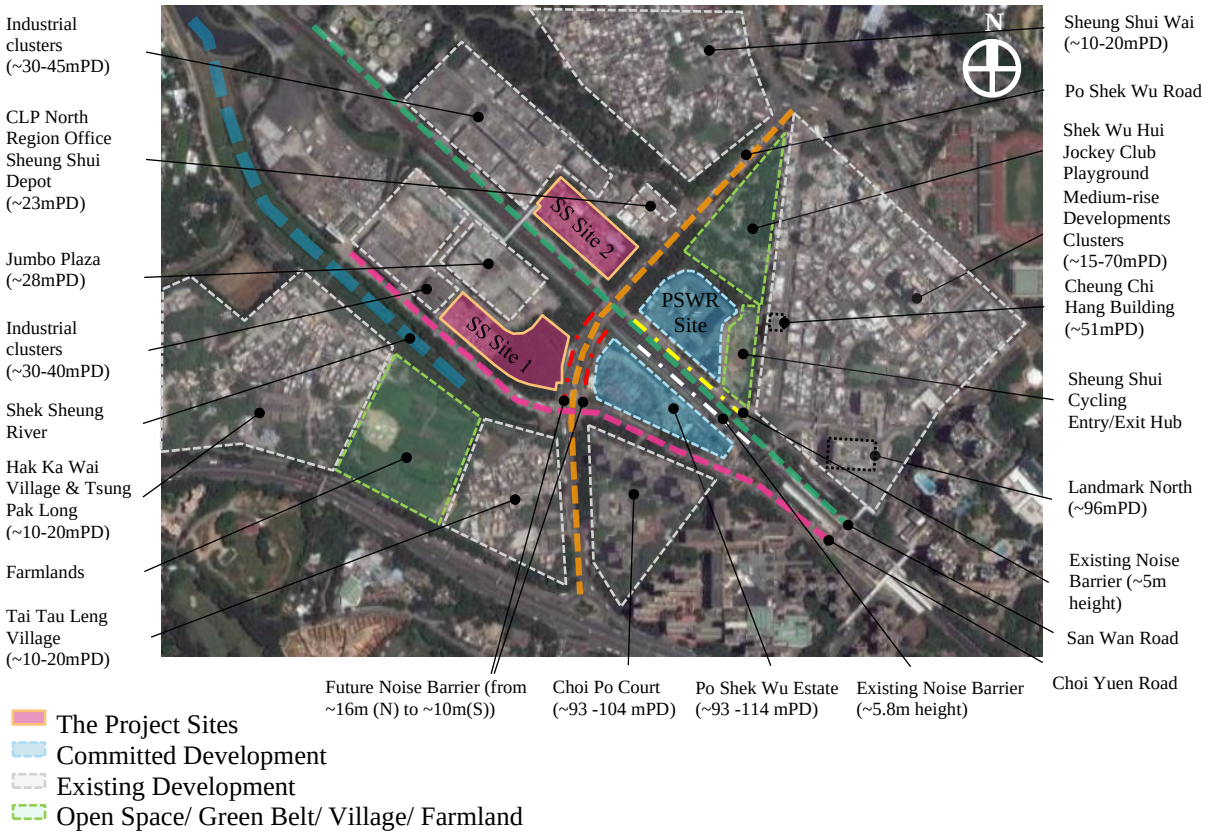


Figure 2 Surroundings of the Project Sites (Source: Google Map)

2.1 Noise Barrier, Elevated Structure and Future Development

There are several noise barriers and elevated structures around the study sites, which will be considered in this AVA – Initial Study. The location of these noise barriers and elevated structures are shown in Figure 3 and Figure 5.

Noise Barrier

Existing noise barriers of around 5.8m and 5m height are located to the southeast of SS Site 1 and to the northeast of SS Site 2. Future noise barrier will be proposed at the southern part of Po Shek Wu Road in order to mitigate the noise impact to the future residents. The 3D model of noise barriers is shown in Figure 4.

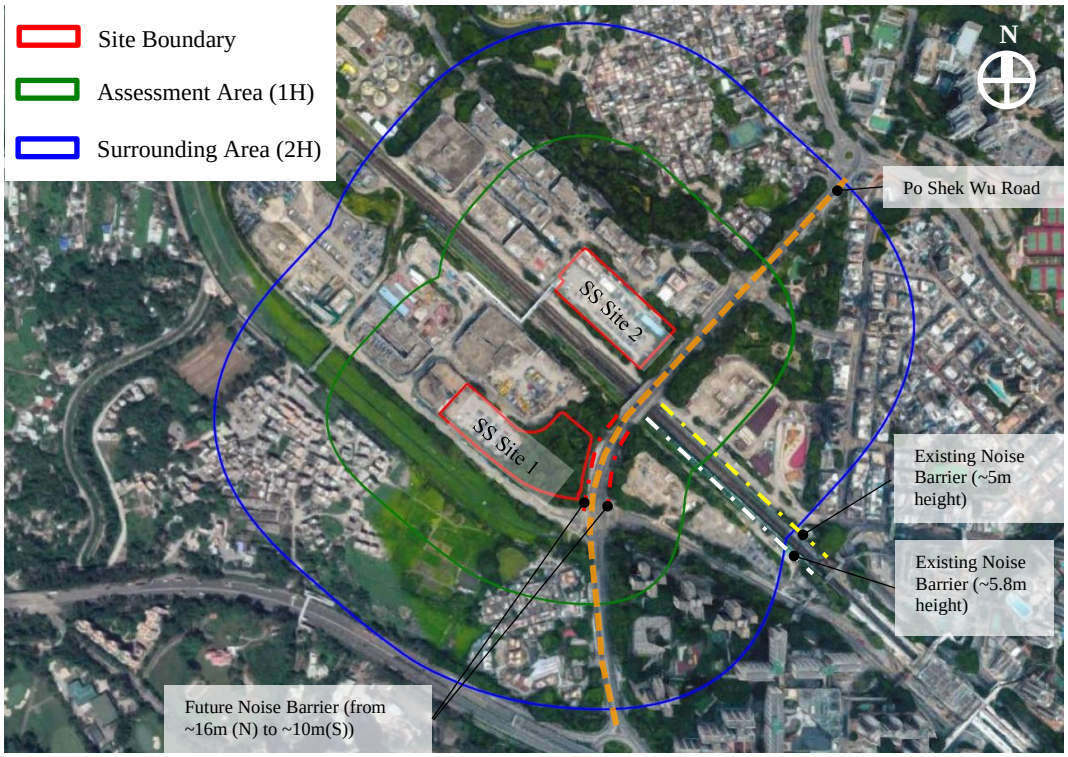


Figure 3 Noise Barriers near the Project Sites (Source: Google Map)

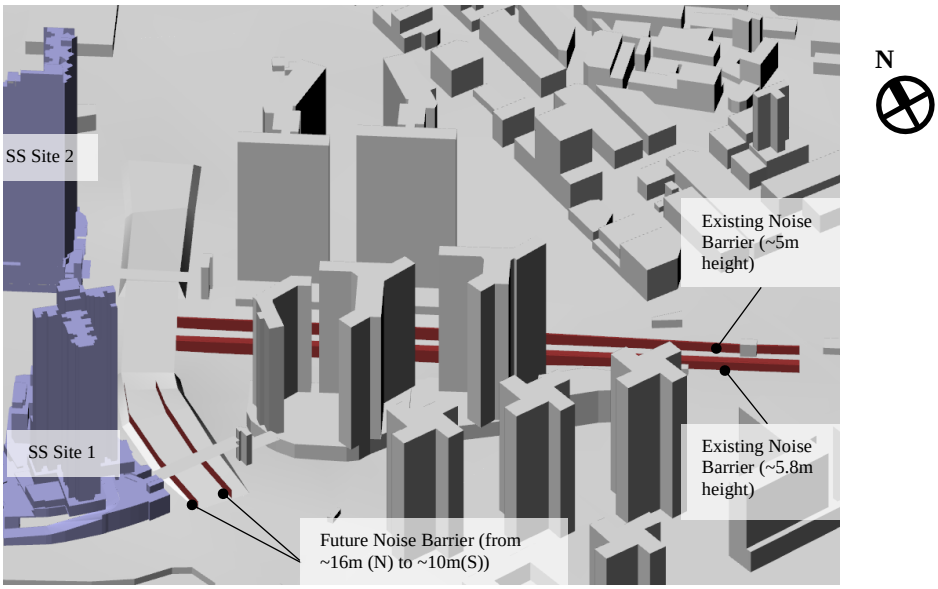


Figure 4 Noise Barriers in 3D model

Elevated structure

There are 4 elevated structure, such as covered Walkway and elevated walkways, in the vicinity of the Development and within the 2H Surrounding Area. However, no elevated roads are identified within 2H Surrounding Area. One elevated walkway and one covered walkway connecting SS Site 2 and Choi Fat Street and Hak Ka Wai Village. There are 2 future elevated walkways, one to connect SS Site 1 to Po Shek Wu Estate and one to connect SS Site2 to PSWR Site. The 3D model of elevated structures is shown in shown in Figure 6.

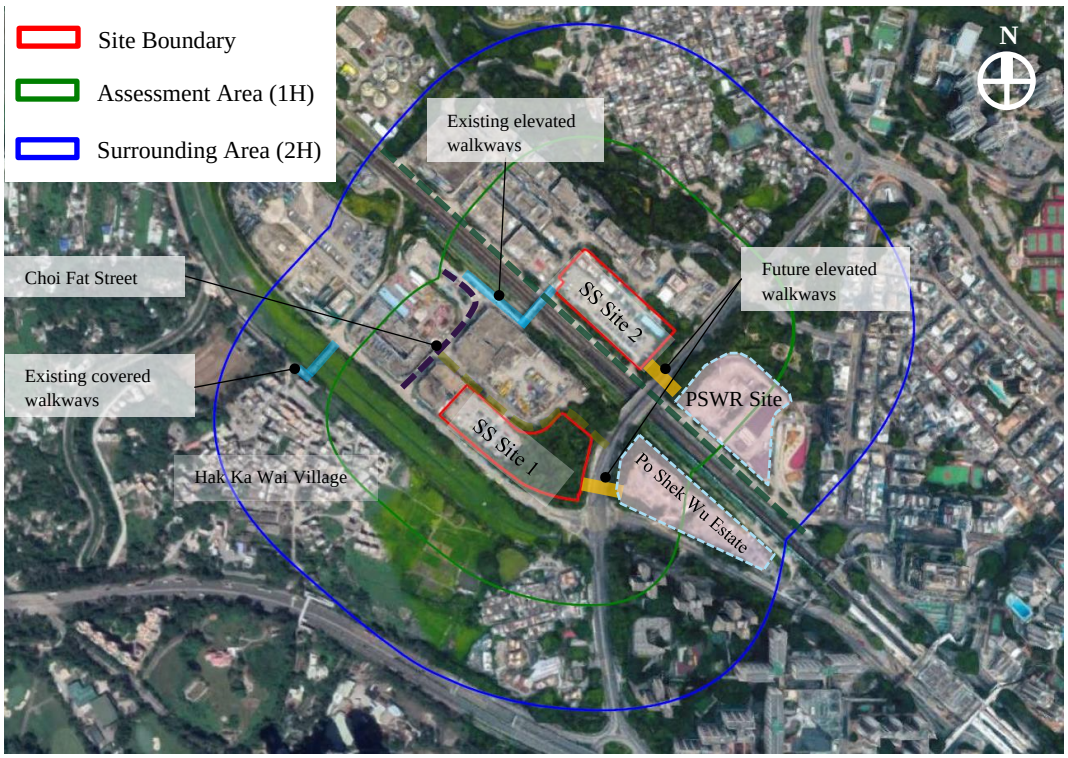


Figure 5 Elevated Walkways near the Project Sites (Source: Google Map)

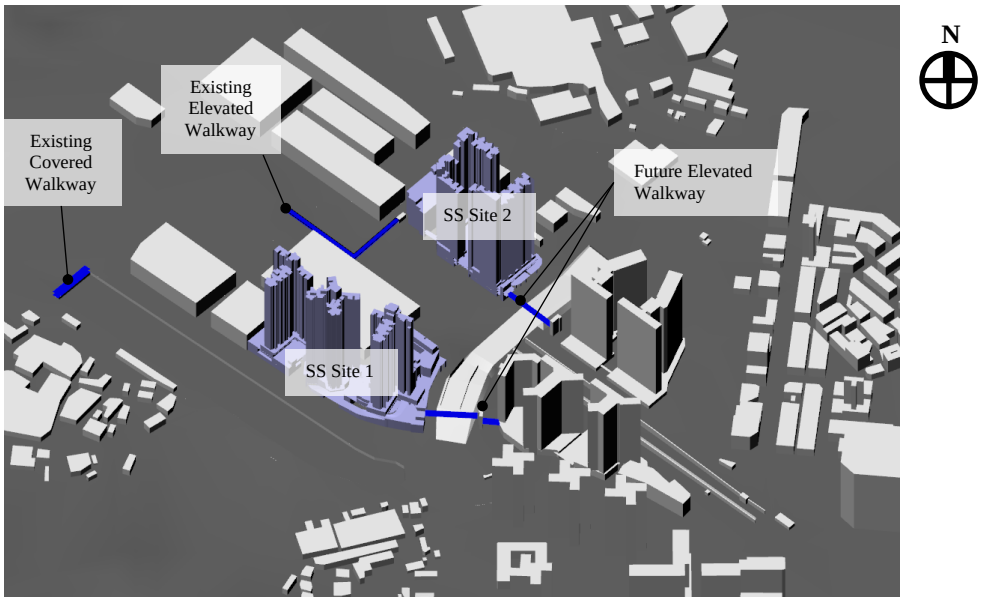


Figure 6 Elevated Walkways in 3D model

3 Wind Availability Data

As per the *AVA Technical Circular*[1], at least 75% of the time in a typical reference year (frequency of occurrence) would be studied under both annual and summer wind condition in the Initial Study when using a Computational Fluid Dynamics (CFD) modelling technique. Since the CFD approach is adopted for the present project's AVA, this criterion together with the following selected wind data are to be applied as the methodology.

The site wind availability of the application site and its surrounding is an essential parameter for AVA. As stipulated in the *AVA Technical Circular* [1] the site wind availability would be presented by using appropriate mathematical models. Planning Department (PlanD) has set up a set of simulated meso-scale data of Regional Atmospheric Modelling System (RAMS) of the territory for AVA study, which could be downloaded at Planning Department Website [2]. Simulated meso-scale data of Regional Atmospheric Modelling System (RAMS) from PlanD will therefore be adopted in this AVA Study. The location of the Development falls within the location grid (x: 070, y:083) in the RAMS database as indicated in Figure 7.

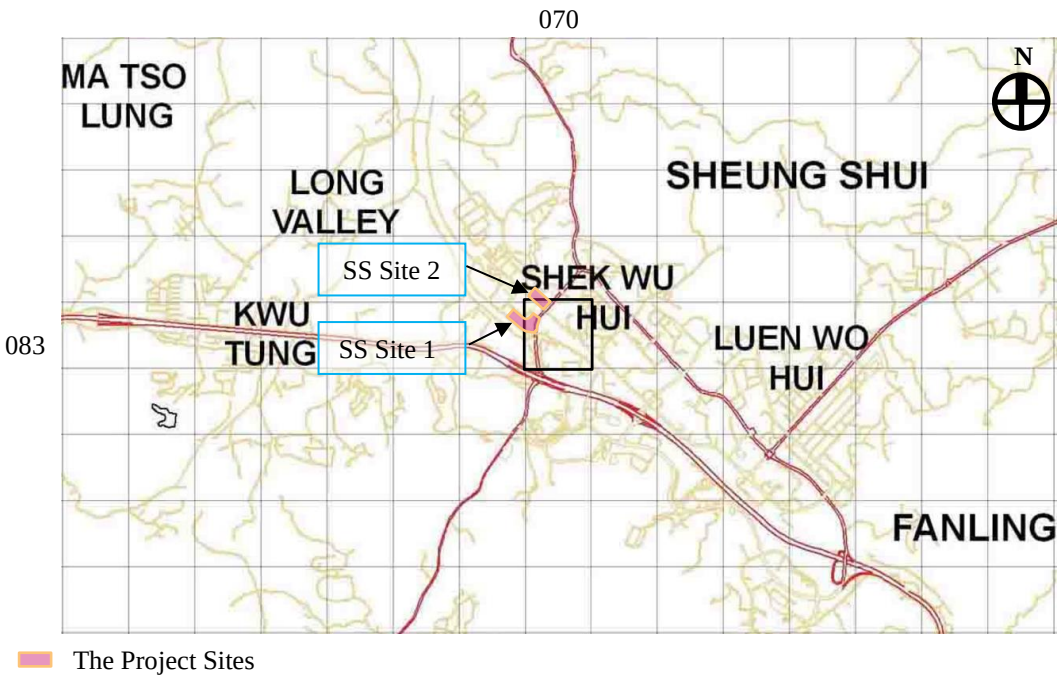


Figure 7 RAMS Grid and the Development Location

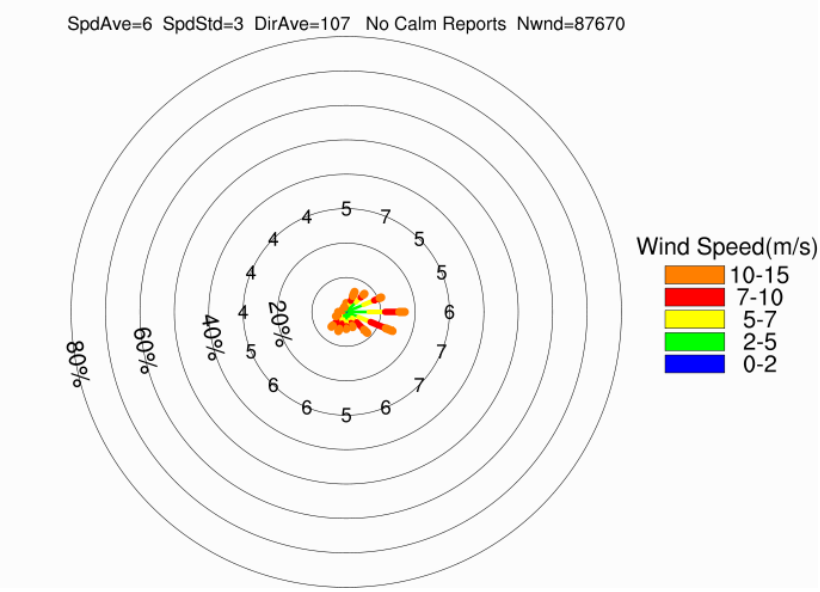


Figure 8 RAMS annual wind rose at 500mPD

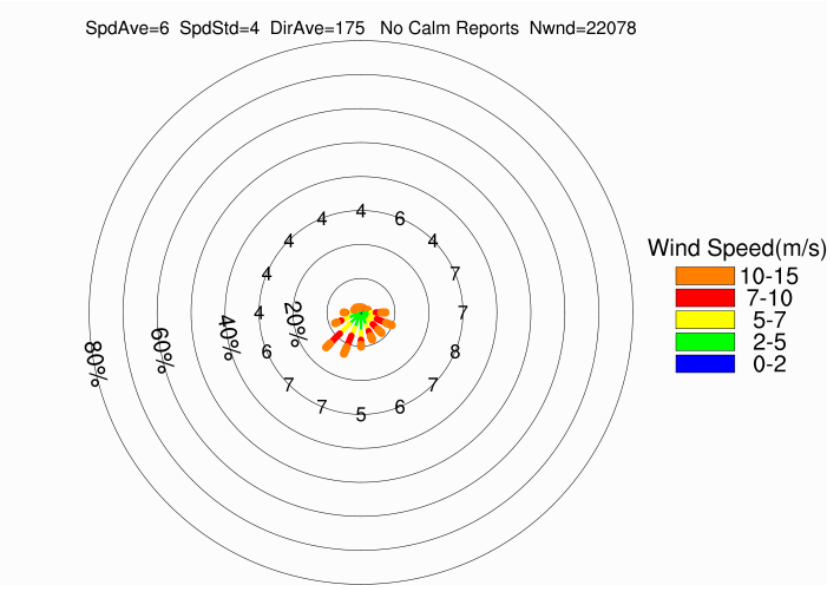


Figure 9 RAMS summer wind rose at 500mPD

3.1 Prevailing Wind Directions

As mentioned above, the RAMS wind data of location grid (x:070, y:083) is adopted for the site wind availability in this study.

3.1.1 Annual Prevailing Wind

Eight prevailing wind directions (highlighted in red colour in Table 1) are considered in this AVA Study which covers 77.8% of the total annual wind frequency. They are north-north-easterly (6.4%), north-easterly (7.5%), east-north-easterly (11.1%), easterly (17.2%), east-south-easterly (14.7%), south-easterly (8.7%), south-south-westerly (6.1%) and south-westerly (6.1%) winds.

Table 1 Annual Wind Frequency

Wind Direction	N	NNE	NE	ENE	E	ESE	SE	SSE	
Frequency	2.6%	6.4%	7.5%	11.1%	17.2%	14.7%	8.7%	4.8%	
Wind Direction	S	SSW	SW	WSW	W	WNW	NW	NNW	Sum
Frequency	5.0%	6.1%	6.1%	3.3%	2.4%	1.2%	1.2%	1.5%	77.8%

** The wind frequency showing in red colour represents the selected winds for the CFD simulation.*

3.1.2 Summer Prevailing Wind

Eight prevailing wind directions (highlighted in red colour in Table 2) are considered in this AVA Study which covers 81.9% of the total summer wind frequency. They are easterly (7.6%), east-south-easterly (10.2%), south-easterly (8.7%), south-south-easterly (8.7%), southerly (10.2%), south-south-westerly (13.4%), south-westerly (14.7%) and west-south-westerly (8.4%) winds.

Table 2 Summer Wind Frequency

Wind Direction	N	NNE	NE	ENE	E	ESE	SE	SSE	
Frequency	1.5%	1.6%	1.5%	2.3%	7.6%	10.2%	8.7%	8.7%	
Wind Direction	S	SSW	SW	WSW	W	WNW	NW	NNW	Sum
Frequency	10.2%	13.4%	14.7%	8.4%	5.1%	2.1%	2.0%	1.7%	81.9%

** The wind frequency showing in red colour represents the recommended wind direction for the CFD simulation.*

3.2 Wind Profiles

The profiles of wind speed from the PlanD RAMS database (x:070, y:083) is studied and the selected extracted. In the RAMS data the vertical profiles of the normalised mean wind speed were provided and the exact profile will be modelled in the CFD model for each corresponding wind directions to be studied. The vertical wind profile for all wind directions to be studied are shown in Figure 10 through Figure 12.

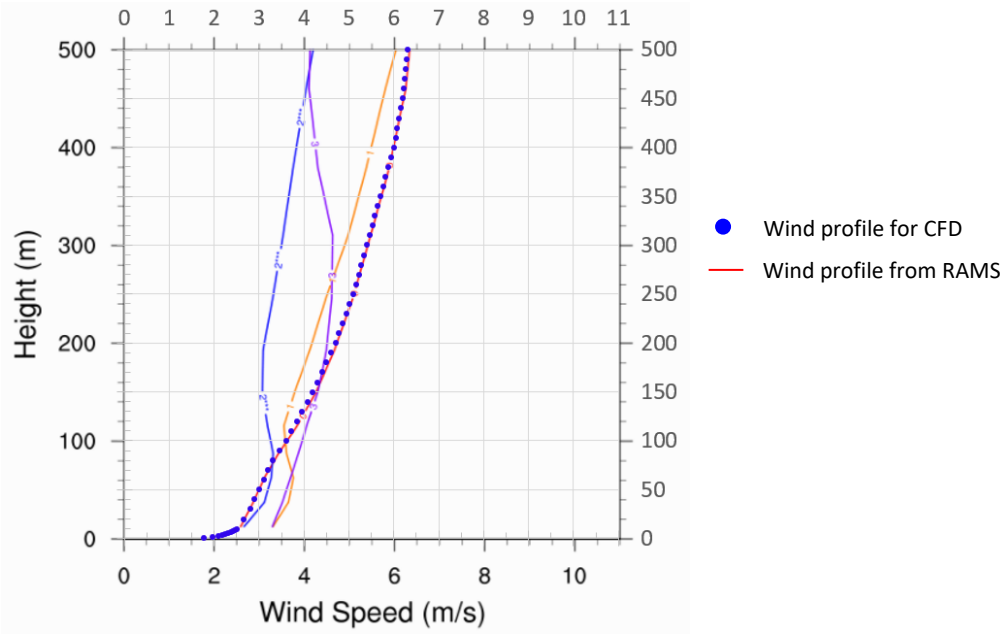


Figure 10 Vertical Wind Speed Profile of 22.5° - 112.4° winds

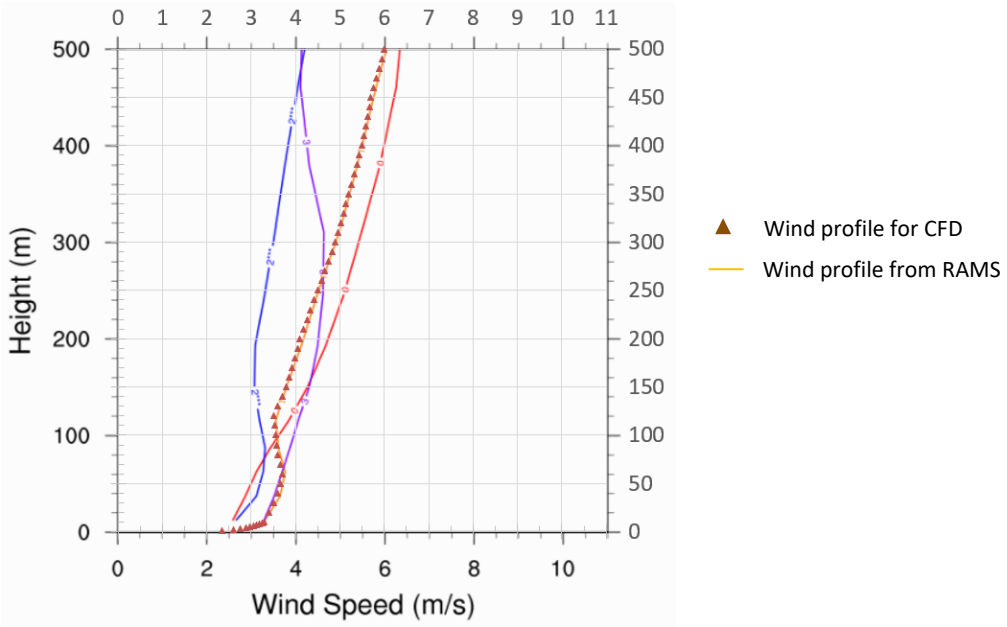


Figure 11 Vertical Wind Speed Profile of 112.5° - 202.4° winds

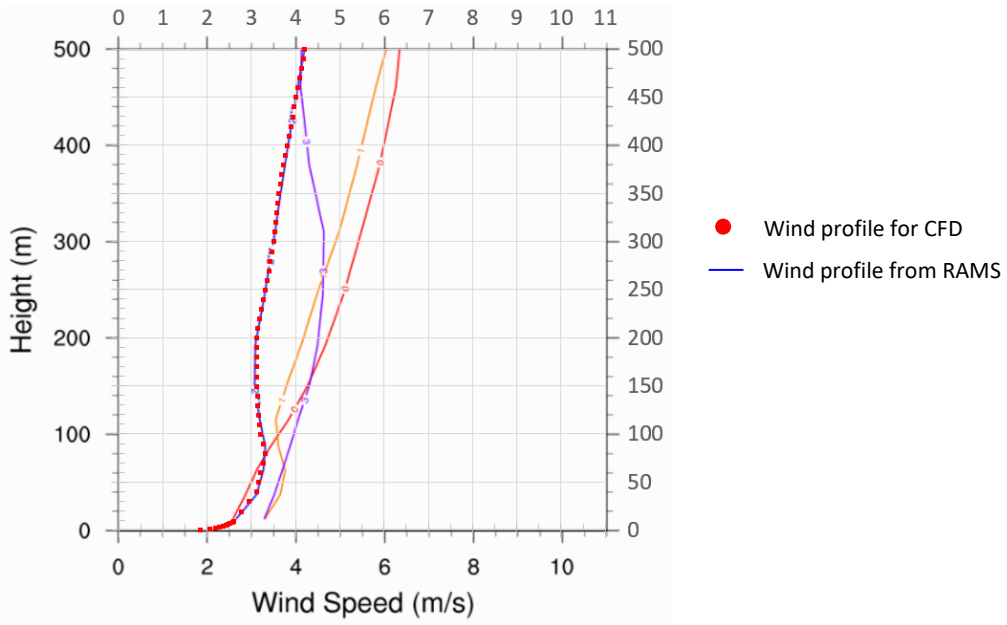


Figure 12 Vertical Wind Speed Profile of 202.5° - 292.4° winds

4 Design Schemes for Initial Study

To investigate the ventilation impacts of the Development and effectiveness of wind enhancement features. Two schemes, the Baseline Scheme and the Proposed Scheme are to be analysed and compared in this AVA Initial Study.

4.1 Baseline Scheme

SS Site 1

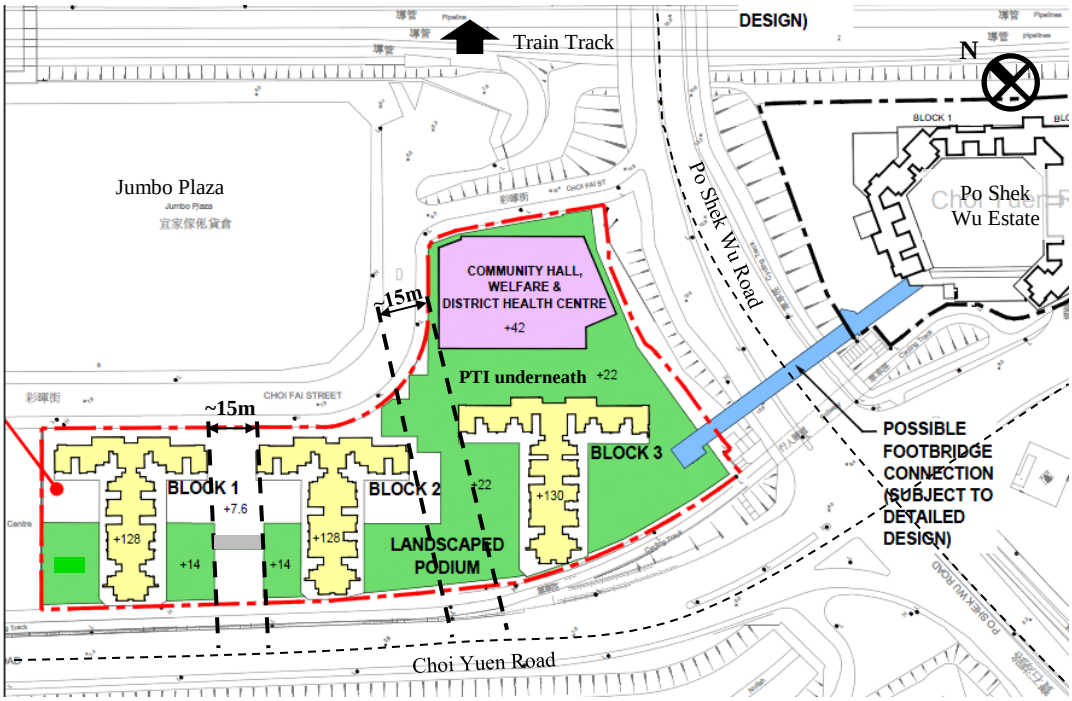
SS Site 1 consists of three nos. of T-shape domestic blocks within maximum building height of 130mPD and a 5-storey Community Hall & Welfare & District Health Centre Block on the podium level.

A Public Transport Interchange (PTI) is provided on ground level under Block 3 and the Community Hall & Welfare & District Health Centre Block. The covered PTI allow good wind permeability at pedestrian level (shown in Figure 14).

The landscape podium is covering the majority of the site. In order to reduce the ventilation impacts of the extensive landscape podium, the development has provided one ~15m building separation between Block 1 and Block 2 (from ground level) and another ~15m tower separation between Block 2 and Block 3 (from podium level).

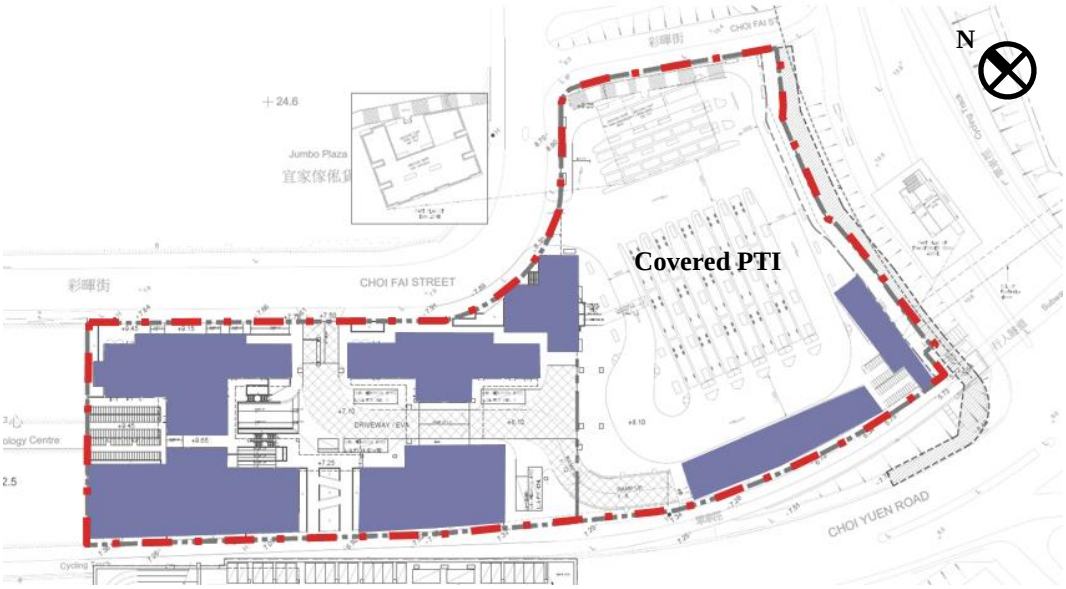
On podium level, one 1-storey empty bay at Block 2 and one 2-storey empty bay at Block 3 are provided at the southern edge to increases the setback from Choi Yuen Road and enhance wind permeability at the podium.

The landscaped podium is linked to the committed residential development Po Shek Wu Estate by a footbridge across Po Shek Wu Road. The layout plan of the Baseline Development at SS Site 1 is shown in Figure 13.



Site Boundary
Link Bridge
Podium Massing

Figure 13 Master Layout Plan of Baseline Development at SS Site 1



Site Boundary
G/F Massing

Figure 14 G/F Massing of Baseline Development at SS Site 1

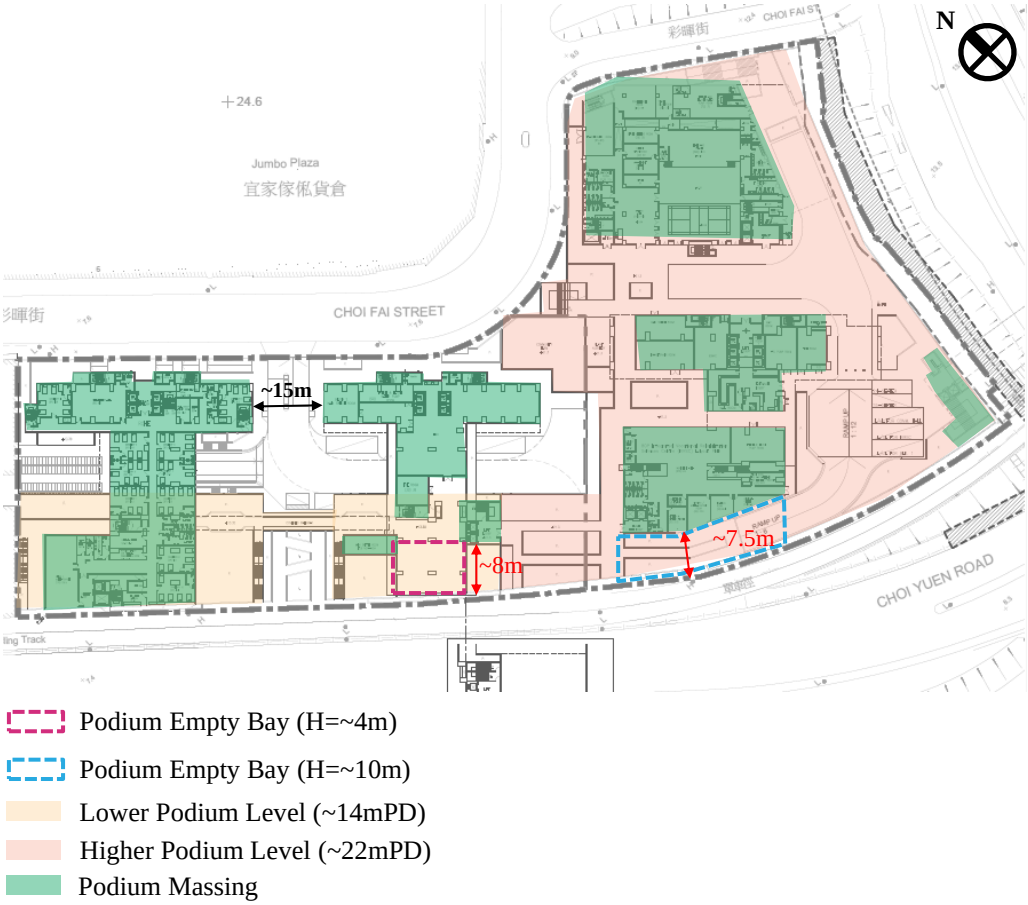


Figure 15 Podium Massing of Baseline Development at SS Site 1

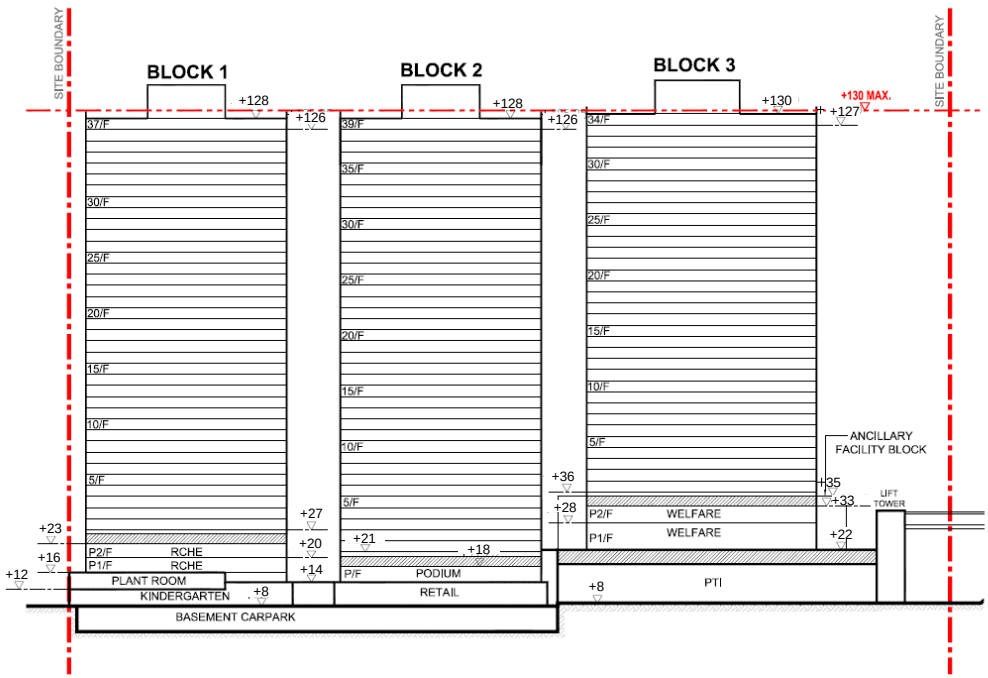


Figure 16 Section Detail of the Baseline Development at SS Site 1

SS Site 2

SS Site 2 comprises of three nos. of domestic blocks within maximum building height of 130mPD and one 8.5 storeys (including G/F) carpark block. It is noted that the Development has suffered from heavy railway noise from W to S along the East Rail Line. Thus, the Development has single aspect design for Block 1 and 3. In order to reduce the ventilation impacts, the Development has provided a 15m tower separation between Block 1 and Block 3 at above podium level. The 15m separation would serve as local breezeway to facilitate the wind penetration along NE/SW directions. The link footbridge between Block 1 and 3 serve as circulation for podium level, it is expected the structure would not significantly reduce the air flow between Block 1 and 3.

SS Site 2 is linked to the PSWR Site by a lift tower and a footbridge across Po Shek Wu Road. The footbridge is of permeable design with railing handles as shown in Figure 20.

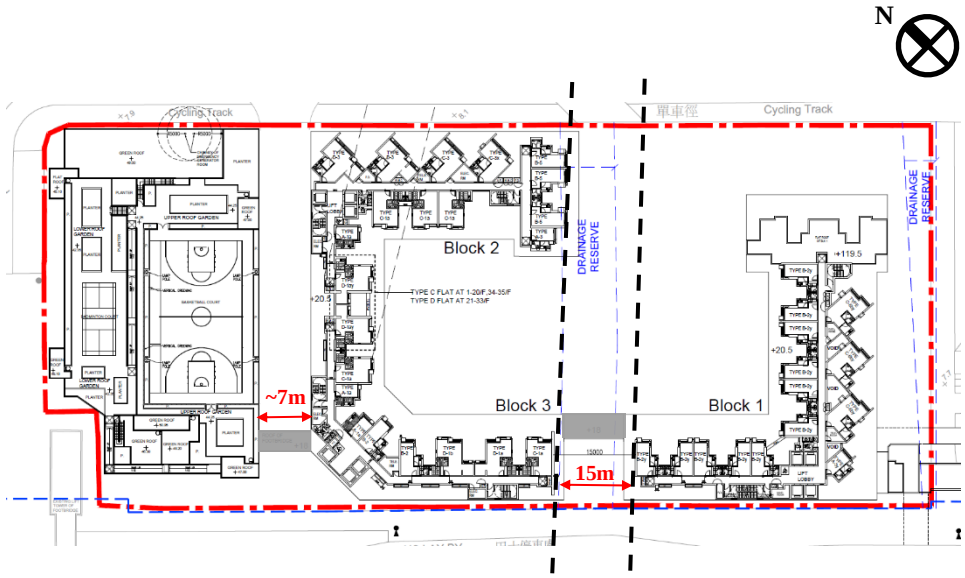
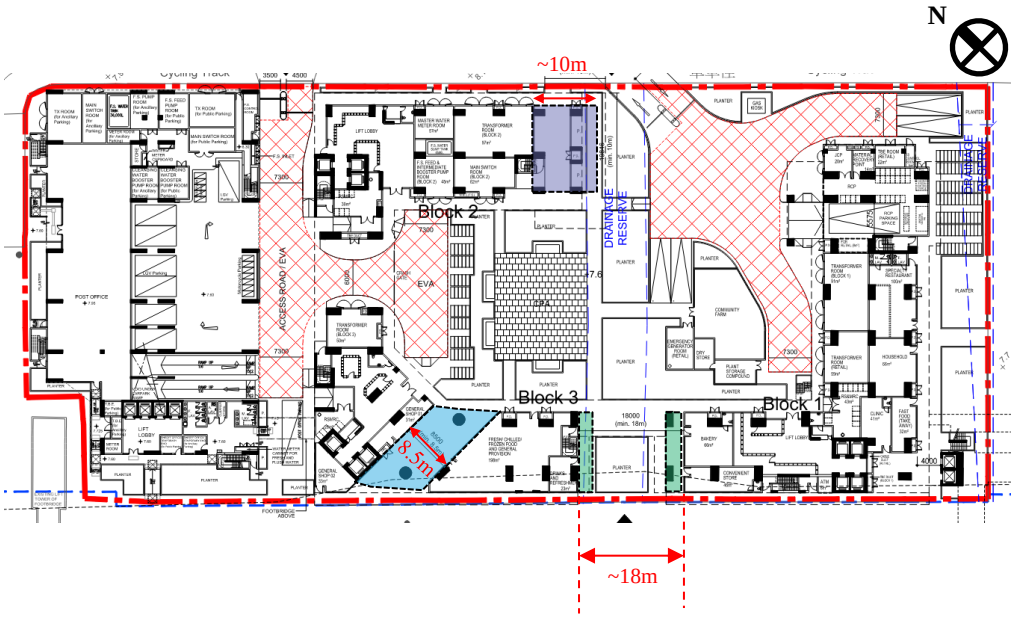


Figure 17 Master Layout Plan of Baseline Development at SS Site 2

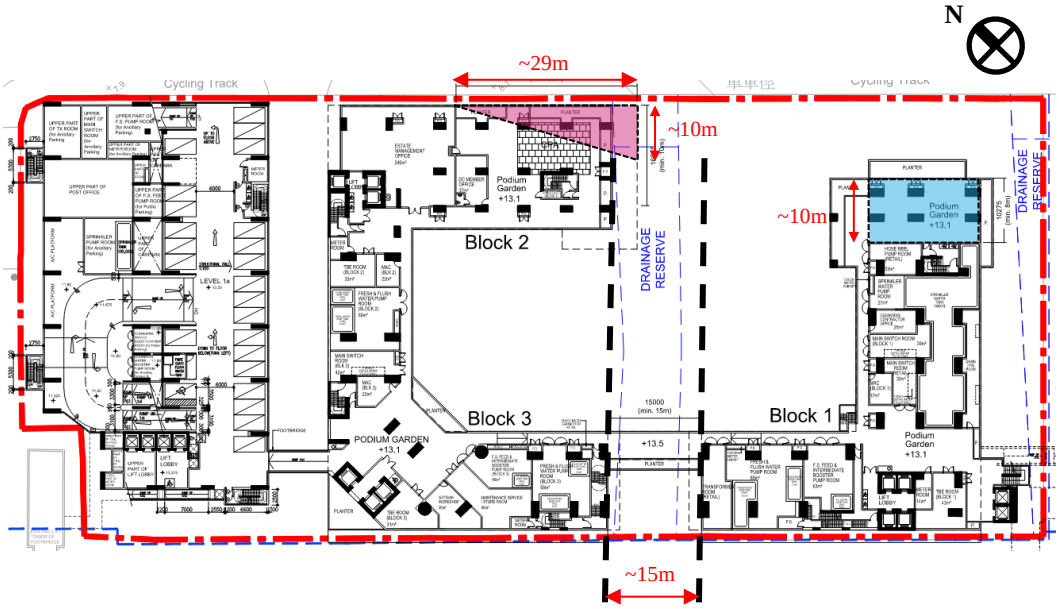
At ground floor, empty bay provided at Block 3 to facilitate wind penetration from E and ESE wind. An ~10m empty bay at the corner of Block 2 to allow more amount of SE and E wind flow into the Ka Fu Close. To increase the wind penetrate across the site, two small ground empty bays are provided at the edge of Block 1 and Block 3 to increase the building separation to 18m at ground level.

At podium level, podium empty bays at Block 1 and the corner of Block 2 are provided to allow more wind flow into the Ka Fu Close.



8.5m wide Empty Bay at Ground Floor (~8mPD)
10m wide Empty Bay at Ground Floor (~8mPD)
18m wide Empty Bay at Ground Floor (~8mPD)

Figure 18 Wind Enhancement Features at G/F for Baseline Development at SS Site 2



29m wide Empty Bay at Podium Floor (~14mPD)
10m wide Empty Bay at Podium Floor (~14mPD)

Figure 19 Wind Enhancement Features at P/F for Baseline Development at SS Site 2

Figure 20 Section Detail of the Baseline Development at SS Site 2

By referring to the CAD drawings of the Baseline Scheme, the 3D model was constructed as shown in Figure 21 to Figure 24.

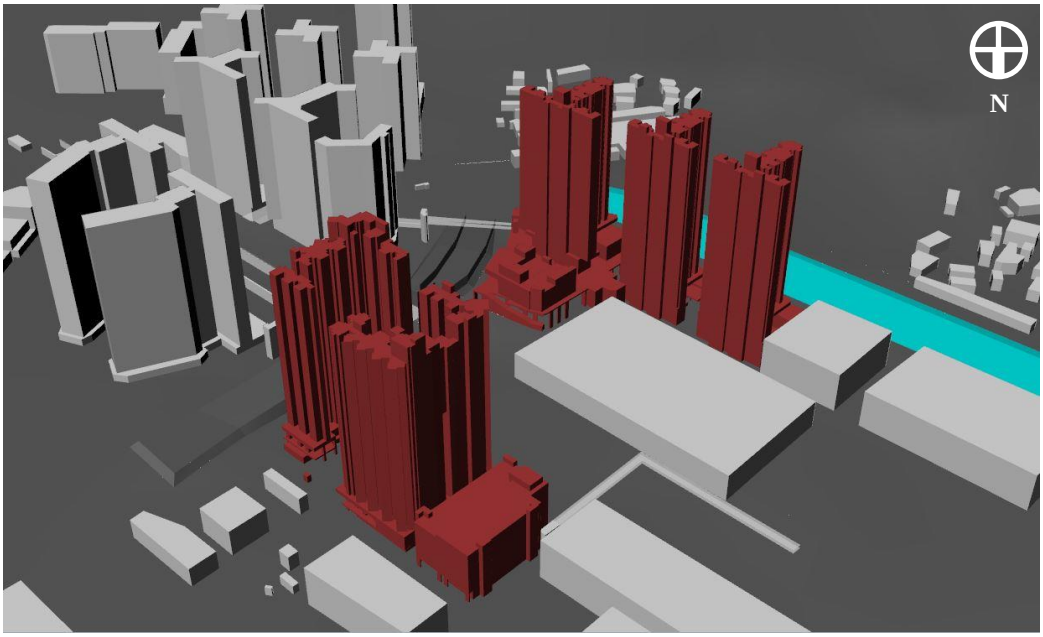


Figure 21 Northerly view of Baseline Scheme

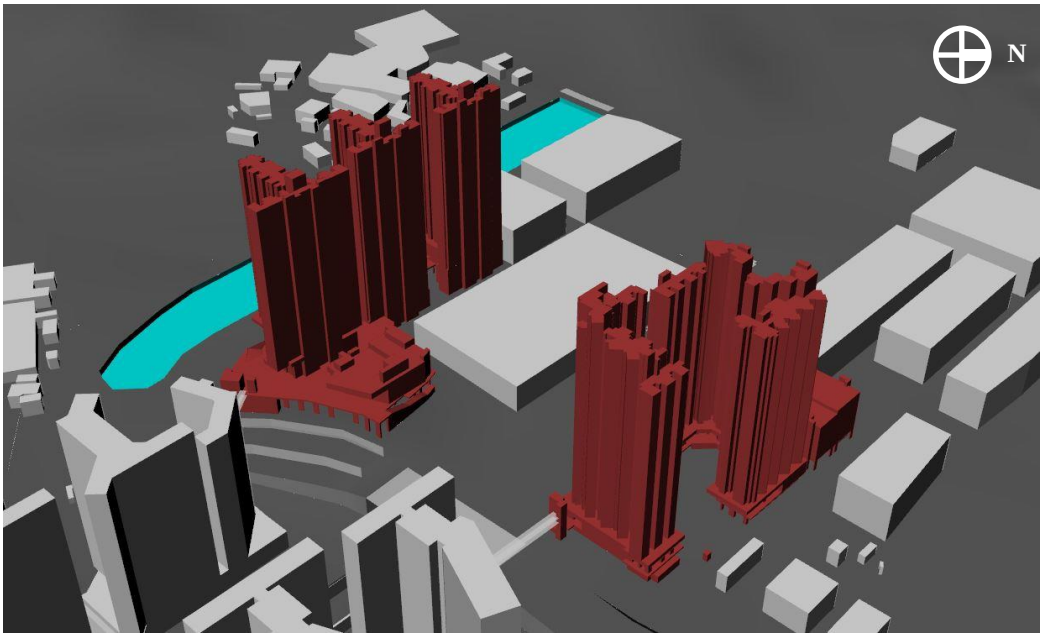


Figure 22 Easterly view of Baseline Scheme

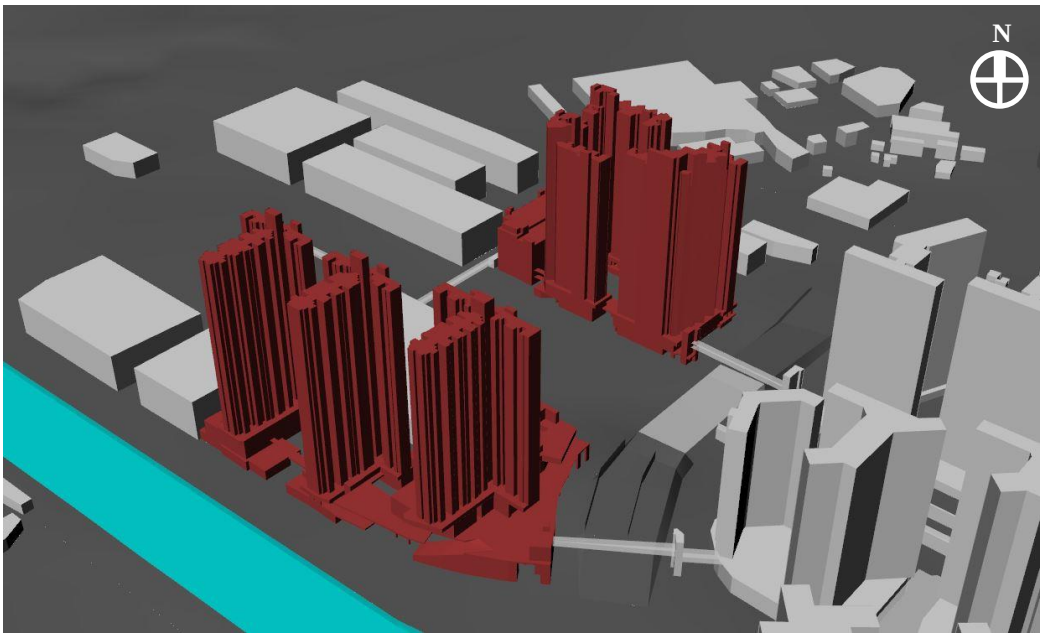


Figure 23 Southerly view of Baseline Scheme

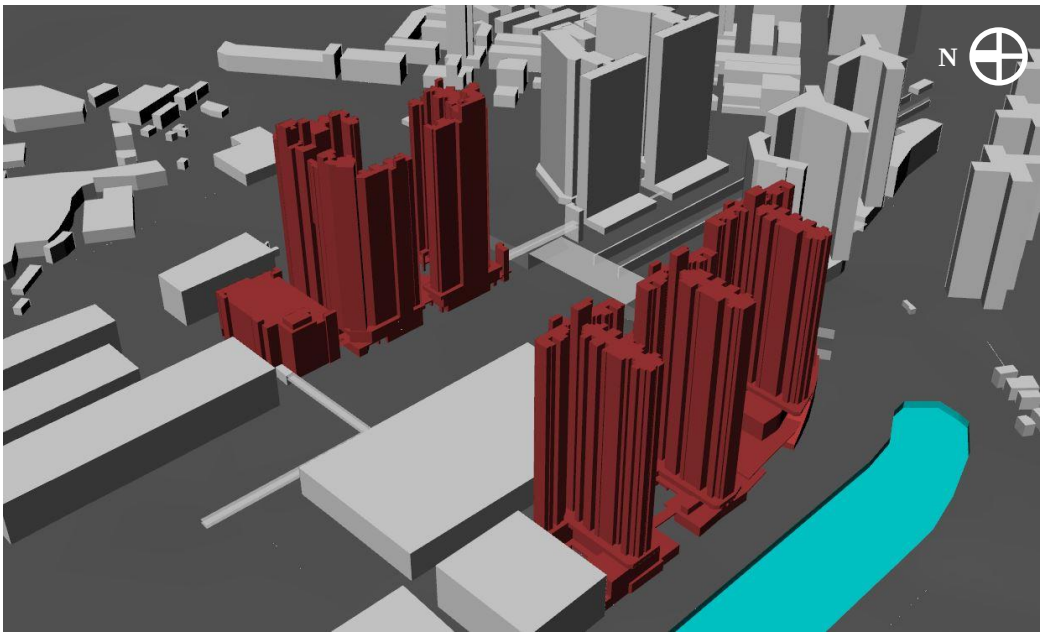


Figure 24 Westerly view of Baseline Scheme

4.2 Proposed Scheme

The Development (SS Site 1 and SS Site 2) are existing open carpark in the area, to compensate the parking demand in the area, extra floor areas for carpark are provided at podium level in both sites. As a result, the overall building heights are increased in the Proposed Scheme. To minimize potential localized ventilation impact brought by the Proposed Scheme on the surroundings, the following wind enhancement features have been adopted to enhance the wind performance of the Development.

SS Site 1

The Proposed Scheme also consist of 3 residential towers, where Block 1 and Block 3 are T-shape tower and Block 2 is a X-shape tower. The three blocks sit atop of the increased podium at ~22mPD. The proposed building height of the three towers in Proposed Scheme are listed below:

	Main Roof Level mPD
Block 1	132
Block 2	144
Block 3	142

To maintain and enhance the wind performance of the Proposed Scheme, following wind enhancement features have been adopted:

- To Preserve the permeable covered PTI at ground level;
- To preserve the 15m building separation between Block 1 and Block 2 from above ground level;
- To preserve 15m tower separation between Block 2 and Block 3 from above podium level;
- To preserve a min. 7.5m width 2-storey empty bay at podium level underneath Block 3;
- To provide a podium with higher permeability, the podium massing is rearranged to provide wider pathway for penetration of prevailing winds.

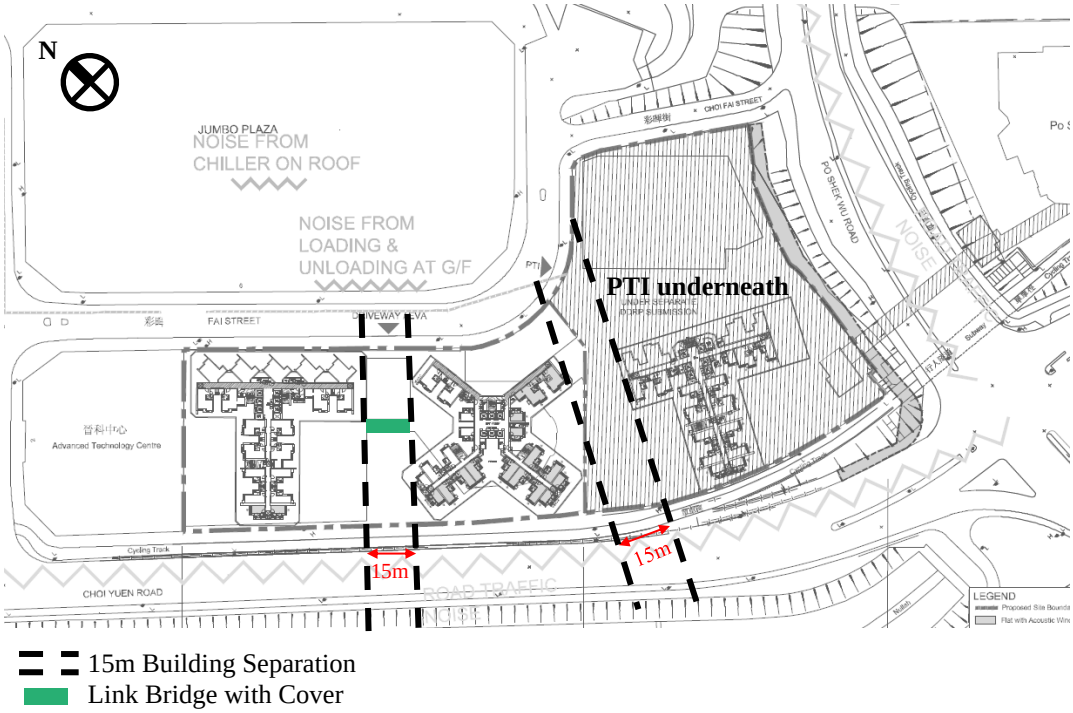


Figure 25 Wind Enhancement Features for Proposed Development at SS Site 1

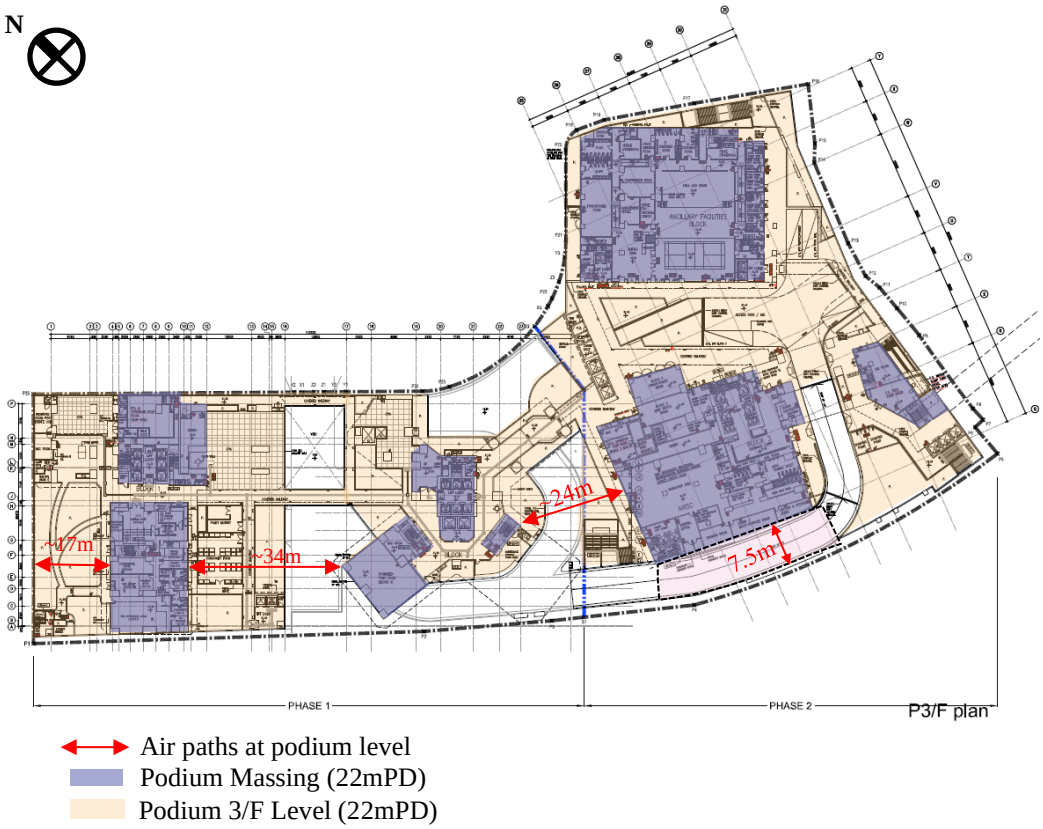


Figure 26 Wind Enhancement Features for Proposed Development at SS Site 1

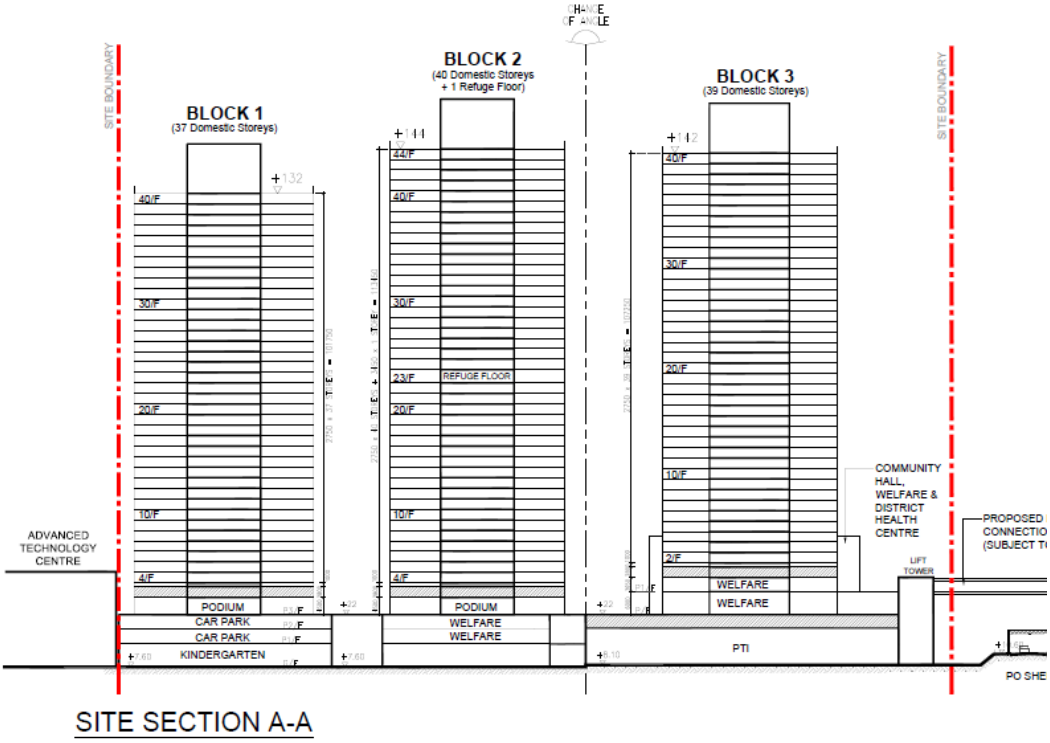


Figure 27 Section Detail of the Proposed Development at SS Site 1

SS Site 2

The Proposed Scheme also consist of 3 residential towers similar to the Baseline Scheme. The three blocks sit atop of the increased podium at ~19mPD. The proposed building height of the three towers in Proposed Scheme are listed below:

	Main Roof Level mPD
Block 1	149
Block 2	143
Block 3	129

To maintain and enhance the wind performance of the Proposed Scheme, following wind enhancement features have been adopted:

- To preserve the ~15m tower separation between Block 1 and Block 3 from above podium level.

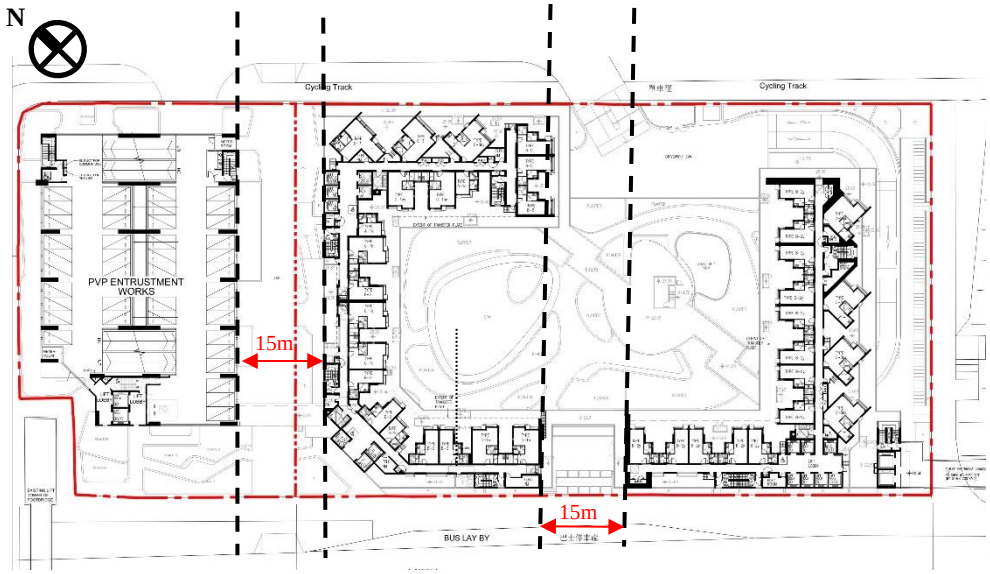
- To increase the building separation of the Phase 1 Carpark Block and Phase 2 development to ~ 15m to provide wider building separation for penetration of prevailing winds.

- To preserve the ground floor empty bay at Block 2 in increase the width to ~15m to enhance its ventilation effectiveness.

- To relocate the ground floor empty bay at Block 3 to the edge near Block 1, combined with the preserved ground floor empty bay at Block 1, the ground level separation between Block 1 and Block 3 increased to ~24m, creating a wider wind entrance.

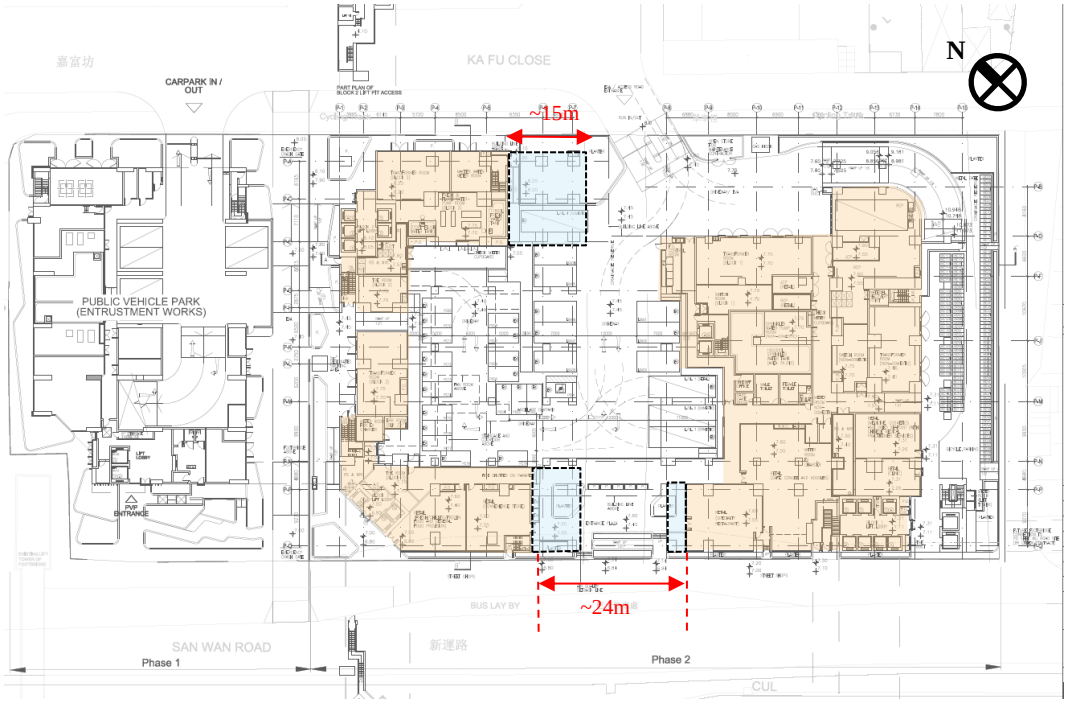
- To preserve the podium floor empty bays at Block 1 and the corner of Block 2.

- To provide additional podium floor empty bays at Block 1 and Block 3, the podium separation between Block 1 and Block 3 to ~27m, creating a wider wind entrance.



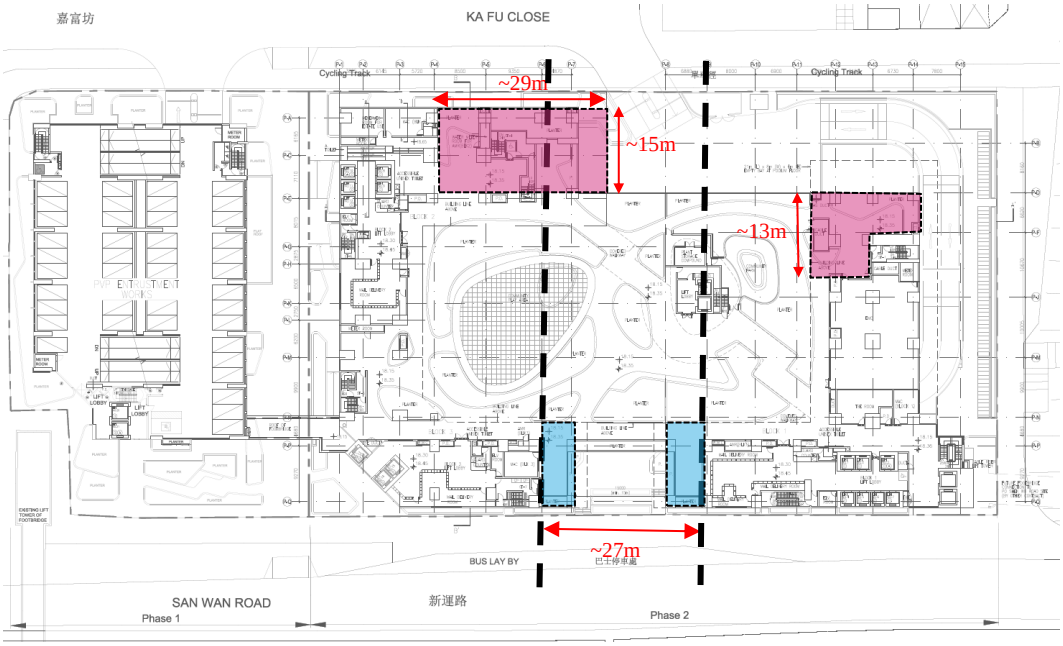
15m Building Separation

Figure 28 Wind Enhancement Features for Proposed Development at SS Site 2



Preserved Empty Bay at Ground Floor
G/F Massing

Figure 29 Wind Enhancement Features at G/F for Proposed Development at SS Site 2



Preserved Podium Floor Empty Bay
Added Podium Floor Empty Bay

Figure 30 Wind Enhancement Features at P2/F for Proposed Development at SS Site 2

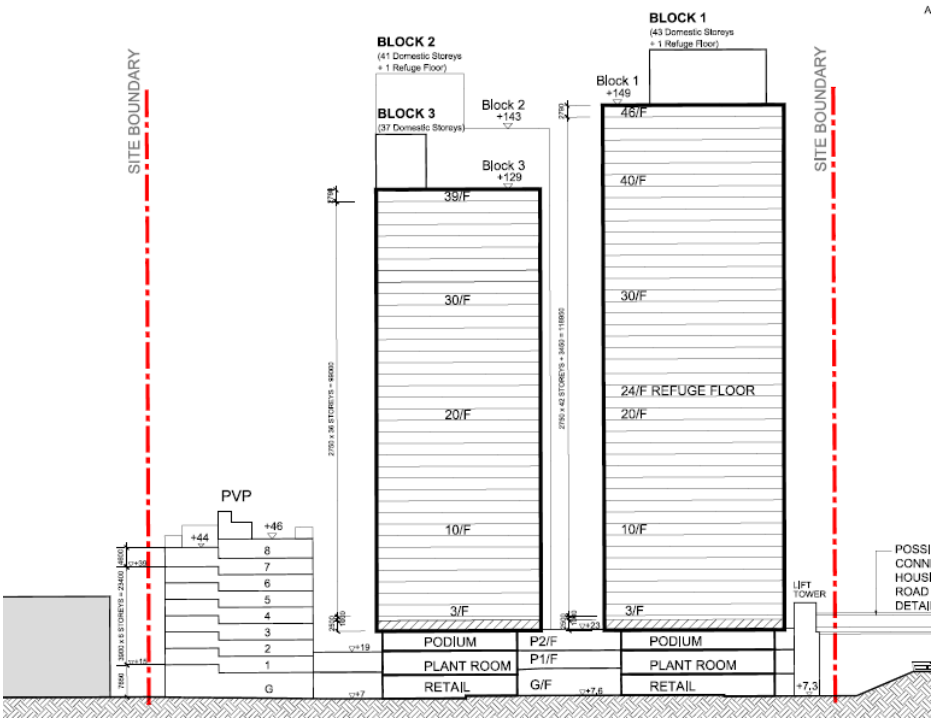


Figure 31 Section Detail of the Proposed Development at SS Site 2

By referring to the CAD drawings of the Proposed Scheme, the 3D model was constructed as shown in Figure 32 to Figure 35.

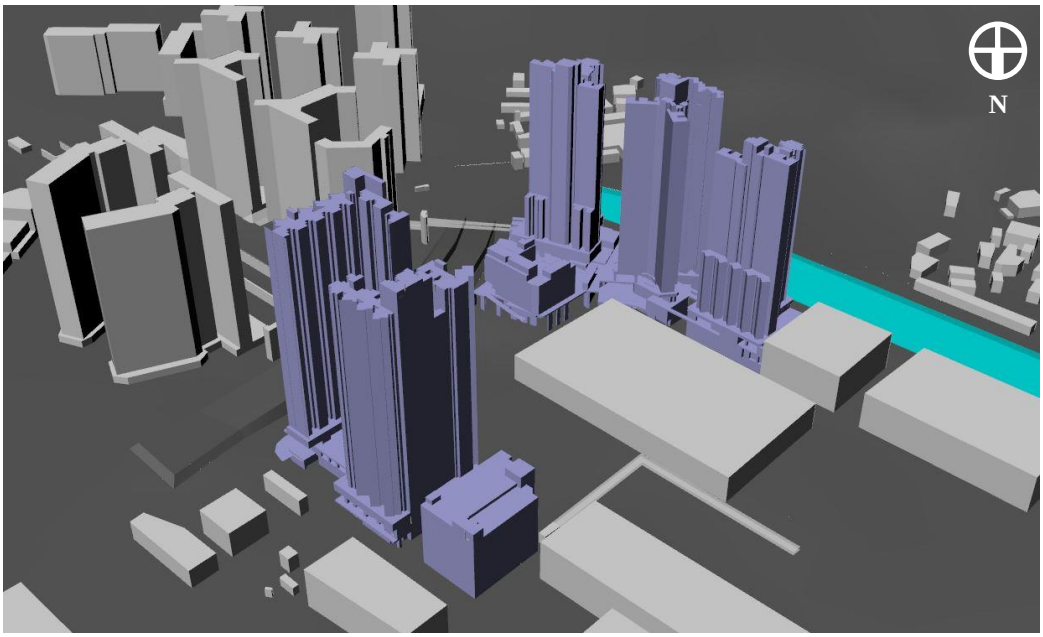


Figure 32 Northerly view of Proposed Scheme

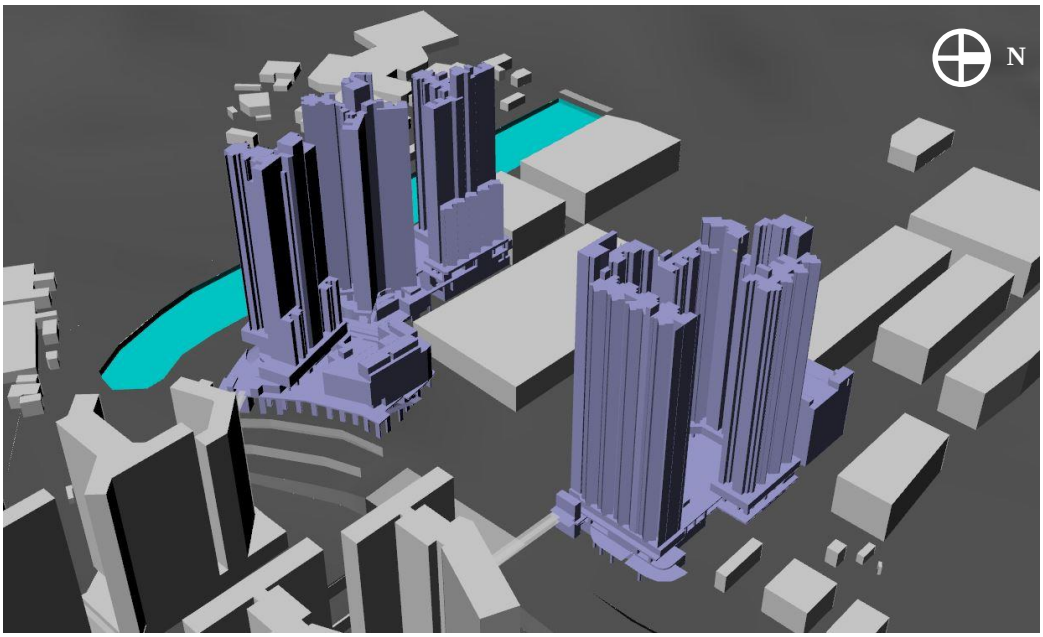


Figure 33 Easterly view of Proposed Scheme

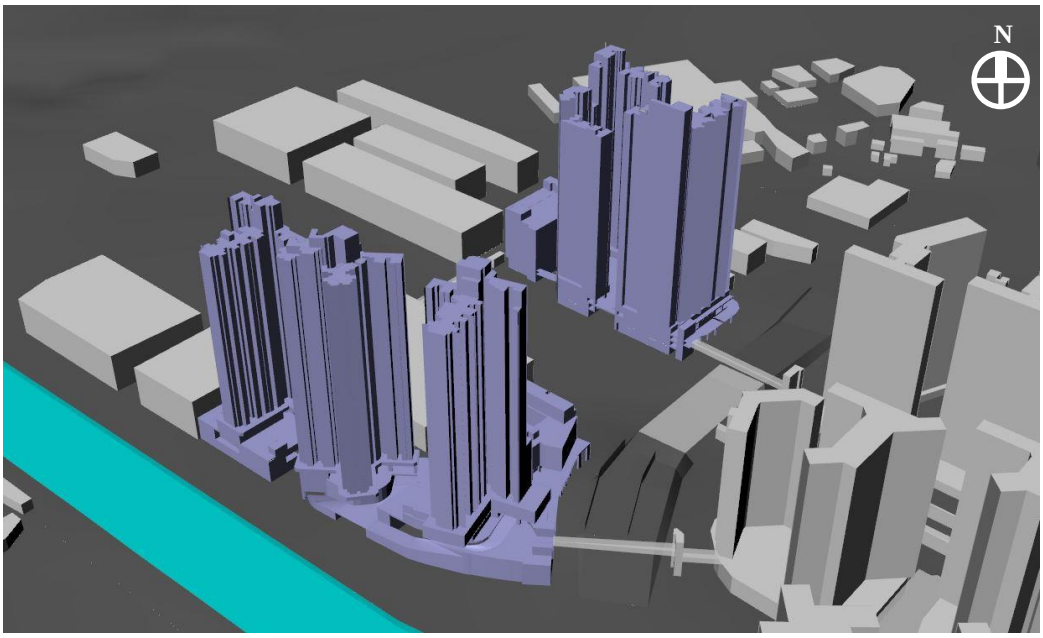


Figure 34 Southerly view of Proposed Scheme

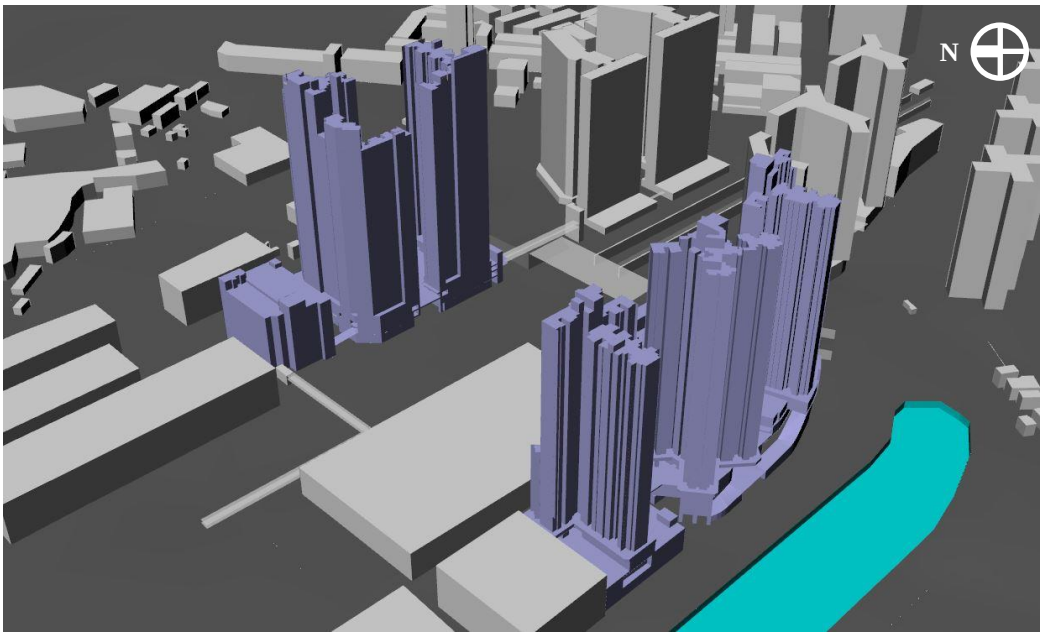


Figure 35 Westerly view of Proposed Scheme

5 Methodology

5.1 Assessment and Surrounding Areas

For SS Site 1, with the building height of the potential development is around 140m, the Assessment Area and the Surrounding Area are respectively span 140 (1H) and 280m (2H) away from the site boundary of the Study Area. For SS Site 2, with the building height of the potential development is around 150m, the Assessment Area and the Surrounding Area are respectively span 150m (1H) and 300m (2H) away from the site boundary of the Study Area. The Assessment Areas and the Surrounding Areas of the two sites are combined to form the overall Assessment Area and Surrounding Area. The Surrounding Area is also slightly extended to include the high-rise buildings close to Surrounding Area. The proposed Assessment Area and the Surrounding Area are indicated in Figure 36. The computational domain would be about 3000m (L) x 3000m (W) x 2000m (H) as shown in Figure 37.

Figure 36 Site boundary (red), Assessment Area (green) and Surrounding Area (blue)

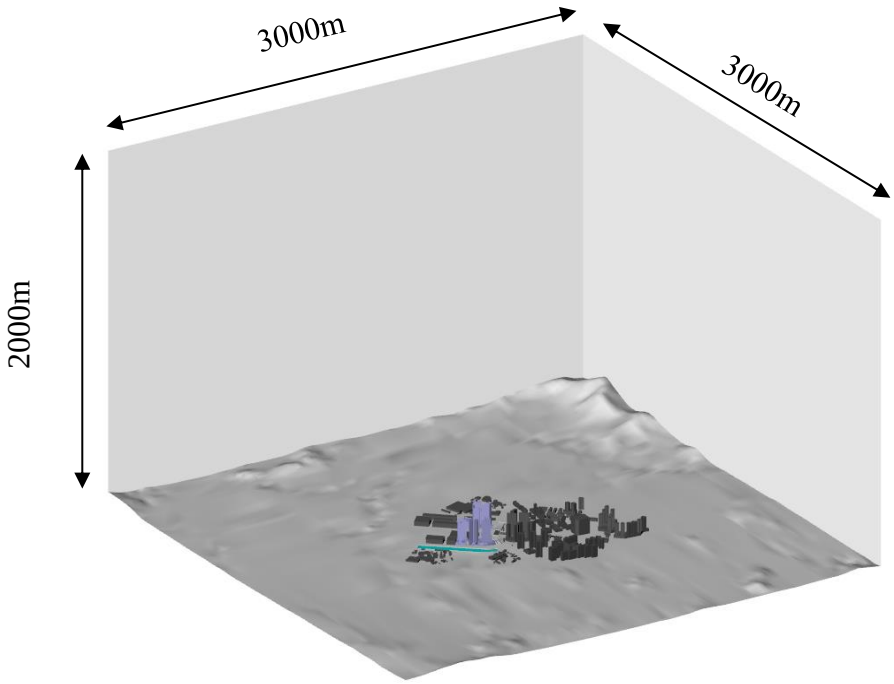


Figure 37 3D View of the Domain

5.2 Technical Details for CFD simulation

5.2.1 Assessment Tools

Computational Fluid Dynamics (CFD) technique is utilized for this AVA study. With the use of three-dimensional CFD method, the local airflow distribution can be visualized in details. The velocity distribution within the flow domain, being affected by the site-specific design and the nearby topography, will be simulated under selected wind directions as stated in Section 3 for annual and summer wind conditions.

5.2.2 CFD Model

Following the AVA Technical Circular, buildings within Surrounding Area shall be built in the CFD model. In order to simulate the approaching wind turbulence effect in a more accurate manner, the CFD model is built to include the highways or bridges as they may affect the approaching wind, even it is falling outside the Surrounding Area. In addition, the model domain is built far beyond the Surrounding Area as required in the Technical Circular in order to eliminate the boundary effects. Therefore, the studied size of CFD model of the development is approximately 3000m (Length) x 3000m (Width) x 2000m (Height) which contains more than 7,000,000 cells as shown in Figure 38.

The computational domain covers the site of the Development and provides sufficient consideration on surrounding topography. The model contains information of the surrounding buildings and site topography via Geographical Information System (GIS) platform. The site topography would be modelled within the whole computational domain. Body-fitted unstructured grid technique is used to fit the geometry and reflect the complexity of the development geometry. A prism layer of 3m above ground (totally 6 layers and each layer of 0.5m thick, shown in Figure 39 is incorporated in the meshing so as to better capture the approaching wind and wind condition at pedestrian level. A mesh expansion ratio of 1.3 is adopted and the blockage ratio was less than 2%.

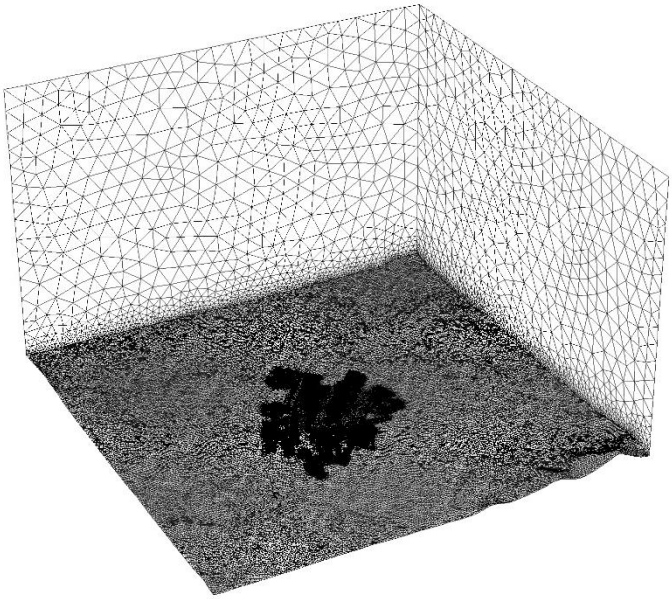


Figure 38 Mesh of Computational Domain

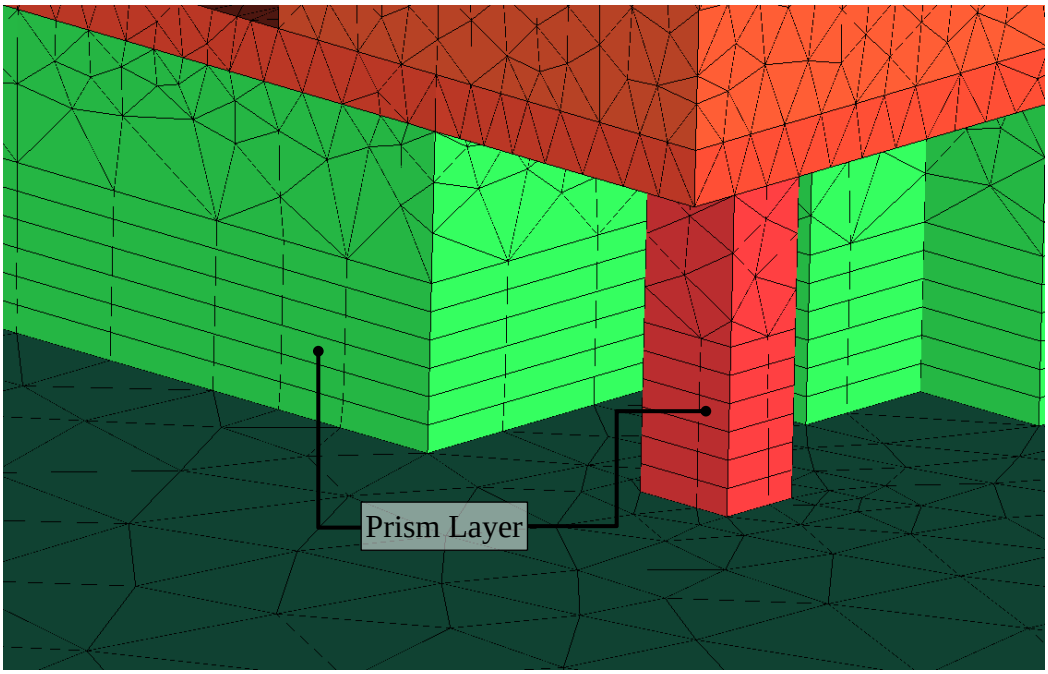


Figure 39 Prism Layers

Table 3 Detail parameters to be adopted in the CFD

	CFD Model
Model Scale	Real Scale model
Model details	Only include Topography, Buildings blocks, Streets/Highways, no landscape is included
Domain	3000m(L) x 3000m(W) x 2000m(H)
Assessment Area	≥ 1H area
Surrounding building Area	≥ 2H area
Grid Expansion Ratio	The grid should satisfy the grid resolution requirement with maximum expansion ratio = 1.3
Prismatic layer	6 layer of prismatic layers and 0.5m each (i.e. total 3m above ground)
Inflow boundary Condition	Incoming wind profile as measured from RAMS
Outflow boundary	Pressure boundary condition with dynamic pressure equal to zero
Wall boundary condition	Logarithmic law boundary
Turbulence Model	Realisable k-ε turbulence model
Solving algorithms	Rhie and Chow SIMPLE for momentum equation Hybrid model for all other equations
Blockage ratio	< 2%
Convergence criteria	Below 1.0E-4

5.3 AVA Indicator

The wind speed information at pedestrian level (2m above ground) will be acquired to determine the Wind Velocity Ratio (VR) as stipulated in the AVA Technical Circular[1] and as defined as follows:

$$VR = \frac{V_p}{V_\infty}$$

where Vp is the wind speed at the pedestrian height (2m above ground) and V∞ is the wind velocity at the top of the boundary layer (defined as the height where wind is unaffected by urban roughness and determined by the topographical studies). Measurement will be taken within the Assessment Area.

The Average VR is defined as the weighted average VR with respect to the percentage of occurrence of all considered wind directions. This gives a general idea of the ventilation performance at the considered location at both annual and summer wind condition.

5.3.1 Assessment Parameters

CFD simulations will be conducted to study the wind environment. As specified in the Technical Circular, indicator of ventilation performance should be the Wind Velocity Ratio (VR), defined as the ratio of the wind velocity at the pedestrian level (2m above ground) to the wind velocity at the top of the wind boundary layer. Site spatial average velocity ratio (SVR) and a Local spatial average velocity ratio (LVR) should be determined.

Table 4 Terminology of the AVA Initial

Terminology	Description
Velocity Ratio (VR)	The velocity ratio (VR) represents the ratio of the air velocity at the measurement position to the value at the reference points.
Site spatial average velocity ratio (SVR)	The SVR represent the average VR of all perimeter test points at the site boundary which identified in the report.
Local spatial average velocity ratio (LVR)	The LVR represent the average VR of all points, i.e. perimeter and overall test points at the site boundary which identified in the report.

5.4 Locations of Test Points

As per the technical circular, two types of test points – perimeter test point and overall test point will be adopted to assess the wind performance within the Assessment Area. Special test points are supplemented to assess the effectiveness of the air paths. The allocation of these test points will be distributed evenly as stated in the AVA Technical Circular [1].

5.4.1 Perimeter Test Points

A total number of 35 perimeter test points (Red spots), namely P points, are positioned at intervals of around 15m along the project site boundary in accordance with the AVA Technical Circular[1]. The locations of perimeter test points are shown in Figure 40.

5.4.2 Overall Test Points

A total number of 89 overall test points (Black spots), namely O points, are evenly distributed in open areas within the assessment area, such as the streets and places where pedestrian frequently access. Their locations are shown in Figure 40.

5.4.3 Special Test Points

A total number of 20 special test points are identified in the Baseline Scheme and Proposed Scheme, namely S points. They are evenly distributed at areas accessible by pedestrian at ground level (Green spots) and at the podium level (Blue spots). Their locations are shown in Figure 41 and Figure 42.

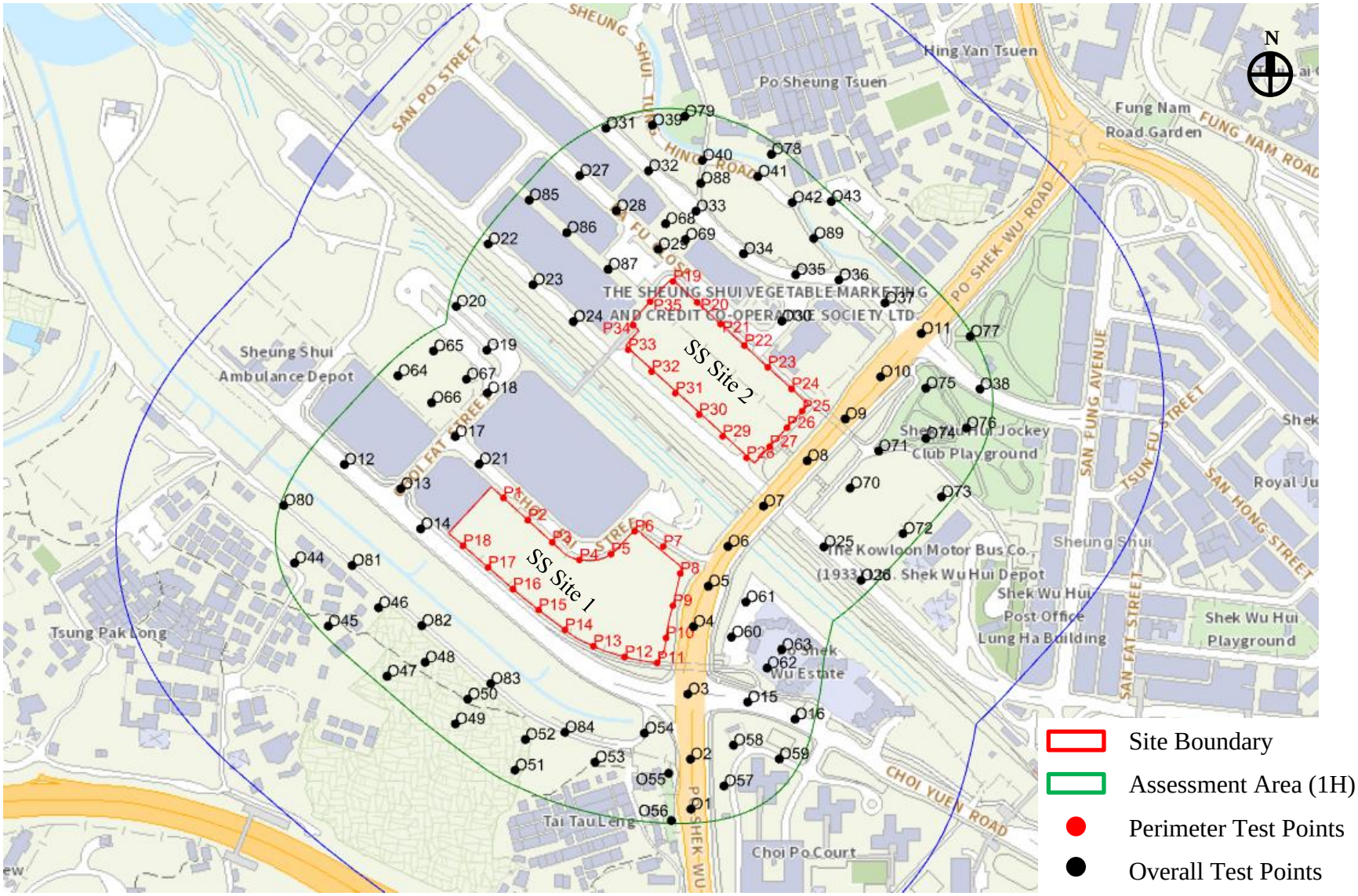


Figure 40 Location of Perimeter and Overall Test Points

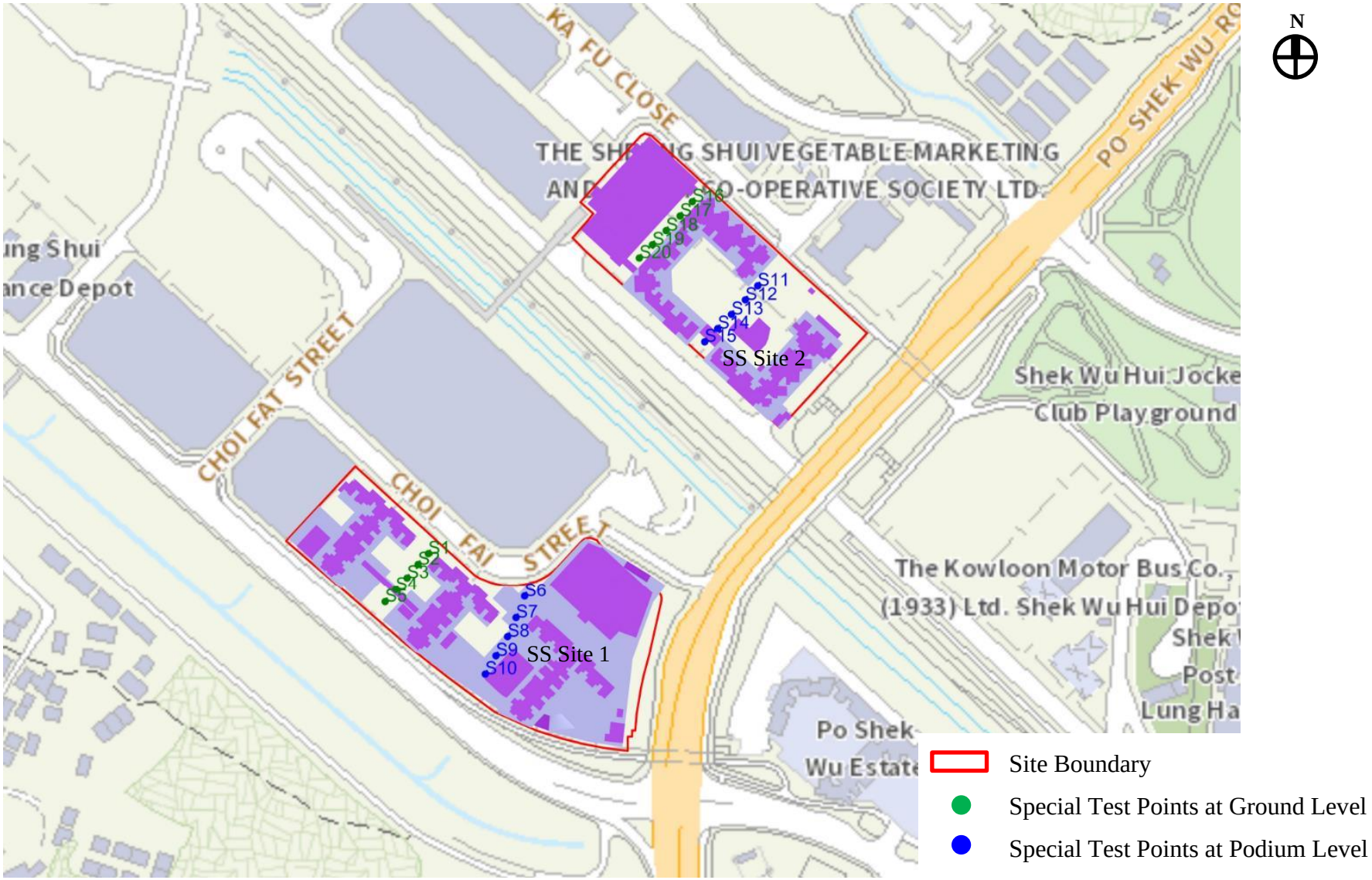


Figure 41 Location of Special Test Points for Baseline Scheme

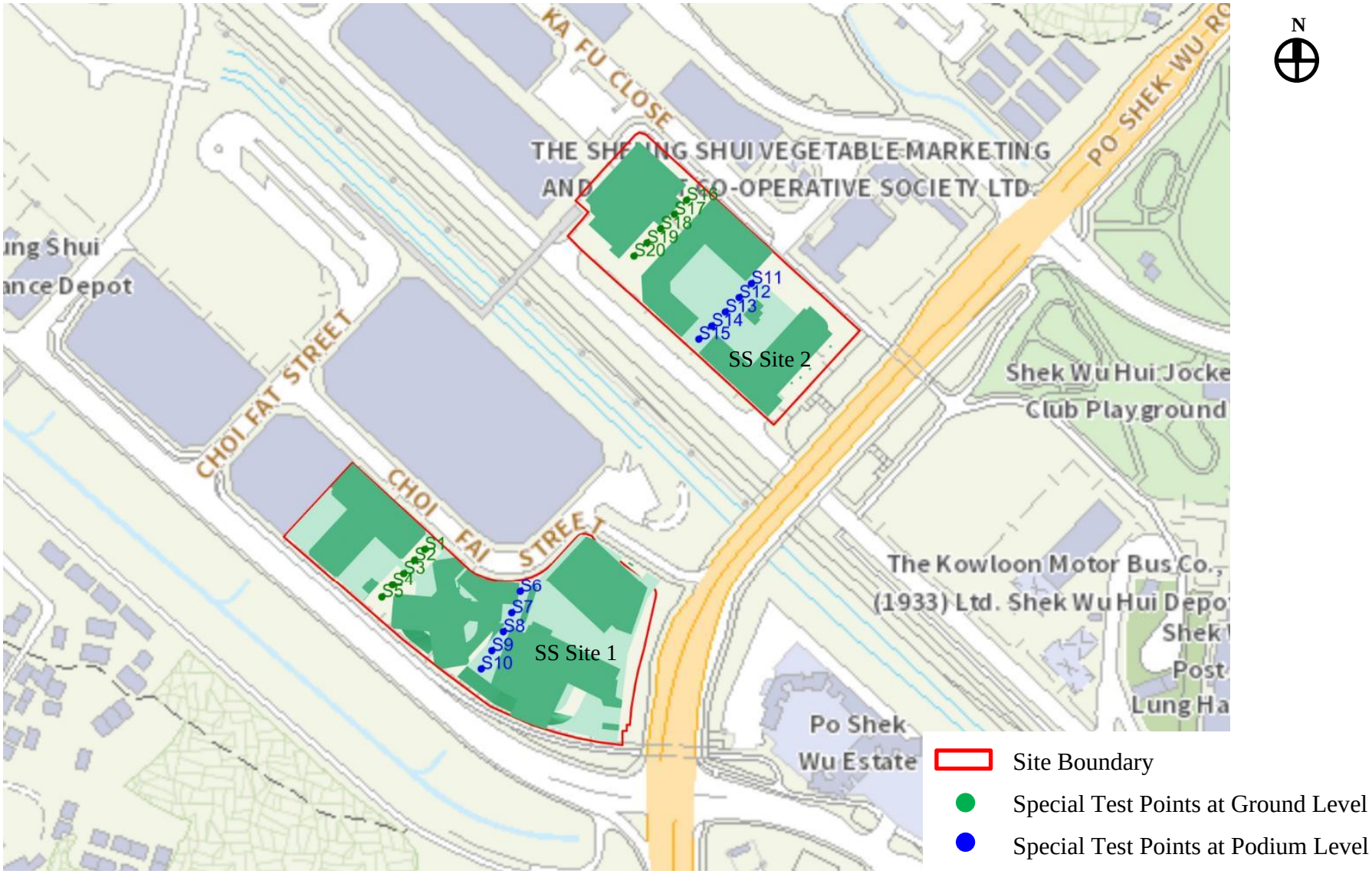


Figure 42 Location of Special Test Points for Proposed Scheme

5.5 Focus Areas

Within the proposed Assessment Area given in Figure 36, a total of 19 focus areas are proposed within the application site. The associated test points for focus areas are tabulated in Table 5. The location of the focus areas area shown in Figure 43.

Table 5 Focus Areas and Corresponding Test Points

	Focus Area	Test Points
1	Po Shek Wu Road	O1 - O11
2	Choi Yuen Road	O3, O12 - O16, P11 - P18
3	Choi Fat Street	O13, O17 - O20
4	Choi Fai Street	O17, O21, P1 - P8
5	San Wan Road	O22 - O26, P28 - P33
6	Ka Fu Close	O27 - O30, P19 - P22
7	Po Wan Road	O11, O31 - O38
8	Sheung Shui Tung Hing Road	O39 - O43
9	Hak Ka Wai Village & Tsung Pak Long	O44 - O46
10	Farmland	O47 - O52
11	Tai Tau Leng	O53 - O56
12	Choi Po Court	O57 - O59
13	Po Shek Wu Estate	O60 - O63
14	Open Carpark 1	O64 - O67
15	Open Carpark 2	O29, O68 - O69
16	PSWR Site	O70 - O73
17	Shek Wu Hui Jockey Club Playground	O74 - O77
18	Po Sheung Tsuen	O41 - O42, O78
19	Sheung Shui Heung Sitting-Out Area No. 9	O39 - O40, O79
20	Footpath 1	O54, O80 - O84
21	Footpath 2	O85 - O87, P34 - P35
22	Footpath 3	O33, O40, O88
23	Footpath 4	O36, O42, O89
24	Air Path between Block 1 and Block 2 of Site 1	S1 - S5
25	Air Path between Block 2 and Block 3 of Site 1	S6 - S10
26	Air Path between Block 1 and Block 3 of Site 2	S11 - S15
27	Air Path between Carpark Block and Block 3 of Site 2	S16 - S20

Figure 43 Location of Focus Areas outside the Application Site

6 Results and Discussion

The contour and vector plots for each studied wind directions may refer to Appendix B and Appendix C of this report.

6.1 Annual Weighted Average

The contour plots of annual weighted VR for the Baseline Scheme and Proposed Scheme are shown in Figure 44 and Figure 45.

Majority of the annual prevailing winds comes from the north-eastern quadrant, which align with the provided 15m building separations in SS Site 1 and SS Site 2. The widened building separation (15m) between Block 3 and Carpark of SS Site 2 in the Proposed Scheme further increase the wind permeability, and the wind performance of the Proposed Scheme is slightly better than that of the Baseline Scheme under annual condition. The most observable difference is found at the farmland (brown circle), Choi Fat Street and Open Carpark 1 (**black** circle).

For SS Site 2, the provided ground and podium floor empty bays further widened wind entrance in the Proposed Scheme, which would promote more wind penetration across the SS Site 2 Development to the San Wan Road and other downstream areas, such as Choi Fat Street and Open Carpark 1 (**black** circle).

The more permeable podium of SS Site 1 would also be effective to allow annual prevailing winds to channel towards the farmland (brown circle). Thus, an overall higher VR would be observed in the farmland in the Proposed Scheme.

On the other hand, under Baseline Scheme with less wind enhancement features, the Development would have lower wind permeability. More north-eastern wind is diverted towards Po Shek Wu Road and PSWR Site instead. Thus, slightly higher VR would be observed near PSWR Site in Baseline Scheme.

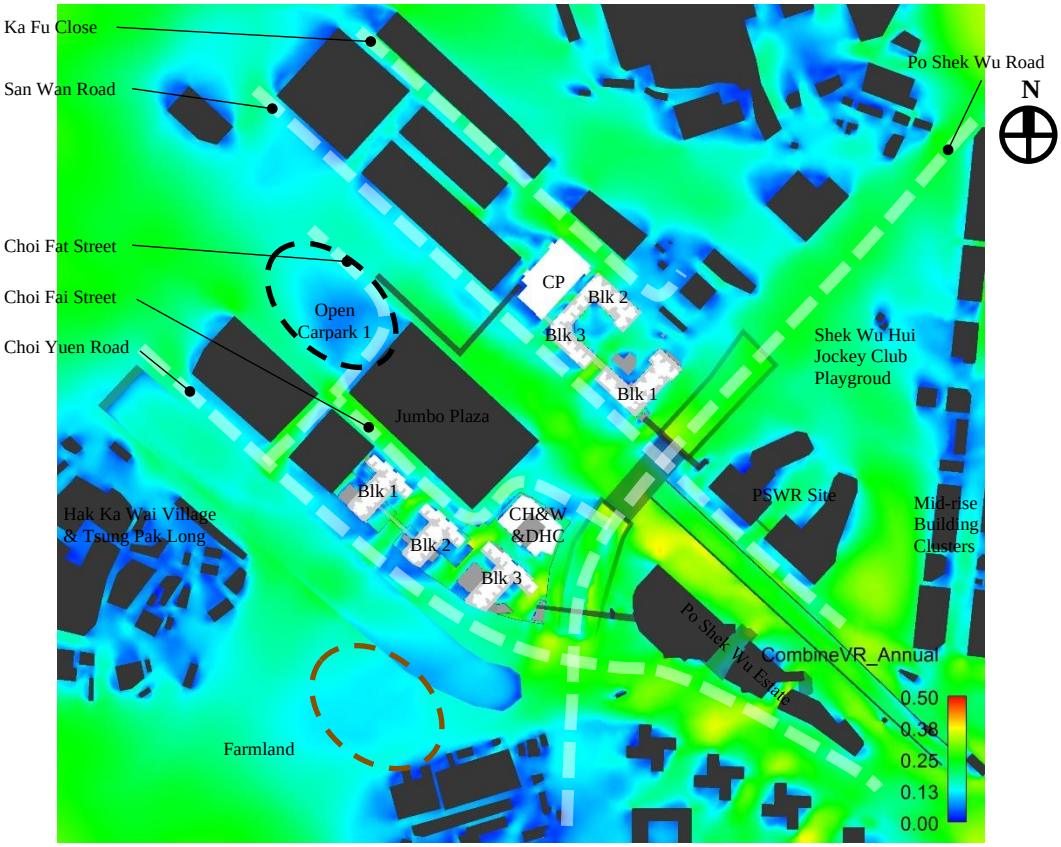


Figure 44 Contour Plot for Annual Weighted Average VR for Baseline Scheme

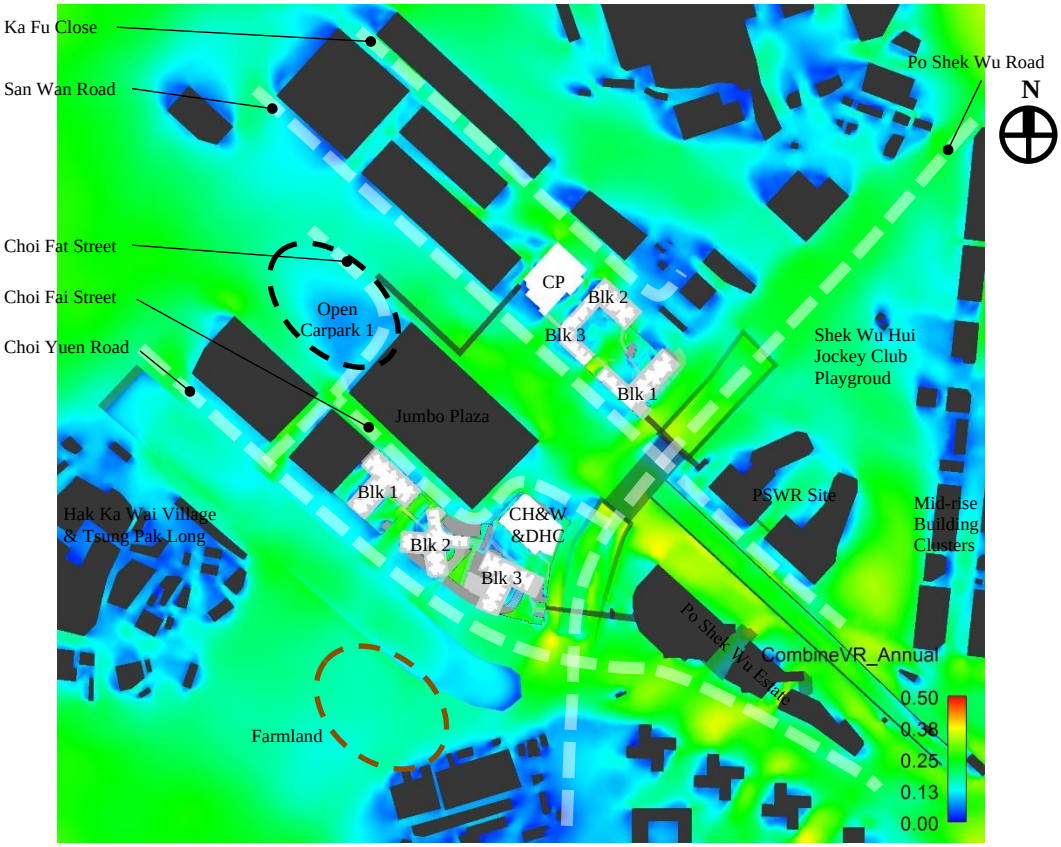


Figure 45 Contour Plot for Annual Weighted Average VR for Proposed Scheme

6.2 Summer Weighted Average

The contour plots of summer weighted VR for the Baseline Scheme and Proposed Scheme are shown Figure 46 and Figure 47.

Majority of the summer prevailing winds comes from the south-western quadrant, the wide-open farmland at the upwind location of the Development allow more wind to reach SS Site 1 and SS Site 2. The provided 15m air paths in SS Site 1 and SS Site 2 align with the south-western prevailing winds. The widened building separation (15m) between Block 3 and Carpark of SS Site 2 in the Proposed Scheme further increase the wind permeability, and the wind performance of the Proposed Scheme is slightly better than that of the Baseline Scheme under annual condition. The most observable difference is found at the San Wan Road and Sheung Shui Wai (**black** circle).

The more permeable podium of SS Site 1 would also be effective to allow summer prevailing winds to channel from the farmland towards the downwind areas, such as San Wan Road and SS Site 2. When the prevailing wind arrives SS Site 2, the provided ground and podium floor empty bays further widened the building separation in the Proposed Scheme, which would promote more wind penetration across the SS Site 2 Development to reach downwind area, such as Sheung Shui Wai. Thus, an overall higher VR would be observed in San Wan Road and Sheung Shui Wai in the Proposed Scheme.

On the other hand, under Baseline Scheme with less wind enhancement features, the Development would have lower wind permeability. A portion of the prevailing wind is likely to be diverted by SS Site 2, then travel towards Open Carpark 1, Po Shek Wu Road and further towards Shek Wu Hui Jockey Club Playground instead. Thus, slightly higher VR would be observed near Open Carpark 1 and Shek Wu Hui Jockey Club Playground in Baseline Scheme (brown circle).

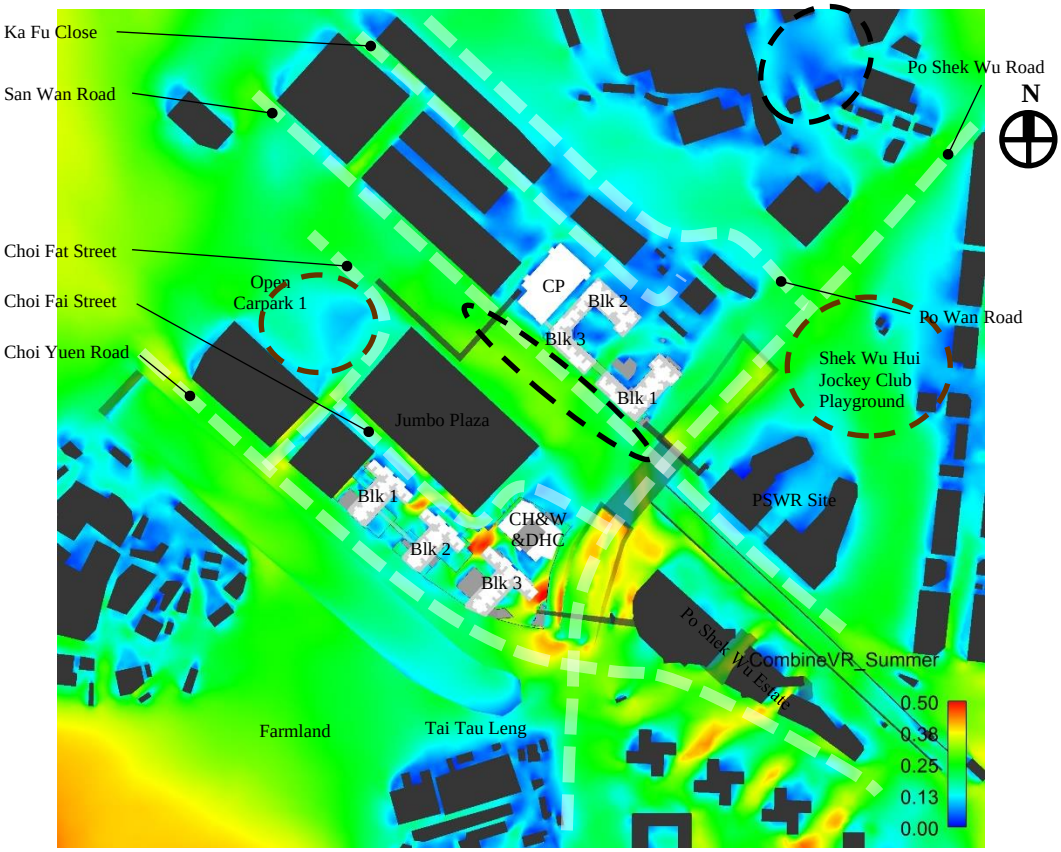


Figure 46 Contour Plot for Summer Weighted Average VR for Baseline Scheme

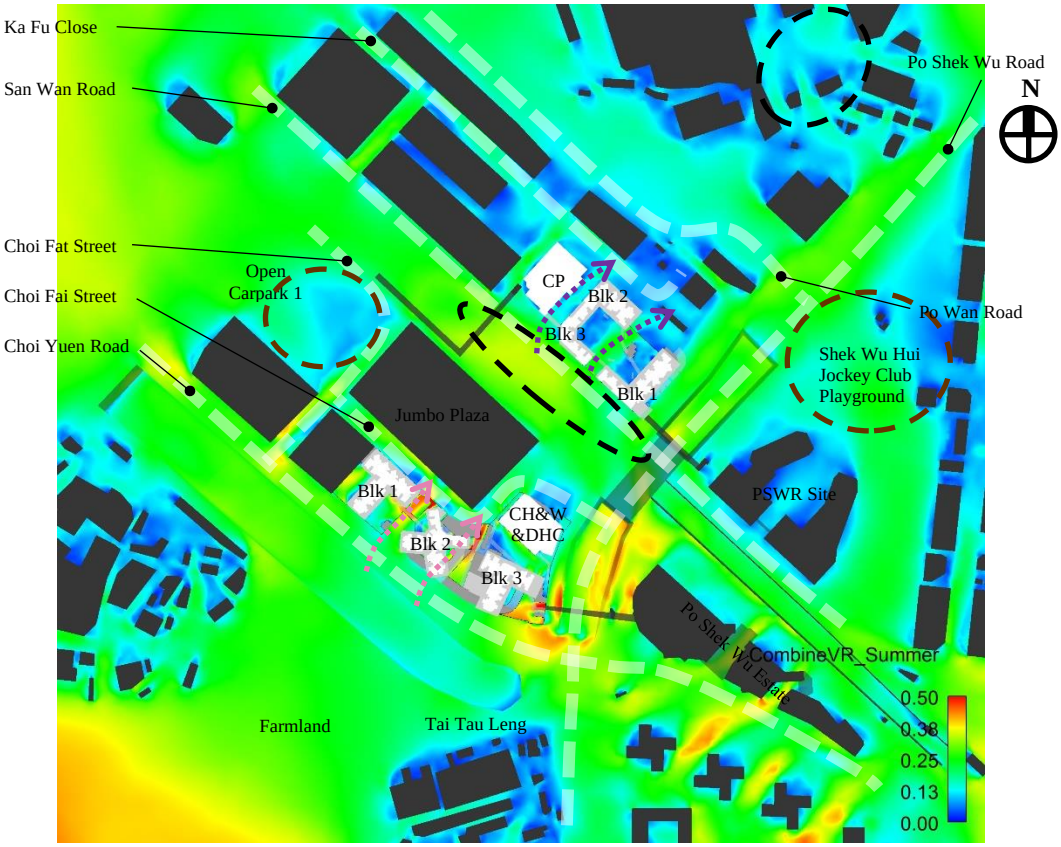


Figure 47 Contour Plot for Summer Weighted Average VR for Proposed Scheme

6.3 Directional Analysis

6.3.1 NNE Wind Direction

Under NNE wind, the incoming wind at low level would be shielded by the low-rise village clusters Sheung Shui Wai to the northeast of the Development. A portion of incoming wind at higher level would be captured and downwashed by the mid to high rise industrial clusters and the SS Site 2 Development itself towards Ka Fu Close and reach SS Site 2 (grey arrow). The two reserved air paths of SS Site 2, one between Carpark Block and Block 2 and another between Block 1 and Block 3, allow the NNE wind to penetrate through the Development and reach San Wan Road.

The NNE wind would stream along Po Shek Wu Road and reach SS Site 1. The Jumbo Plaza would block some of the wind from reaching SS Site 1. The mid-rise CH&W&DHC Block would divert the wind from SS Site 2 air paths towards Choi Fai Street. The permeable PTI and the two air paths in SS Site 1, one between Block 1 and Block 2 and another between Block 2 and Block 3, allow the NNE wind to penetrate through the SS Site 1 Development and reach the leeward area such as Choi Yuen Road and Farmland.

Baseline Scheme

As the incoming NNE wind reach SS Site 2, the empty bays provided on ground floor and podium floor in Baseline Scheme allow wind penetration across the Development. The provided building separation in SS Site 2 also allows good wind penetration and allow wind to reach the leeward San Wan Road.

At SS Site 1, the permeable PTI, empty bays and the building separations between building blocks in Baseline Scheme allow wind to penetrate through the Development and reach Choi Yuen Road.

Proposed Scheme

The larger building separation of ~ 15m between Carpark Block and Block 2 in the SS Site 2 Proposed Scheme allows more wind to penetrate through the Development. Enlarged empty bays on ground level (~ 24m) and podium level (~ 27m) in Proposed Scheme also creates wider air paths for NNE wind to penetrate and reach the immediately leeward area (purple arrow), the wind environment at San Wan Road is enhanced.

At SS Site 1, the two reserved ~ 15m building separations and the wider air paths (24 - 34m) provided at podium level create higher wind permeability in Proposed Scheme. Thus, the NNE prevailing wind can more effectively penetrate towards the downwind areas including Choi Yuen Road and Farmland (pink arrow). Slightly higher VR would be observed in Choi Yuen Road and Farmland, comparing to Baseline Scheme.

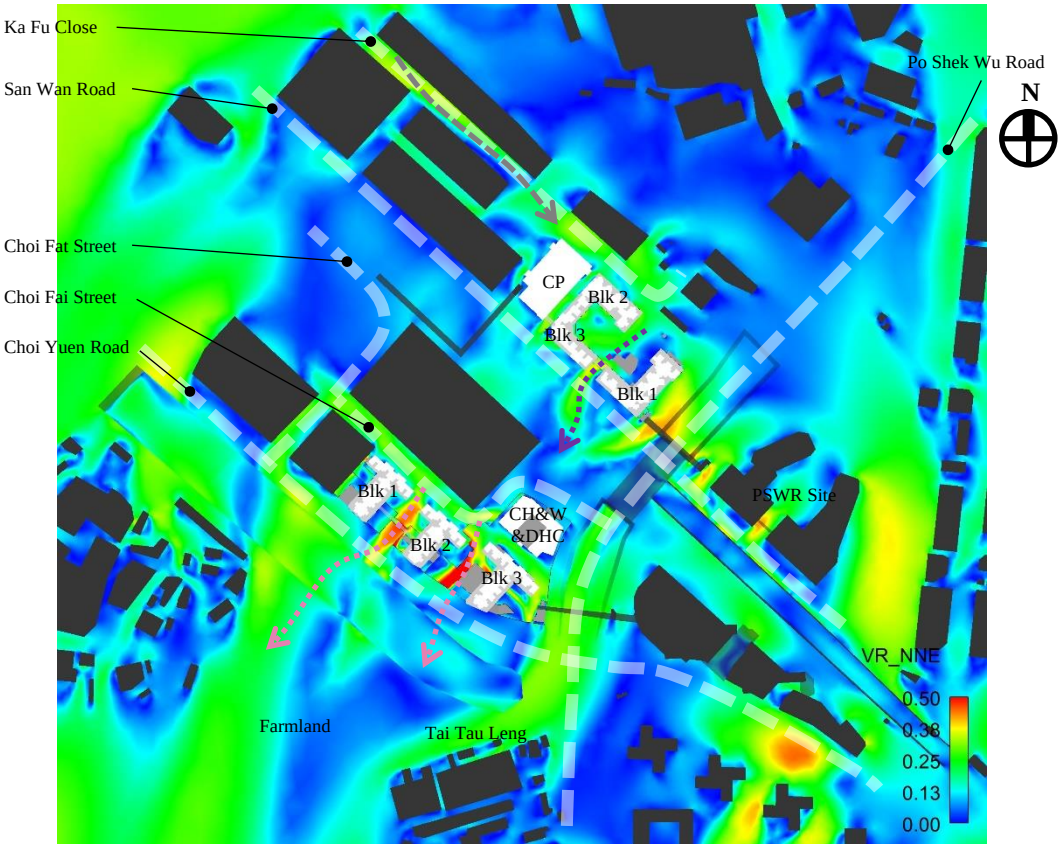


Figure 48 Contour Plot of VR for Baseline Scheme under NNE Wind

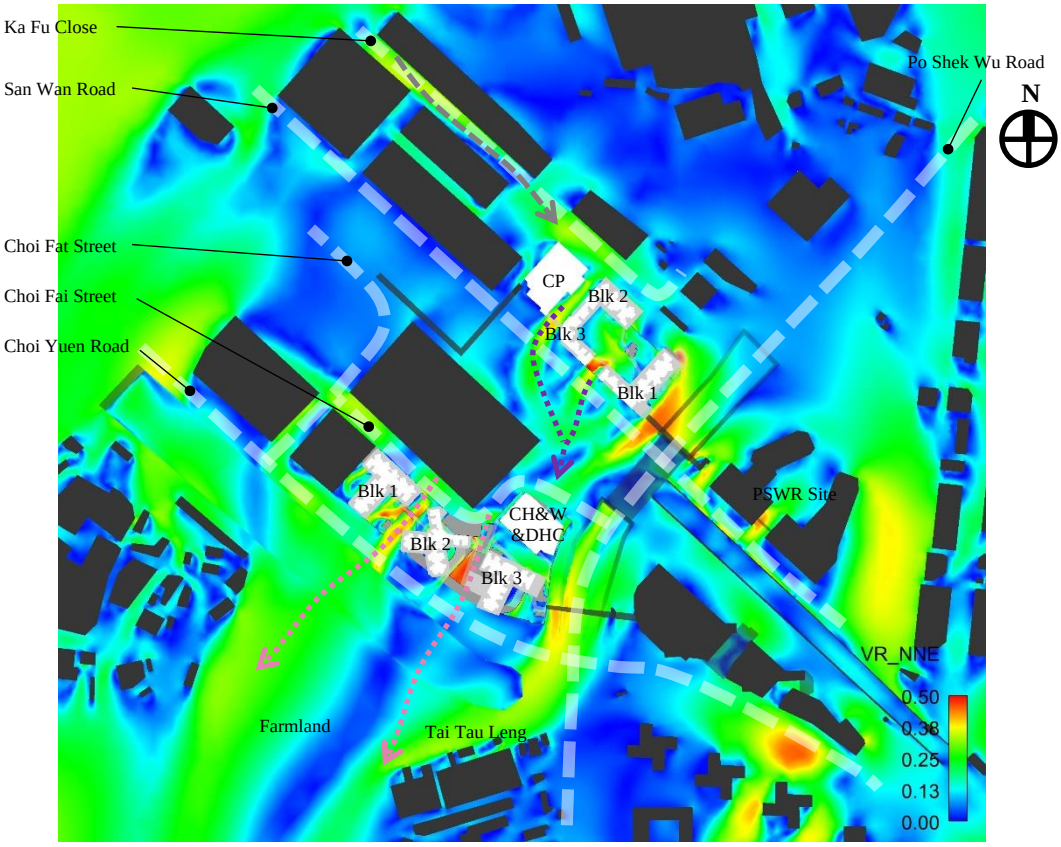


Figure 49 Contour Plot of VR for Proposed Scheme under NNE Wind

6.3.2 NE Wind Direction

Under NE wind, the majority of the incoming wind would travel along Po Shek Wu Road and reach the northeast boundary of SS Site 2 (grey arrow). The northeast façade of Block 1 would capture and downwash the incoming wind towards the ground level and Ka Fu Close. The two reserved air paths of SS Site 2 allow the incoming wind to penetrate through the Development and reach San Wan Road.

The incoming wind would stream along Po Shek Wu Road and reach SS Site 1. The Jumbo Plaza would block some of the wind from reaching SS Site 1. The mid-rise CH&W&DHC Block would downwash and divert the wind towards Choi Fai Street. The permeable PTI and the two reserved 15m air paths allow the NE wind to penetrate through the SS Site 1 Development and reach the leeward areas such as Choi Yuen Road, Farmland and Tai Tau Leng.

Baseline Scheme

As the incoming NE wind reach SS Site 2, the empty bays provided on ground floor and podium floor in Baseline Scheme allow wind penetration across the Development. The provided building separation in SS Site 2 also allows good wind penetration and allow wind to reach the leeward San Wan Road.

At SS Site 1, the permeable PTI, empty bays and the building separations between building blocks in Baseline Scheme allow wind to penetrate through the Development and reach Choi Yuen Road and Farmland.

Proposed Scheme

The larger building separation of ~ 15m between Carpark Block and Block 2 in the SS Site 2 Proposed Scheme allows more wind to penetrate through the Development and divert to Western part of San Wan Road (purple arrow), and further travel to Western part of Choi Fat Street and Open Carpark 1. The wind environment at these areas (**black** circle) are enhanced.

At SS Site 1, the two reserved ~ 15m building separations and the wider air paths (24 - 34m) provided at podium level create higher wind permeability in Proposed Scheme. Thus, the NE prevailing wind can more effectively penetrate towards the downwind areas including Farmland and Tai Tau Leng (pink arrow). Slightly enhanced wind environment would be observed in Farmland and Tai Tau Leng (brown circle), comparing to Baseline Scheme.

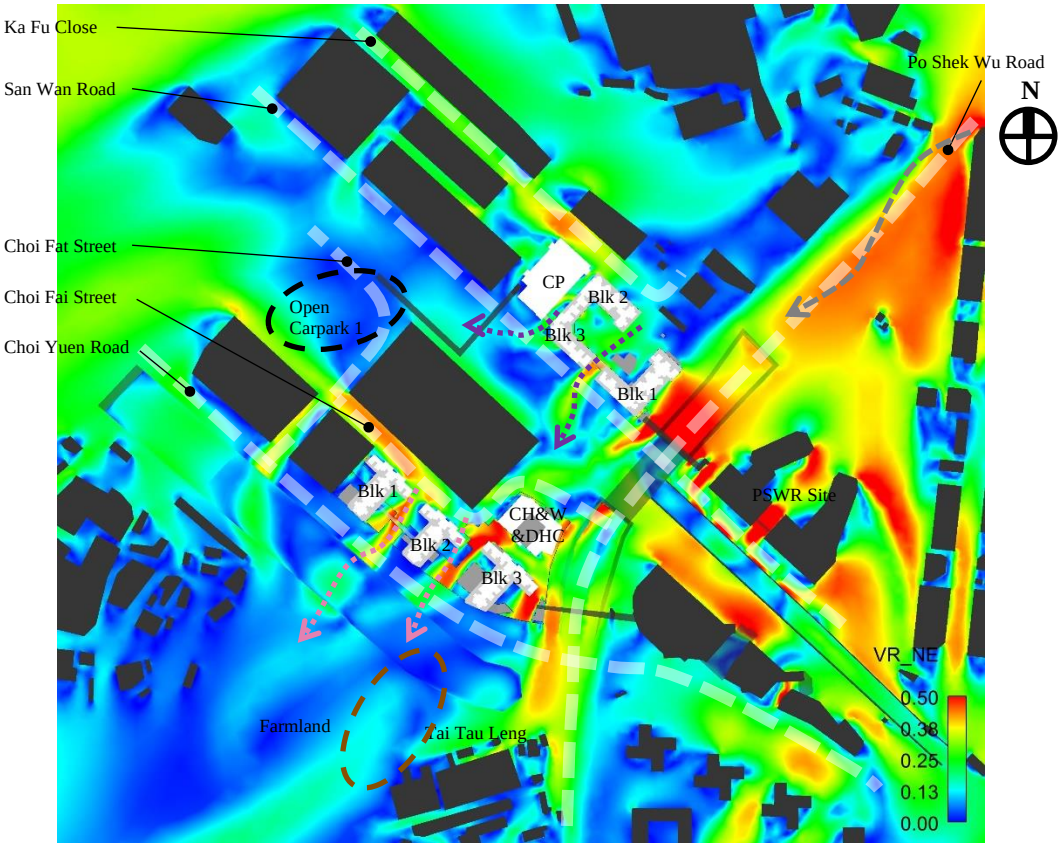


Figure 50 Contour Plot of VR for Baseline Scheme under NE Wind

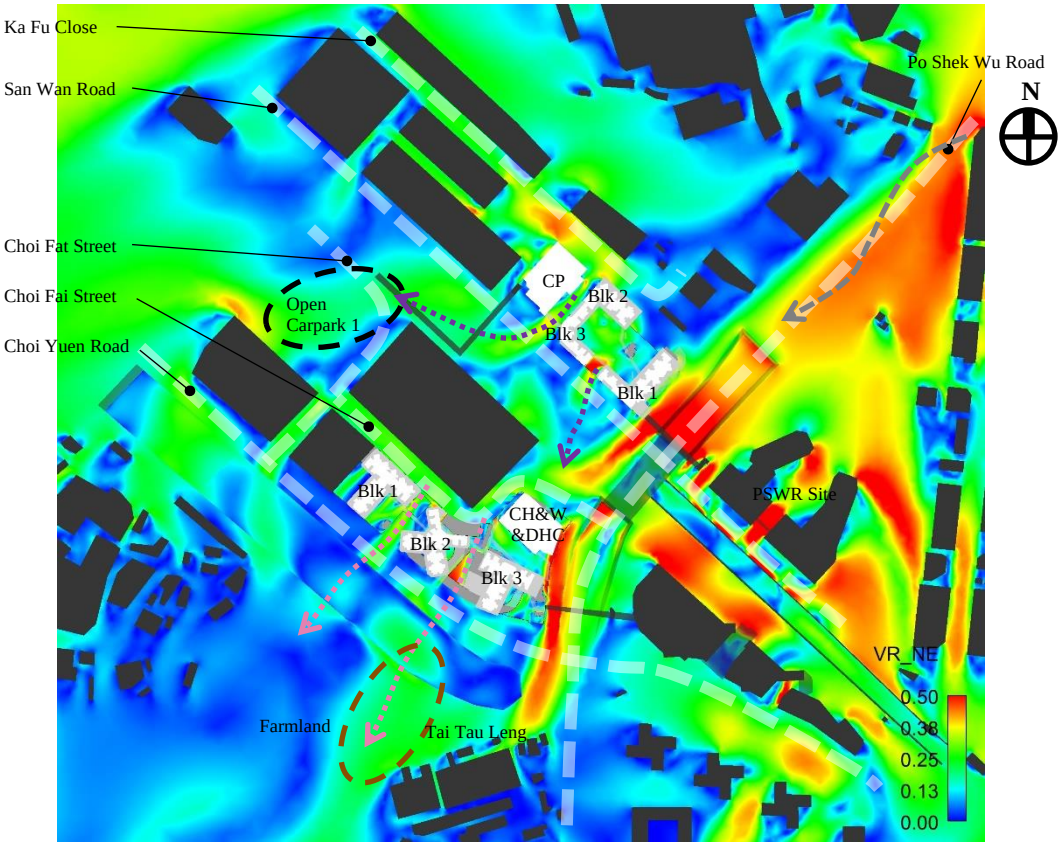


Figure 51 Contour Plot of VR for Proposed Scheme under NE Wind

6.3.3 ENE Wind Direction

Similar to NE wind, the majority of the incoming wind would travel along Po Shek Wu Road and reach the northeast boundary of SS Site 2 (grey arrow). The northeast façade of Block 1 would capture and downwash the incoming wind towards the ground level and Ka Fu Close. The 15m building separations of SS Site 2 allow the incoming wind to penetrate through the Development and reach San Wan Road.

The incoming wind would stream along Po Shek Wu Road and reach SS Site 1. The Jumbo Plaza would block some of the wind from reaching SS Site 1. The mid-rise CH&W&DHC Block would downwash and divert the wind towards Choi Fai Street. The permeable PTI and the two reserved 15m building separations allow the ENE wind to penetrate through the SS Site 1 Development and reach the leeward areas such as Farmland and Footpath 1.

Baseline Scheme

As the incoming ENE wind reach SS Site 2, the provided building separation in SS Site 2 also allows good wind penetration and allow wind to reach the leeward San Wan Road.

At SS Site 1, the permeable PTI, empty bays and the building separations between building blocks in Baseline Scheme allow wind to penetrate through the Development and reach Choi Yuen Road and Farmland.

Proposed Scheme

The larger building separation of ~ 15m between Carpark Block and Block 2 in the SS Site 2 Proposed Scheme, a portion wind to penetrate through the Development and divert to Western part of San Wan Road (purple arrow).

At SS Site 1, the two reserved ~ 15m building separations and the wider air paths (24 - 34m) provided at podium level create higher wind permeability in Proposed Scheme. Thus, the ENE prevailing wind can more effectively penetrate towards the downwind areas including Farmland and Footpath 1 (pink arrow). Slightly enhanced wind environment would be observed in Farmland, Footpath 1 (brown circle) comparing to Baseline Scheme.

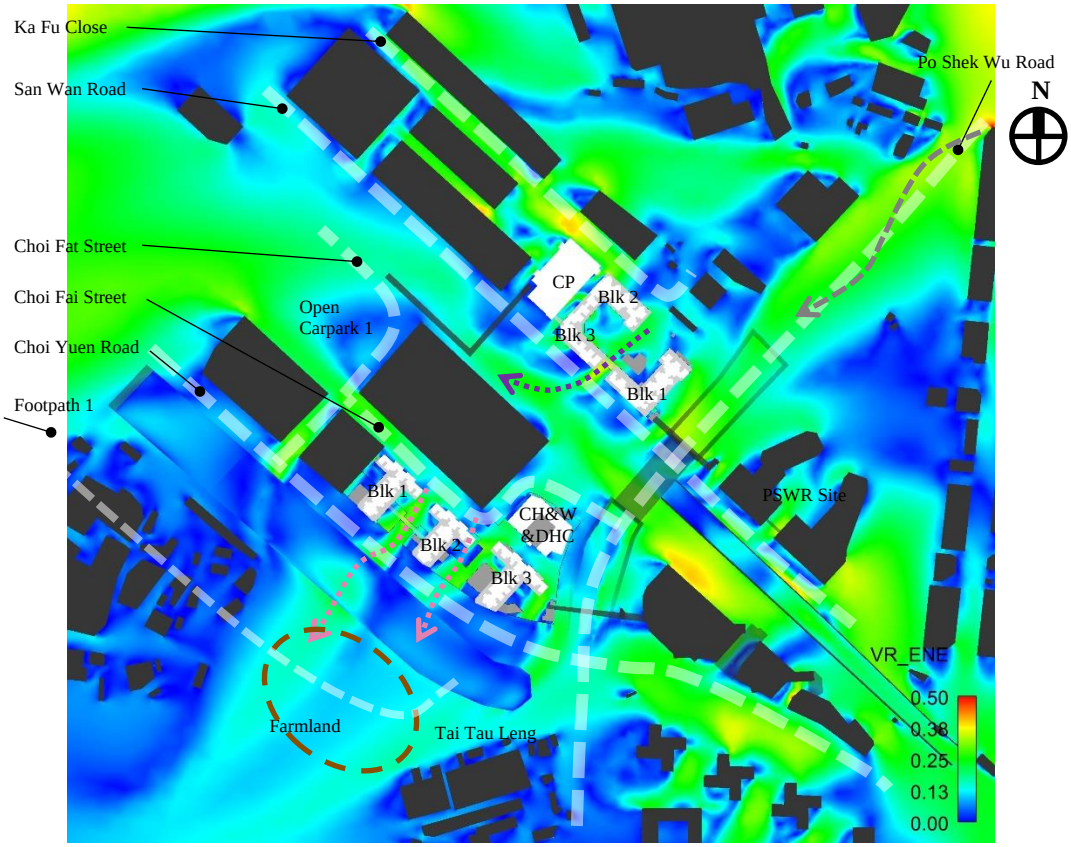


Figure 52 Contour Plot of VR for Baseline Scheme under ENE Wind

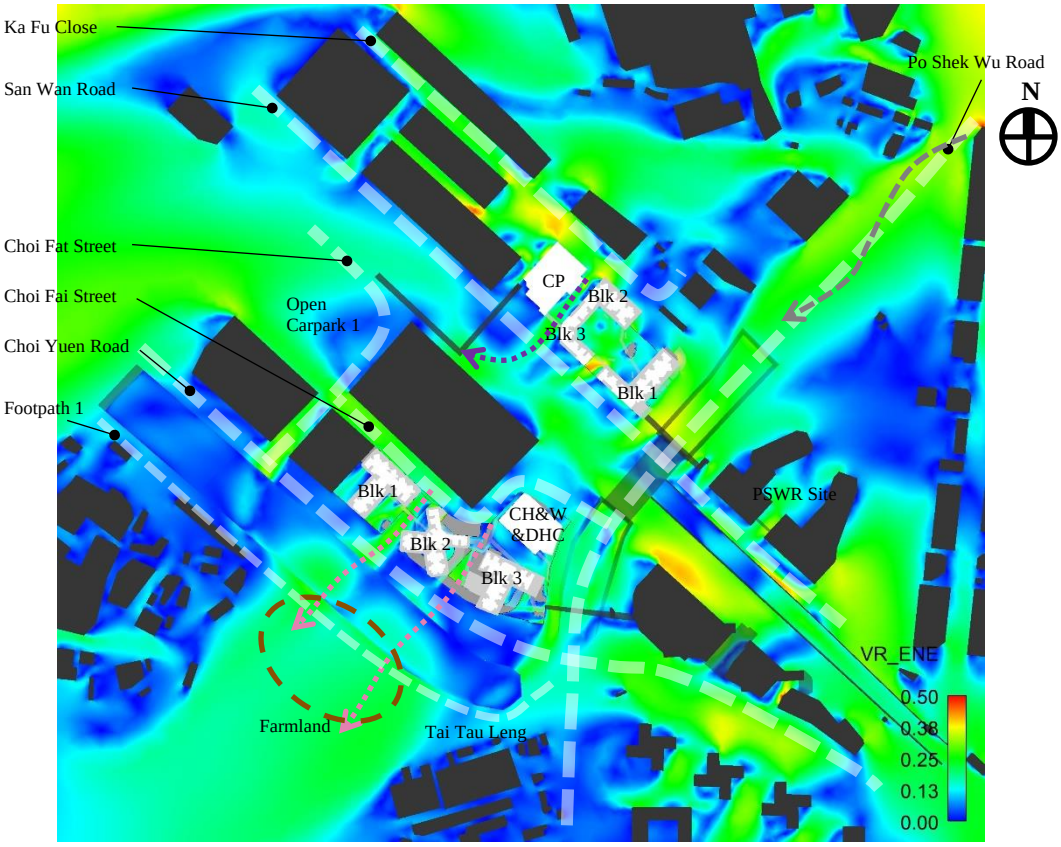


Figure 53 Contour Plot of VR for Proposed Scheme under ENE Wind

6.3.4 E Wind Direction

Under E wind, the incoming wind would be shielded by the mid-rise building clusters to the east of the Development. A portion of the E incoming wind would be diverted by the high-rise PSWR Site and Po Shek Wu Estate (grey arrow) and travel through San Wan Road and Shek Wu Hui Jockey Club Playground to reach the southeast boundary of SS Site 2. The incoming wind would penetrate through the reserved air paths in SS Site 2 and re-join the stream at San Wan Road (purple arrow).

The E wind streaming along San Wan Road would be diverted by Jumbo Plaza and reach Choi Fai Street and SS Site 1. The permeable PTI and the two reserved air paths allow the incoming wind along Choi Fai Street to penetrate through the SS Site 1 Development and reach the leeward areas such as Choi Yuen Road and Farmland (pink arrow).

Baseline Scheme

As the incoming E wind reach SS Site 2, the empty bays provided on ground floor and podium floor in Baseline Scheme allow wind penetration across the Development. The provided building separation in SS Site 2 also allows good wind penetration and allow wind to reach the leeward San Wan Road.

At SS Site 1, the permeable PTI, empty bay and the building separations between building blocks in Baseline Scheme allow wind to penetrate through the Development and reach Choi Yuen Road and Farmland.

Proposed Scheme

In SS Site 2, the wider building separation of ~ 15m between Carpark Block and Block 2 and provided empty bays at ground and podium levels between Block 1 and Block 3 in Proposed Scheme create a wider wind entrance (24 - 27m) and allow more wind to penetrate through the Development and divert to Western part of San Wan Road (purple arrow), and further travel to Western part of Choi Fat Street. The wind environment at these areas (**black** circle) are enhanced.

At SS Site 1, the two reserved ~ 15m tower separations and the wider air paths (24 - 34m) provided at podium level create higher wind permeability in Proposed Scheme. Thus, the E prevailing wind can more effectively penetrate towards the downwind areas including Hak Ka Wai Village & Tsung Pak Long and Farmland (pink arrow). Slightly enhanced wind environment would be observed in Hak Ka Wai Village & Tsung Pak Long and Farmland (brown circle), comparing to Baseline Scheme.

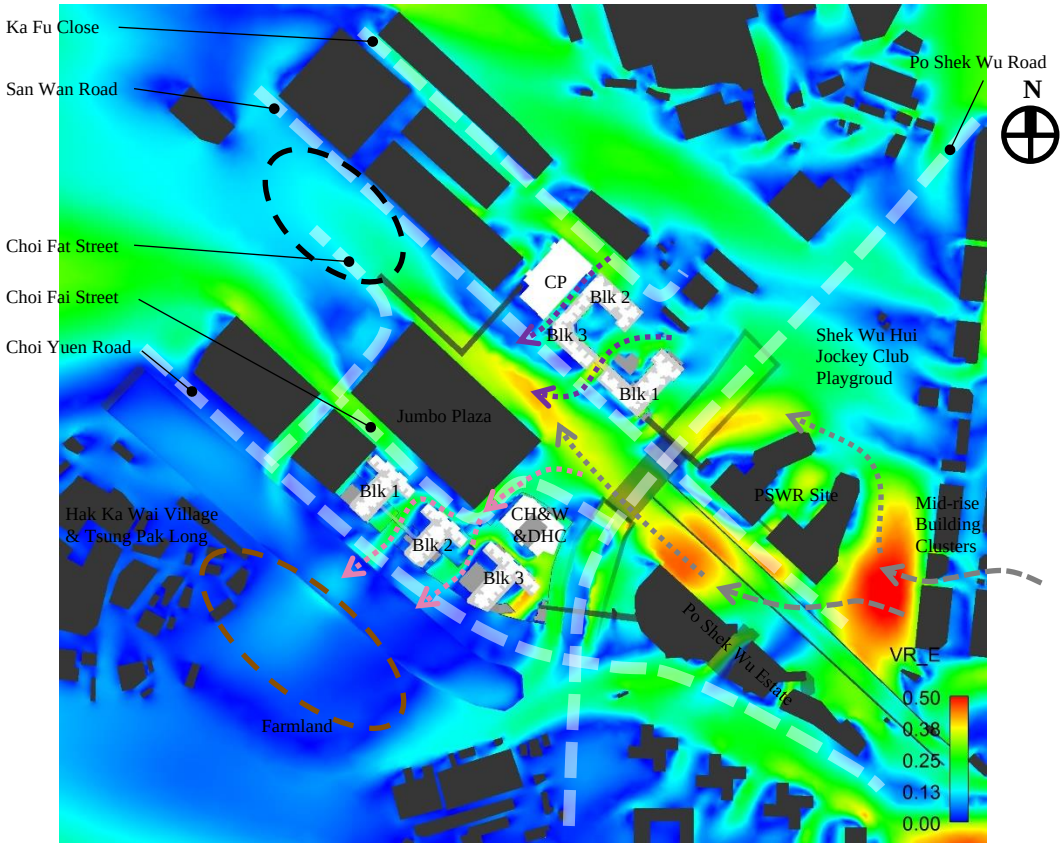


Figure 54 Contour Plot of VR for Baseline Scheme under E Wind

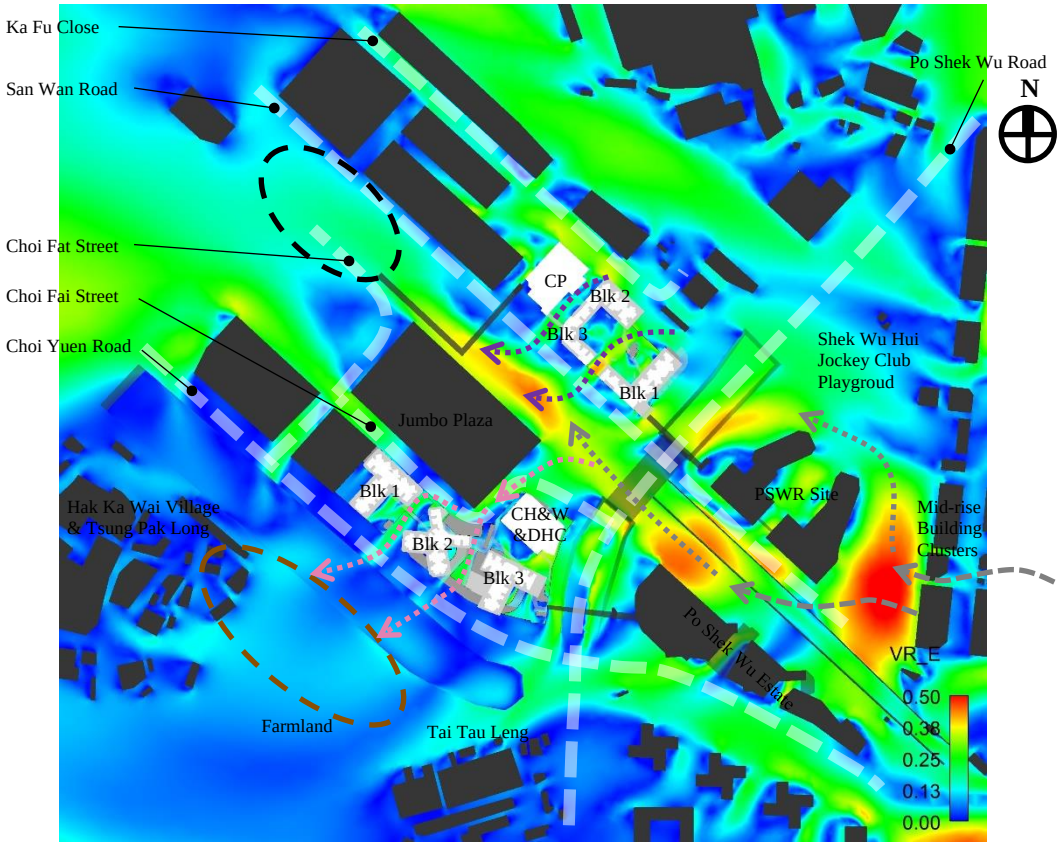


Figure 55 Contour Plot of VR for Proposed Scheme under E Wind

6.3.5 ESE Wind Direction

A portion of the ESE incoming wind would travel along San Wan Road to reach the southeast boundary of SS Site 2 (grey arrow). Another portion of ESE wind would be diverted by Po Shek Wu Estate to stream along Choi Yuen Road (**black** arrow), the prevailing wind would be diverted and downwashed by SS Site 1 Block 3 and reach western part of Choi Yuen Road, Footpath 1 and Farmland.

Baseline Scheme

As the incoming ESE wind reach SS Site 2, the extensive SW façade would allow ESE wind to continue to stream along San Wan Road.

At SS Site 1, the prevailing wind would be diverted and downwashed by Block 3 and reach western part of Choi Yuen Road, Footpath 1 and Farmland.

Proposed Scheme

In SS Site 2, the taller building height would capture more wind at high level and divert to the pedestrian level. Thus, more downwashed wind would then stream along Western part of San Wan Road and further travel to Western part of Choi Fat Street. The wind environment at these areas (**black** circle) are enhanced.

At SS Site 1, the taller building height of Block 3 would capture more ESE prevailing wind and downwash towards the downwind areas including Choi Yuen Road, Footpath 1, Hak Ka Wai Village & Tsung Pak Long and Farmland (pink arrow). Significantly enhanced wind environment are observed at these areas, comparing to Baseline Scheme.

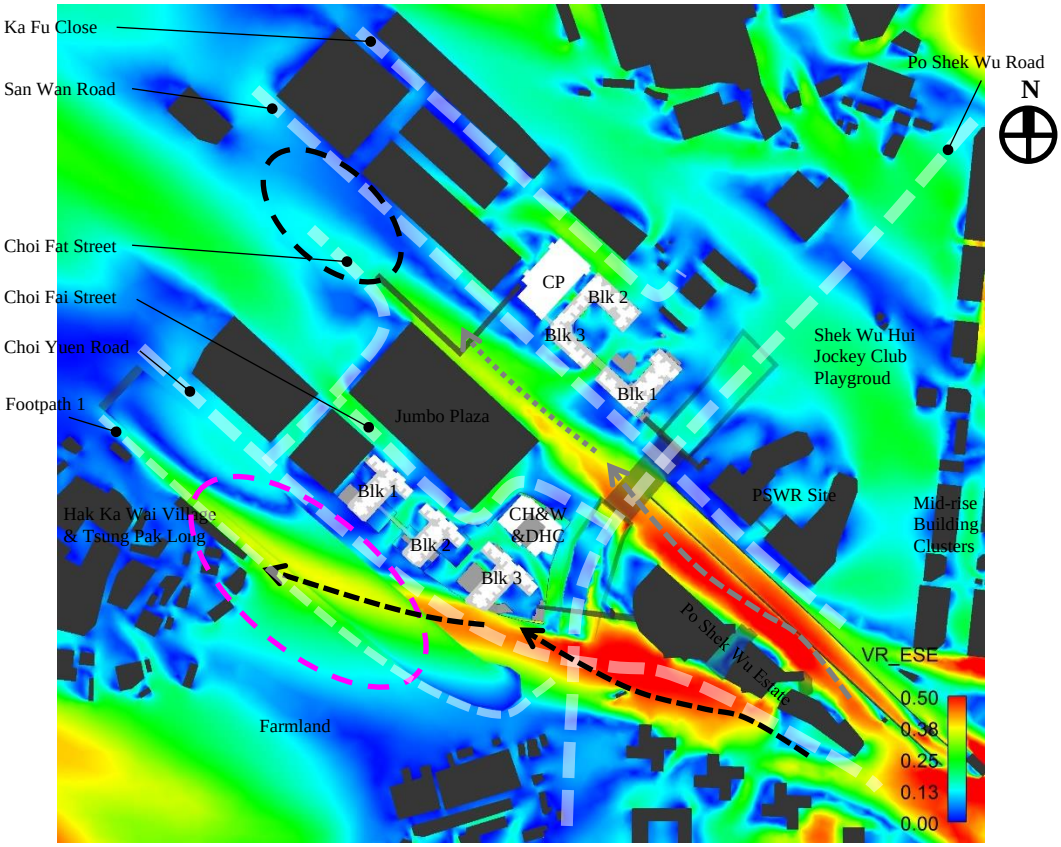


Figure 56 Contour Plot of VR for Baseline Scheme under ESE Wind

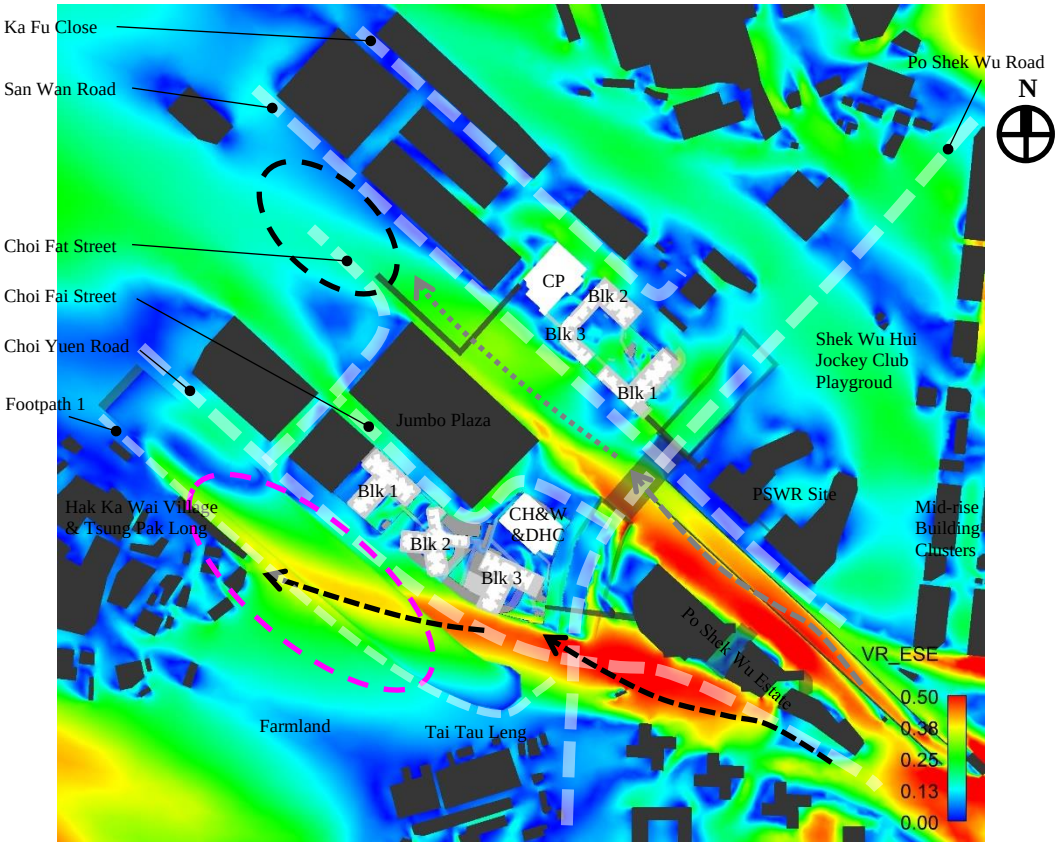


Figure 57 Contour Plot of VR for Proposed Scheme under ESE Wind

6.3.6 SE Wind Direction

Under SE wind, the incoming wind would be shielded by the mid-rise building clusters to the east of the Development. A portion of the SE incoming wind would be diverted by the high-rise PSWR Site and Po Shek Wu Estate (grey arrows) and travel towards San Wan Road, Shek Wu Hui Jockey Club Playground and Po Wan Road, smaller portion could reach the southeast boundary of SS Site 2 and downwashed by the southeast façade of the Development towards San Wan Road and re-join the stream at San Wan Road.

The SE wind streaming along San Wan Road would be penetrate through Po Shek Wu Estate towards Choi Yuen Road and reach southeast boundary of SS Site 1 (pink arrow). The incoming wind would be diverted by southeast façade of the Development towards Choi Yuen Road, Farmland and Hak Ka Wai Village. The western part of Choi Yuen Road is located at the wind shadow area of the Development. Relative calm wind environment is observed there (brown circle).

The overall ventilation performance in surrounding areas are similar under Baseline and Proposed Scheme.

Baseline Scheme

As less incoming SE wind reach SS Site 2, the provided building separations in SS Site 2 in Baseline Scheme would allow slight wind penetration towards San Wan Road.

At SS Site 1, the 2-storey podium empty bay at southern edge of Block 3 in Baseline Scheme allows the incoming wind to be diverted towards Choi Yuen Road, Farmland and Hak Ka Wai Village.

Proposed Scheme

In SS Site 2, the wider building separation of ~ 15m between Carpark Block and Block 2 and provided empty bays at ground and podium levels between Block 1 and Block 3 in Proposed Scheme create a wider wind entrance (24 - 27m) and allow more wind to penetrate through the Development and divert to Western part of San Wan Road (purple arrow), and further travel to western part of Choi Fat Street. The wind environment at these areas (**black** circle) are slightly enhanced.

At SS Site 1, the preserved 2-storey podium empty bay at southern edge of Block 3 and the permeable podium massing arrangement in Proposed Scheme allows more incoming wind to penetrate towards western part of Choi Yuen Road (brown circle), Farmland and Hak Ka Wai Village, comparing to Baseline Scheme. This mitigates the wind shadow effect at western part of Choi Yuen Road.

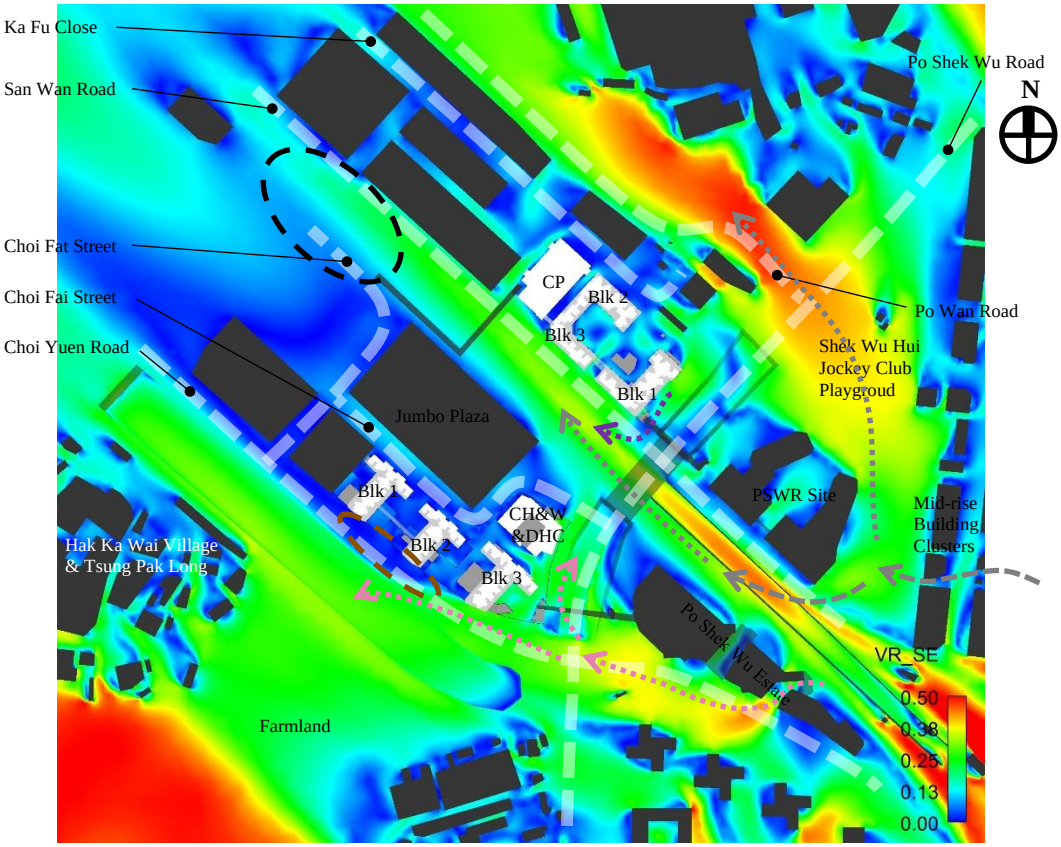


Figure 58 Contour Plot of VR for Baseline Scheme under SE Wind

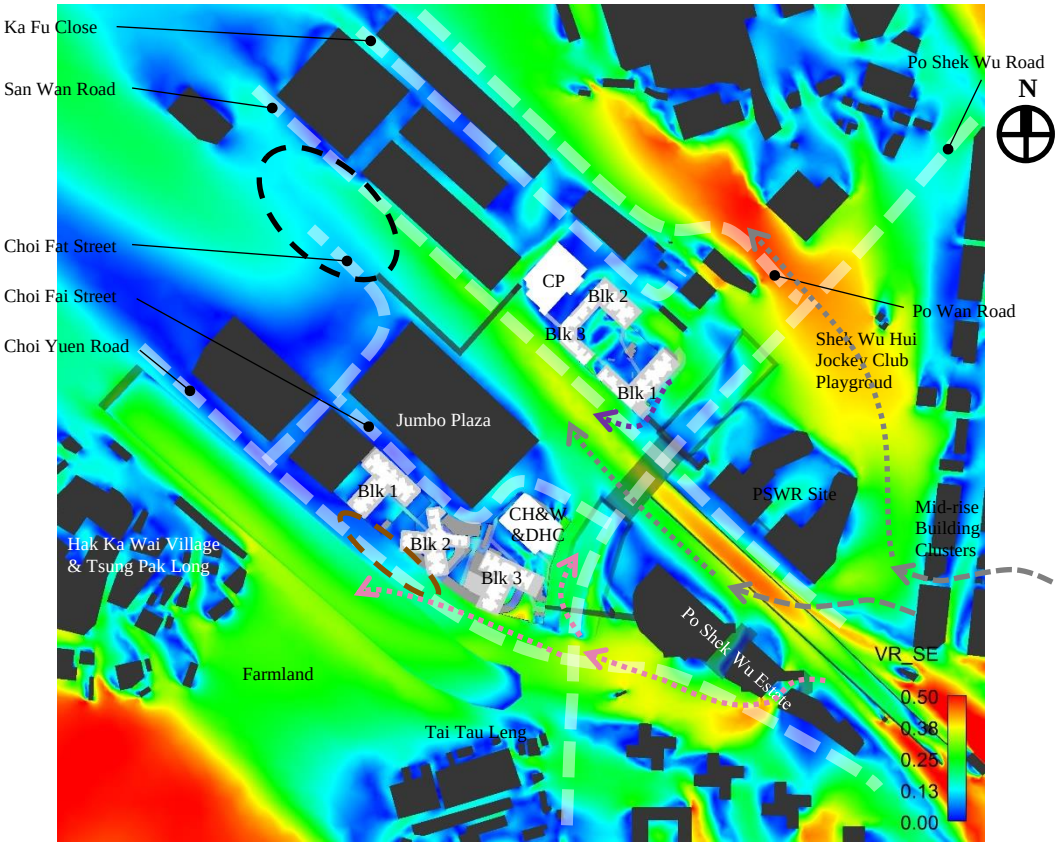


Figure 59 Contour Plot of VR for Proposed Scheme under SE Wind

6.3.7 SSE Wind Direction

Under SSE wind, the incoming wind would be mainly shielded by the high-rise Choi Po Court. The prevailing wind would be then diverted towards Po Shek Wu Road and reach the southeast façade of SS Site 1. The high-rise Block 3 of SS Site 1 would divert a portion of the incoming wind to Choi Yuen Road, another portion of the incoming wind would be diverted towards San Wan Road and SS Site 2 (**black** arrow).

Baseline Scheme

As the incoming SSE wind reach SS Site 1, the extensive façade of Block 3 would capture and downward the incoming wind to Western part of Choi Yuen Road.

A portion of the incoming wind arrived at San Wan Road and SS Site 2. Small portion of the incoming wind would penetrate through SS Site 2, but the majority of the SSE wind would continue to stream along San Wan Road.

Proposed Scheme

In SS Site 1, the taller building height would capture more wind at high level and divert to the pedestrian level. Thus, more downwashed wind would be diverted towards Choi Yuen Road and San Wan Road, enhancing the wind environment at these areas (brown circle).

At SS Site 2, the taller building height of Block 1 and Block 3 would capture more SSE prevailing wind towards Western part of San Wan Road and Choi Fat Street. Enhanced wind environment are observed at these areas, comparing to Baseline Scheme.

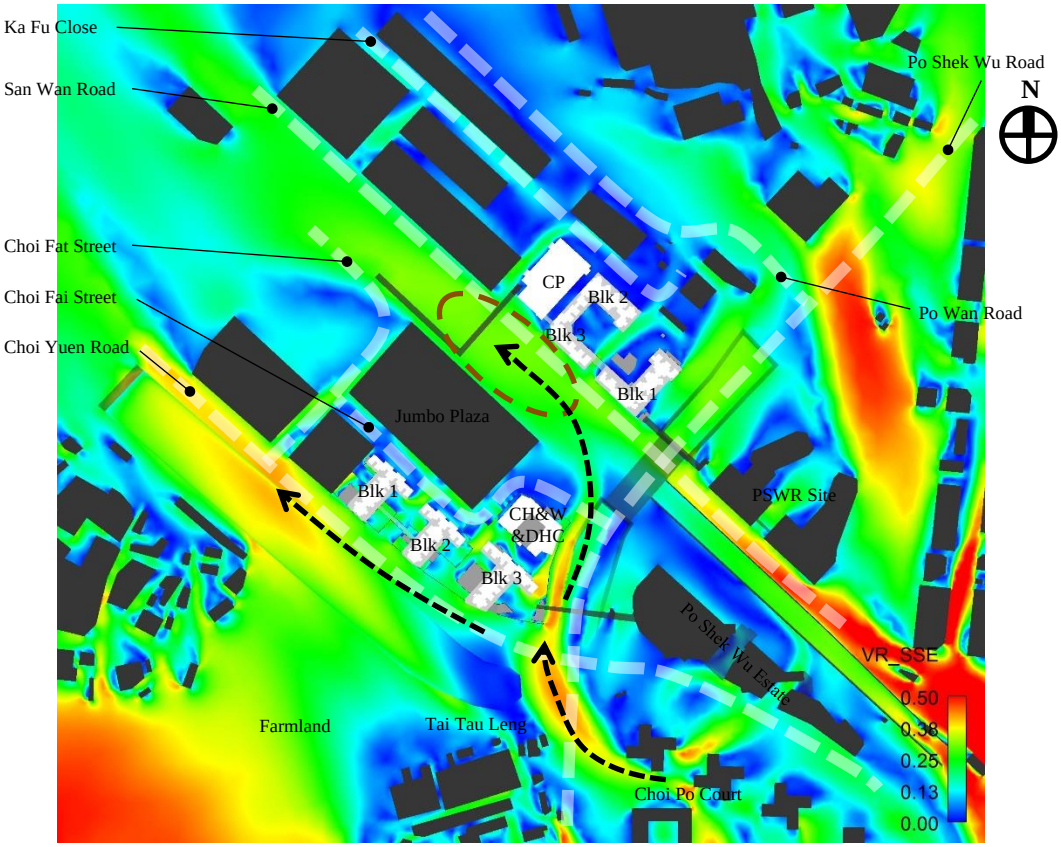


Figure 60 Contour Plot of VR for Baseline Scheme under SSE Wind

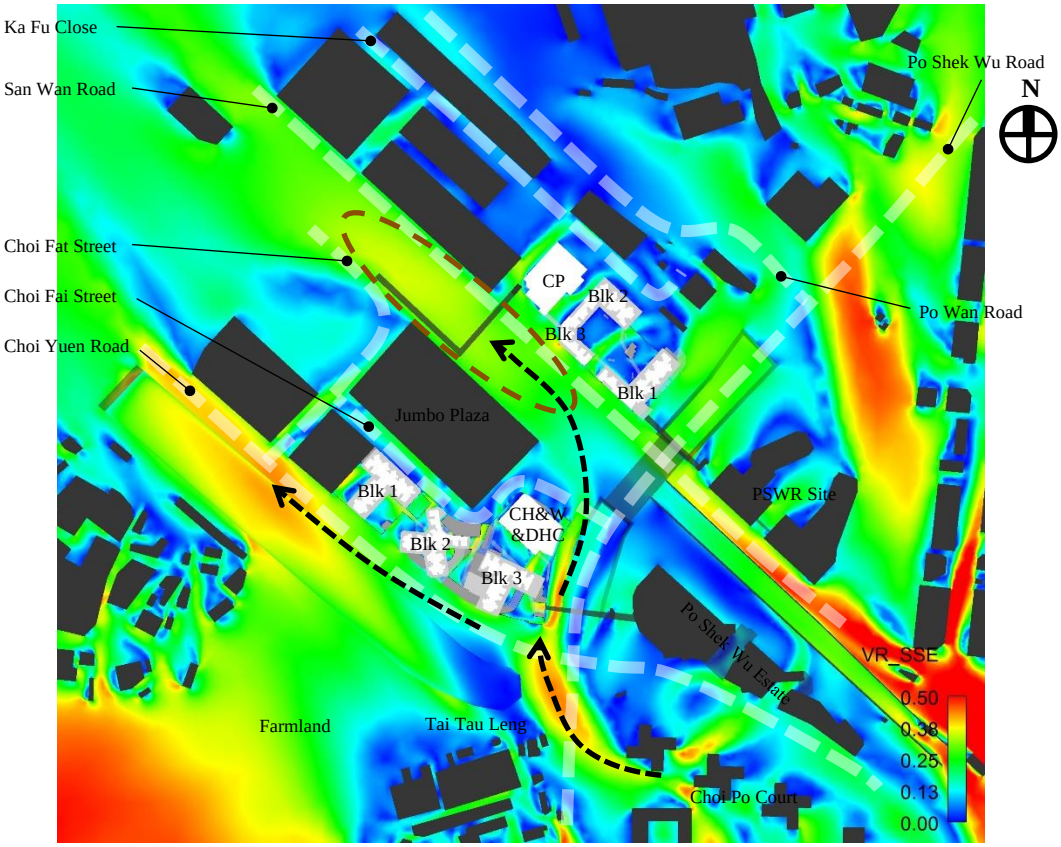


Figure 61 Contour Plot of VR for Proposed Scheme under SSE Wind

6.3.8 S Wind Direction

Under SSE/S wind, the incoming wind would be slightly diverted by the low-rise village clusters Tai Tau Leng to the south of the Development. A portion of the SSE/S wind would be diverted towards the open Farmland and then reach Choi Yuen Road and southwest boundary of the SS Site 1 Development (grey arrow). The incoming wind would penetrate through the reserved air paths and permeable PTI in SS Site 1 and reach Choi Fai Street.

Another portion of incoming SSE/S wind would stream along Po Shek Wu Road and reach SS Site 2. The Jumbo Plaza would block some of the wind from reaching SS Site 2. The southwest façade of SS Site 2 would downwash and divert the wind towards San Wan Road. Slightly better wind environment is observed there (brown circle). The two reserved air paths allow the SSE/S wind to penetrate through the SS Site 2 Development and re-join the stream at Po Shek Wu Road. As the Open Carpark 2 and East portion of Po Wan Road are located at the leeward area of SS Site 2, slightly calm wind environment is observed in these areas (**black** circle).

Baseline Scheme

As the incoming SSE/S wind reach SS Site 1, the permeable PTI and the building separations between building blocks in Baseline Scheme allow wind to penetrate through the Development and reach Choi Fai Street.

At SS Site 2, the empty bays provided on ground floor and podium floor in Baseline Scheme allow wind penetration across the Development. The provided building separation in SS Site 2 also allows good wind penetration and allow wind to re-join Po Shek Wu Road.

Proposed Scheme

The two reserved ~ 15m building separations and the wider air paths (24 - 34m) provided at podium level in the SS Site 1 Proposed Scheme creates higher wind permeability. Thus, the SSE/S prevailing wind can more effectively penetrate through SS Site 1 (pink arrow) to reach SS Site 2, then more prevailing wind could be downwashed towards San Wan Road (brown circle) comparing to Baseline Scheme.

At SS Site 2, the larger building separation of ~ 15m between Carpark Block and Block 2 and wider wind entrance (24 - 27m) at ground and podium levels allow more wind to penetrate through the Development (purple arrow) and divert to Open Carpark 2 and Eastern part of Po Wan Road (**black** circle). The wind shadow effect at these areas is mitigated.

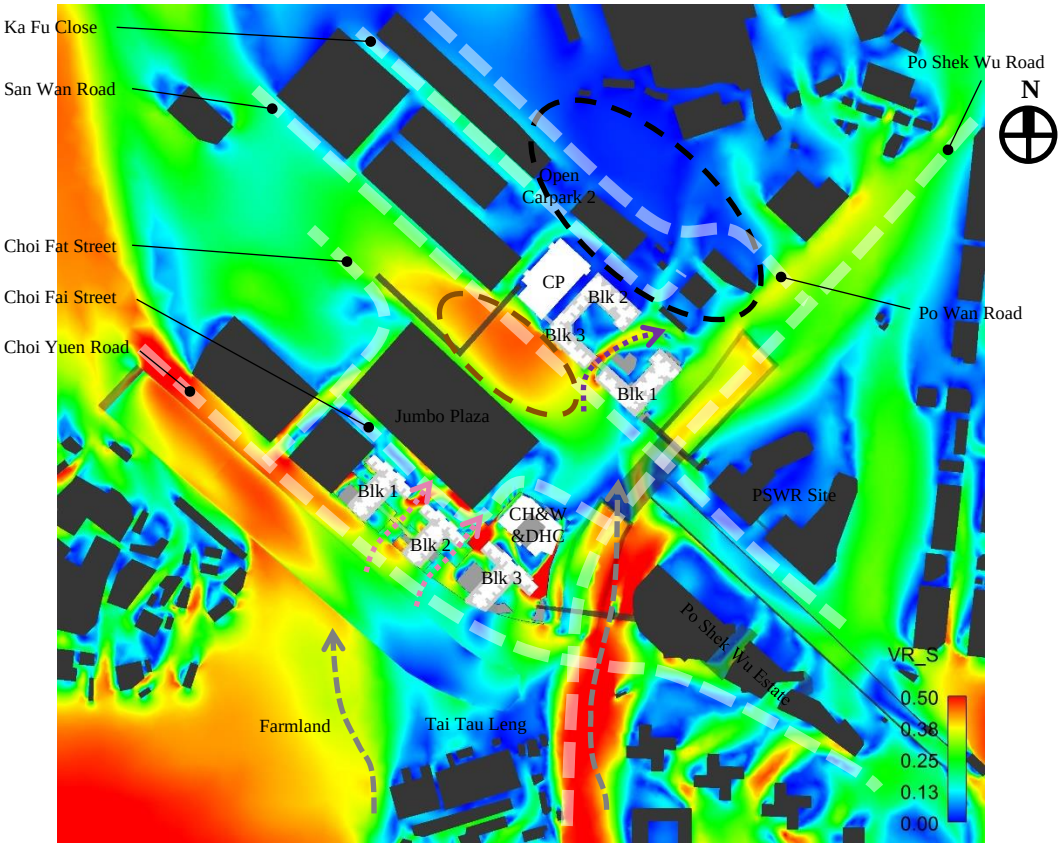


Figure 62 Contour Plot of VR for Baseline Scheme under S Wind

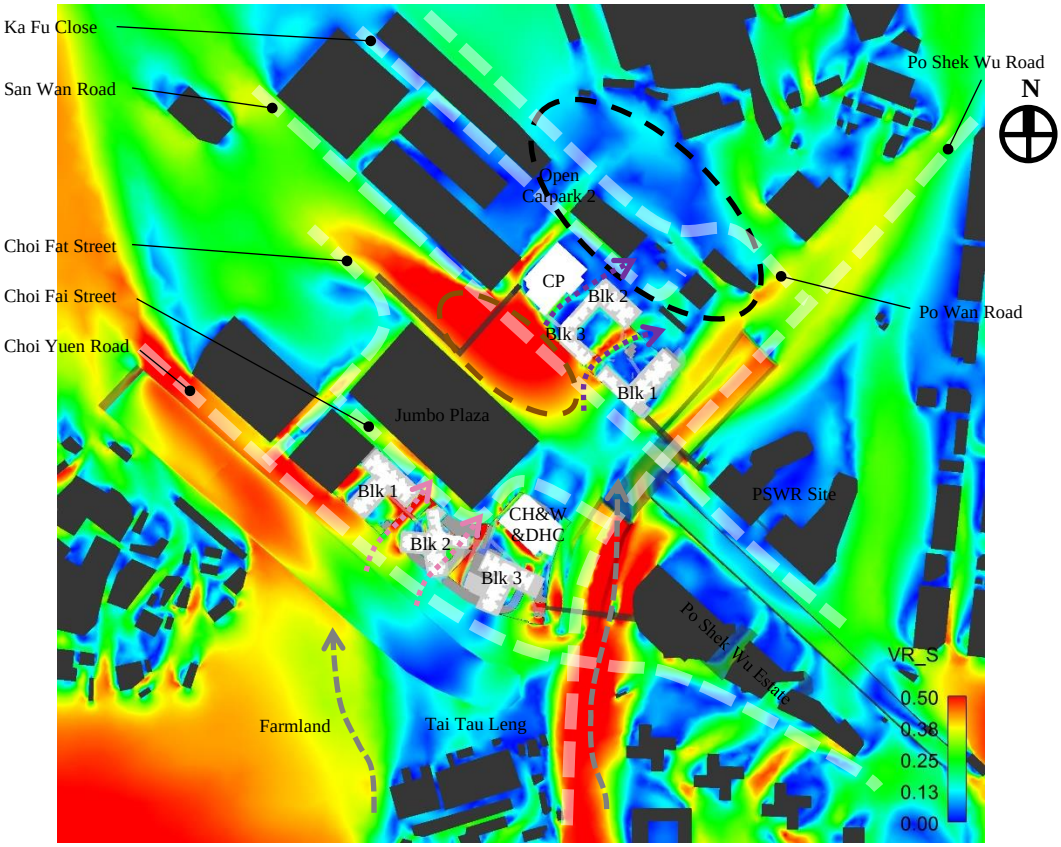


Figure 63 Contour Plot of VR for Proposed Scheme under S Wind

6.3.9 SSW Wind Direction

Under SSW wind, the incoming wind would skim over the large open space of the Farmland and directly reach the southwest boundary of the SS Site 1 (grey arrow). A portion of incoming wind would penetrate through the reserved air paths in SS Site 1, which align with the south-western wind direction, and reach Choi Fai Street (pink arrow). A portion of the incoming SSW/SW/WSW wind would be downwashed by the southeast façade of SS Site 1 and diverted towards Po Shek Wu Road (**black** arrow).

The incoming SSW wind streaming along Po Shek Wu Road would reach Block 1 of SS Site 2 and divert towards San Wan Road. The two reserved air paths align with the south-western wind direction, thus the prevailing wind can more effectively penetrate through the SS Site 2 Development and re-join the stream at Po Shek Wu Road. As the Open Carpark 2 is located at the leeward area of SS Site 2, slightly calm wind environment is observed.

The overall ventilation performance in surrounding areas are similar under Baseline and Proposed Scheme.

Baseline Scheme

As the incoming SSW wind reach SS Site 1, the permeable PTI and the building separations between building blocks in Baseline Scheme allow wind to penetrate through the Development and reach Choi Fai Street.

At SS Site 2, the empty bays provided on ground floor and podium floor in Baseline Scheme allow wind penetration across the Development. The provided building separation in SS Site 2 also allows good wind penetration and allow wind to re-join Po Shek Wu Road.

Proposed Scheme

The two reserved ~ 15m building separations and the wider air paths (24 - 34m) provided at podium level in the SS Site 1 Proposed Scheme creates higher wind permeability. Thus, the SSW/SW/WSW prevailing wind can more effectively penetrate through the Development, comparing to Baseline Scheme (pink arrow).

At SS Site 2, the larger building separation of ~ 15m between Carpark Block and Block 2 and wider wind entrance (24 - 27m) at ground and podium levels allow more wind to penetrate through the Development (purple arrow) and divert to Open Carpark 2 (**black** circle). The wind shadow effect there is slightly mitigated.

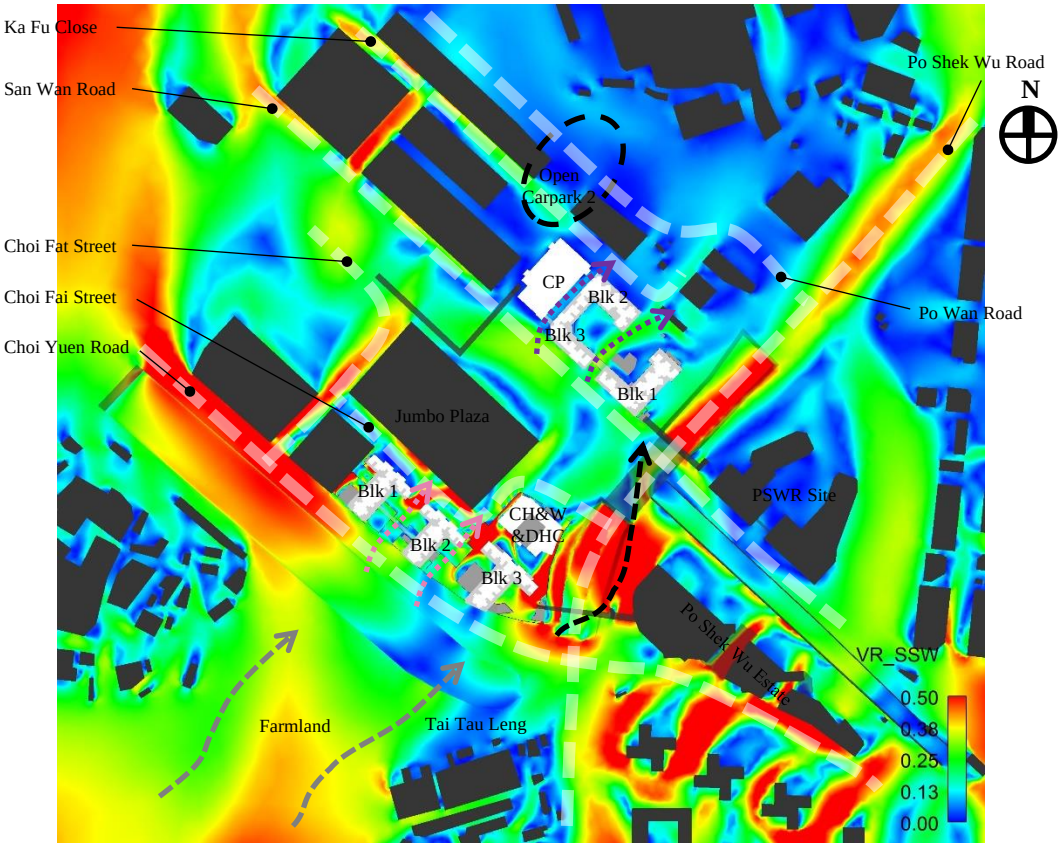


Figure 64 Contour Plot of VR for Baseline Scheme under SSW Wind

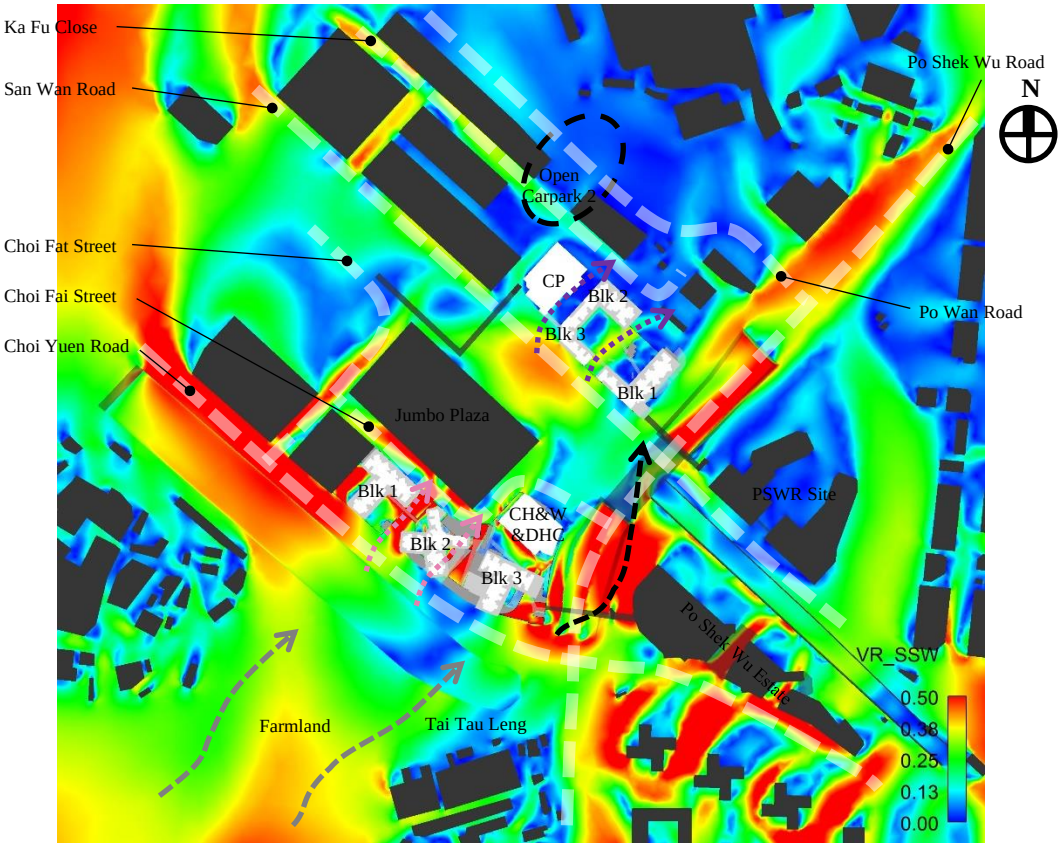


Figure 65 Contour Plot of VR for Proposed Scheme under SSW Wind

6.3.10 SW Wind Direction

Under SW wind, the incoming wind would skim over the large open space of the Farmland and directly reach the southwest boundary of the SS Site 1 (grey arrow). A portion of incoming wind would penetrate through the reserved air paths in SS Site 1, which align with the south-western wind direction, and reach Choi Fai Street (pink arrow). A portion of the incoming SSW/SW/WSW wind would be downwashed by the southeast façade of SS Site 1 and diverted towards Po Shek Wu Road (**black** arrow).

The incoming SW wind streaming along Po Shek Wu Road would reach Block 1 of SS Site 2 and divert towards San Wan Road. The two reserved air paths align with the south-western wind direction, thus the prevailing wind can more effectively penetrate through the SS Site 2 Development and re-join the stream at Po Shek Wu Road. As the Open Carpark 2 is located at the leeward area of SS Site 2, slightly calm wind environment is observed.

The overall ventilation performance in surrounding areas are similar under Baseline and Proposed Scheme.

Baseline Scheme

As the incoming SW wind reach SS Site 1, the permeable PTI and the building separations between building blocks in Baseline Scheme allow wind to penetrate through the Development and reach Choi Fai Street.

At SS Site 2, the empty bays provided on ground floor and podium floor in Baseline Scheme allow wind penetration across the Development. The provided building separation in SS Site 2 also allows good wind penetration and allow wind to re-join Po Shek Wu Road.

Proposed Scheme

The two reserved ~ 15m building separations and the wider air paths (24 - 34m) provided at podium level in the SS Site 1 Proposed Scheme creates higher wind permeability. Thus, the SW prevailing wind can more effectively penetrate through the Development, comparing to Baseline Scheme (pink arrow).

At SS Site 2, the larger building separation of ~ 15m between Carpark Block and Block 2 and wider wind entrance (24 - 27m) at ground and podium levels allow more wind to penetrate through the Development (purple arrow) and divert to Open Carpark 2 (**black** circle). The wind shadow effect there is slightly mitigated.

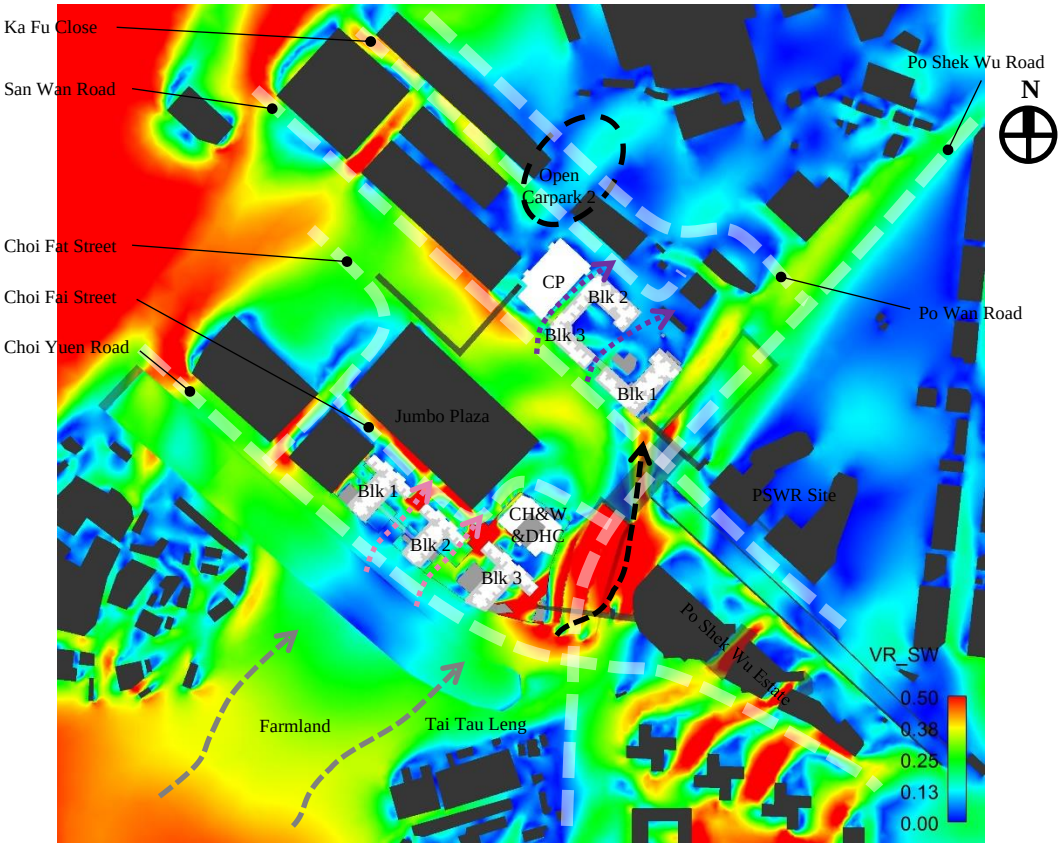


Figure 66 Contour Plot of VR for Baseline Scheme under SW Wind

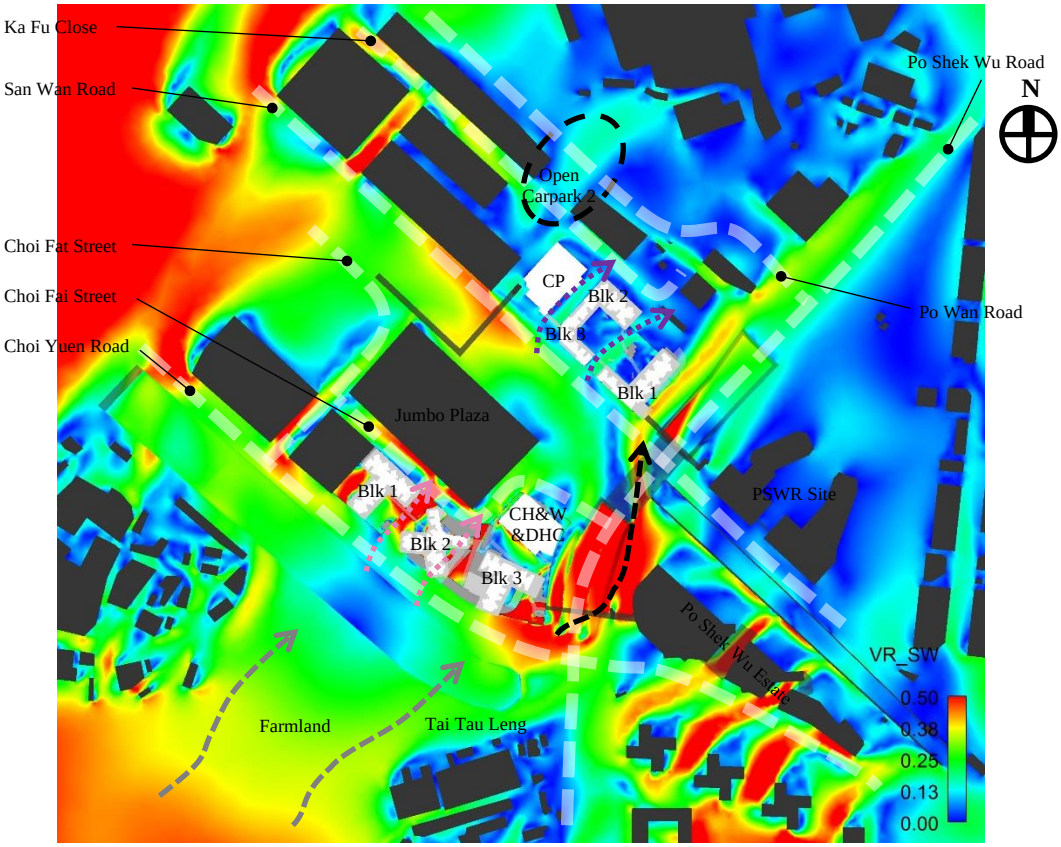


Figure 67 Contour Plot of VR for Proposed Scheme under SW Wind

6.3.11 WSW Wind Direction

Under WSW wind, the incoming wind would skim over the large open space of the Farmland and directly reach the southwest boundary of the SS Site 1 (grey arrow). A portion of incoming wind would penetrate through the reserved air paths in SS Site 1, which align with the south-western wind direction, and reach Choi Fai Street (pink arrow). A portion of the incoming SSW/SW/WSW wind would be downwashed by the southeast façade of SS Site 1 and diverted towards Po Shek Wu Road (**black** arrow).

The incoming WSW wind streaming along Po Shek Wu Road would reach Block 1 of SS Site 2 and divert towards San Wan Road. The two reserved air paths align with the south-western wind direction, thus the prevailing wind can more effectively penetrate through the SS Site 2 Development and re-join the stream at Po Shek Wu Road. As the Open Carpark 2 is located at the leeward area of SS Site 2, slightly calm wind environment is observed.

The overall ventilation performance in surrounding areas are similar under Baseline and Proposed Scheme.

Baseline Scheme

As the incoming WSW wind reach SS Site 1, the permeable PTI and the building separations between building blocks in Baseline Scheme allow wind to penetrate through the Development and reach Choi Fai Street.

At SS Site 2, the empty bays provided on ground floor and podium floor in Baseline Scheme allow wind penetration across the Development. The provided building separation in SS Site 2 also allows good wind penetration and allow wind to re-join Po Shek Wu Road.

Proposed Scheme

The two reserved ~ 15m building separations and the wider air paths (24 - 34m) provided at podium level in the SS Site 1 Proposed Scheme creates higher wind permeability. Thus, the WSW prevailing wind can more effectively penetrate through the Development, comparing to Baseline Scheme (pink arrow).

At SS Site 2, the larger building separation of ~ 15m between Carpark Block and Block 2 and wider wind entrance (24 - 27m) at ground and podium levels allow more wind to penetrate through the Development (purple arrow) and divert to Open Carpark 2 (**black** circle). The wind shadow effect there is slightly mitigated.

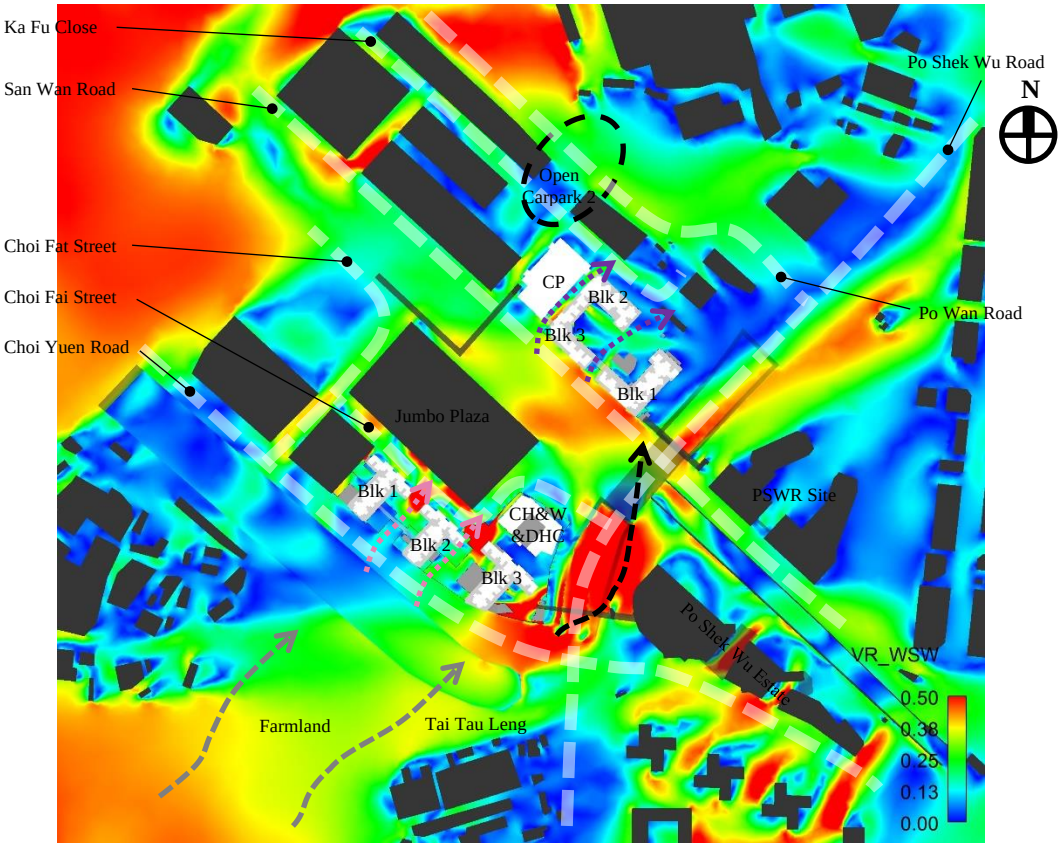


Figure 68 Contour Plot of VR for Baseline Scheme under WSW Wind

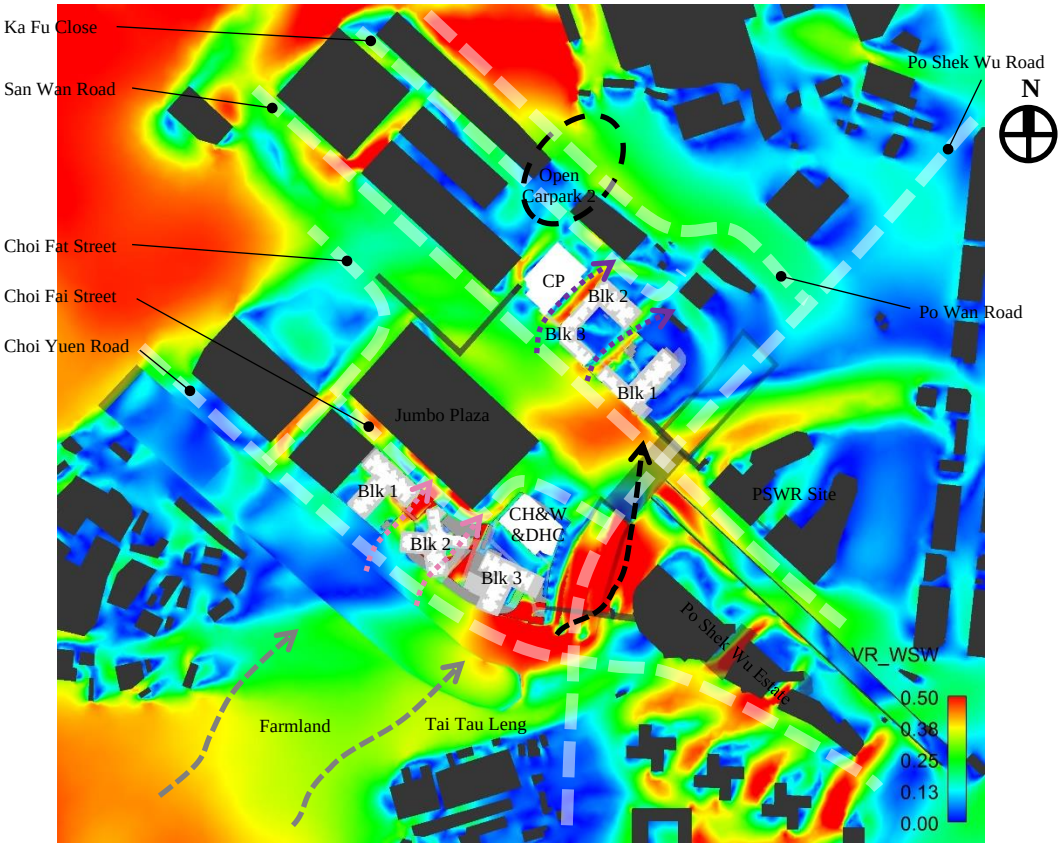


Figure 69 Contour Plot of VR for Proposed Scheme under WSW Wind

6.4 VR Results of Test Points

Table 6 summarizes the values of SVR and LVR among Baseline Scheme and Proposed Scheme. The VR of individual test points may refer to Appendix D of this Report.

Table 6 Comparison of the SVR and LVR among Baseline Scheme and Proposed Scheme

	Annual Weighted VR		Summer Weighted VR	
	Baseline Scheme	**Proposed Scheme**	**Baseline Scheme**	**Proposed Scheme**
SVR	0.16	0.17	0.18	0.20
LVR	0.16	0.17	0.18	0.20

Under annual condition, Proposed Scheme obtained a slightly higher SVR and LVR comparing to Baseline Scheme. The result indicate that the Proposed Scheme would achieve a slightly better wind environment at close proximity and within the Surrounding Area. Through the detailed discussion in Section 6.3, the major reason for the slightly higher ventilation would be due to the wind downwashed by the increased façade area resulted from the increased building height. On the other hand, the widened air path between Block 1, Block 2 and Block 3 of SS Site 1 and widened air path between Block 2, Block 3 and Carpark of SS Site 2 would help to promote the wind penetration across the site and improve the ventilation performance at some localised areas in leeward areas.

Under summer condition, Proposed Scheme obtained a slightly higher SVR and LVR comparing to Baseline Scheme. The result indicate that the Proposed Scheme would achieve a slightly better wind environment at close proximity and within the Surrounding Area. Winds from the southwest quadrant accounts for majority of summer winds in terms of frequency. Due to the wide-open farmland at the upwind location of the Development, the wind would reach SS Site 1 and SS Site 2. Due to the more permeable podium and larger tower separation, higher SVR and LVR would be achieved by Proposed Scheme.

6.5 Focus Areas

There are a total of 27 focus areas identified in this study, focus areas 1 - 23 are outside of the Development and focus areas 24 - 27 are within the Development. Table 7 summarized the Spatial Average VR (SAVR) for each focus areas under annual and summer conditions.

Table 7 Spatial Averaged VR (SAVR) for Each Focus Area

Focus Areas		Annual Condition		Summer Condition	
		Baseline Scheme	Proposed Scheme	Baseline Scheme	Proposed Scheme
1	Po Shek Wu Road	0.21	0.21	0.25	0.25
2	Choi Yuen Road	0.17	0.18	0.24	0.27
3	Choi Fat Street	0.17	0.18	0.22	0.24
4	Choi Fai Street	0.17	0.17	0.16	0.17
5	San Wan Road	0.15	0.15	0.20	0.21
6	Ka Fu Close	0.17	0.19	0.12	0.13
7	Po Wan Road	0.16	0.17	0.16	0.17
8	Sheung Shui Tung Hing Road	0.17	0.17	0.15	0.16
9	Hak Ka Wai Village & Tsung Pak Long	0.12	0.13	0.17	0.17
10	Farmland	0.14	0.18	0.23	0.23
11	Tai Tau Leng	0.14	0.14	0.14	0.16
12	Choi Po Court	0.19	0.19	0.26	0.27
13	Po Shek Wu Estate	0.14	0.15	0.22	0.22
14	Open Carpark 1	0.13	0.14	0.14	0.14
15	Open Carpark 2	0.14	0.14	0.09	0.11

Focus Areas		Annual Condition		Summer Condition	
		Baseline Scheme	Proposed Scheme	Baseline Scheme	Proposed Scheme
16	PSWR Site	0.18	0.17	0.13	0.13
17	Shek Wu Hui Jockey Club Playground	0.19	0.19	0.21	0.19
18	Po Sheung Tsuen	0.15	0.15	0.13	0.13
19	Sheung Shui Heung Sitting-Out Area No. 9	0.16	0.16	0.15	0.16
20	Footpath 1	0.18	0.20	0.22	0.23
21	Footpath 2	0.12	0.16	0.09	0.13
22	Footpath 3	0.19	0.20	0.14	0.15
23	Footpath 4	0.18	0.18	0.16	0.16
24	Air Path between Block 1 and Block 2 of Site 1	0.24	0.27	0.27	0.38
25	Air Path between Block 2 and Block 3 of Site 1	0.25	0.25	0.29	0.42
26	Air Path between Block 1 and Block 3 of Site 2	0.26	0.26	0.25	0.25
27	Air Path between Carpark Block and Block 3 of Site 2	0.12	0.17	0.11	0.13

6.5.1 Annual Condition

In general, the Baseline Scheme would achieve similar average VR with Proposed Scheme for Po Shek Wu Road, Choi Fai Street, San Wan Road, Sheung Shui Tung Hing Road, Tai Tau Leng, Choi Po Court, Open Carpark 2, Shek Wu Hui Jockey Club Playground, Po Sheung Tsuen, Sheung Shui Heung Sitting-Out Area No. 9 and Footpath 4. This indicates that the ventilation performances are considered comparable in the aforementioned areas.

Proposed Scheme has a higher VR for Choi Yuen Road, Choi Fat Street, Ka Fu Close, Po Wan Road, Hak Ka Wai Village & Tsung Pak Long, Farmland, Po Shek Wu Estate, Open Carpark 1, Footpath 1, Footpath 2 and Footpath 3.

Baseline Scheme would have a slightly higher VR at PSWR Site.

Within the Development Site, the VR at Air Path between Block 1 and Block 2 of Site 1 and Air Path between Carpark Block and Block 3 of Site 2 would be slightly higher with Proposed Scheme, as compared to Baseline Scheme.

6.5.2 Summer Condition

In general, the Baseline Scheme would achieve similar average VR with Proposed Scheme for Po Shek Wu Road, Hak Ka Wai Village & Tsung Pak Long, Farmland, Po Shek Wu Estate, Open Carpark 1, PSWR Site, Po Sheung Tsuen and Footpath 4. This indicates that the ventilation performances are considered comparable in the aforementioned areas.

Proposed Scheme has a better ventilation performance at Choi Yuen Road, Choi Fat Street, Choi Fai Street, San Wan Road, Ka Fu Close, Po Wan Road, Sheung Shui Tung Hing Road, Tai Tau Leng, Choi Po Court, Open Carpark 2, Sheung Shui Heung Sitting-Out Area No. 9, Footpath 1, Footpath 2 and Footpath 3.

Baseline Scheme would have a slightly higher VR at Shek Wu Hui Jockey Club Playground.

Within the Development Site, the VR at Air Path between Block 1 and Block 2 of Site 1, Air Path between Block 2 and Block 3 of Site 1 and Air Path between Carpark Block and Block 3 of Site 2 would be slightly higher with Proposed Scheme, as compared to Baseline Scheme.

7 Conclusion

7.1 Overview

An Air Ventilation Assessment (AVA) – Initial Study was conducted to assess the ventilation performance of Baseline Scheme and Proposed Scheme in accordance with the *AVA Technical Circular No. 1/06*.

Two schemes were assessed using Computational Fluid Dynamics (CFD) techniques. A series CFD simulation using Realizable k-ε turbulence model were performed under annual and summer wind conditions with reference to the *AVA Technical Circular No. 1/06*. For annual wind condition, NNE, NE, ENE, E, ESE, SE, SSW and SW were selected which gives total wind frequency of 77.8% over a year while E, ESE, SE, SSE, S, SSW, SW and WSW were selected for summer condition, which gives total wind frequency of 81.9%.

The Velocity Ratio (VR) as proposed by the *AVA Technical Circular No.1/06* was employed to assess the ventilation performance under different schemes and its impact to the surroundings.

With reference to the AVA Technical Circular No. 1/06, 35 perimeter test points and 89 overall test points were allocated to assess the local and overall ventilation performance in the Assessment Area. Another 20 special test points were allocated for both Baseline Scheme and Proposed Scheme respectively, to assess the ventilation performance within the Study Site.

7.2 Results

Upon the CFD simulation Proposed Scheme achieved higher SVR and LVR by 0.01 and 0.02 comparing to Baseline Scheme under annual and summer condition respectively.

The results of the SVR, LVR are summarized as below.

	Annual Condition		Summer Condition	
	Baseline Scheme	**Proposed Scheme**	**Baseline Scheme**	**Proposed Scheme**
SVR	0.16	0.17	0.18	0.20
LVR	0.16	0.17	0.18	0.20

8 Reference

[1] Annex A of Technical Circular No. 1/06 issued by the Housing, Planning and Lands Bureau pertaining specifically to Air Ventilation Assessments, 19th July, 2006

(https://www.devb.gov.hk/filemanager/en/content_679/hplb-etwb-tc-01-06.pdf)

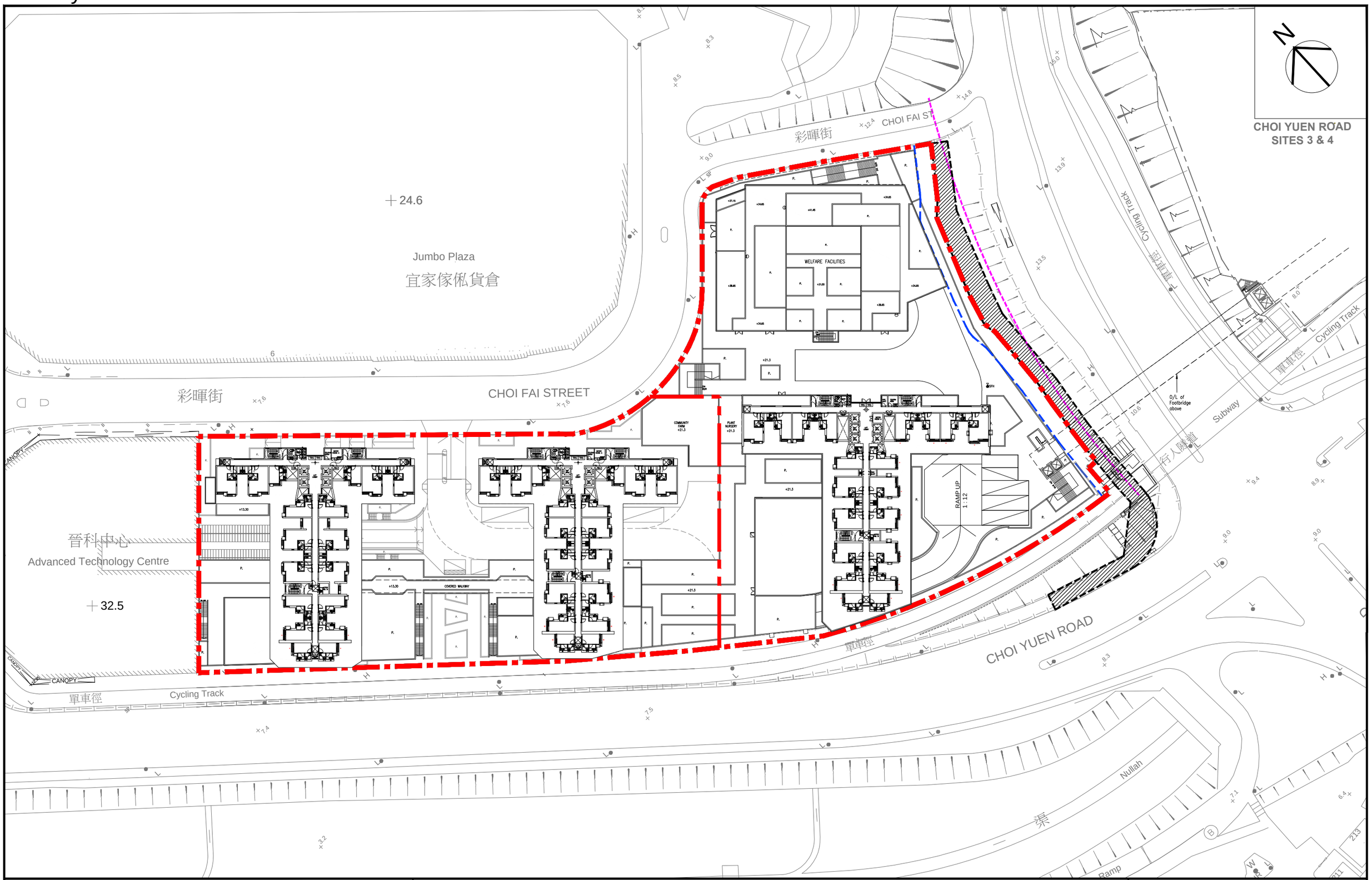
[2] Planning Department RAMS Data (http://www.pland.gov.hk/pland_en/info_serv/site_wind/site_wind/)

Appendix A

Master Layout Plan of Baseline and Proposed Scheme

A1 Baseline Scheme

A1. Layout Plan of SS Site 1 Baseline Scheme



PROJECT

SHEUNG SHUI AREAS 4 AND 30 SITE 1

DRAWING TITLE

SITE LAYOUT PLAN (TYPICAL FLOOR LEVEL)

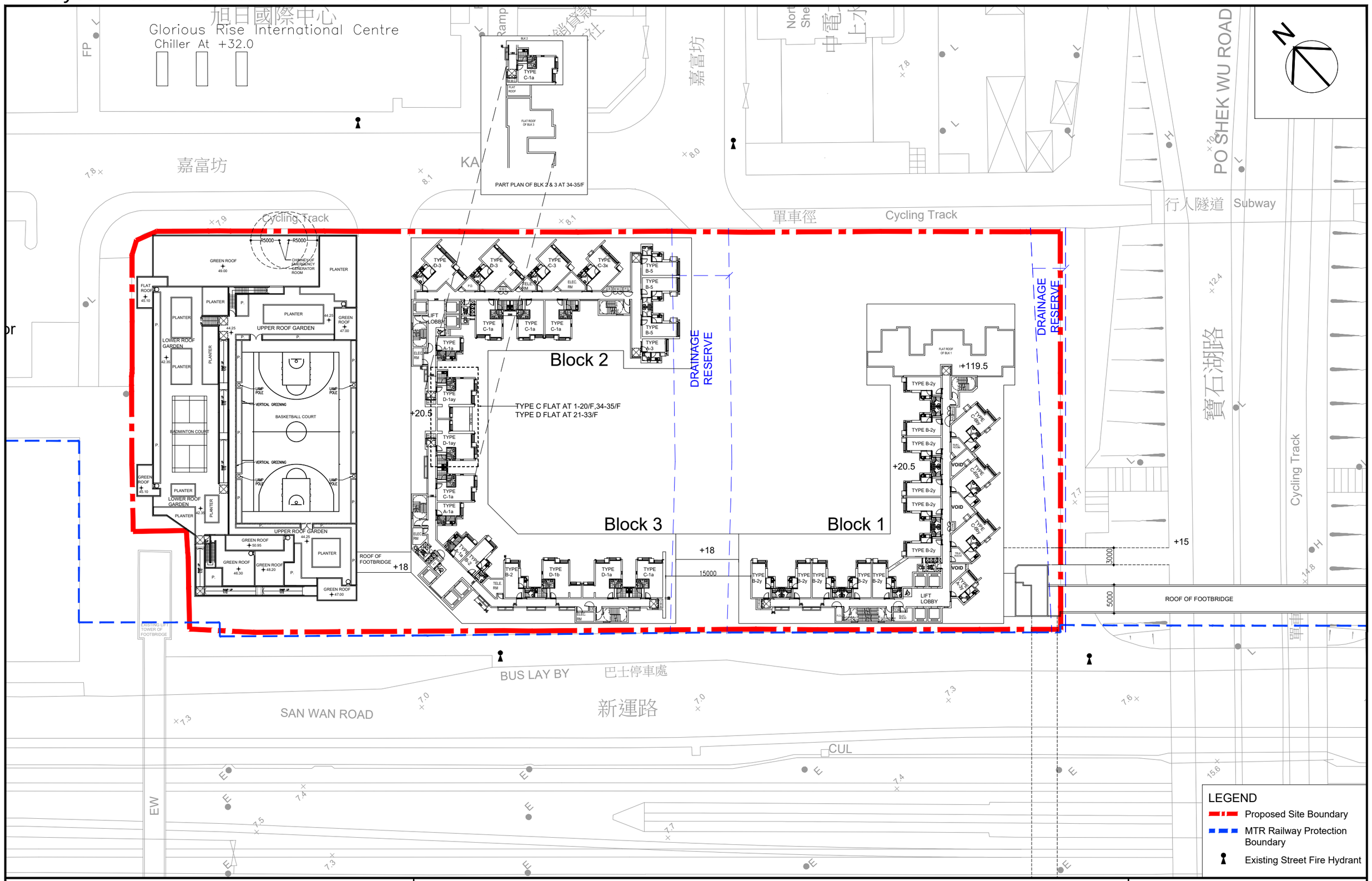
SCALE : 1:800 (A3)

房屋署
HOUSING DEPARTMENT

編號 PLAN NO.
NR07/-/SITE/A/P2/SLO-03

日期 DATE:
03. 08. 2018

A2. Layout Plan of SS Site 2 Baseline Scheme



PROJECT

SHEUNG SHUI AREAS 4 AND 30 SITE 2

DRAWING TITLE

SITE LAYOUT PLAN - TYPICAL FLOOR (HIGHER LEVEL)

SCALE : 1:600 (A3) 1:300 (A1)

房 屋 署
HOUSING DEPARTMENT

04

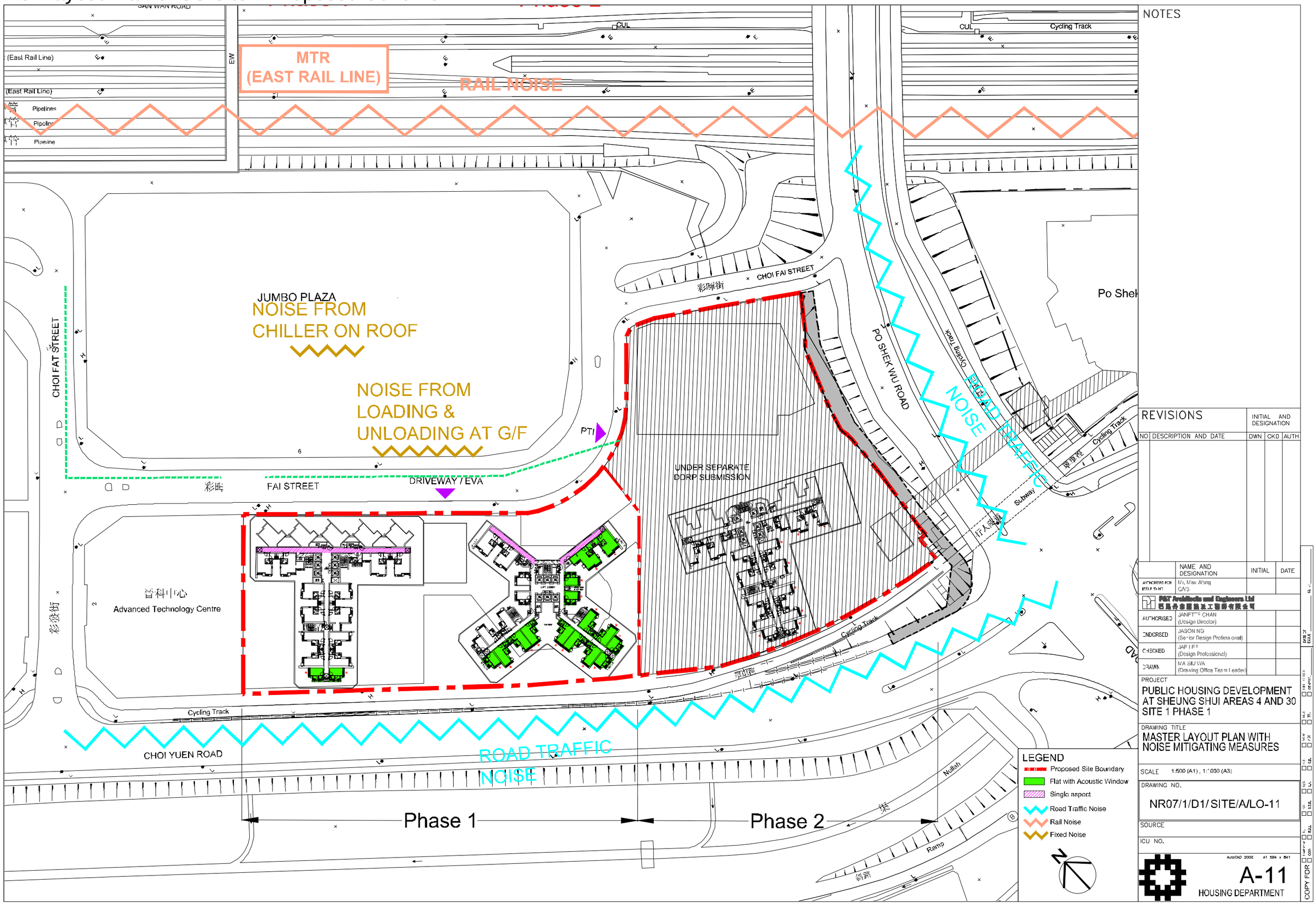
編 號 PLAN NO.
NR14/-/SITE/A/P1/SLOA-04/P09

日 期 DATE:
07. 01. 2019

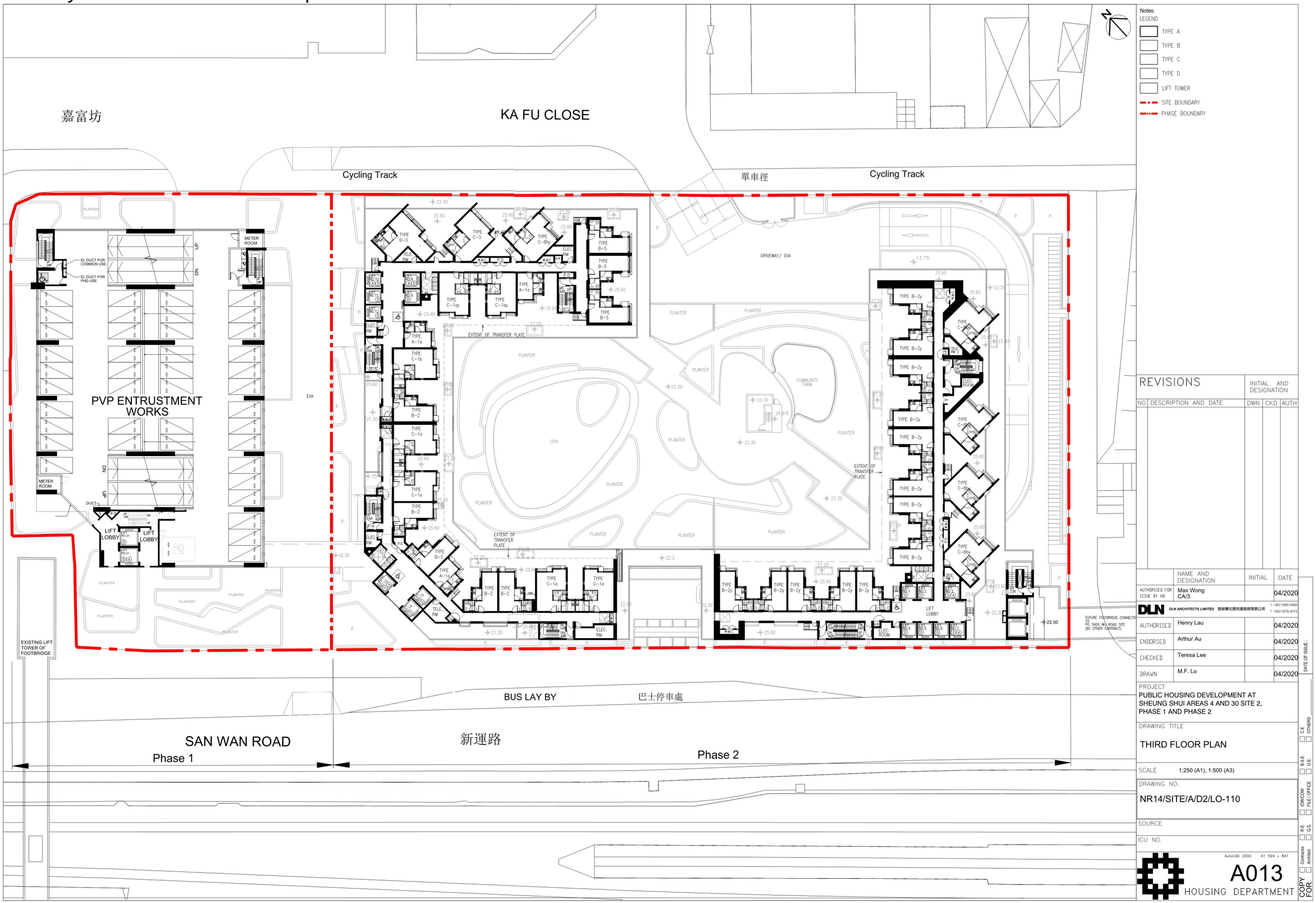
P09_20190107

A2 Proposed Scheme

A3. Layout Plan of SS Site 1 Proposed Scheme



A4. Layout Plan of SS Site 2 Proposed Scheme



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Appendix B

Contour Plots of Velocity Ratio (VR)

Contents

B1 Baseline Scheme 1

B2 Proposed Scheme 8

B1 Baseline Scheme

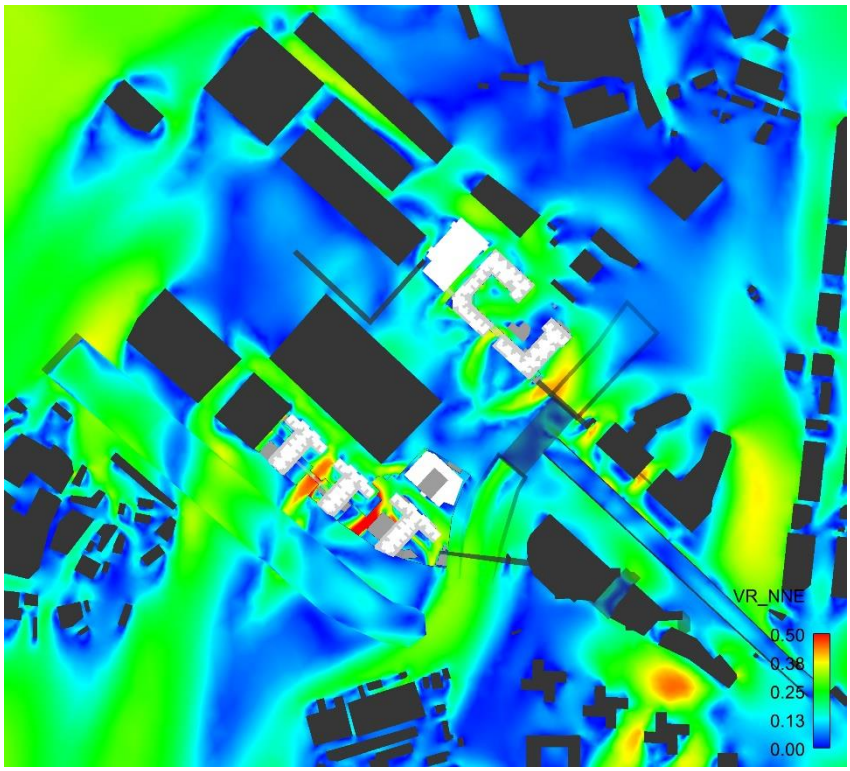

Figure B1 Contour Plot of VR under NNE Wind

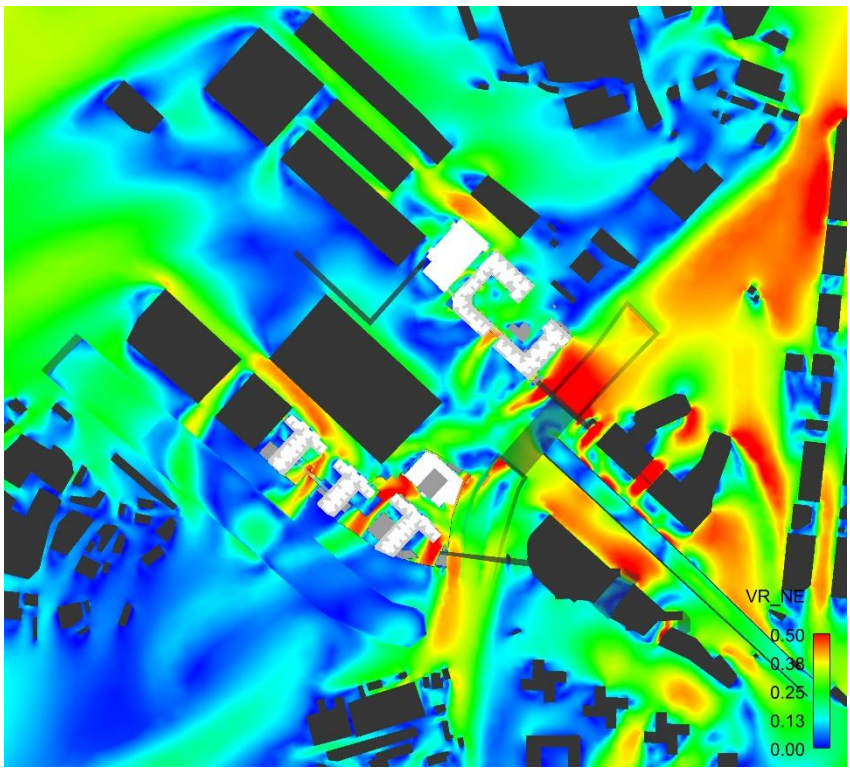

Figure B2 Contour Plot of VR under NE Wind

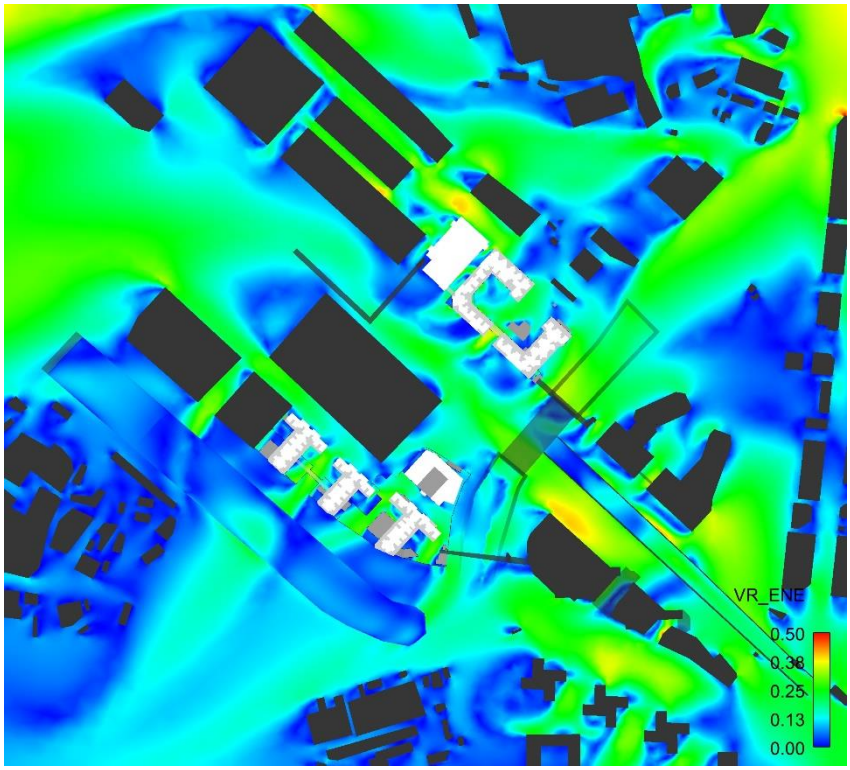

Figure B3 Contour Plot of VR under ENE Wind

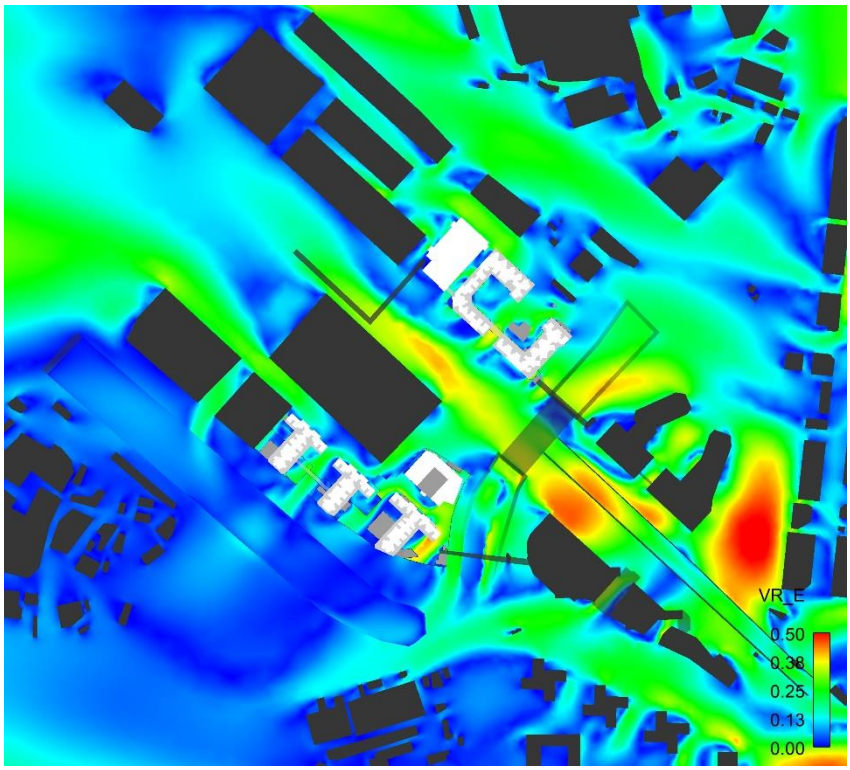

Figure B4 Contour Plot of VR under E Wind

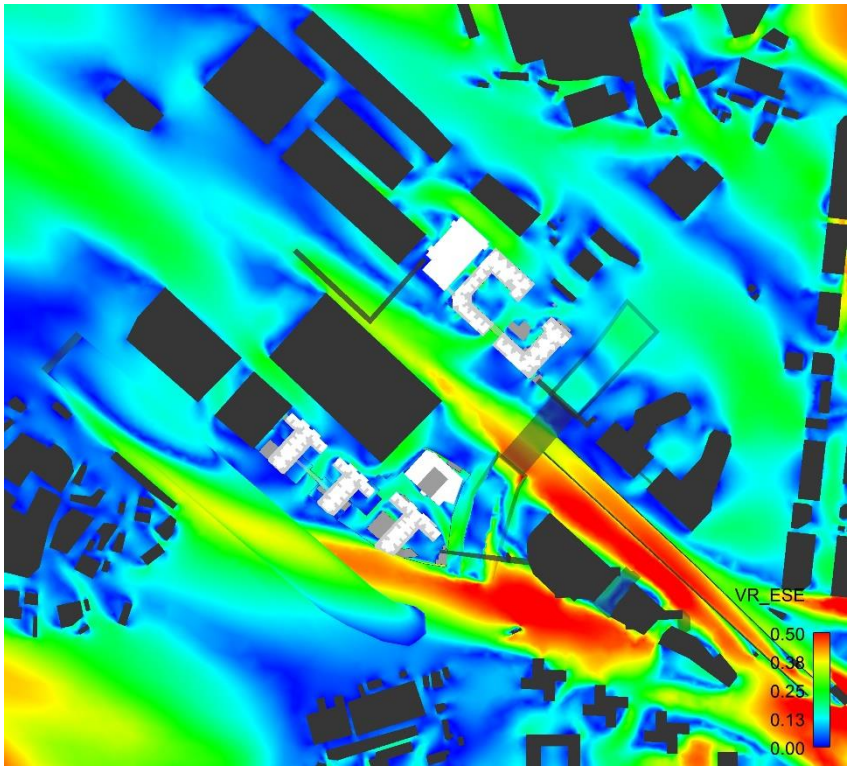

Figure B5 Contour Plot of VR under ESE Wind

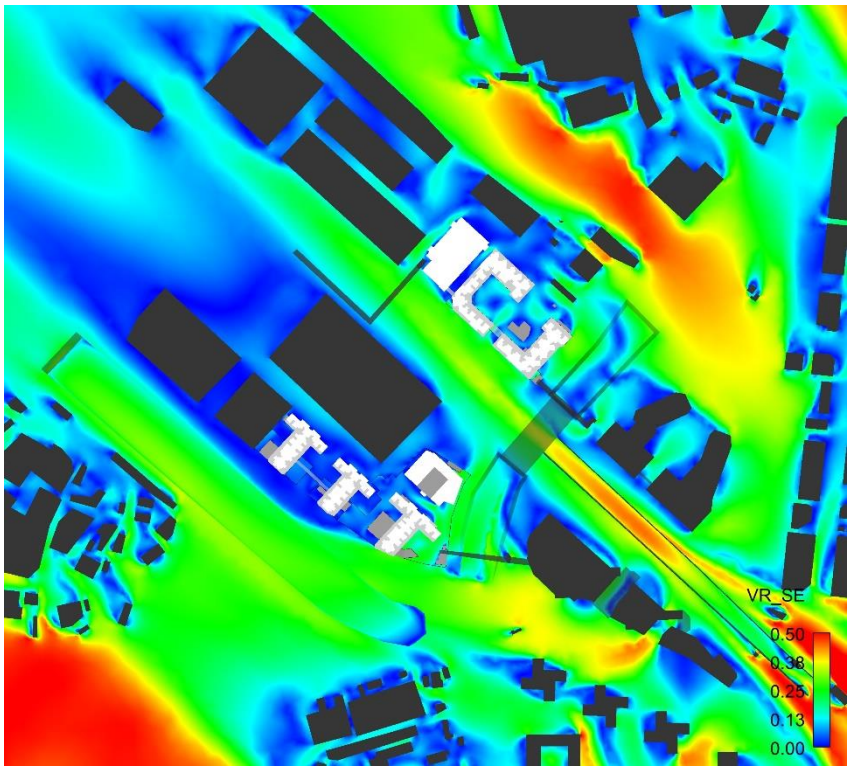

Figure B6 Contour Plot of VR under SE Wind

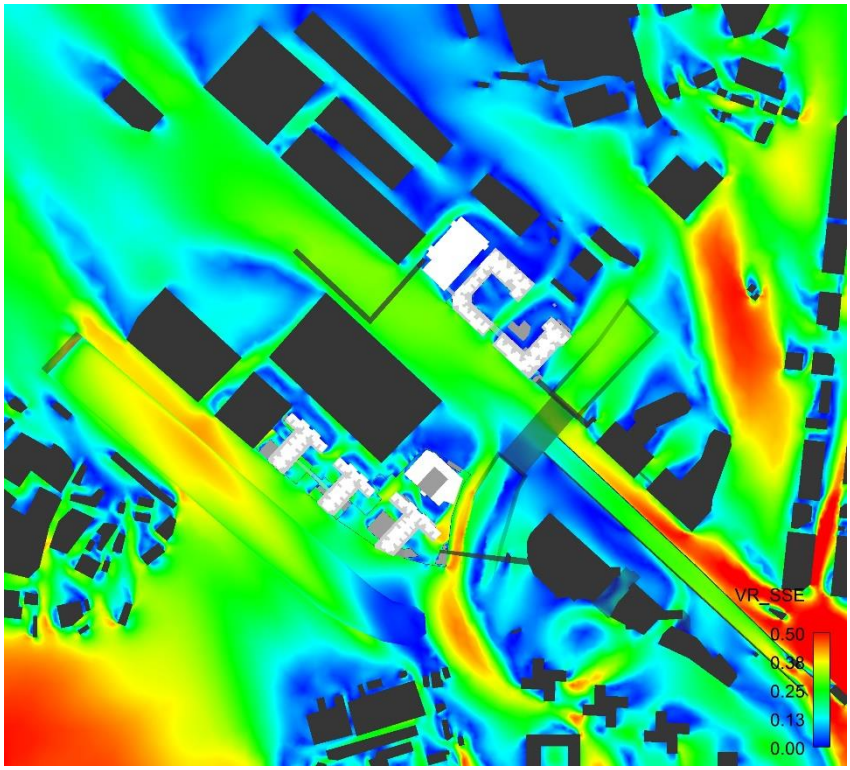

Figure B7 Contour Plot of VR under SSE Wind

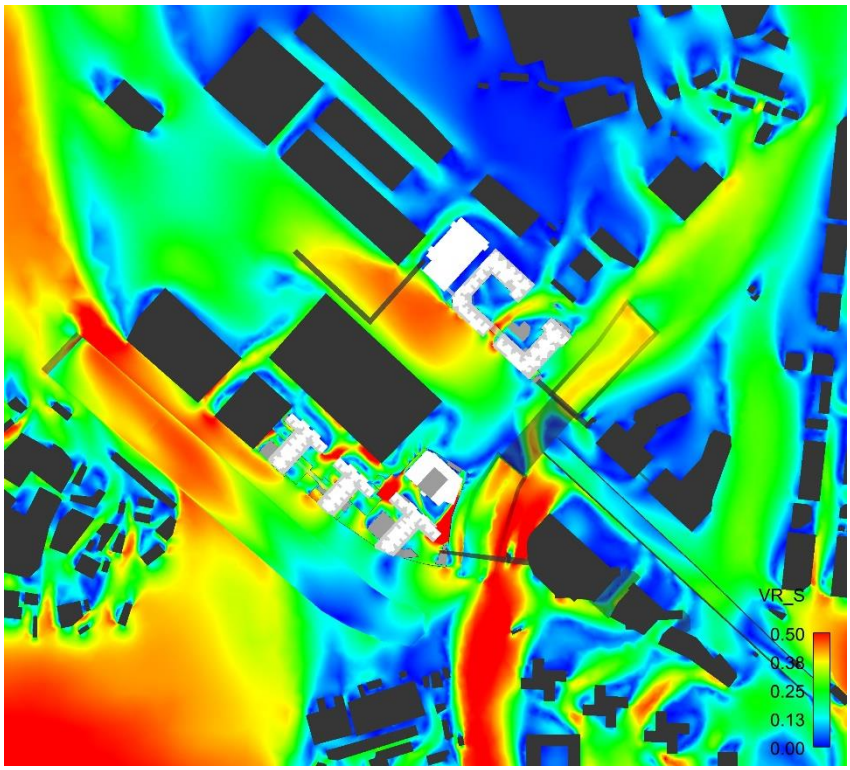

Figure B8 Contour Plot of VR under S Wind

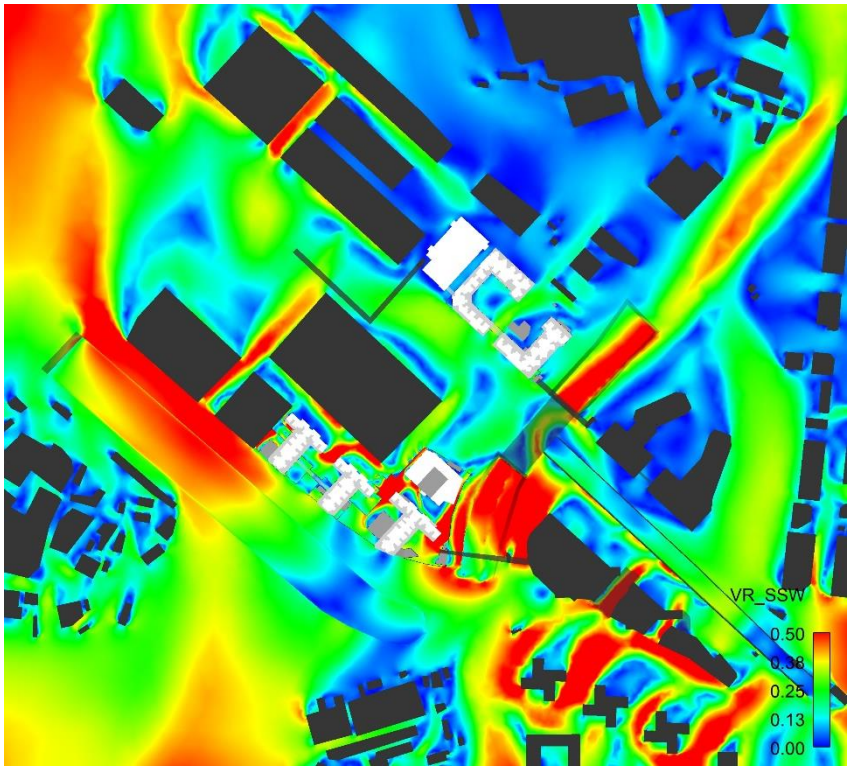

Figure B9 Contour Plot of VR under SSW Wind

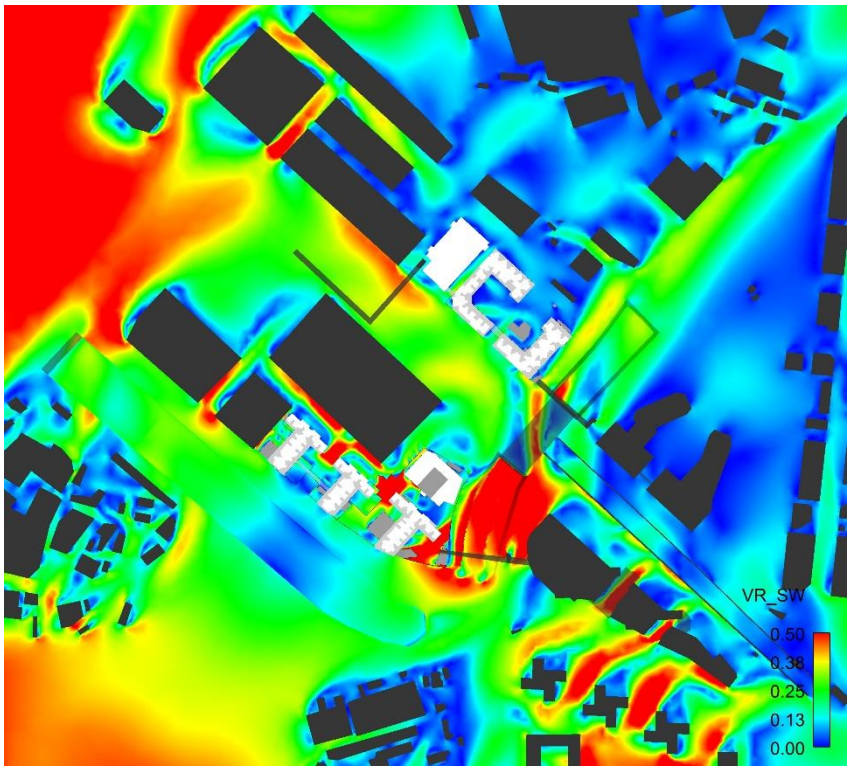

Figure B10 Contour Plot of VR under SW Wind

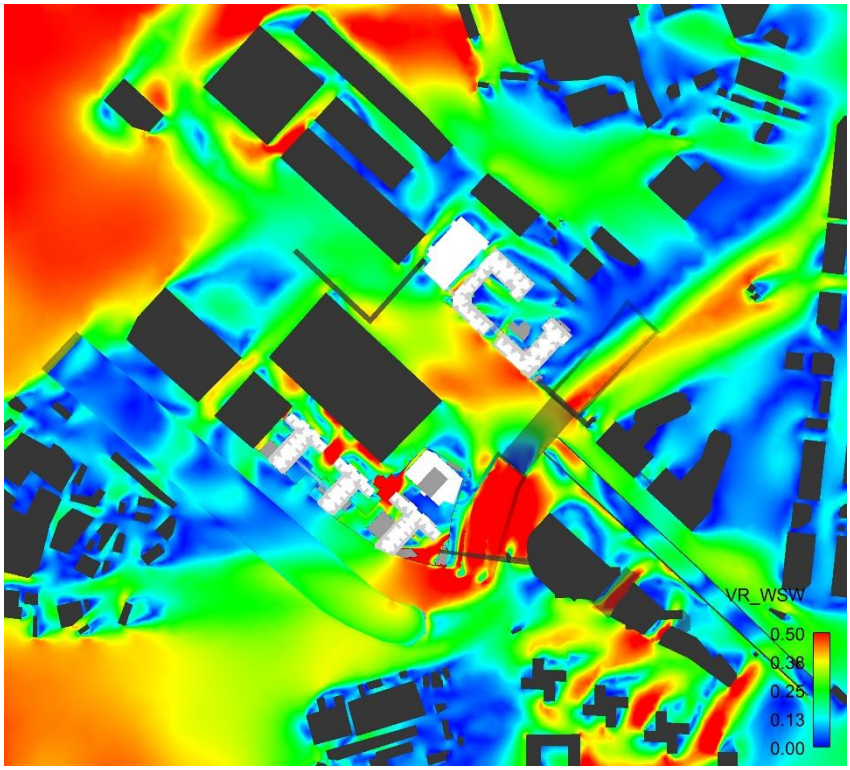

Figure B11 Contour Plot of VR under WSW Wind

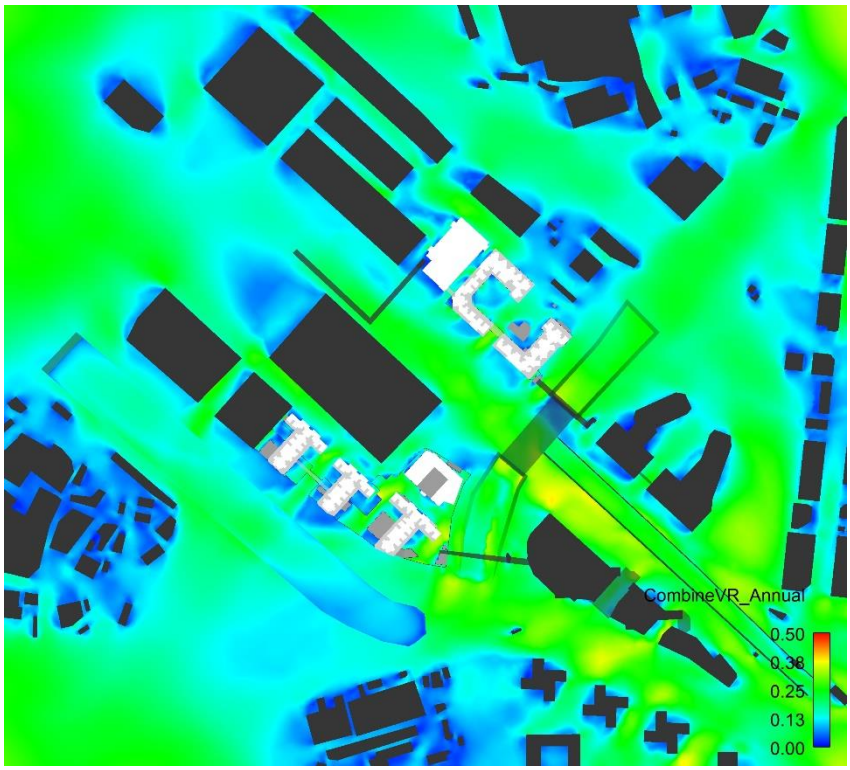

Figure B12 Annual Weighted Average Contour Plot of VR

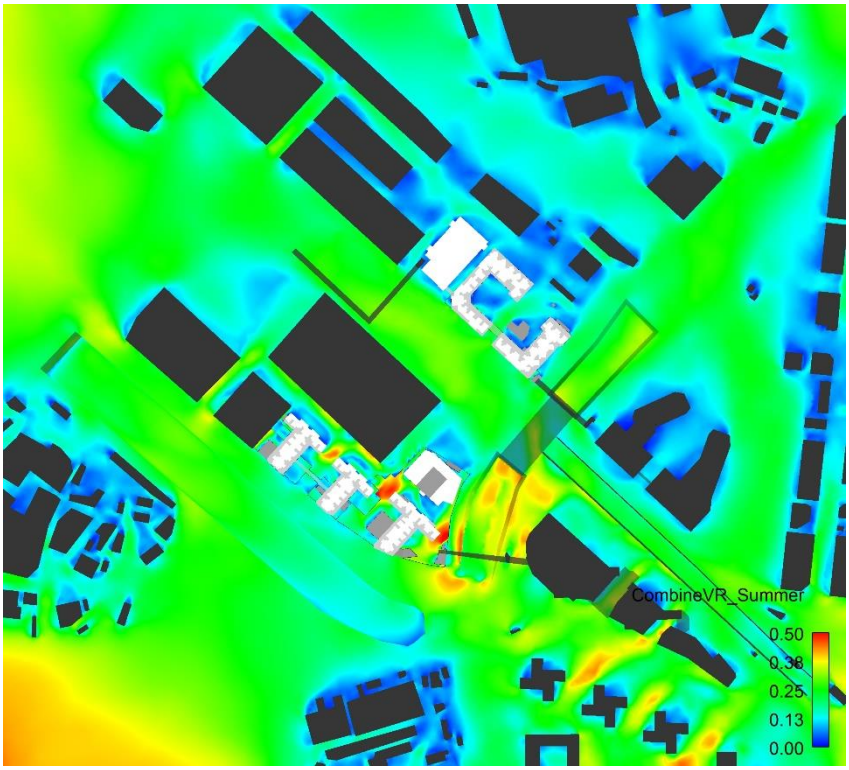

Figure B13 Summer Weighted Average Contour Plot of VR

B2 Proposed Scheme

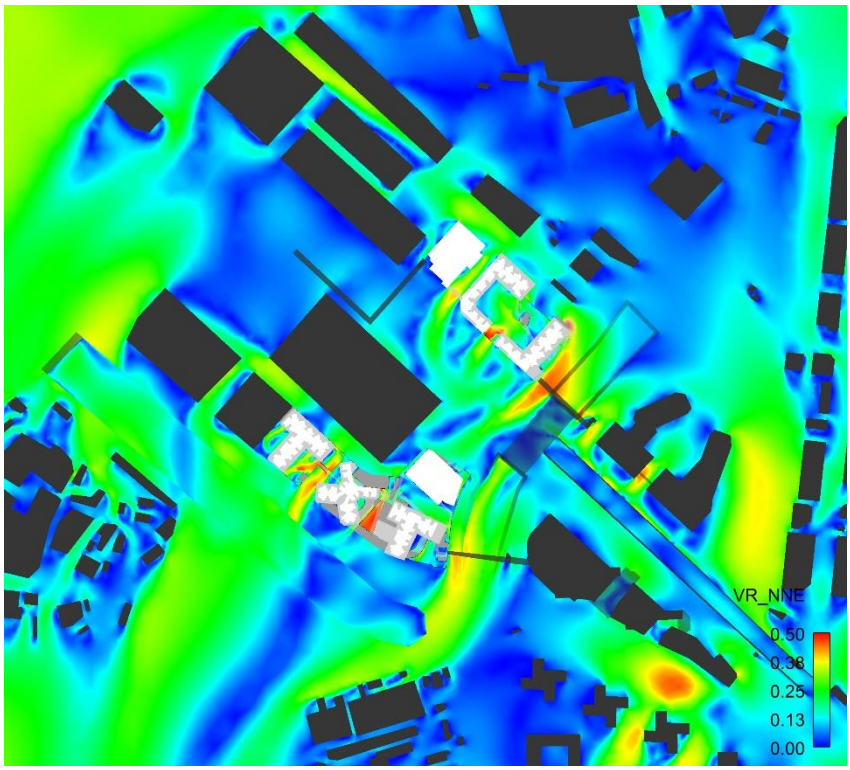

Figure B14 Contour Plot of VR under NNE Wind

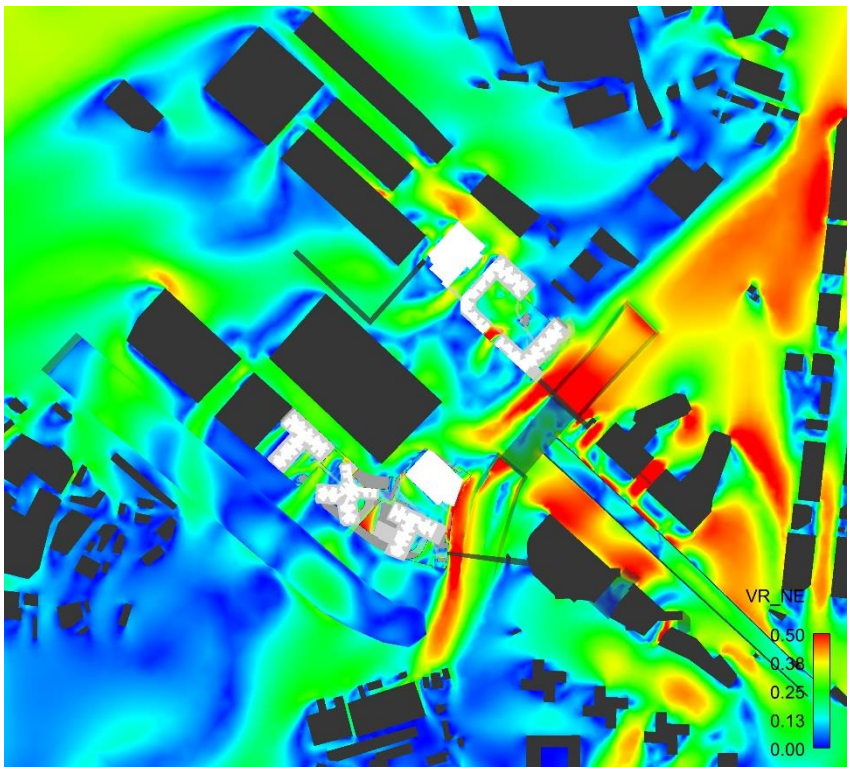

Figure B15 Contour Plot of VR under NE Wind

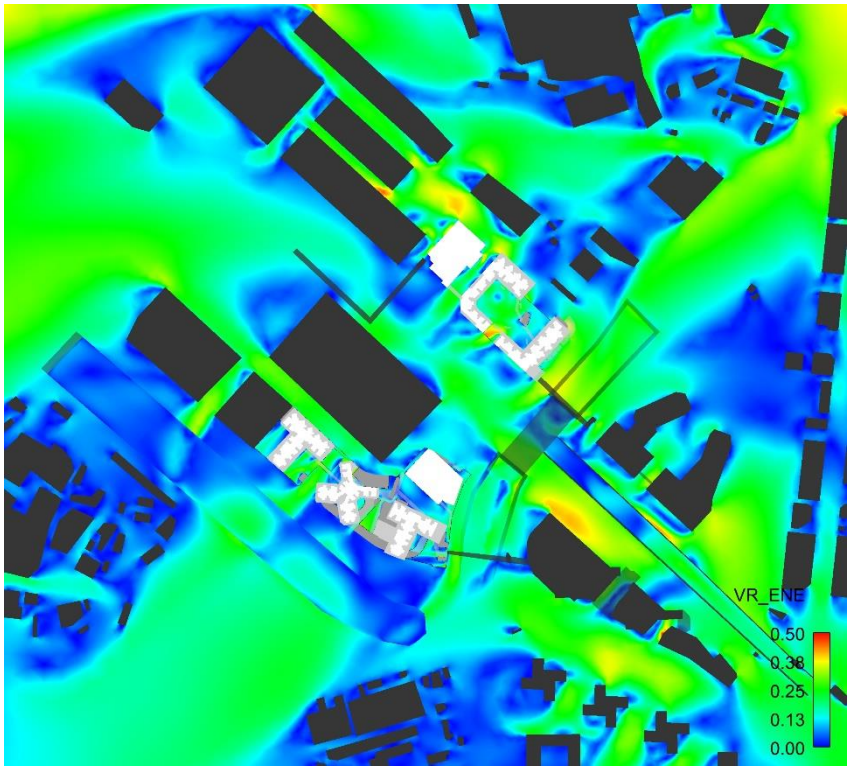

Figure B16 Contour Plot of VR under ENE Wind

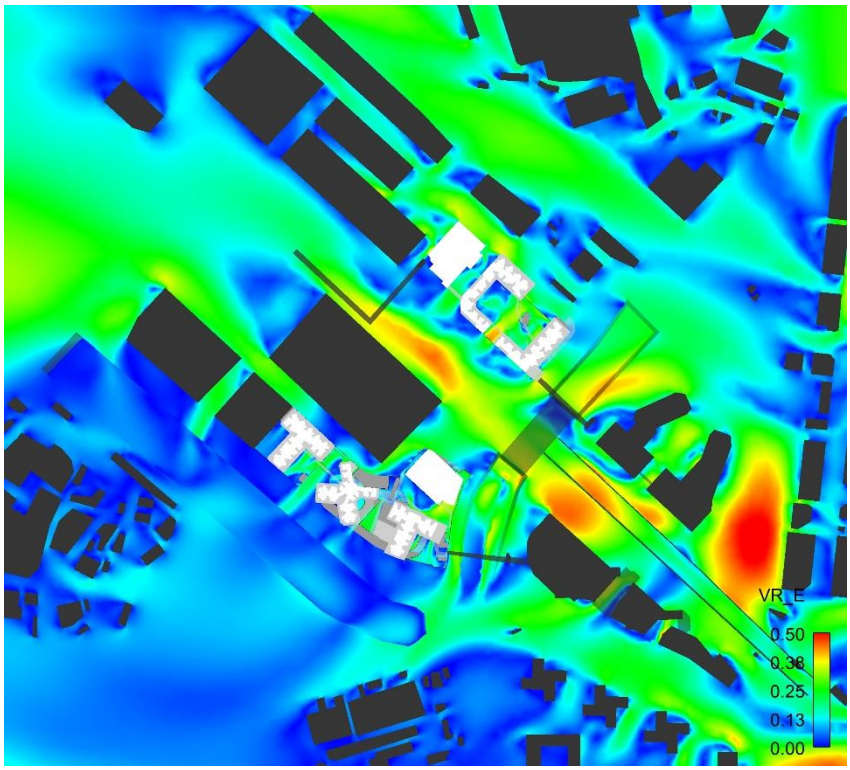

Figure B17 Contour Plot of VR under E Wind

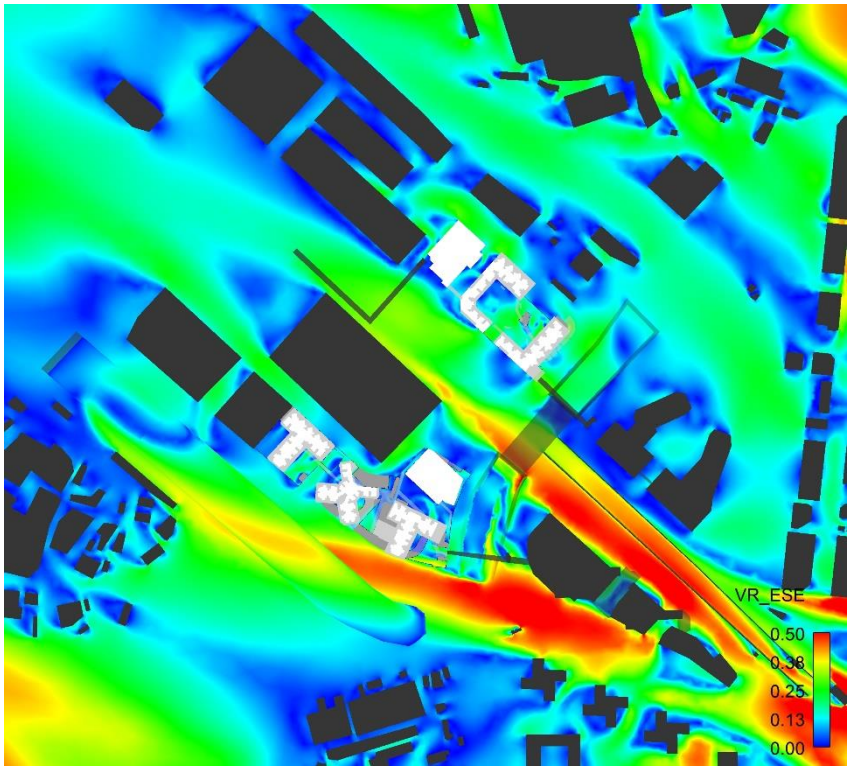

Figure B18 Contour Plot of VR under ESE Wind

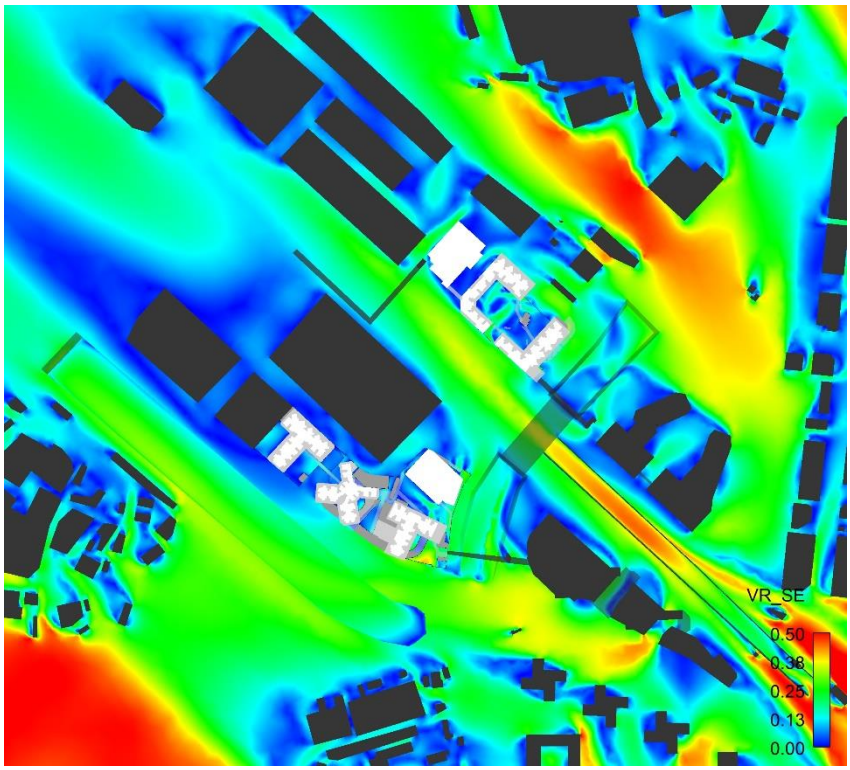

Figure B19 Contour Plot of VR under SE Wind

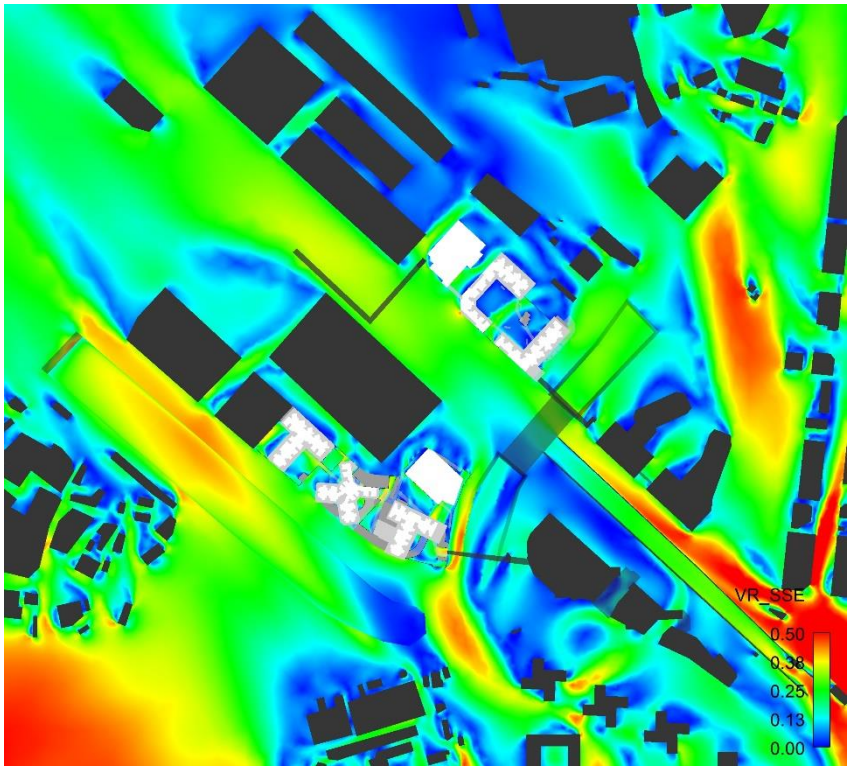

Figure B20 Contour Plot of VR under SSE Wind

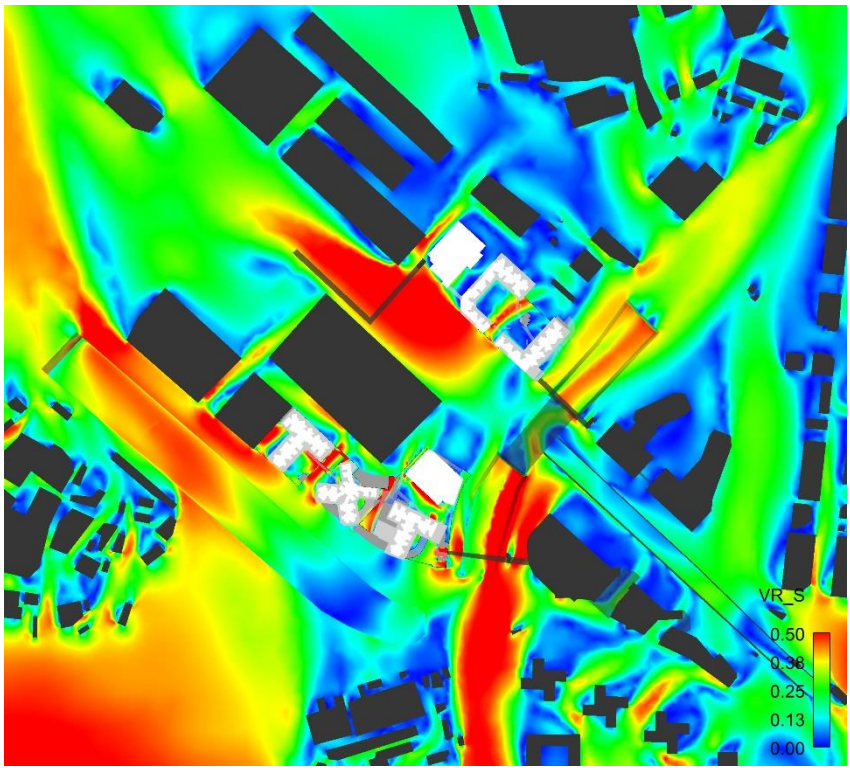

Figure B21 Contour Plot of VR under S Wind

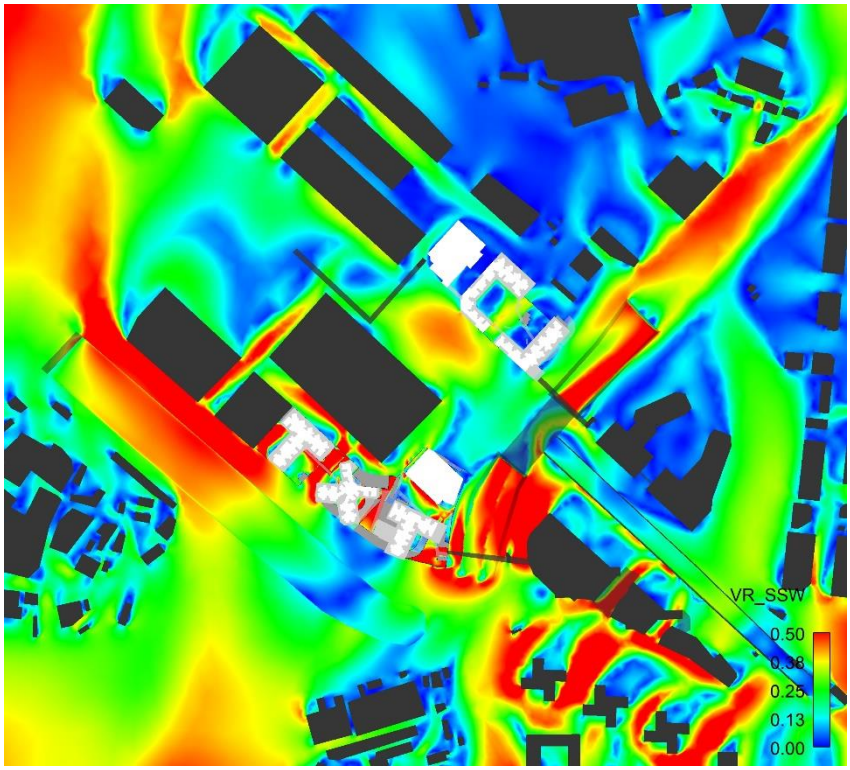

Figure B22 Contour Plot of VR under SSW Wind

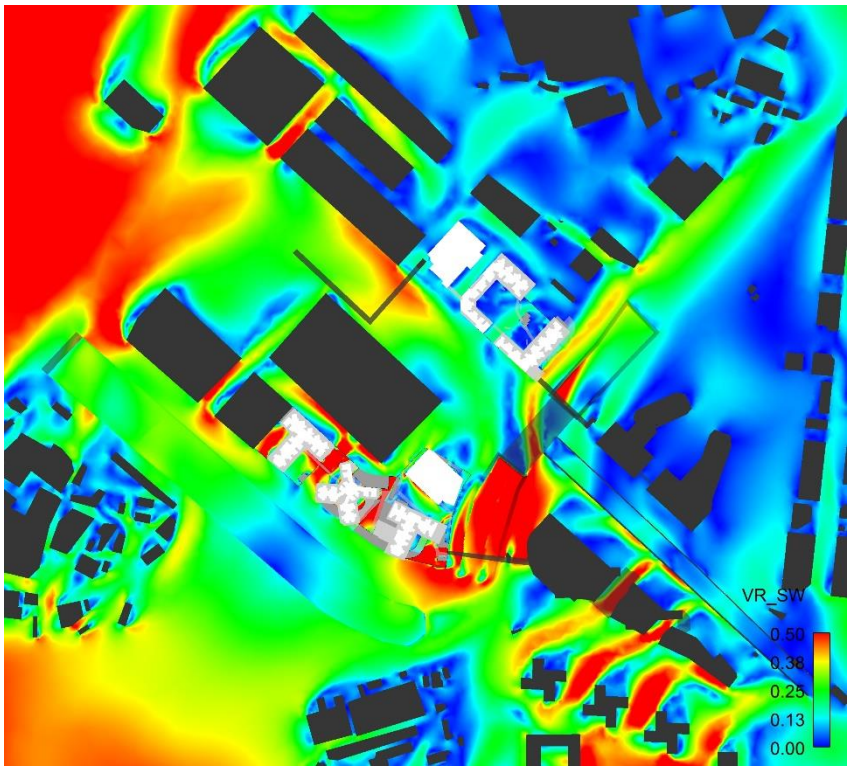

Figure B23 Contour Plot of VR under SW Wind

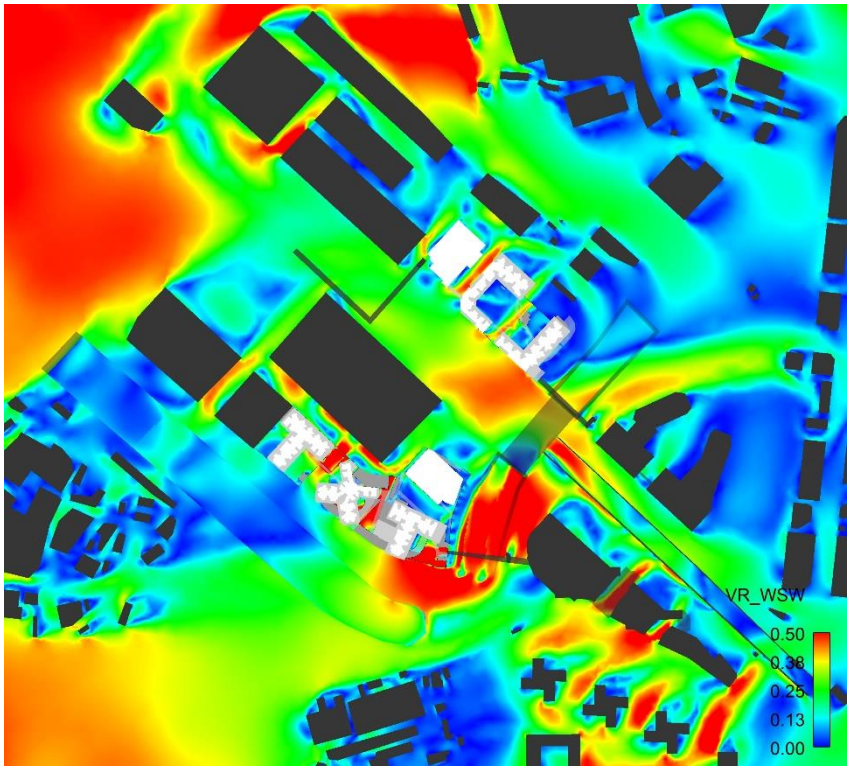

Figure B24 Contour Plot of VR under WSW Wind

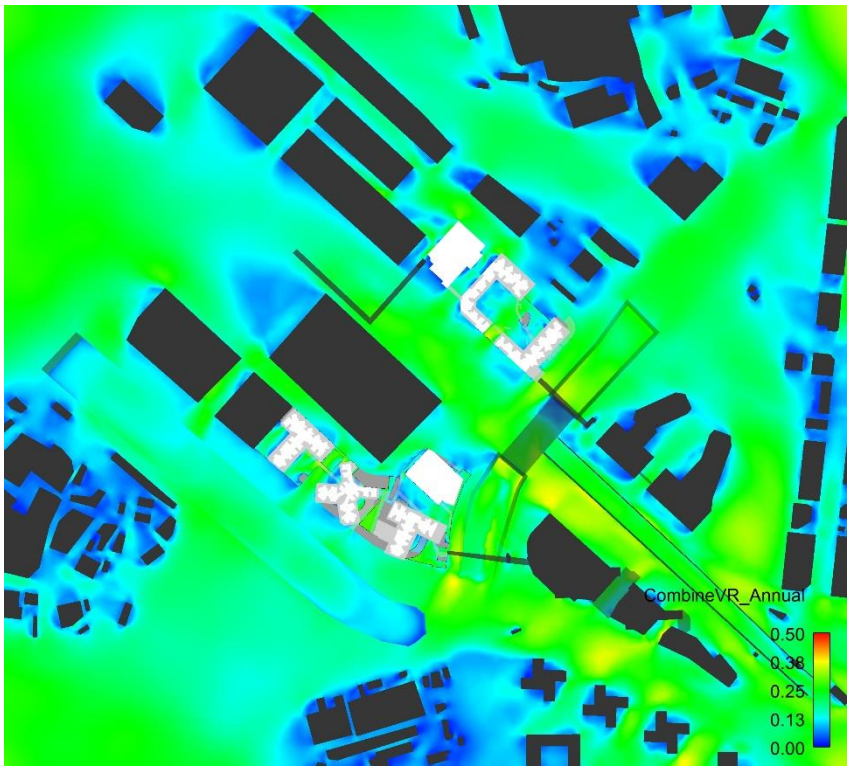

Figure B25 Annual Weighted Average Contour Plot of VR

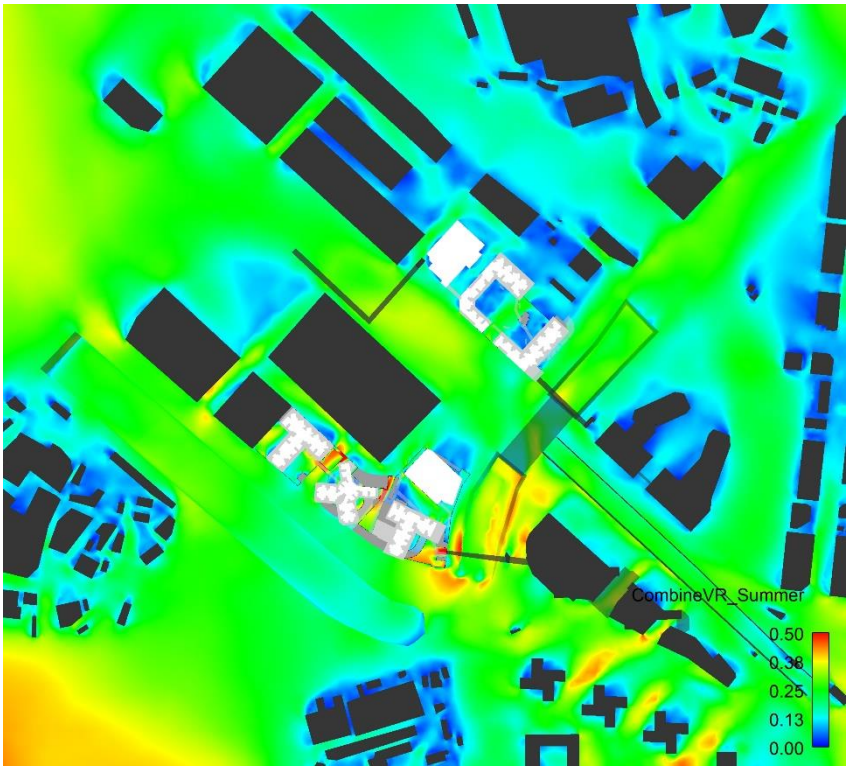

Figure B26 Summer Weighted Average Contour Plot of VR

Appendix C

Vector Plots of Velocity Ratio (VR)

Contents

C1 Baseline Scheme 1

C2 Proposed Scheme 12

C1 Baseline Scheme

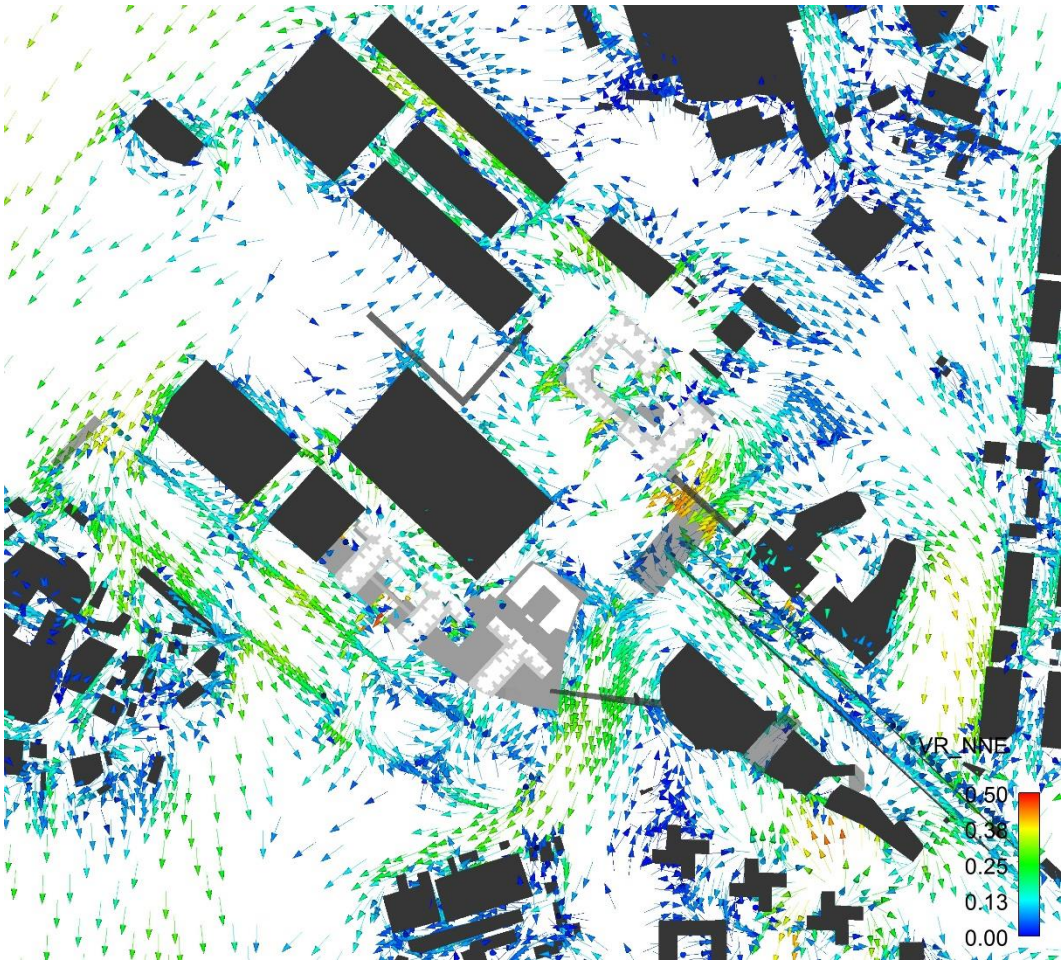

Figure C1 Vector Plot of VR under NNE Wind

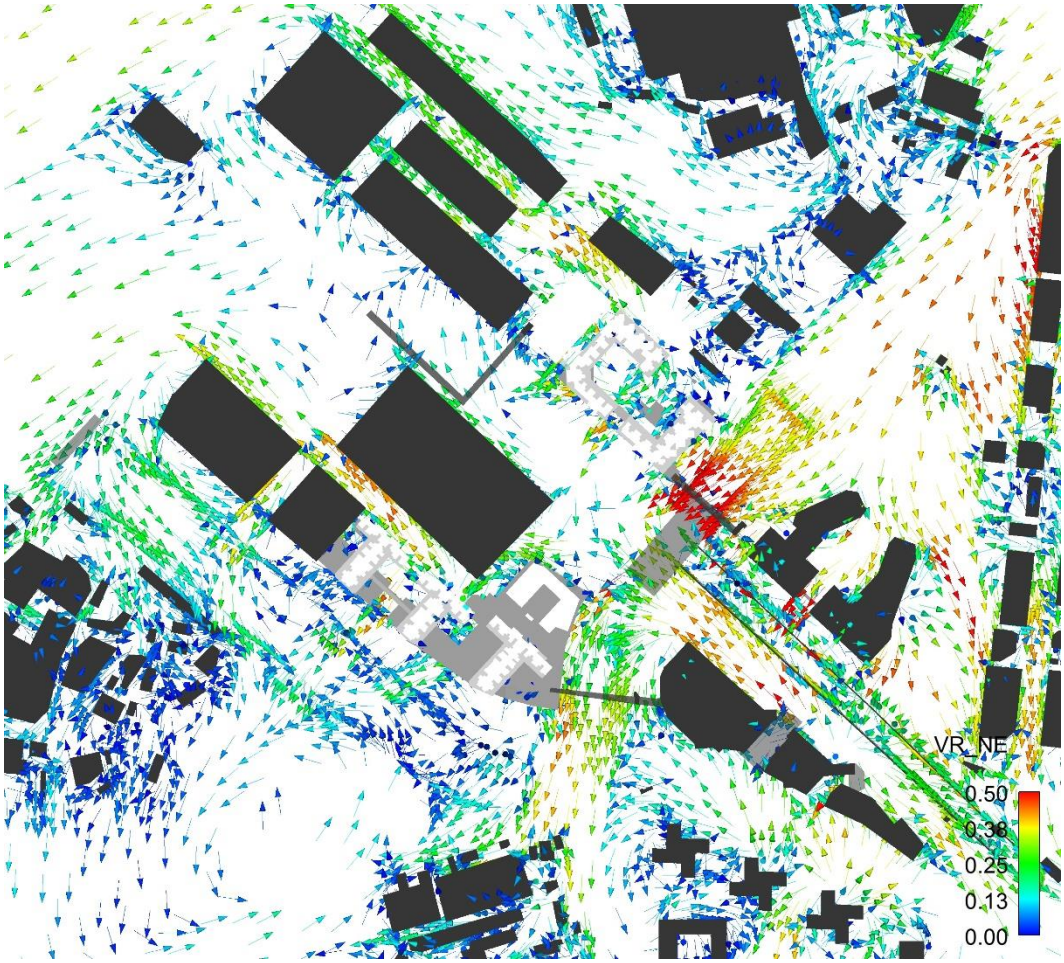

Figure C2 Vector Plot of VR under NE Wind

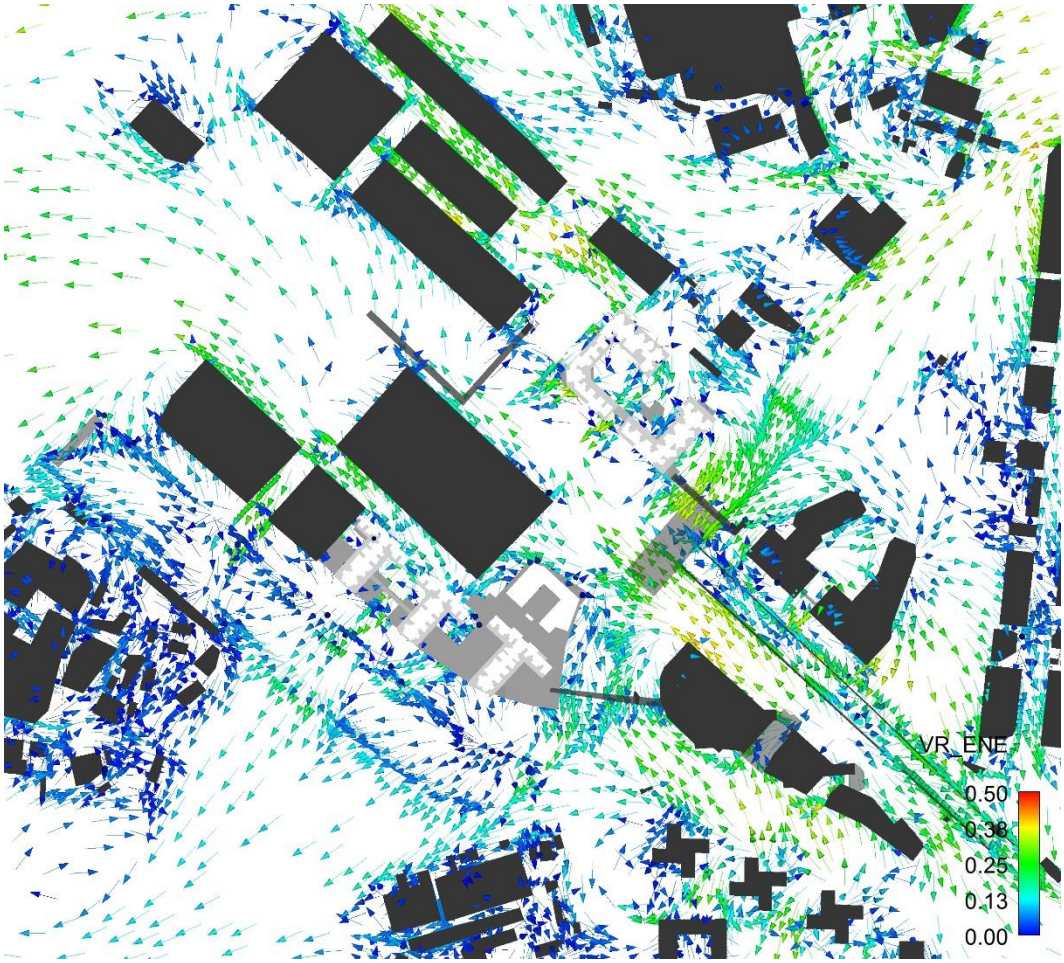

Figure C3 Vector Plot of VR under ENE Wind

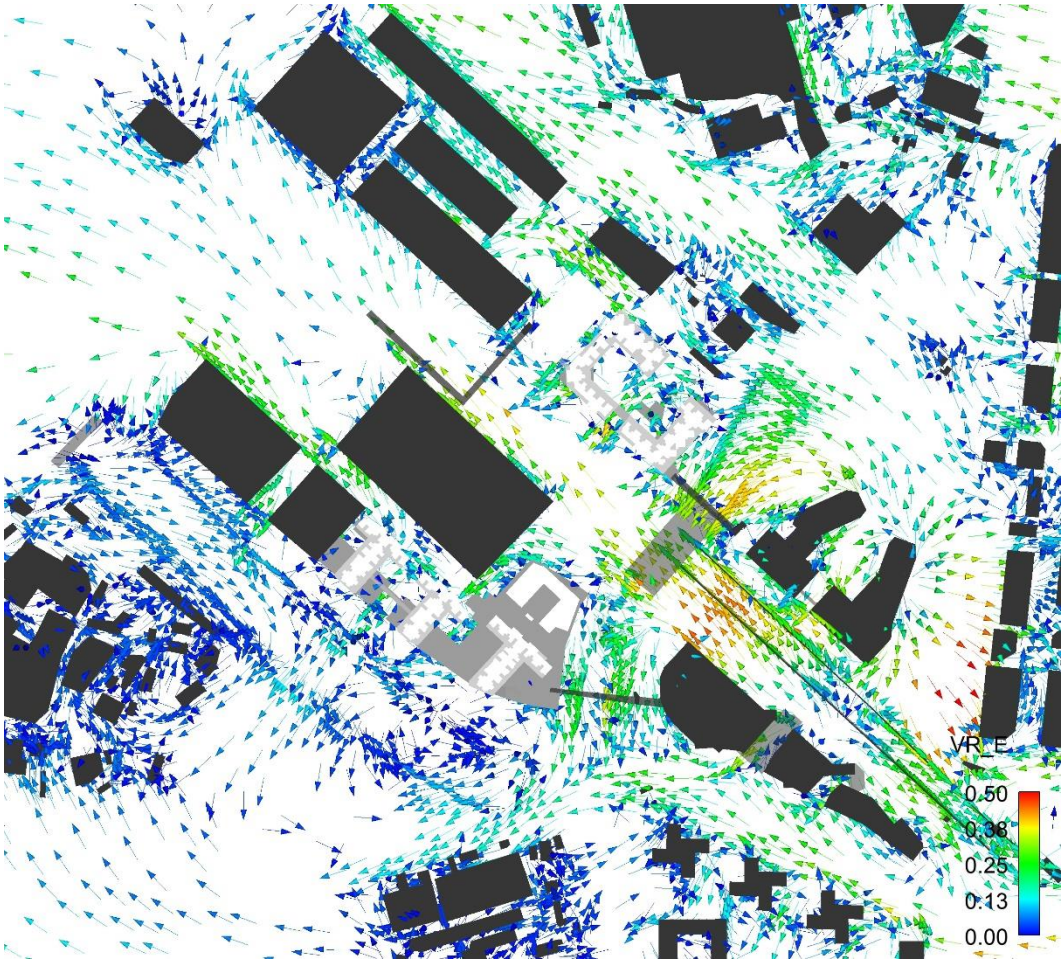

Figure C4 Vector Plot of VR under E Wind

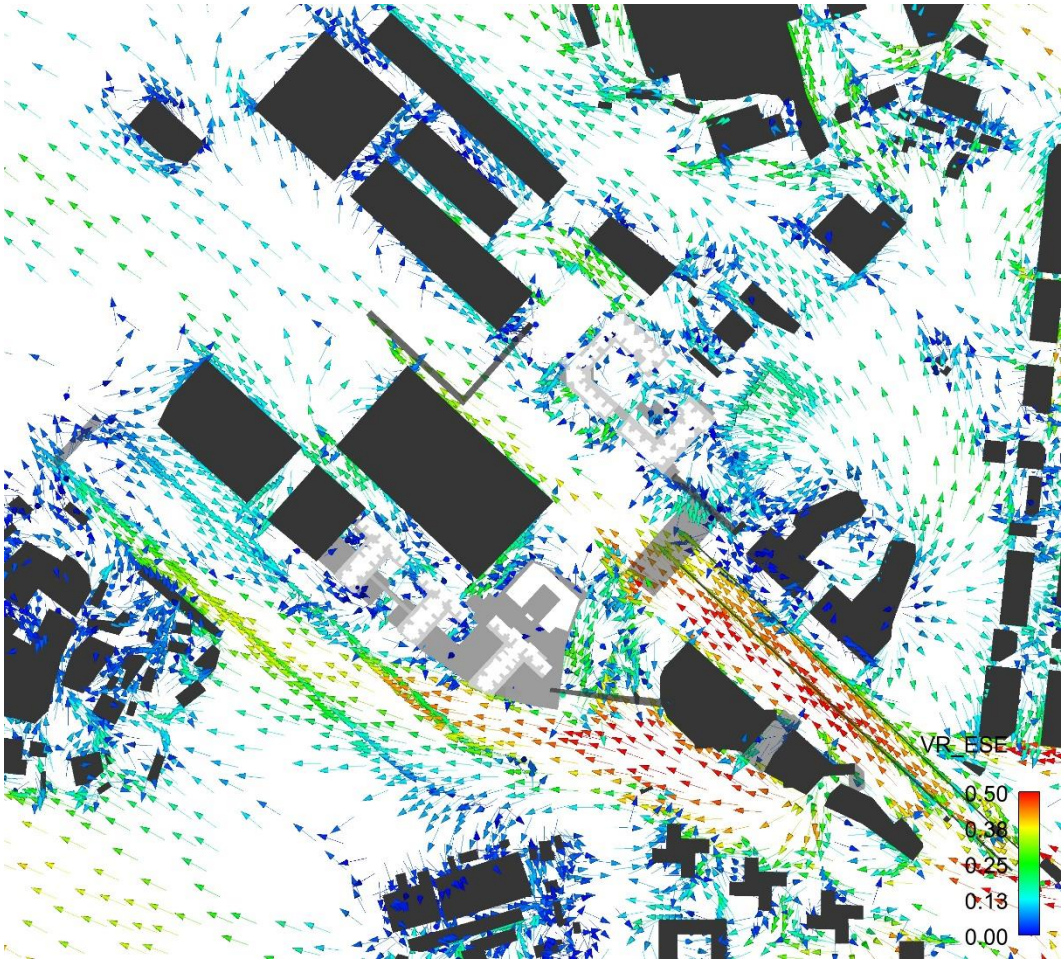

Figure C5 Vector Plot of VR under ESE Wind

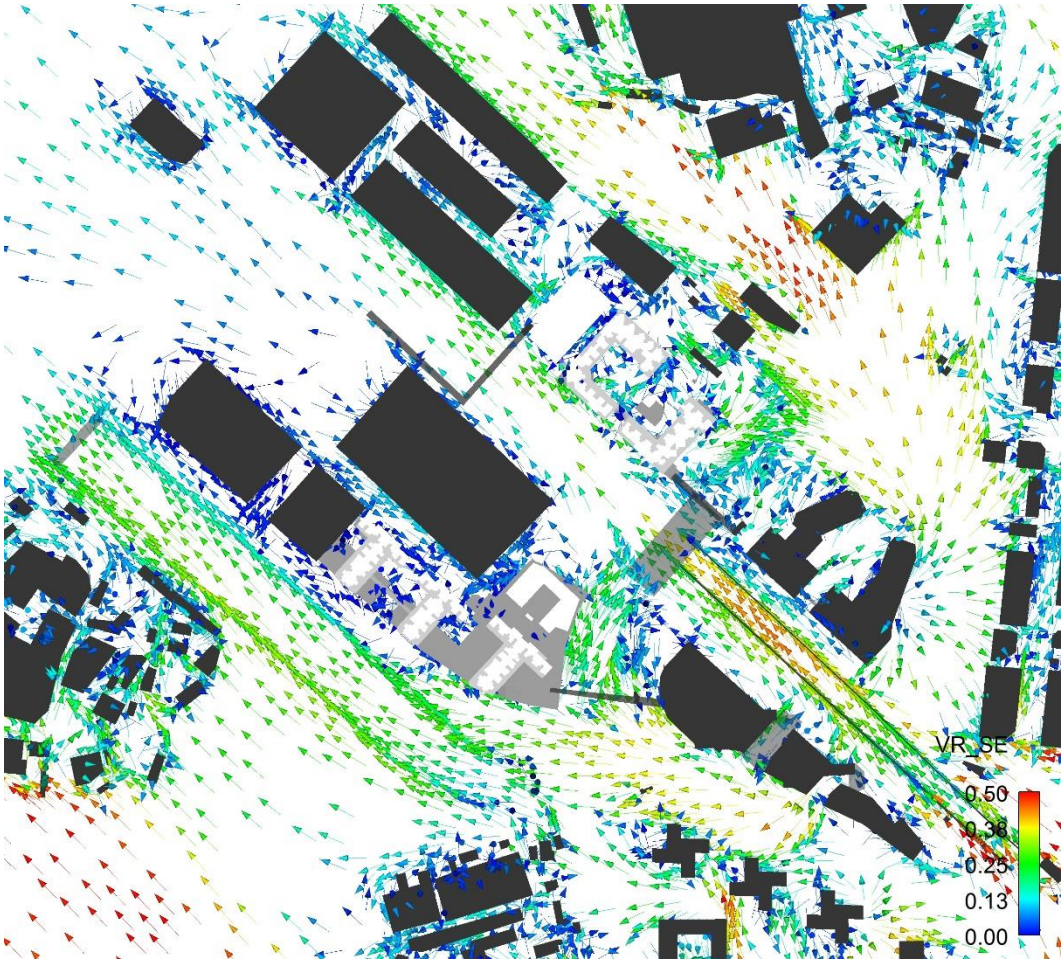

Figure C6 Vector Plot of VR under SE Wind

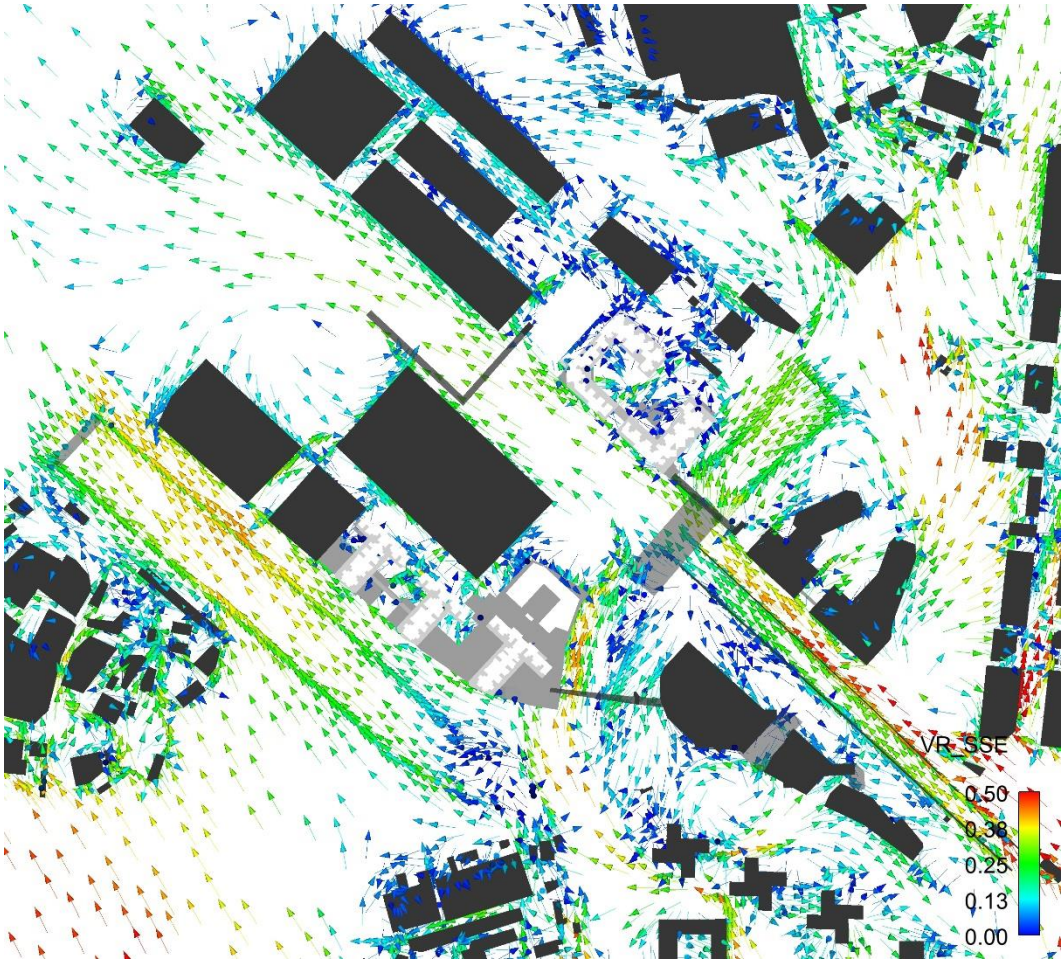

Figure C7 Vector Plot of VR under SSE Wind

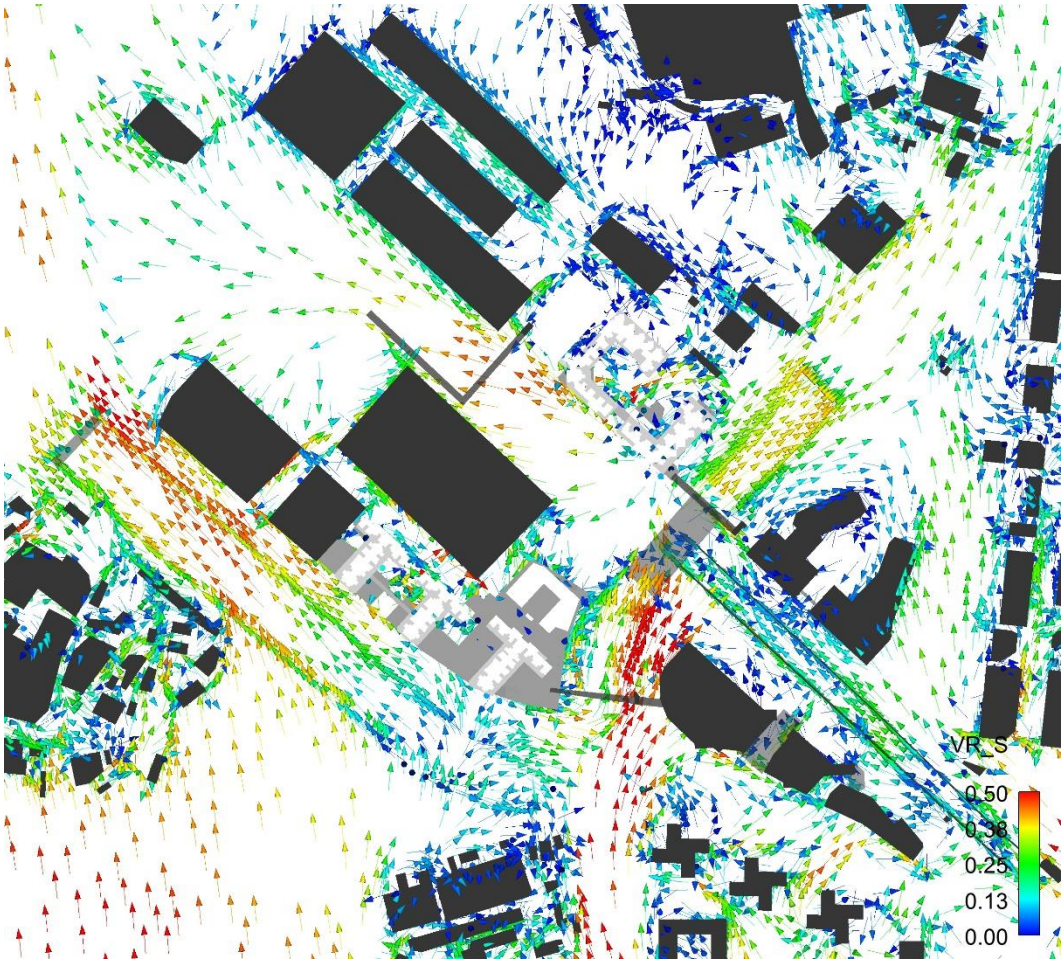

Figure C8 Vector Plot of VR under S Wind

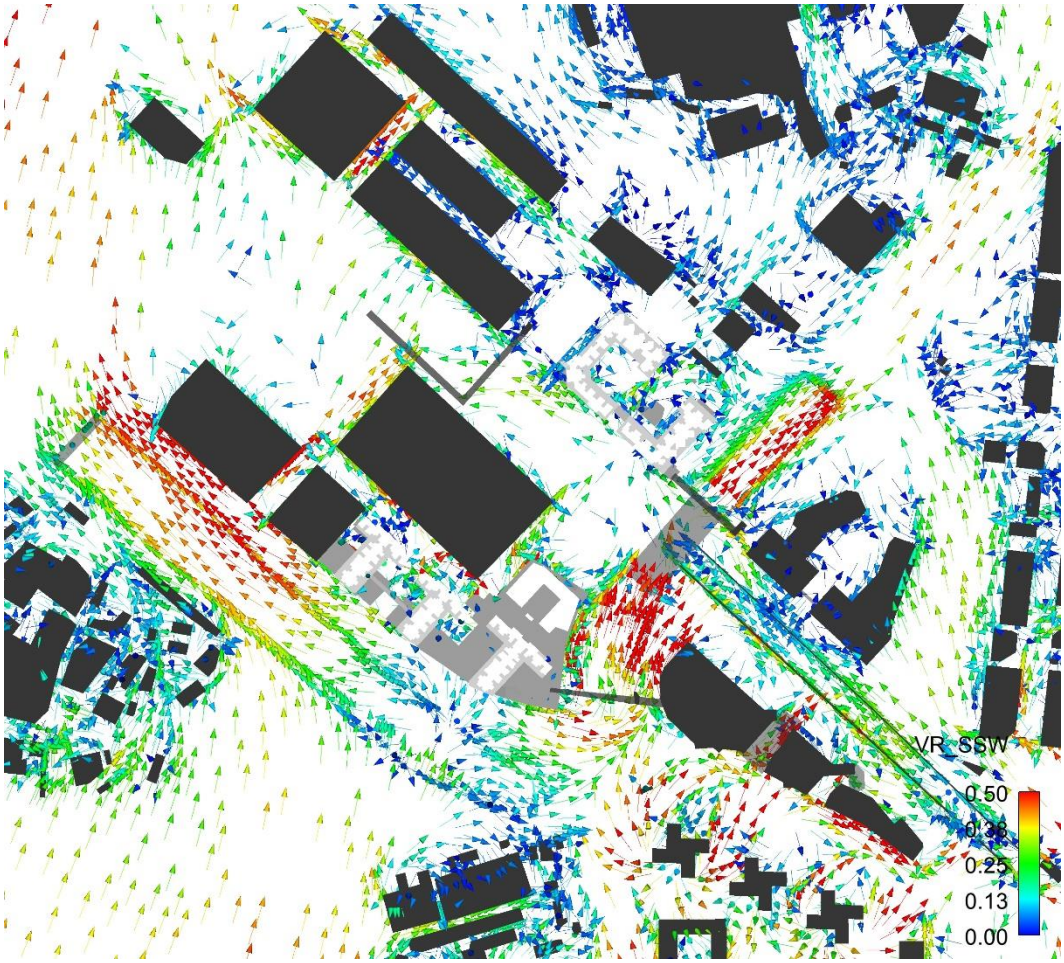

Figure C9 Vector Plot of VR under SSW Wind

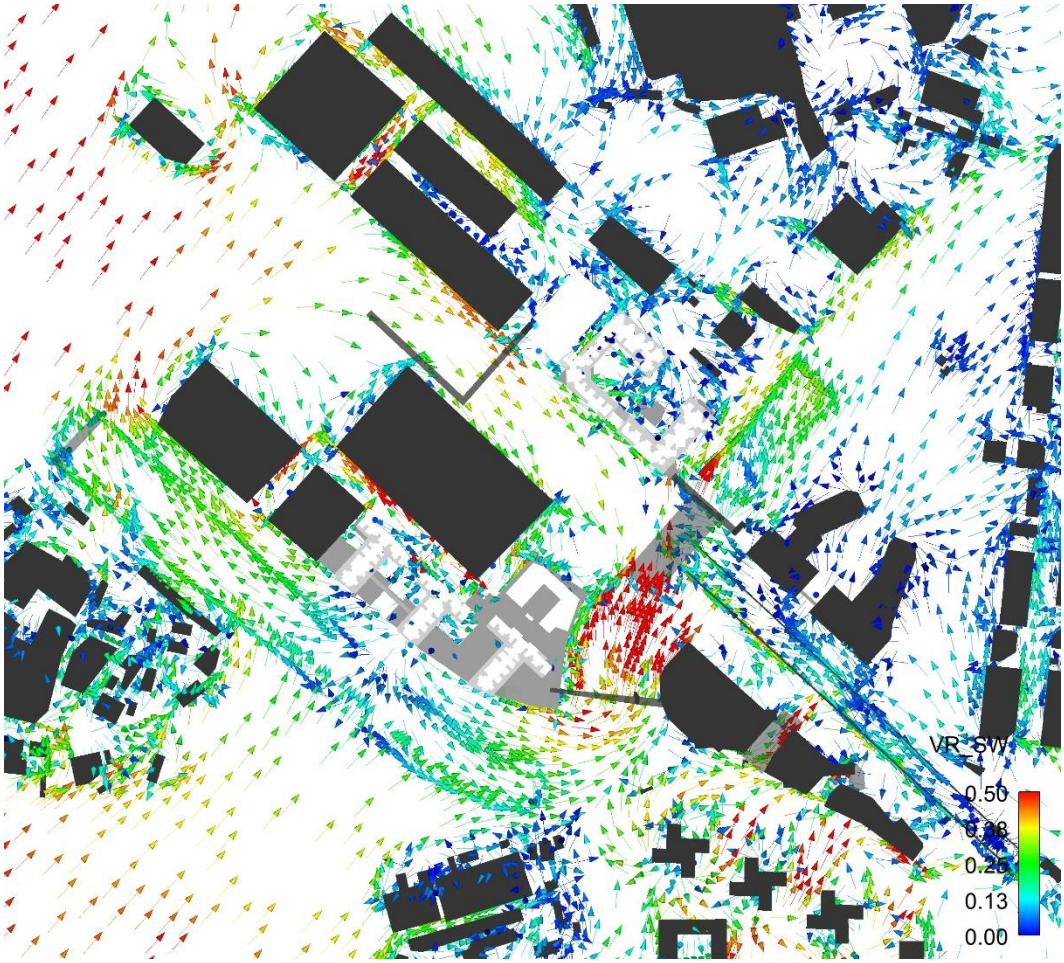

Figure C10 Vector Plot of VR under SW Wind

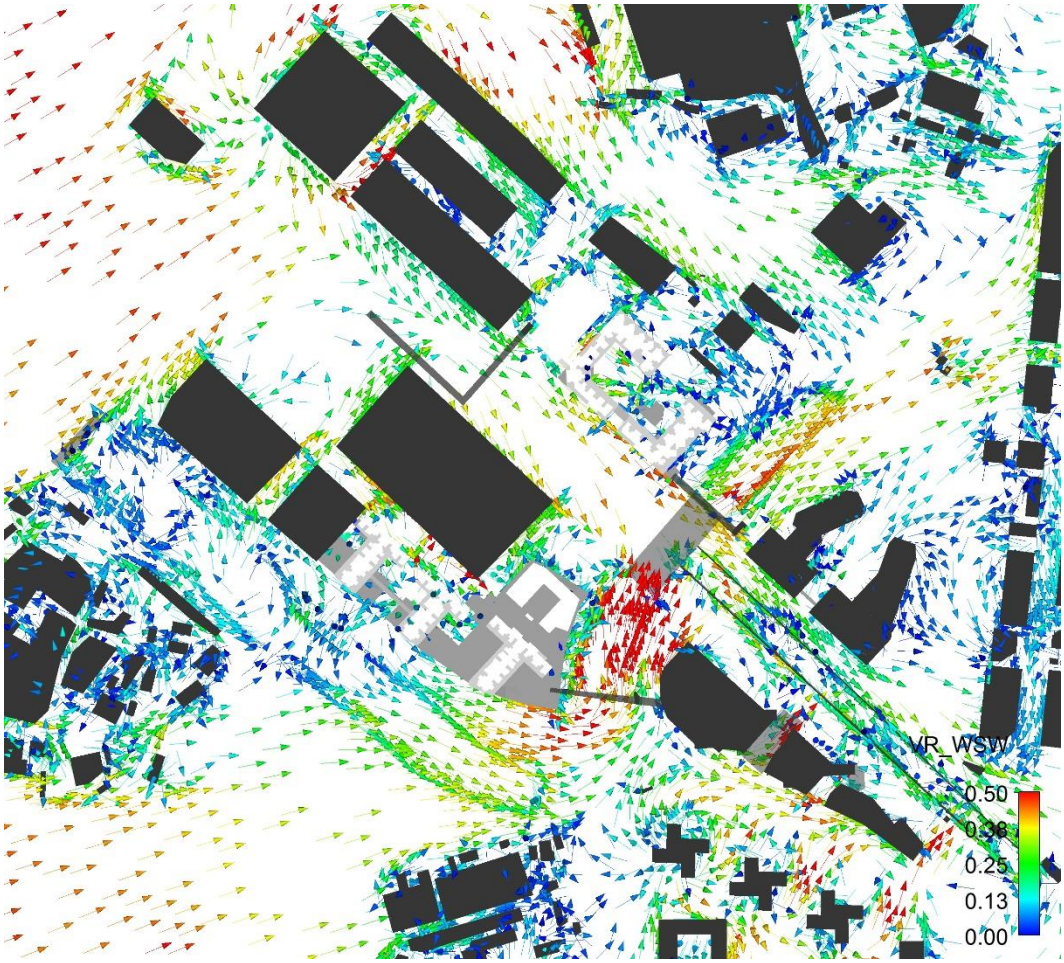

Figure C11 Vector Plot of VR under WSW Wind

C2 Proposed Scheme

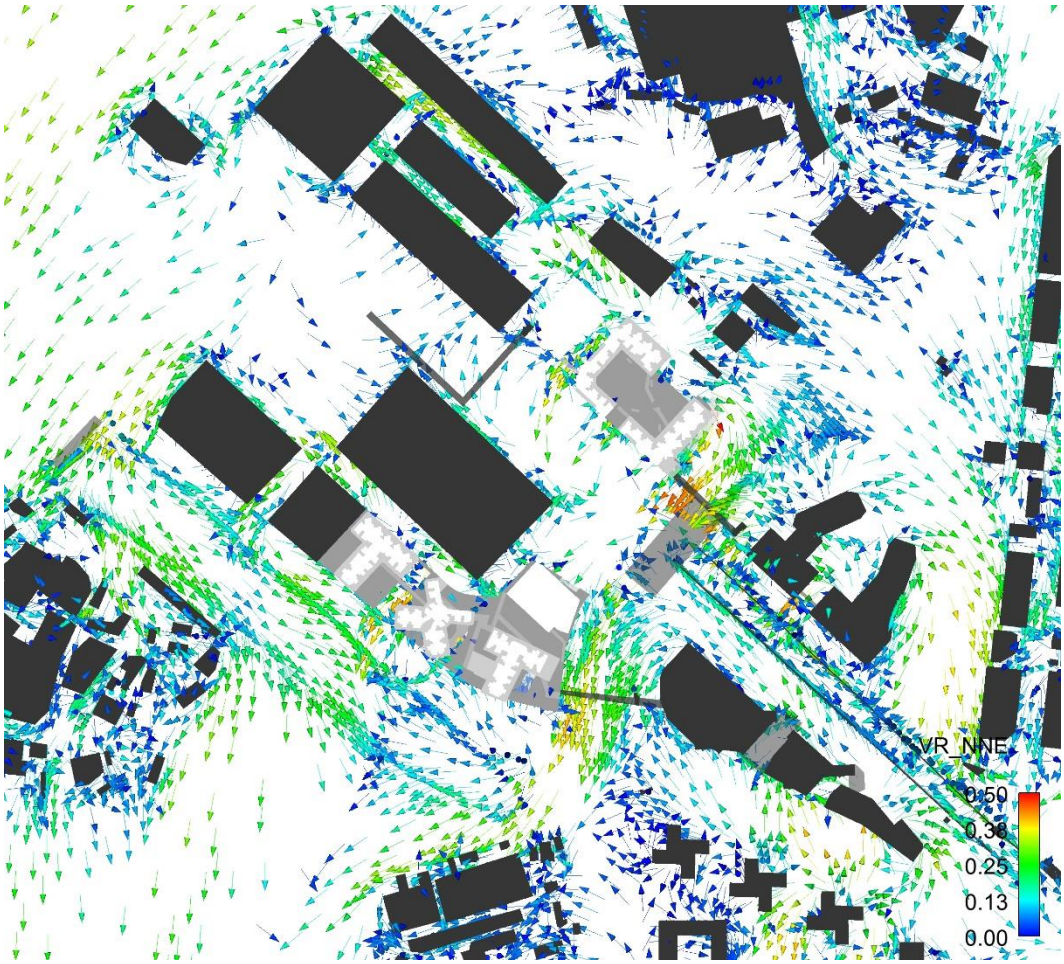

Figure C12 Vector Plot of VR under NNE Wind

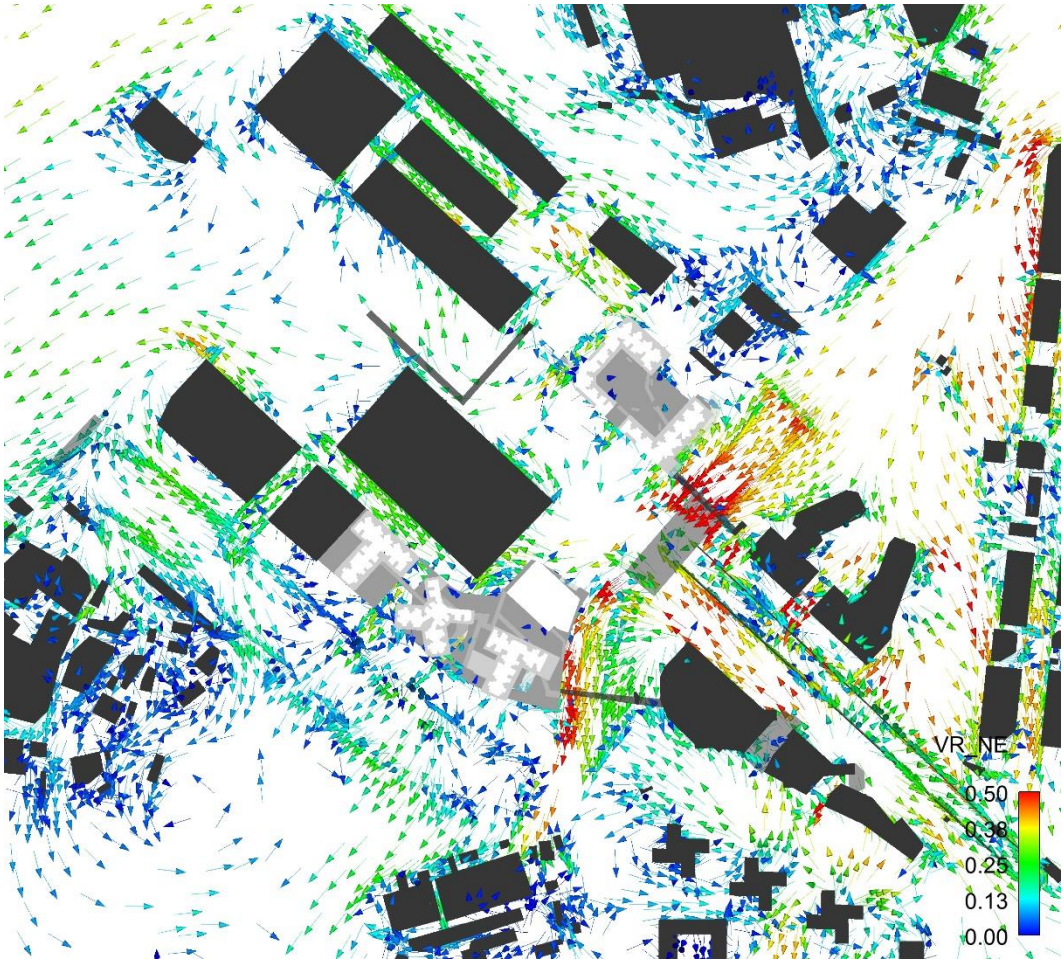

Figure C13 Vector Plot of VR under NE Wind

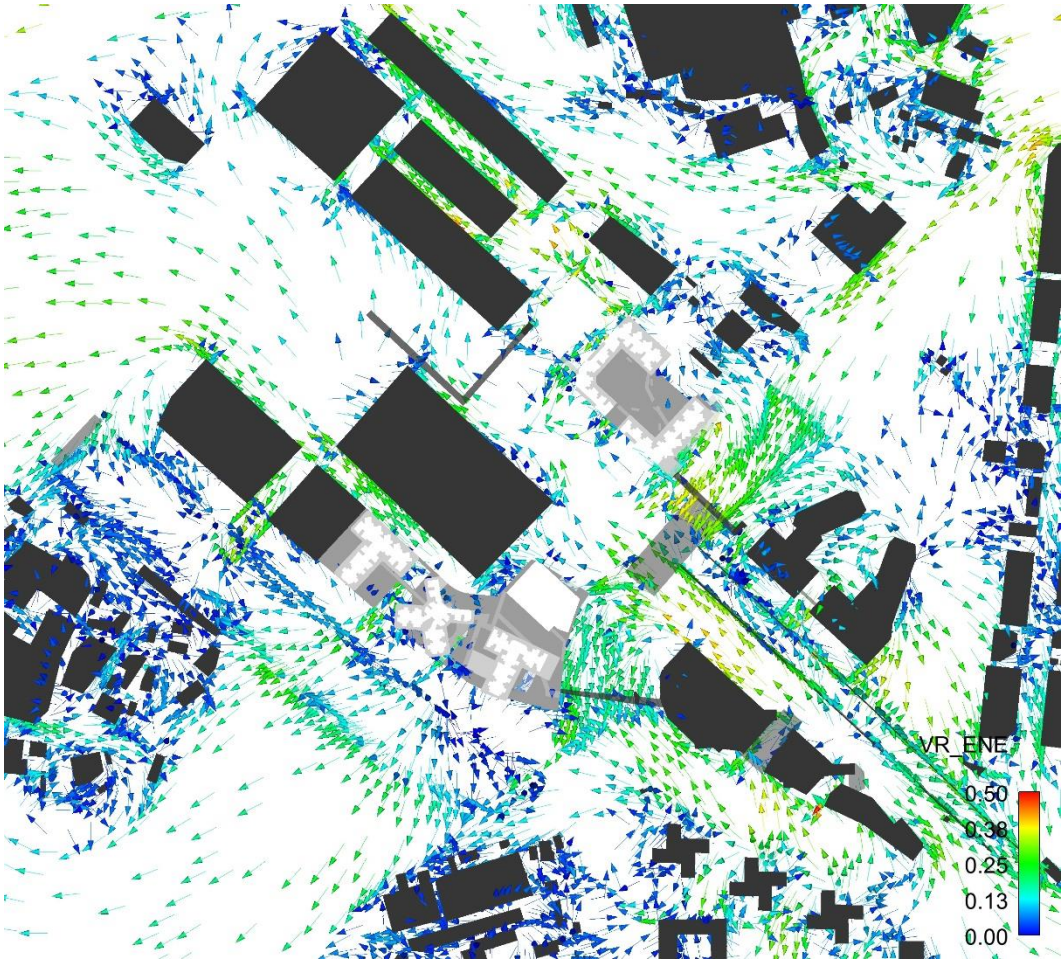

Figure C14 Vector Plot of VR under ENE Wind

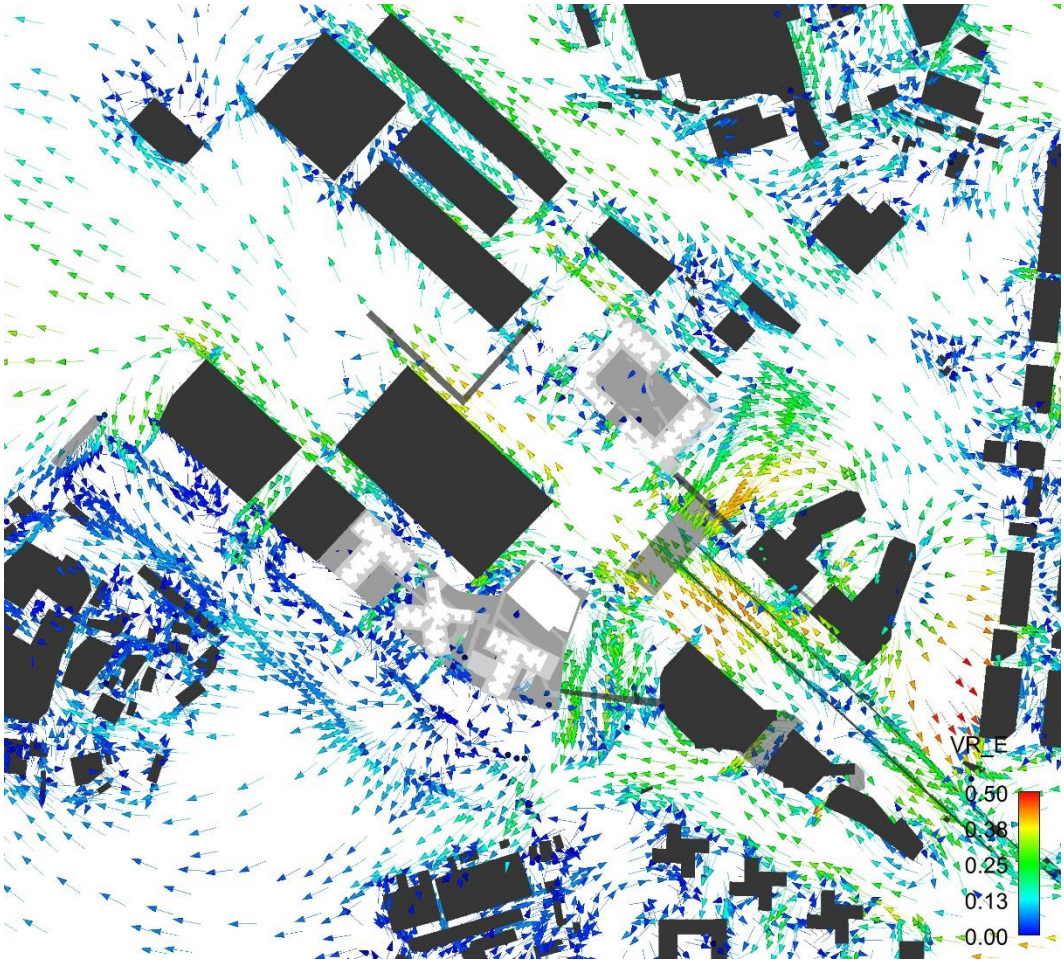

Figure C15 Vector Plot of VR under E Wind

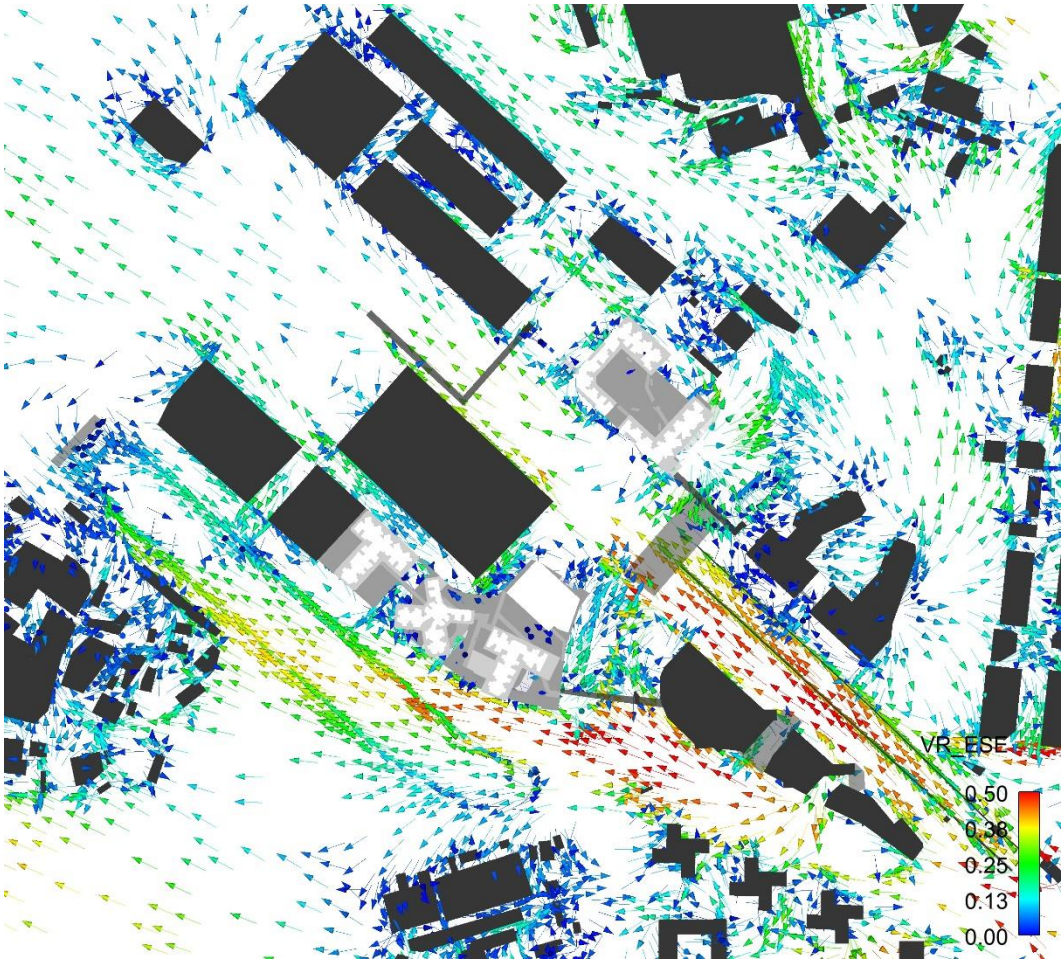

Figure C16 Vector Plot of VR under ESE Wind

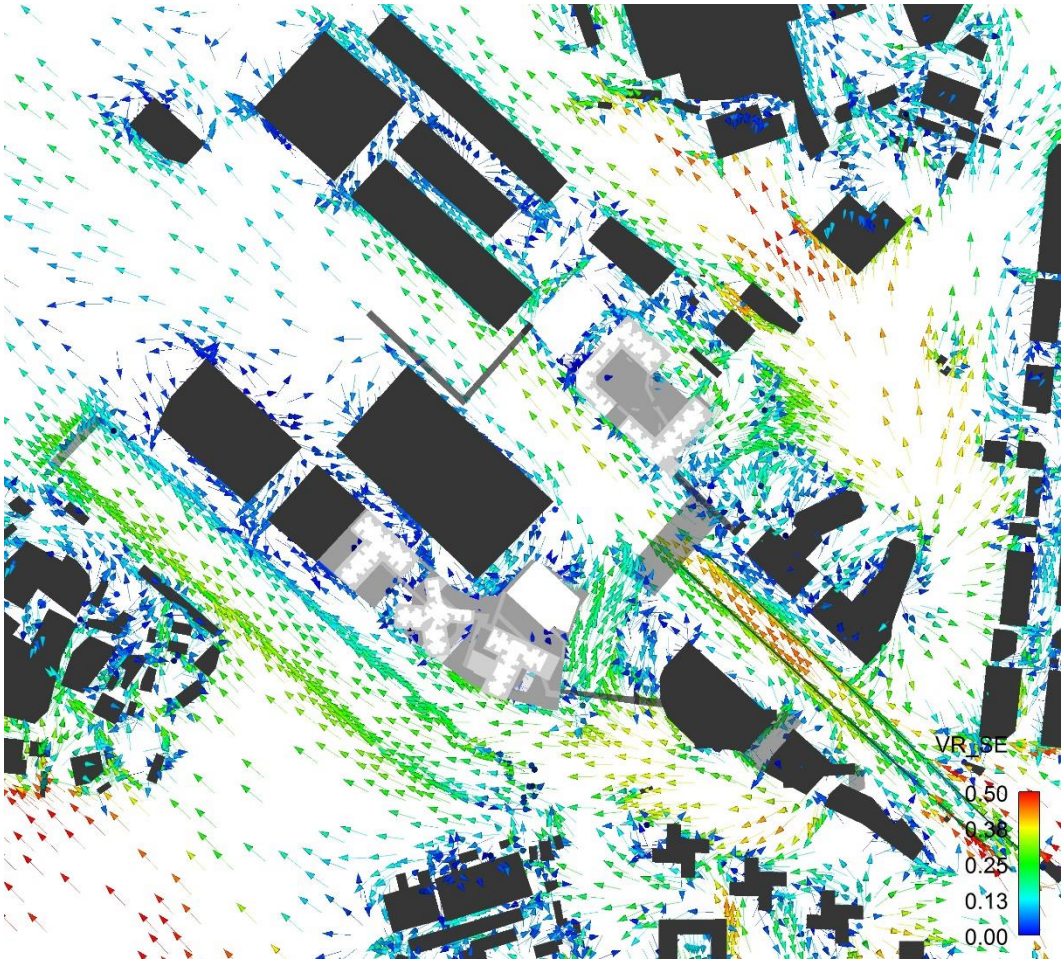

Figure C17 Vector Plot of VR under SE Wind

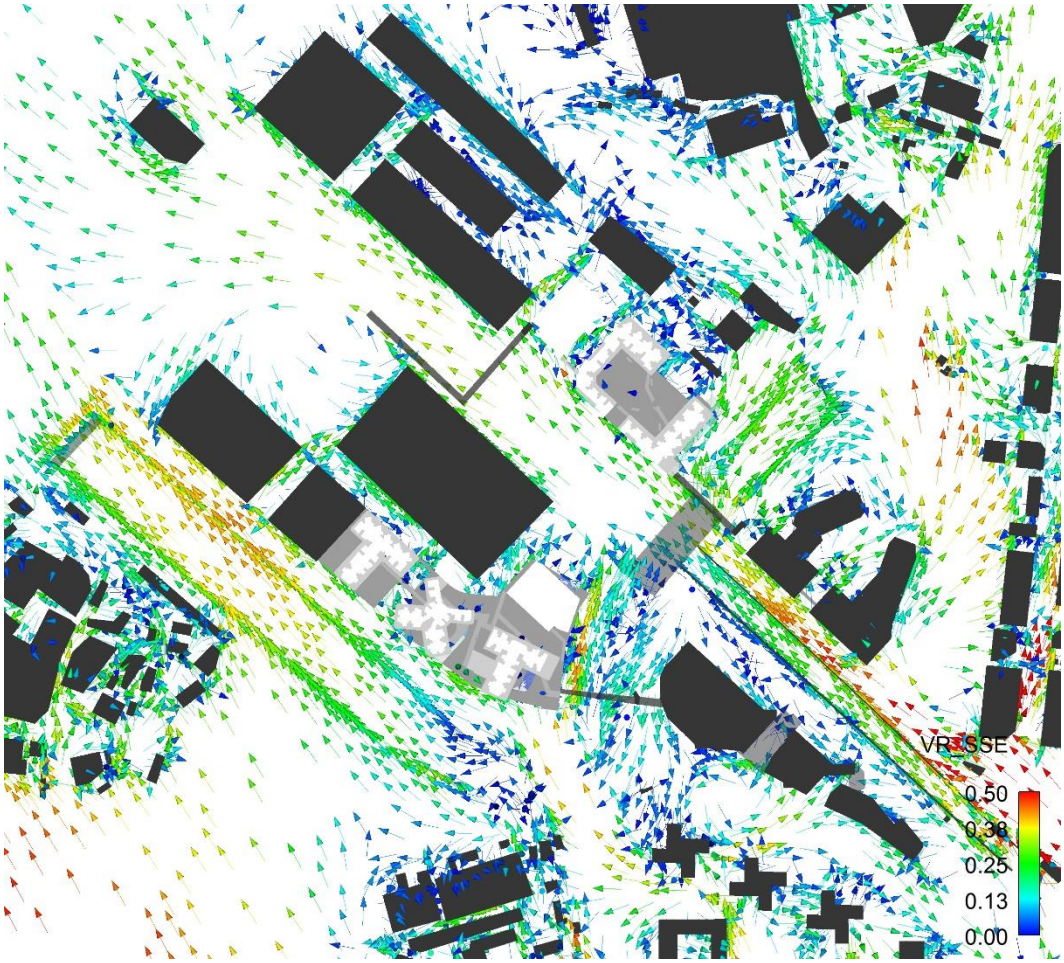

Figure C18 Vector Plot of VR under SSE Wind

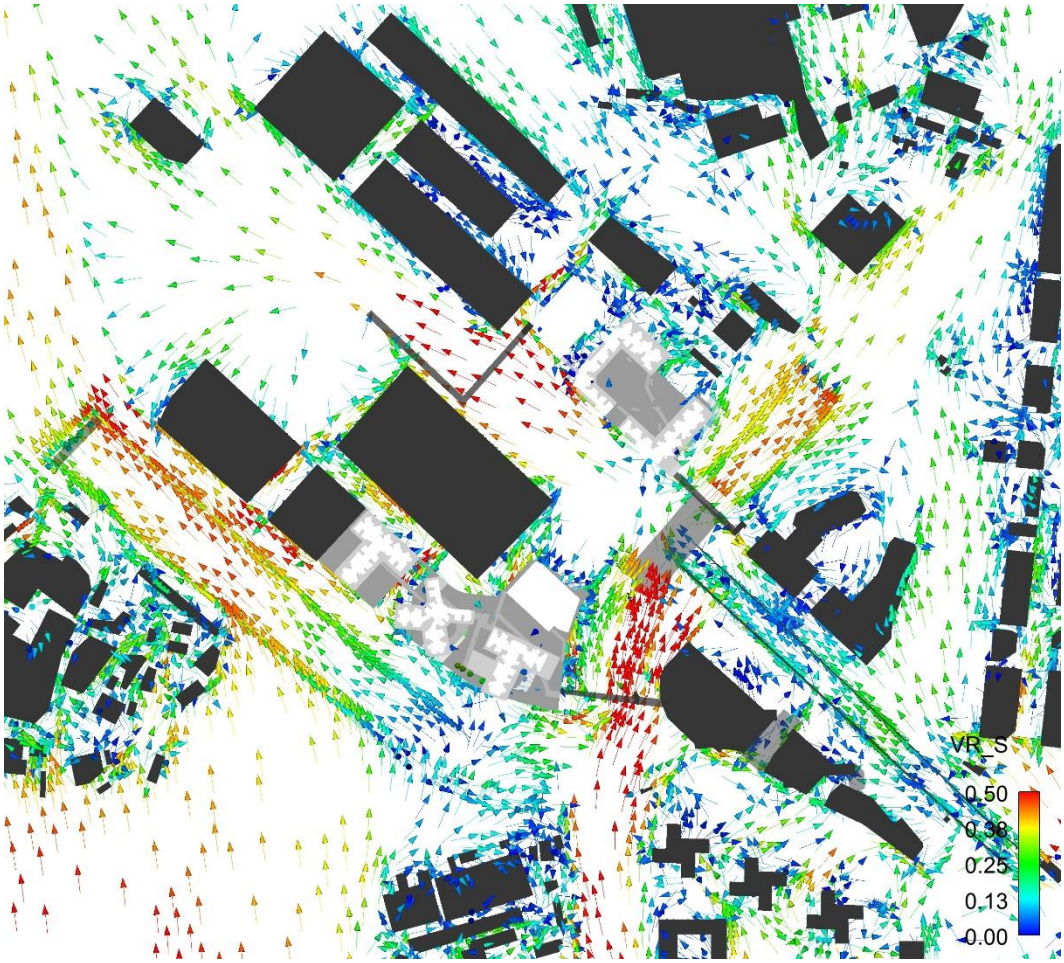

Figure C19 Vector Plot of VR under S Wind

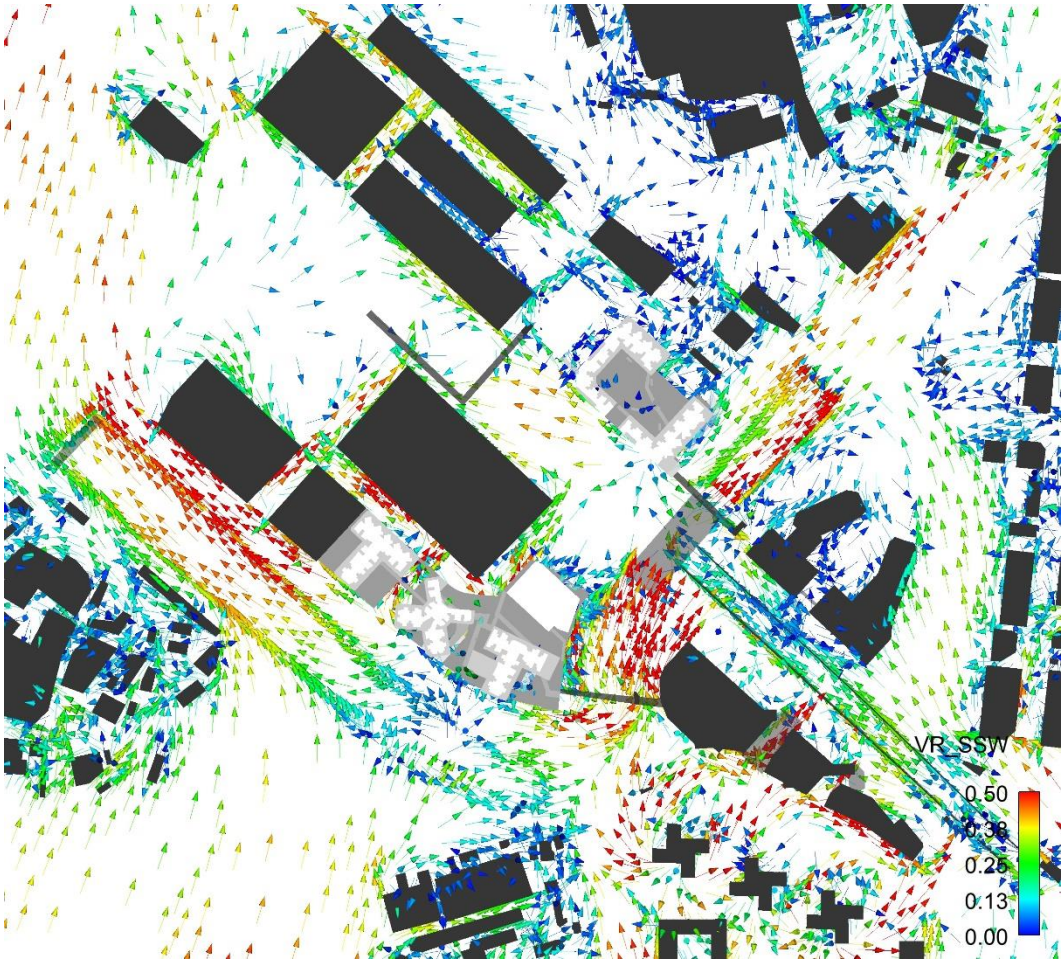

Figure C20 Vector Plot of VR under SSW Wind

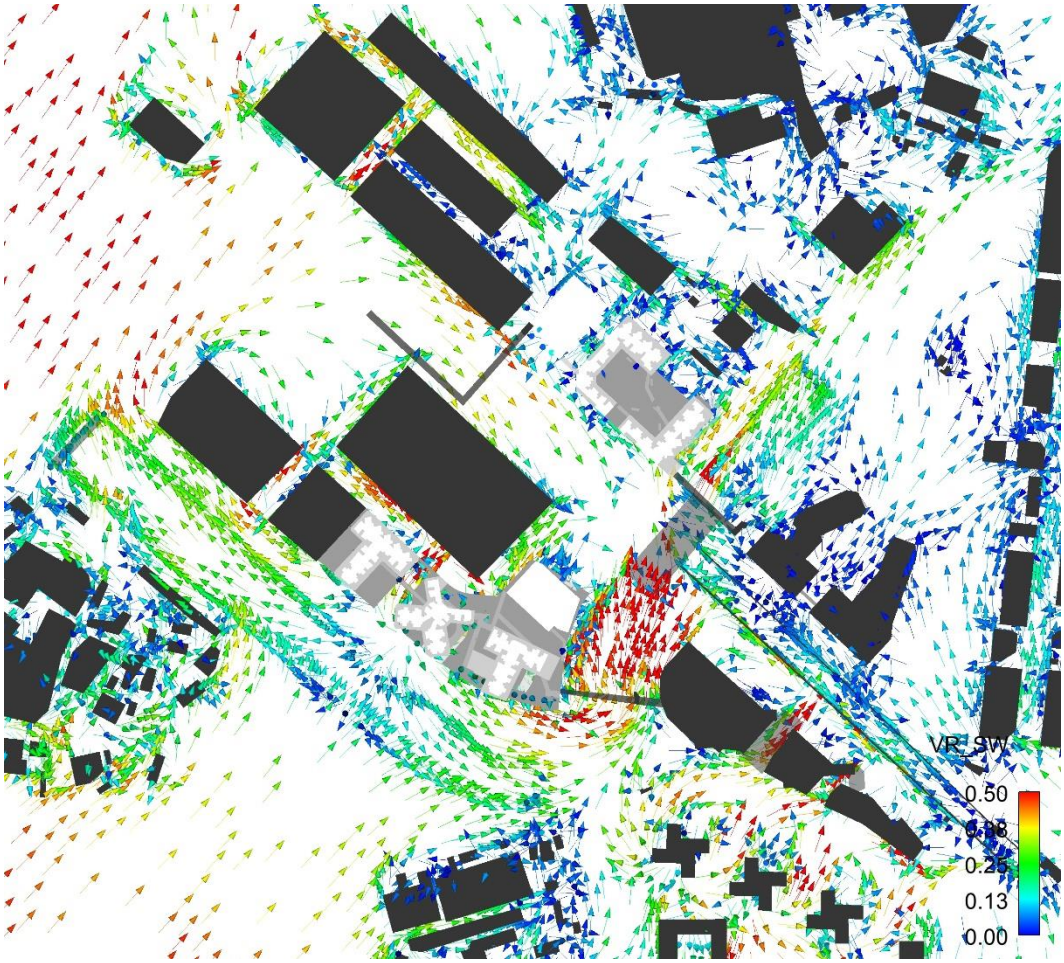

Figure C21 Vector Plot of VR under SW Wind

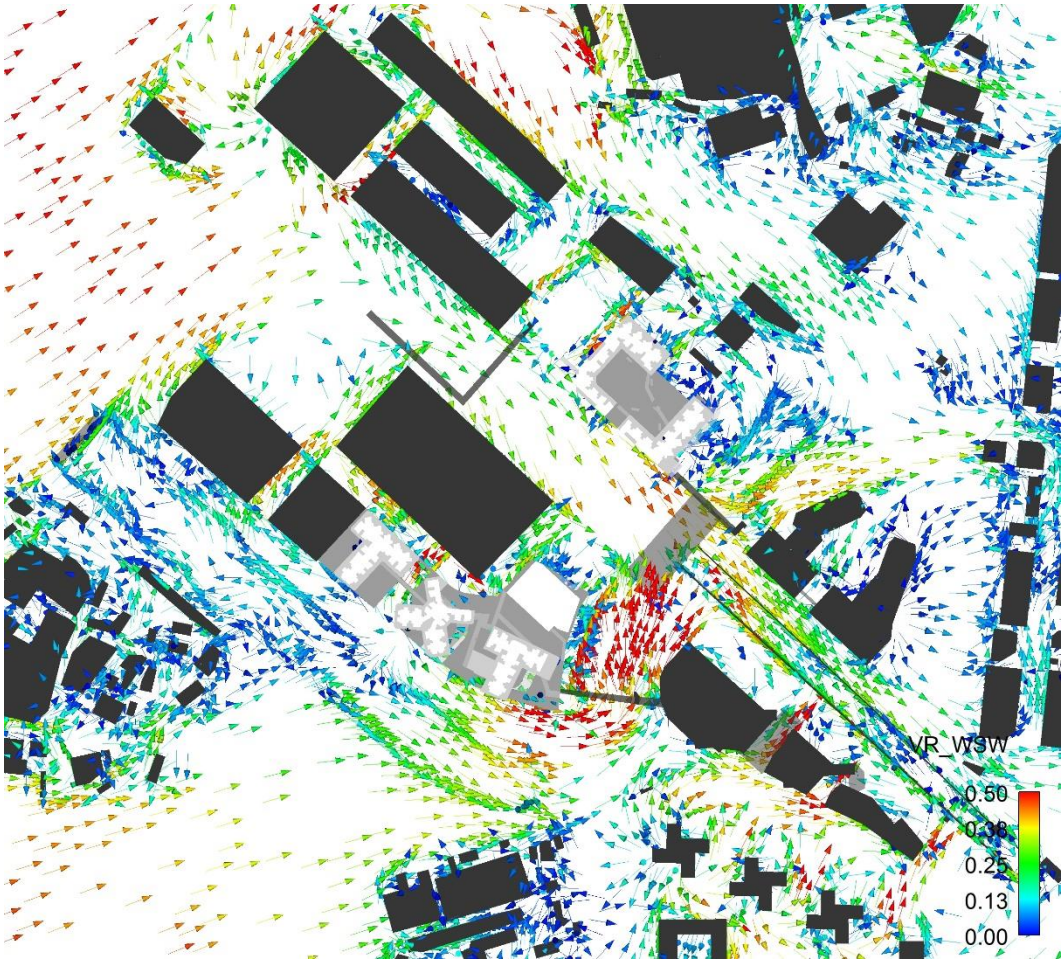

Figure C22 Vector Plot of VR under WSW Wind

Appendix D

Velocity Ratio at Test Points

Contents

D1 Baseline Scheme 1

D2 Proposed Scheme 8

D1 Baseline Scheme

Table D1 Velocity Ratio of Perimeter Test Points

Direction	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW
P1	0.18	0.33	0.18	0.17	0.14	0.04	0.08	0.17	0.01	0.11	0.29
P2	0.24	0.39	0.13	0.09	0.07	0.03	0.08	0.09	0.06	0.06	0.27
P3	0.23	0.38	0.18	0.17	0.13	0.02	0.03	0.05	0.08	0.14	0.06
P4	0.16	0.27	0.11	0.20	0.19	0.07	0.12	0.21	0.23	0.23	0.14
P5	0.36	0.10	0.12	0.02	0.06	0.06	0.15	0.17	0.18	0.21	0.18
P6	0.15	0.34	0.19	0.22	0.14	0.05	0.02	0.26	0.38	0.37	0.28
P7	0.09	0.22	0.15	0.12	0.03	0.07	0.04	0.03	0.07	0.12	0.23
P8	0.08	0.41	0.08	0.08	0.12	0.22	0.35	0.15	0.36	0.29	0.04
P9	0.12	0.23	0.09	0.18	0.19	0.24	0.39	0.35	0.55	0.45	0.19
P10	0.26	0.41	0.16	0.23	0.24	0.20	0.41	0.33	0.47	0.39	0.05
P11	0.30	0.43	0.24	0.24	0.15	0.08	0.41	0.47	0.62	0.59	0.55
P12	0.07	0.06	0.06	0.06	0.33	0.24	0.18	0.25	0.34	0.42	0.46
P13	0.03	0.04	0.03	0.03	0.38	0.29	0.27	0.11	0.07	0.19	0.32
P14	0.13	0.19	0.13	0.10	0.18	0.11	0.24	0.20	0.17	0.16	0.23
P15	0.15	0.05	0.08	0.03	0.06	0.03	0.26	0.24	0.12	0.28	0.23
P16	0.14	0.03	0.05	0.04	0.04	0.01	0.28	0.40	0.35	0.14	0.04
P17	0.03	0.09	0.07	0.06	0.02	0.02	0.20	0.27	0.21	0.03	0.05
P18	0.13	0.06	0.04	0.03	0.02	0.01	0.26	0.35	0.30	0.24	0.16
P19	0.21	0.30	0.30	0.23	0.20	0.16	0.12	0.12	0.06	0.12	0.06
P20	0.16	0.25	0.24	0.25	0.23	0.01	0.04	0.03	0.02	0.01	0.09
P21	0.19	0.26	0.24	0.27	0.24	0.05	0.02	0.01	0.04	0.03	0.09
P22	0.18	0.10	0.09	0.12	0.15	0.05	0.01	0.02	0.03	0.10	0.09
P23	0.17	0.12	0.15	0.14	0.09	0.10	0.10	0.30	0.22	0.09	0.05

Direction	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW
P24	0.15	0.01	0.12	0.15	0.14	0.06	0.10	0.11	0.09	0.09	0.14
P25	0.24	0.30	0.24	0.08	0.08	0.28	0.30	0.31	0.16	0.37	0.06
P26	0.37	0.48	0.28	0.16	0.06	0.29	0.26	0.28	0.18	0.33	0.08
P27	0.32	0.41	0.18	0.26	0.06	0.17	0.18	0.14	0.11	0.33	0.09
P28	0.29	0.38	0.16	0.35	0.16	0.10	0.19	0.10	0.25	0.40	0.41
P29	0.05	0.07	0.09	0.15	0.05	0.20	0.24	0.22	0.08	0.20	0.42
P30	0.37	0.43	0.35	0.36	0.25	0.22	0.24	0.31	0.20	0.28	0.45
P31	0.12	0.04	0.03	0.03	0.08	0.25	0.28	0.43	0.29	0.21	0.32
P32	0.30	0.22	0.15	0.14	0.08	0.22	0.25	0.37	0.19	0.20	0.25
P33	0.15	0.11	0.08	0.03	0.03	0.22	0.25	0.35	0.08	0.08	0.04
P34	0.13	0.03	0.02	0.02	0.02	0.09	0.08	0.03	0.02	0.16	0.23
P35	0.10	0.16	0.18	0.12	0.12	0.16	0.17	0.11	0.05	0.01	0.19

Table D2 Velocity Ratio of Overall Test Points

Direction	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW
O1	0.02	0.16	0.05	0.08	0.09	0.23	0.21	0.50	0.40	0.13	0.03
O2	0.16	0.31	0.12	0.03	0.05	0.09	0.42	0.51	0.33	0.12	0.11
O3	0.26	0.33	0.14	0.13	0.48	0.34	0.05	0.43	0.36	0.32	0.28
O4	0.26	0.22	0.11	0.06	0.06	0.22	0.13	0.22	0.38	0.51	0.57
O5	0.20	0.13	0.10	0.21	0.13	0.18	0.17	0.38	0.58	0.70	0.59
O6	0.05	0.25	0.28	0.31	0.43	0.11	0.06	0.01	0.11	0.08	0.02
O7	0.15	0.05	0.17	0.17	0.12	0.13	0.26	0.09	0.40	0.21	0.33
O8	0.25	0.52	0.28	0.34	0.15	0.05	0.28	0.39	0.57	0.06	0.38
O9	0.11	0.39	0.22	0.23	0.19	0.05	0.31	0.36	0.44	0.25	0.25
O10	0.07	0.36	0.22	0.20	0.17	0.35	0.12	0.18	0.14	0.23	0.03
O11	0.07	0.42	0.25	0.11	0.14	0.43	0.35	0.29	0.31	0.27	0.03
O12	0.09	0.15	0.11	0.05	0.13	0.07	0.39	0.41	0.50	0.24	0.08
O13	0.27	0.32	0.33	0.21	0.13	0.02	0.21	0.39	0.43	0.50	0.45
O14	0.29	0.04	0.03	0.05	0.07	0.02	0.38	0.44	0.54	0.33	0.10
O15	0.04	0.11	0.25	0.18	0.54	0.38	0.08	0.35	0.23	0.05	0.10
O16	0.07	0.15	0.20	0.24	0.51	0.28	0.18	0.06	0.33	0.40	0.36
O17	0.27	0.40	0.27	0.29	0.24	0.08	0.29	0.33	0.41	0.10	0.36
O18	0.05	0.08	0.08	0.08	0.09	0.02	0.09	0.11	0.45	0.15	0.28
O19	0.06	0.04	0.09	0.07	0.04	0.03	0.06	0.07	0.19	0.23	0.06
O20	0.08	0.05	0.19	0.13	0.17	0.07	0.30	0.27	0.37	0.29	0.16
O21	0.28	0.40	0.26	0.27	0.21	0.09	0.02	0.05	0.03	0.25	0.37
O22	0.06	0.01	0.07	0.11	0.04	0.19	0.23	0.24	0.16	0.17	0.21
O23	0.02	0.04	0.12	0.08	0.08	0.21	0.22	0.24	0.18	0.36	0.20
O24	0.07	0.05	0.12	0.07	0.12	0.26	0.27	0.32	0.03	0.41	0.22
O25	0.08	0.32	0.15	0.04	0.03	0.10	0.37	0.05	0.19	0.08	0.29
O26	0.31	0.54	0.20	0.29	0.13	0.12	0.39	0.07	0.09	0.07	0.22

Direction	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW
O27	0.23	0.29	0.27	0.16	0.02	0.03	0.11	0.17	0.16	0.37	0.19
O28	0.09	0.30	0.27	0.16	0.09	0.08	0.13	0.16	0.20	0.29	0.21
O29	0.22	0.37	0.32	0.18	0.16	0.10	0.12	0.10	0.22	0.14	0.04
O30	0.17	0.08	0.08	0.07	0.11	0.09	0.09	0.12	0.12	0.04	0.04
O31	0.08	0.24	0.16	0.18	0.15	0.27	0.02	0.07	0.09	0.12	0.41
O32	0.03	0.18	0.11	0.21	0.15	0.29	0.06	0.08	0.06	0.07	0.29
O33	0.12	0.27	0.30	0.24	0.13	0.29	0.04	0.05	0.03	0.12	0.22
O34	0.06	0.19	0.16	0.18	0.05	0.27	0.04	0.04	0.01	0.06	0.33
O35	0.12	0.09	0.11	0.11	0.09	0.24	0.10	0.11	0.08	0.12	0.26
O36	0.11	0.03	0.09	0.21	0.15	0.45	0.17	0.03	0.10	0.04	0.22
O37	0.08	0.01	0.03	0.17	0.15	0.46	0.20	0.20	0.06	0.05	0.15
O38	0.15	0.35	0.02	0.11	0.17	0.38	0.48	0.16	0.14	0.05	0.41
O39	0.05	0.18	0.20	0.19	0.15	0.30	0.08	0.05	0.08	0.11	0.42
O40	0.04	0.19	0.09	0.20	0.17	0.38	0.12	0.02	0.10	0.07	0.17
O41	0.02	0.12	0.13	0.16	0.15	0.47	0.15	0.02	0.08	0.12	0.12
O42	0.06	0.13	0.20	0.19	0.17	0.43	0.18	0.01	0.06	0.12	0.18
O43	0.03	0.09	0.20	0.13	0.20	0.41	0.22	0.09	0.07	0.06	0.21
O44	0.24	0.15	0.04	0.03	0.07	0.08	0.08	0.21	0.18	0.05	0.12
O45	0.08	0.05	0.05	0.03	0.07	0.10	0.10	0.05	0.07	0.23	0.09
O46	0.34	0.16	0.05	0.03	0.29	0.30	0.34	0.43	0.38	0.37	0.05
O47	0.23	0.09	0.15	0.08	0.15	0.27	0.28	0.37	0.33	0.27	0.26
O48	0.14	0.09	0.16	0.09	0.19	0.28	0.28	0.35	0.34	0.22	0.24
O49	0.09	0.06	0.11	0.03	0.10	0.23	0.19	0.35	0.30	0.26	0.30
O50	0.16	0.08	0.10	0.03	0.14	0.26	0.23	0.36	0.26	0.21	0.25
O51	0.08	0.11	0.15	0.09	0.05	0.16	0.09	0.15	0.25	0.32	0.36
O52	0.01	0.06	0.13	0.04	0.09	0.23	0.14	0.11	0.27	0.28	0.35
O53	0.28	0.24	0.14	0.14	0.07	0.15	0.12	0.07	0.05	0.19	0.32
O54	0.31	0.38	0.16	0.15	0.14	0.19	0.27	0.05	0.19	0.21	0.16

Direction	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW
O55	0.20	0.36	0.09	0.02	0.08	0.21	0.26	0.41	0.18	0.05	0.08
O56	0.05	0.32	0.09	0.04	0.05	0.18	0.04	0.33	0.11	0.02	0.04
O57	0.04	0.09	0.08	0.06	0.09	0.15	0.35	0.43	0.57	0.33	0.13
O58	0.03	0.14	0.13	0.17	0.33	0.34	0.02	0.44	0.52	0.35	0.29
O59	0.06	0.14	0.21	0.16	0.34	0.32	0.12	0.06	0.09	0.10	0.24
O60	0.19	0.24	0.14	0.17	0.04	0.10	0.17	0.42	0.45	0.40	0.46
O61	0.16	0.22	0.11	0.13	0.02	0.05	0.12	0.49	0.56	0.56	0.55
O62	0.02	0.11	0.08	0.09	0.04	0.08	0.03	0.08	0.21	0.12	0.16
O63	0.08	0.13	0.11	0.14	0.06	0.07	0.05	0.16	0.15	0.16	0.32
O64	0.06	0.26	0.21	0.26	0.17	0.01	0.13	0.23	0.14	0.23	0.18
O65	0.03	0.10	0.12	0.06	0.11	0.04	0.09	0.20	0.16	0.24	0.11
O66	0.12	0.26	0.19	0.26	0.16	0.04	0.13	0.16	0.11	0.14	0.16
O67	0.05	0.03	0.05	0.09	0.14	0.03	0.13	0.17	0.09	0.11	0.11
O68	0.18	0.23	0.22	0.16	0.09	0.08	0.04	0.04	0.02	0.08	0.04
O69	0.02	0.09	0.10	0.10	0.07	0.05	0.05	0.01	0.04	0.10	0.09
O70	0.20	0.38	0.20	0.23	0.11	0.11	0.17	0.09	0.05	0.14	0.34
O71	0.13	0.35	0.19	0.38	0.11	0.15	0.07	0.14	0.02	0.09	0.33
O72	0.23	0.35	0.19	0.32	0.15	0.19	0.27	0.04	0.01	0.04	0.14
O73	0.10	0.35	0.10	0.16	0.08	0.23	0.10	0.10	0.08	0.10	0.11
O74	0.09	0.31	0.11	0.20	0.14	0.37	0.02	0.10	0.12	0.06	0.31
O75	0.09	0.40	0.12	0.19	0.19	0.40	0.27	0.28	0.15	0.08	0.43
O76	0.16	0.38	0.05	0.19	0.22	0.38	0.47	0.17	0.23	0.10	0.25
O77	0.12	0.43	0.18	0.13	0.05	0.37	0.45	0.29	0.21	0.08	0.34
O78	0.04	0.12	0.05	0.11	0.10	0.12	0.06	0.01	0.07	0.13	0.03
O79	0.04	0.16	0.18	0.19	0.16	0.25	0.10	0.03	0.09	0.09	0.52
O80	0.31	0.20	0.08	0.07	0.22	0.28	0.28	0.19	0.23	0.24	0.07
O81	0.10	0.14	0.05	0.04	0.34	0.31	0.28	0.21	0.23	0.27	0.16
O82	0.20	0.15	0.18	0.11	0.33	0.32	0.32	0.41	0.36	0.20	0.08

Direction	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW
O83	0.16	0.08	0.13	0.04	0.20	0.30	0.23	0.27	0.19	0.17	0.33
O84	0.07	0.09	0.15	0.11	0.10	0.25	0.32	0.20	0.21	0.26	0.35
O85	0.19	0.24	0.27	0.09	0.09	0.08	0.02	0.09	0.03	0.07	0.08
O86	0.17	0.25	0.29	0.16	0.15	0.13	0.08	0.12	0.06	0.03	0.03
O87	0.03	0.14	0.21	0.10	0.09	0.16	0.09	0.11	0.05	0.05	0.08
O88	0.08	0.18	0.20	0.25	0.17	0.36	0.12	0.02	0.07	0.11	0.26
O89	0.05	0.16	0.20	0.24	0.14	0.46	0.17	0.07	0.10	0.12	0.26

Table D3 Velocity Ratio of Special Test Points

Direction	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW
S1	0.33	0.33	0.25	0.24	0.18	0.05	0.32	0.55	0.74	0.72	0.61
S2	0.42	0.24	0.26	0.21	0.15	0.05	0.23	0.45	0.55	0.49	0.55
S3	0.45	0.28	0.25	0.10	0.15	0.04	0.11	0.33	0.29	0.16	0.26
S4	0.47	0.43	0.29	0.21	0.18	0.03	0.19	0.37	0.23	0.16	0.15
S5	0.46	0.45	0.28	0.21	0.16	0.02	0.15	0.26	0.15	0.06	0.12
S6	0.22	0.41	0.14	0.16	0.12	0.02	0.20	0.51	0.65	0.68	0.67
S7	0.35	0.56	0.26	0.32	0.18	0.05	0.32	0.51	0.66	0.72	0.59
S8	0.45	0.48	0.27	0.13	0.16	0.08	0.26	0.35	0.53	0.43	0.40
S9	0.53	0.37	0.25	0.12	0.15	0.05	0.15	0.15	0.04	0.31	0.25
S10	0.55	0.36	0.28	0.08	0.11	0.07	0.08	0.05	0.09	0.22	0.21
S11	0.32	0.28	0.25	0.23	0.20	0.09	0.21	0.43	0.39	0.17	0.15
S12	0.28	0.30	0.26	0.27	0.23	0.12	0.21	0.45	0.40	0.20	0.15
S13	0.28	0.30	0.26	0.28	0.23	0.13	0.20	0.44	0.42	0.22	0.14
S14	0.29	0.32	0.28	0.30	0.22	0.11	0.20	0.42	0.41	0.20	0.11
S15	0.38	0.45	0.38	0.38	0.28	0.08	0.19	0.40	0.36	0.18	0.05
S16	0.20	0.22	0.13	0.05	0.05	0.13	0.03	0.02	0.09	0.16	0.29
S17	0.18	0.19	0.06	0.06	0.08	0.09	0.00	0.02	0.09	0.17	0.16
S18	0.25	0.34	0.29	0.22	0.25	0.05	0.03	0.04	0.09	0.16	0.16
S19	0.22	0.03	0.04	0.04	0.03	0.01	0.03	0.02	0.09	0.26	0.35
S20	0.24	0.11	0.10	0.10	0.08	0.01	0.02	0.03	0.09	0.28	0.37

D2 Proposed Scheme

Table D4 Velocity Ratio of Perimeter Test Points

Direction	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW
P1	0.03	0.27	0.24	0.13	0.14	0.04	0.04	0.16	0.18	0.05	0.18
P2	0.15	0.25	0.19	0.03	0.09	0.05	0.03	0.06	0.08	0.06	0.24
P3	0.19	0.26	0.16	0.16	0.15	0.07	0.11	0.14	0.20	0.13	0.18
P4	0.15	0.16	0.10	0.15	0.14	0.09	0.04	0.15	0.24	0.17	0.11
P5	0.27	0.04	0.11	0.06	0.04	0.07	0.15	0.30	0.30	0.24	0.37
P6	0.16	0.32	0.14	0.26	0.16	0.11	0.14	0.32	0.38	0.31	0.27
P7	0.15	0.18	0.13	0.17	0.01	0.01	0.06	0.05	0.03	0.07	0.14
P8	0.14	0.49	0.19	0.11	0.07	0.21	0.29	0.20	0.23	0.07	0.09
P9	0.23	0.47	0.19	0.22	0.09	0.20	0.35	0.30	0.48	0.44	0.07
P10	0.34	0.51	0.24	0.26	0.18	0.22	0.37	0.48	0.58	0.55	0.13
P11	0.23	0.26	0.18	0.13	0.08	0.07	0.39	0.49	0.61	0.59	0.56
P12	0.05	0.16	0.08	0.05	0.36	0.29	0.22	0.26	0.35	0.48	0.53
P13	0.08	0.09	0.03	0.03	0.37	0.27	0.30	0.08	0.05	0.30	0.40
P14	0.11	0.05	0.02	0.04	0.29	0.23	0.24	0.15	0.08	0.27	0.32
P15	0.03	0.03	0.02	0.04	0.25	0.14	0.20	0.17	0.12	0.24	0.29
P16	0.13	0.06	0.04	0.04	0.14	0.12	0.32	0.48	0.50	0.25	0.15
P17	0.17	0.05	0.03	0.03	0.04	0.06	0.25	0.35	0.28	0.11	0.07
P18	0.16	0.03	0.06	0.02	0.11	0.03	0.31	0.46	0.48	0.29	0.13
P19	0.31	0.42	0.36	0.35	0.28	0.23	0.18	0.16	0.12	0.19	0.18
P20	0.19	0.27	0.23	0.29	0.21	0.03	0.08	0.09	0.06	0.09	0.12
P21	0.21	0.40	0.37	0.36	0.27	0.16	0.05	0.05	0.05	0.03	0.08
P22	0.20	0.13	0.13	0.16	0.08	0.14	0.04	0.05	0.04	0.03	0.03
P23	0.10	0.03	0.09	0.15	0.11	0.30	0.11	0.15	0.15	0.13	0.05
P24	0.29	0.12	0.19	0.16	0.17	0.26	0.11	0.08	0.07	0.04	0.01

Direction	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW
P25	0.28	0.30	0.25	0.08	0.21	0.25	0.30	0.39	0.35	0.41	0.03
P26	0.40	0.41	0.30	0.16	0.17	0.26	0.24	0.34	0.25	0.39	0.04
P27	0.41	0.42	0.29	0.28	0.15	0.11	0.17	0.26	0.19	0.42	0.04
P28	0.10	0.03	0.03	0.07	0.04	0.13	0.25	0.23	0.21	0.28	0.45
P29	0.19	0.13	0.13	0.14	0.04	0.26	0.25	0.22	0.17	0.16	0.40
P30	0.40	0.37	0.35	0.29	0.17	0.24	0.28	0.43	0.34	0.14	0.39
P31	0.10	0.03	0.07	0.03	0.05	0.25	0.32	0.55	0.39	0.14	0.29
P32	0.21	0.38	0.15	0.19	0.09	0.26	0.26	0.54	0.32	0.11	0.23
P33	0.07	0.09	0.11	0.00	0.14	0.25	0.26	0.53	0.17	0.05	0.08
P34	0.21	0.30	0.23	0.28	0.21	0.19	0.29	0.39	0.18	0.17	0.34
P35	0.08	0.23	0.22	0.17	0.13	0.22	0.26	0.30	0.15	0.10	0.22

Table D5 Velocity Ratio of Overall Test Points

Direction	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW
O1	0.06	0.05	0.04	0.07	0.08	0.23	0.21	0.50	0.41	0.14	0.05
O2	0.03	0.08	0.07	0.03	0.05	0.07	0.41	0.52	0.35	0.23	0.10
O3	0.28	0.28	0.15	0.15	0.49	0.33	0.05	0.48	0.36	0.31	0.37
O4	0.29	0.30	0.17	0.06	0.07	0.19	0.09	0.34	0.46	0.53	0.60
O5	0.21	0.23	0.14	0.24	0.13	0.17	0.14	0.36	0.54	0.62	0.45
O6	0.07	0.25	0.28	0.30	0.43	0.11	0.06	0.06	0.07	0.04	0.04
O7	0.18	0.22	0.17	0.17	0.17	0.17	0.26	0.28	0.35	0.02	0.35
O8	0.29	0.53	0.29	0.33	0.20	0.09	0.27	0.44	0.53	0.10	0.26
O9	0.13	0.38	0.24	0.22	0.02	0.09	0.28	0.44	0.42	0.22	0.09
O10	0.09	0.37	0.21	0.20	0.16	0.34	0.14	0.28	0.21	0.17	0.08
O11	0.08	0.42	0.24	0.09	0.17	0.43	0.22	0.31	0.39	0.23	0.17
O12	0.10	0.21	0.06	0.02	0.17	0.03	0.39	0.41	0.54	0.27	0.06
O13	0.23	0.26	0.33	0.21	0.18	0.05	0.20	0.35	0.42	0.51	0.46
O14	0.31	0.06	0.04	0.03	0.04	0.01	0.39	0.49	0.61	0.37	0.13
O15	0.07	0.16	0.26	0.26	0.53	0.36	0.07	0.30	0.29	0.06	0.21
O16	0.10	0.18	0.19	0.26	0.50	0.25	0.22	0.10	0.36	0.39	0.38
O17	0.30	0.17	0.29	0.30	0.25	0.08	0.28	0.33	0.41	0.27	0.35
O18	0.05	0.07	0.09	0.10	0.10	0.04	0.08	0.23	0.48	0.31	0.30
O19	0.06	0.20	0.08	0.06	0.10	0.06	0.08	0.17	0.10	0.21	0.12
O20	0.08	0.03	0.19	0.17	0.17	0.10	0.34	0.41	0.19	0.28	0.18
O21	0.30	0.24	0.28	0.26	0.22	0.06	0.12	0.30	0.40	0.36	0.33
O22	0.06	0.05	0.07	0.13	0.04	0.19	0.30	0.24	0.12	0.18	0.22
O23	0.01	0.08	0.11	0.11	0.02	0.22	0.29	0.16	0.33	0.36	0.19
O24	0.06	0.21	0.11	0.11	0.15	0.29	0.32	0.33	0.25	0.41	0.26
O25	0.17	0.36	0.14	0.10	0.01	0.07	0.36	0.11	0.18	0.03	0.32
O26	0.27	0.55	0.18	0.29	0.09	0.10	0.39	0.05	0.06	0.09	0.25

Direction	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW
O27	0.22	0.26	0.26	0.16	0.03	0.04	0.06	0.04	0.30	0.37	0.19
O28	0.05	0.27	0.28	0.16	0.10	0.09	0.07	0.05	0.32	0.30	0.21
O29	0.23	0.40	0.36	0.25	0.17	0.13	0.07	0.04	0.22	0.13	0.10
O30	0.09	0.10	0.07	0.07	0.05	0.08	0.06	0.07	0.06	0.02	0.20
O31	0.06	0.24	0.15	0.23	0.18	0.17	0.08	0.20	0.13	0.09	0.45
O32	0.06	0.18	0.14	0.25	0.18	0.20	0.05	0.13	0.10	0.07	0.35
O33	0.11	0.28	0.29	0.25	0.15	0.22	0.05	0.06	0.05	0.15	0.25
O34	0.06	0.19	0.16	0.15	0.08	0.23	0.07	0.13	0.02	0.09	0.26
O35	0.08	0.11	0.12	0.13	0.11	0.30	0.10	0.02	0.11	0.07	0.25
O36	0.10	0.03	0.11	0.20	0.18	0.45	0.17	0.10	0.02	0.02	0.23
O37	0.07	0.02	0.11	0.16	0.19	0.46	0.21	0.29	0.20	0.16	0.20
O38	0.15	0.35	0.03	0.12	0.18	0.39	0.46	0.19	0.11	0.03	0.07
O39	0.04	0.18	0.21	0.18	0.15	0.26	0.03	0.15	0.06	0.11	0.49
O40	0.04	0.20	0.10	0.26	0.18	0.33	0.11	0.05	0.04	0.12	0.16
O41	0.04	0.13	0.12	0.23	0.13	0.45	0.14	0.14	0.05	0.13	0.18
O42	0.06	0.14	0.21	0.23	0.19	0.41	0.17	0.08	0.04	0.12	0.14
O43	0.03	0.09	0.21	0.09	0.20	0.42	0.22	0.20	0.04	0.03	0.08
O44	0.23	0.16	0.05	0.04	0.06	0.06	0.08	0.21	0.17	0.06	0.13
O45	0.04	0.04	0.06	0.05	0.11	0.10	0.10	0.02	0.08	0.24	0.11
O46	0.25	0.17	0.06	0.11	0.33	0.32	0.35	0.44	0.39	0.37	0.01
O47	0.28	0.05	0.19	0.10	0.20	0.28	0.28	0.37	0.32	0.25	0.23
O48	0.27	0.10	0.18	0.08	0.25	0.30	0.28	0.35	0.33	0.20	0.23
O49	0.12	0.07	0.20	0.10	0.16	0.24	0.19	0.34	0.29	0.24	0.28
O50	0.12	0.02	0.19	0.11	0.19	0.28	0.23	0.35	0.23	0.19	0.23
O51	0.18	0.23	0.21	0.06	0.09	0.17	0.09	0.15	0.25	0.32	0.34
O52	0.14	0.23	0.21	0.05	0.13	0.25	0.14	0.09	0.26	0.28	0.33
O53	0.32	0.17	0.12	0.14	0.09	0.17	0.14	0.10	0.07	0.21	0.32
O54	0.34	0.43	0.15	0.20	0.20	0.21	0.30	0.03	0.20	0.22	0.19

Direction	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW
O55	0.06	0.08	0.09	0.03	0.08	0.21	0.28	0.43	0.22	0.08	0.07
O56	0.06	0.07	0.04	0.04	0.06	0.18	0.04	0.34	0.13	0.05	0.04
O57	0.03	0.05	0.09	0.05	0.09	0.15	0.35	0.44	0.59	0.34	0.16
O58	0.04	0.14	0.12	0.13	0.37	0.34	0.04	0.42	0.55	0.39	0.31
O59	0.09	0.16	0.20	0.14	0.34	0.31	0.12	0.06	0.11	0.08	0.17
O60	0.19	0.21	0.16	0.15	0.17	0.16	0.15	0.32	0.50	0.44	0.30
O61	0.16	0.15	0.10	0.12	0.04	0.07	0.12	0.51	0.59	0.53	0.54
O62	0.04	0.17	0.08	0.12	0.06	0.06	0.03	0.06	0.22	0.14	0.14
O63	0.09	0.19	0.09	0.16	0.07	0.05	0.05	0.13	0.14	0.15	0.31
O64	0.04	0.29	0.22	0.27	0.21	0.03	0.15	0.20	0.21	0.24	0.17
O65	0.04	0.20	0.13	0.06	0.05	0.07	0.13	0.18	0.06	0.24	0.13
O66	0.03	0.09	0.20	0.25	0.21	0.05	0.13	0.14	0.06	0.13	0.17
O67	0.07	0.16	0.04	0.10	0.09	0.05	0.15	0.17	0.13	0.12	0.08
O68	0.16	0.19	0.17	0.11	0.08	0.09	0.02	0.09	0.04	0.12	0.06
O69	0.03	0.07	0.09	0.10	0.07	0.05	0.06	0.20	0.05	0.13	0.11
O70	0.24	0.38	0.19	0.15	0.07	0.11	0.20	0.13	0.02	0.16	0.39
O71	0.13	0.35	0.17	0.38	0.08	0.09	0.11	0.13	0.01	0.06	0.39
O72	0.23	0.36	0.17	0.32	0.15	0.17	0.26	0.04	0.03	0.04	0.18
O73	0.10	0.34	0.10	0.16	0.08	0.13	0.10	0.12	0.08	0.10	0.05
O74	0.10	0.30	0.09	0.21	0.13	0.36	0.17	0.09	0.12	0.07	0.31
O75	0.09	0.40	0.14	0.19	0.19	0.40	0.02	0.30	0.13	0.08	0.09
O76	0.16	0.37	0.05	0.19	0.21	0.39	0.43	0.15	0.23	0.09	0.31
O77	0.12	0.43	0.18	0.11	0.07	0.39	0.42	0.27	0.15	0.08	0.09
O78	0.04	0.11	0.04	0.11	0.10	0.03	0.06	0.06	0.05	0.15	0.03
O79	0.04	0.17	0.19	0.16	0.14	0.22	0.05	0.14	0.06	0.06	0.57
O80	0.31	0.20	0.07	0.07	0.27	0.28	0.28	0.20	0.24	0.21	0.07
O81	0.14	0.10	0.08	0.03	0.34	0.32	0.27	0.22	0.27	0.27	0.12
O82	0.20	0.11	0.27	0.09	0.38	0.32	0.32	0.41	0.36	0.17	0.08

Direction	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW
O83	0.10	0.20	0.21	0.13	0.24	0.30	0.23	0.27	0.16	0.16	0.28
O84	0.18	0.15	0.14	0.11	0.13	0.24	0.33	0.16	0.30	0.27	0.34
O85	0.19	0.27	0.27	0.07	0.02	0.10	0.03	0.02	0.08	0.03	0.08
O86	0.17	0.27	0.28	0.16	0.11	0.14	0.06	0.05	0.08	0.03	0.04
O87	0.07	0.19	0.24	0.08	0.06	0.16	0.06	0.08	0.06	0.06	0.09
O88	0.07	0.19	0.22	0.28	0.22	0.30	0.05	0.05	0.04	0.16	0.32
O89	0.04	0.16	0.18	0.25	0.18	0.45	0.17	0.05	0.10	0.10	0.19

Table D6 Velocity Ratio of Special Test Points

Direction	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW
S1	0.37	0.24	0.23	0.24	0.13	0.07	0.21	0.50	0.72	0.70	0.58
S2	0.36	0.25	0.23	0.21	0.12	0.07	0.19	0.49	0.70	0.67	0.55
S3	0.35	0.32	0.25	0.21	0.16	0.08	0.15	0.50	0.67	0.57	0.46
S4	0.37	0.33	0.27	0.21	0.17	0.07	0.10	0.48	0.63	0.50	0.39
S5	0.41	0.34	0.29	0.21	0.18	0.02	0.19	0.45	0.51	0.36	0.27
S6	0.16	0.20	0.05	0.04	0.08	0.09	0.35	0.67	0.77	0.80	0.69
S7	0.35	0.04	0.05	0.08	0.06	0.14	0.39	0.74	0.84	0.83	0.78
S8	0.47	0.19	0.23	0.24	0.04	0.09	0.26	0.54	0.67	0.68	0.66
S9	0.47	0.40	0.25	0.23	0.13	0.06	0.13	0.46	0.54	0.56	0.56
S10	0.47	0.47	0.28	0.24	0.18	0.07	0.17	0.41	0.42	0.41	0.42
S11	0.25	0.23	0.20	0.27	0.19	0.13	0.27	0.49	0.37	0.07	0.24
S12	0.25	0.27	0.24	0.33	0.21	0.08	0.15	0.43	0.36	0.16	0.29
S13	0.32	0.22	0.23	0.33	0.24	0.04	0.08	0.32	0.35	0.19	0.26
S14	0.34	0.37	0.30	0.37	0.24	0.07	0.14	0.25	0.32	0.20	0.34
S15	0.47	0.53	0.42	0.42	0.24	0.04	0.21	0.31	0.30	0.19	0.38
S16	0.24	0.32	0.31	0.22	0.20	0.14	0.05	0.03	0.01	0.14	0.35
S17	0.24	0.23	0.21	0.13	0.03	0.12	0.06	0.06	0.01	0.14	0.32
S18	0.33	0.31	0.24	0.15	0.13	0.03	0.27	0.21	0.03	0.12	0.28
S19	0.34	0.30	0.22	0.18	0.09	0.02	0.23	0.09	0.04	0.14	0.28
S20	0.35	0.34	0.22	0.21	0.10	0.02	0.24	0.17	0.11	0.12	0.28

Appendix E

Contour Plots of Velocity Ratio for whole Computational Domain (VR)

Contents

E1 Baseline Scheme 1

E2 Proposed Scheme 8

E1 Baseline Scheme

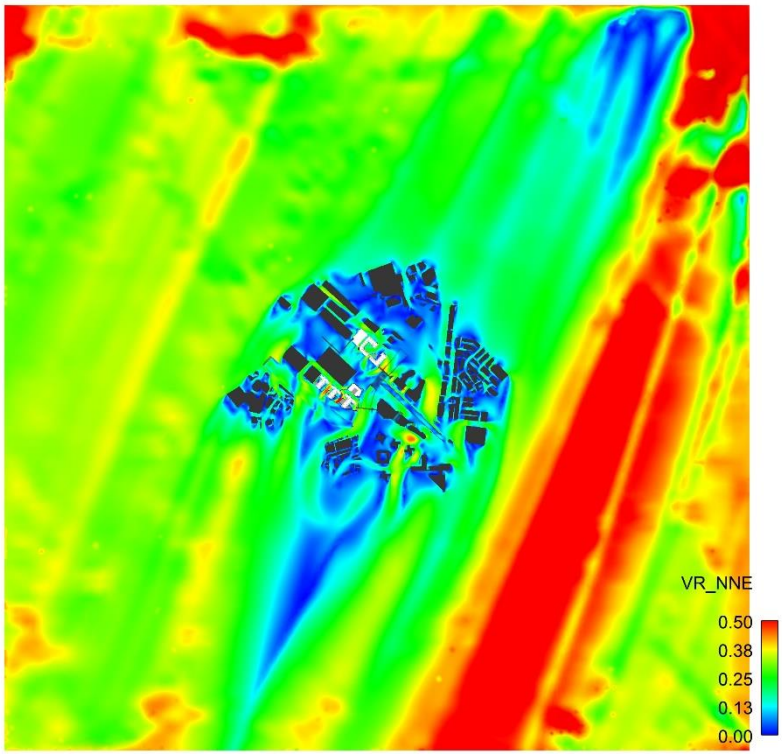

Figure E1 Contour Plot of VR under NNE Wind

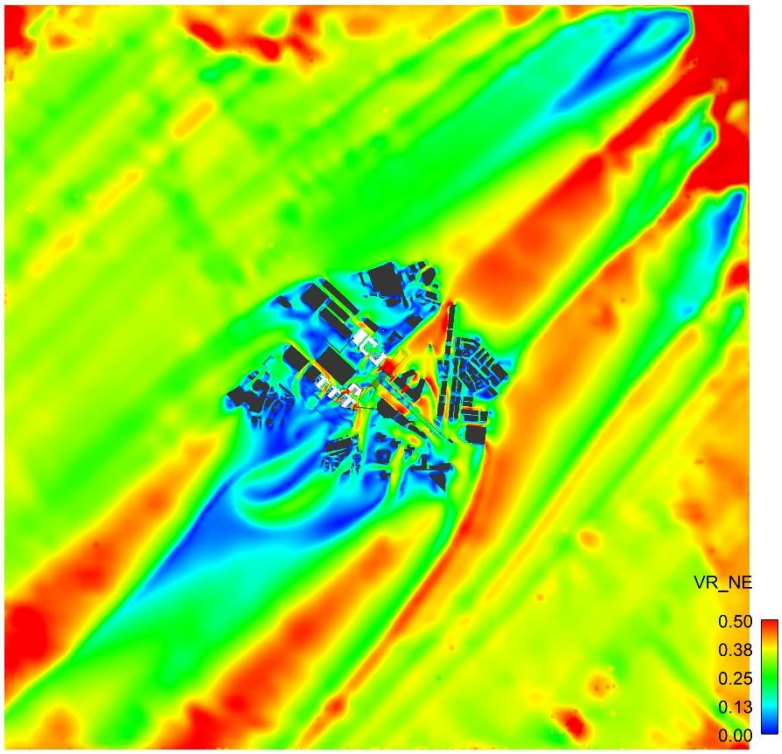

Figure E2 Contour Plot of VR under NE Wind

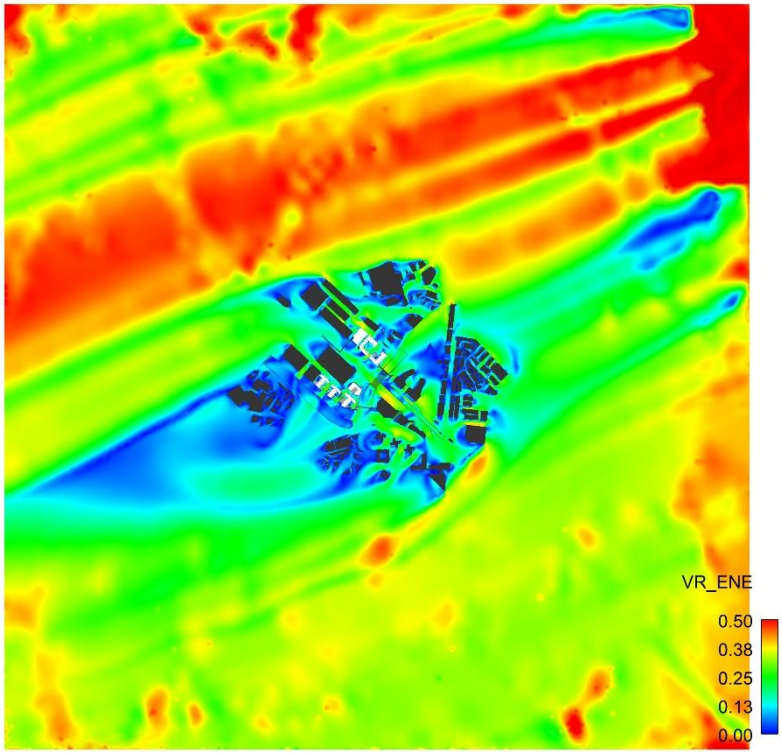

Figure E3 Contour Plot of VR under ENE Wind

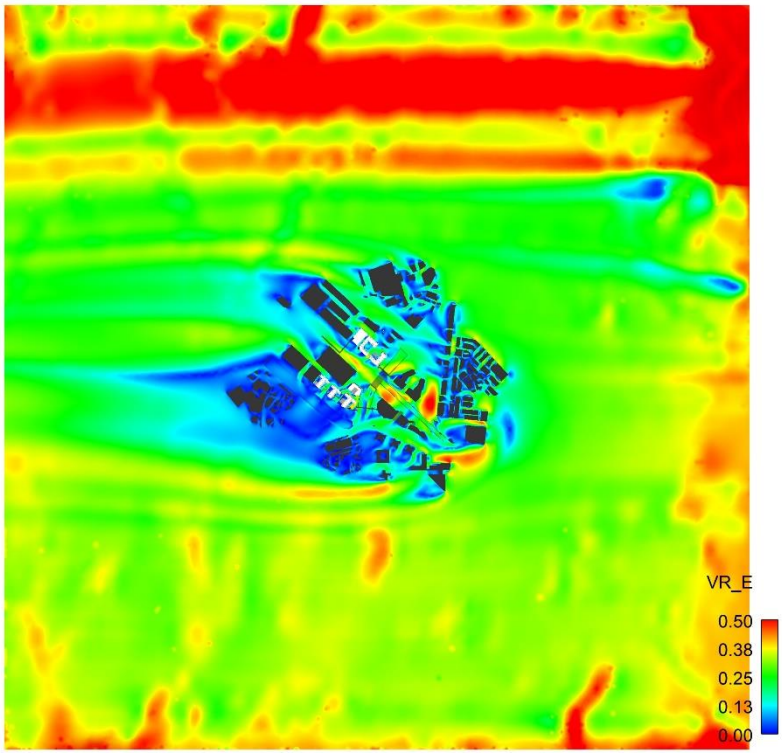

Figure E4 Contour Plot of VR under E Wind

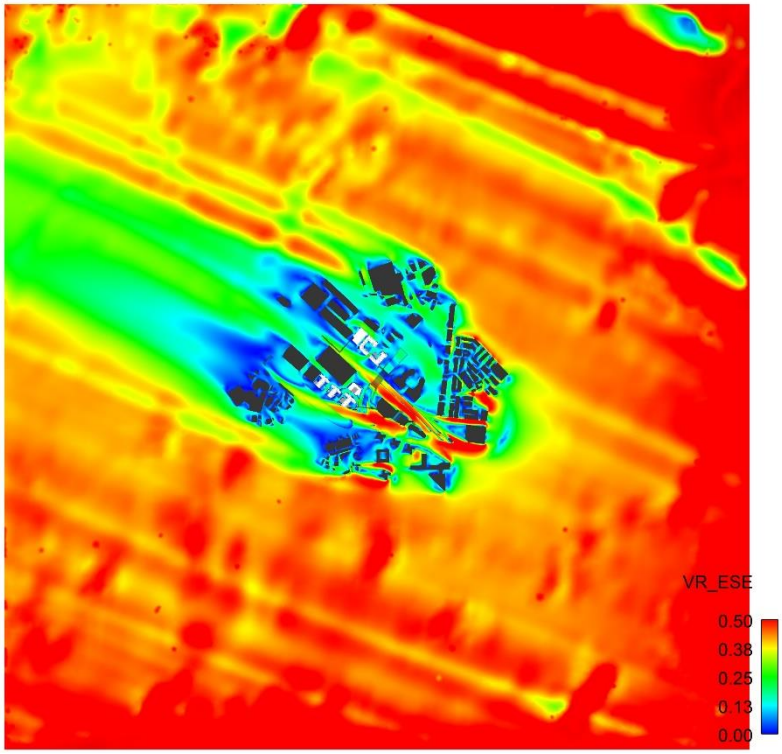

Figure E5 Contour Plot of VR under ESE Wind

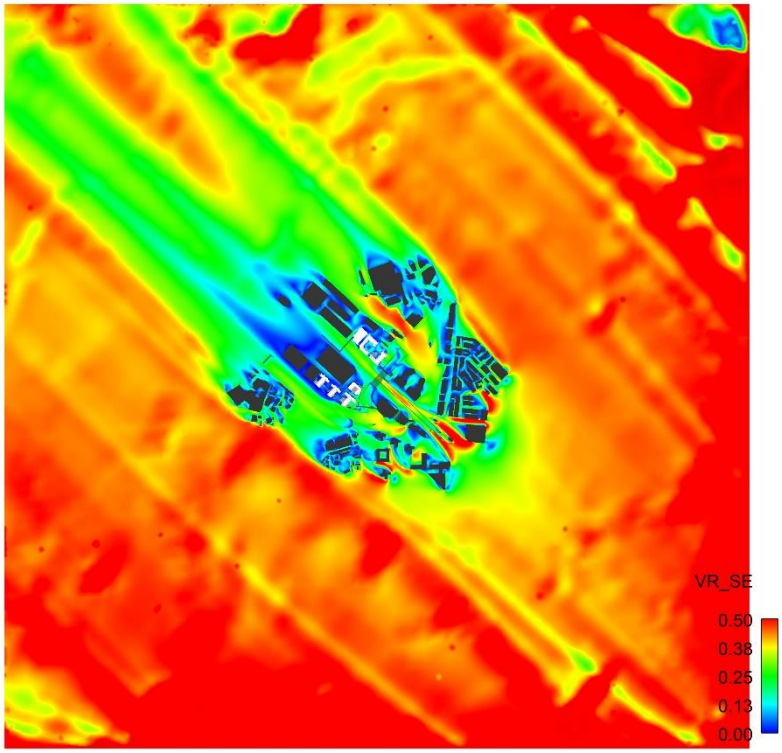

Figure E6 Contour Plot of VR under SE Wind

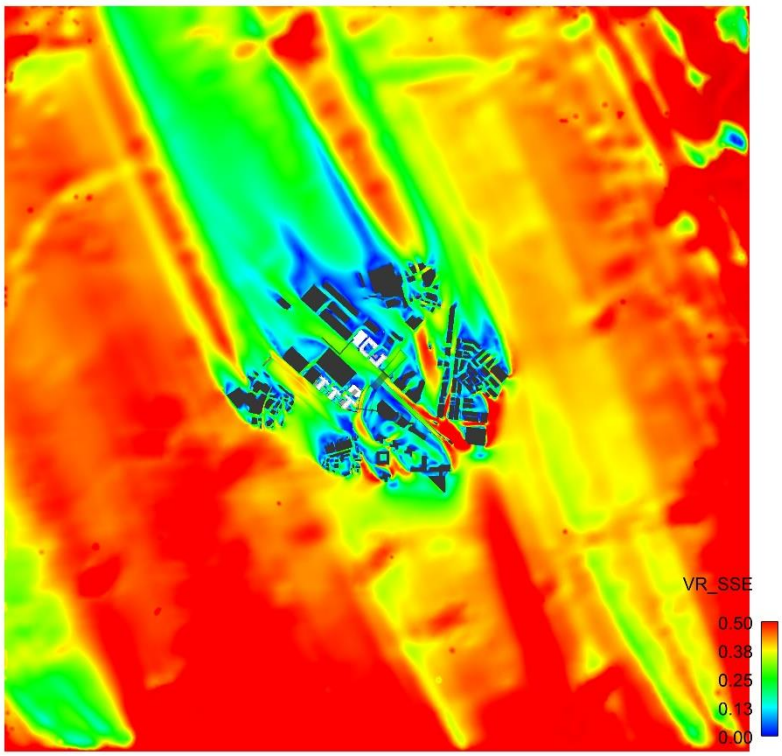

Figure E7 Contour Plot of VR under SSE Wind

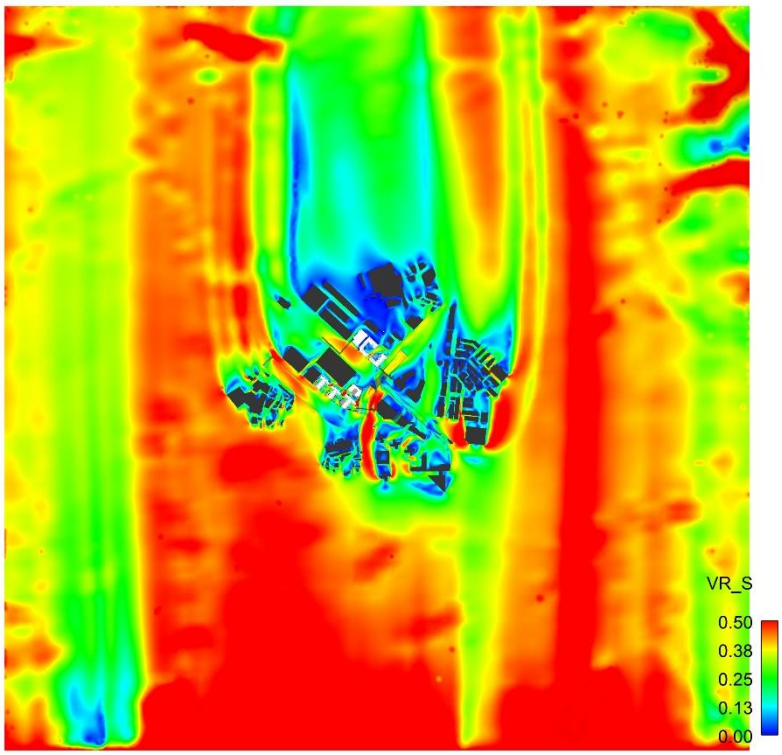

Figure E8 Contour Plot of VR under S Wind

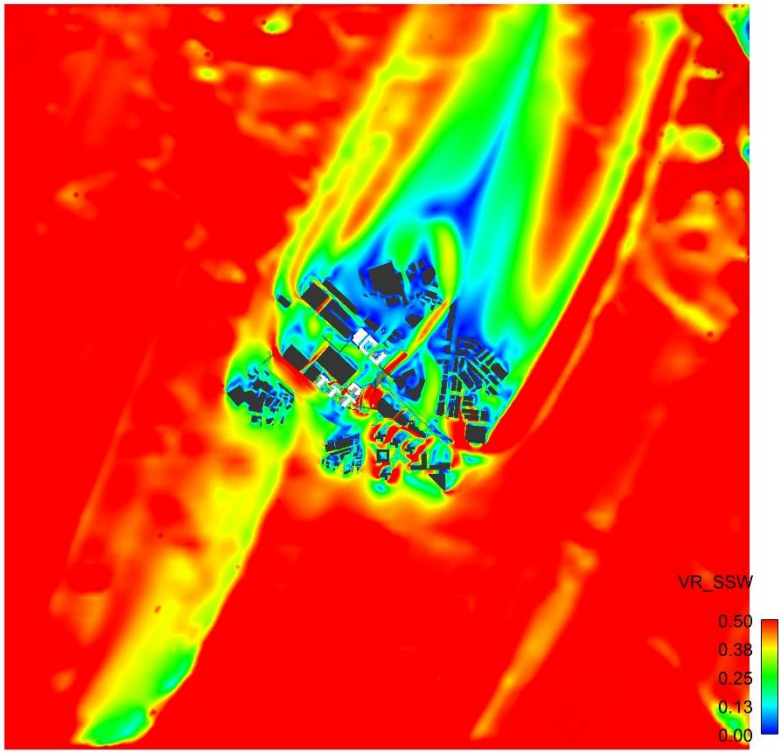

Figure E9 Contour Plot of VR under SSW Wind

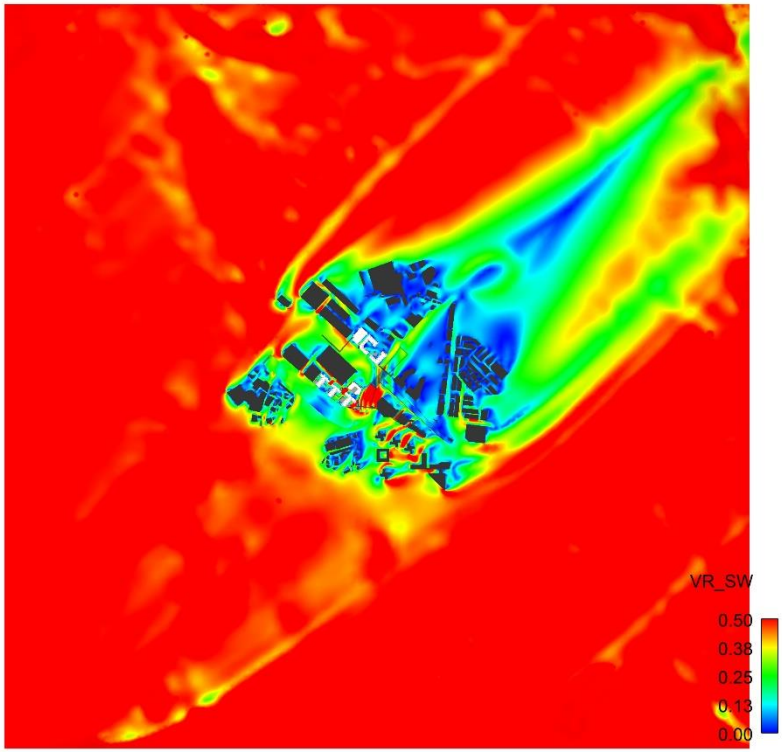

Figure E10 Contour Plot of VR under SW Wind

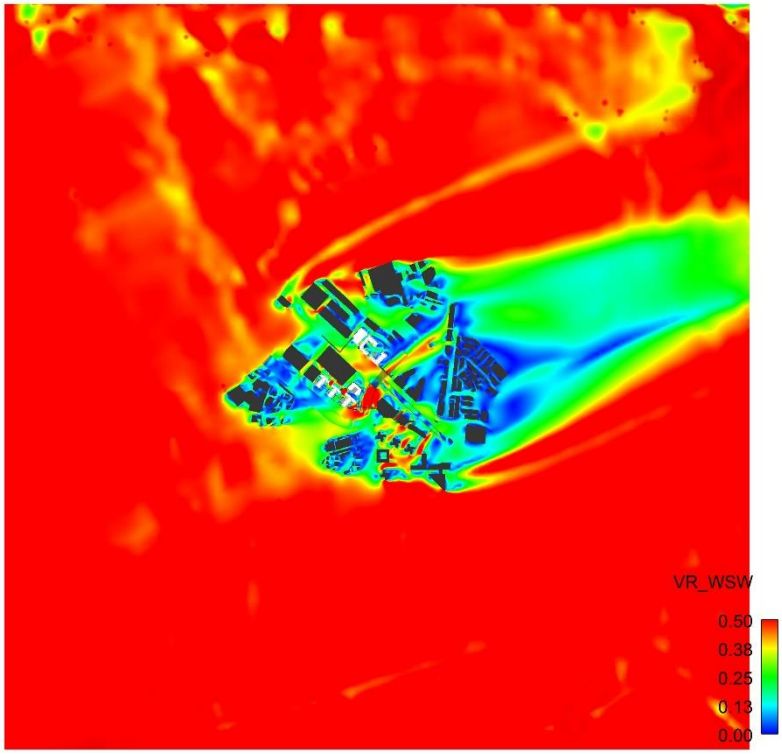

Figure E11 Contour Plot of VR under WSW Wind

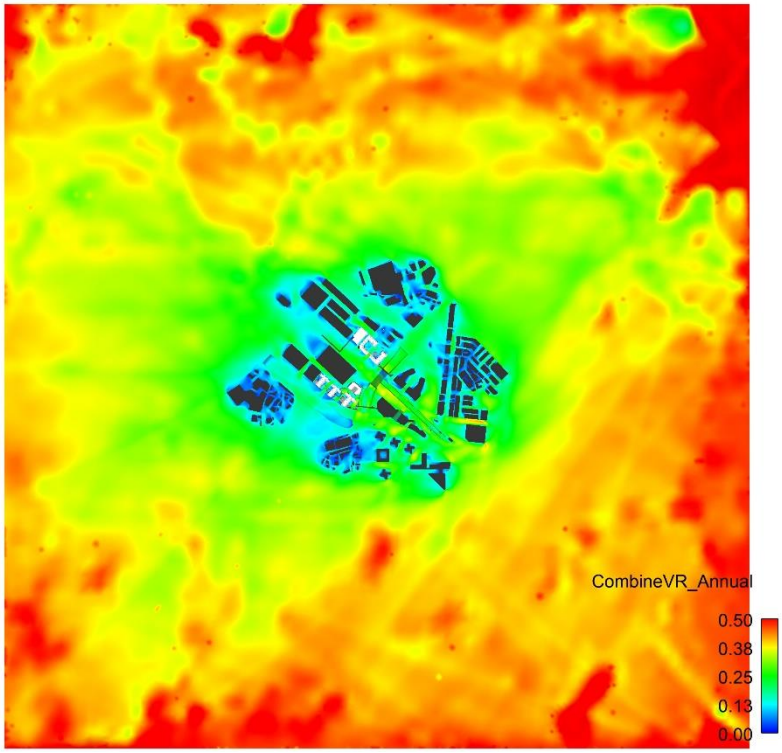

Figure E12 Annual Weighted Average Contour Plot of VR

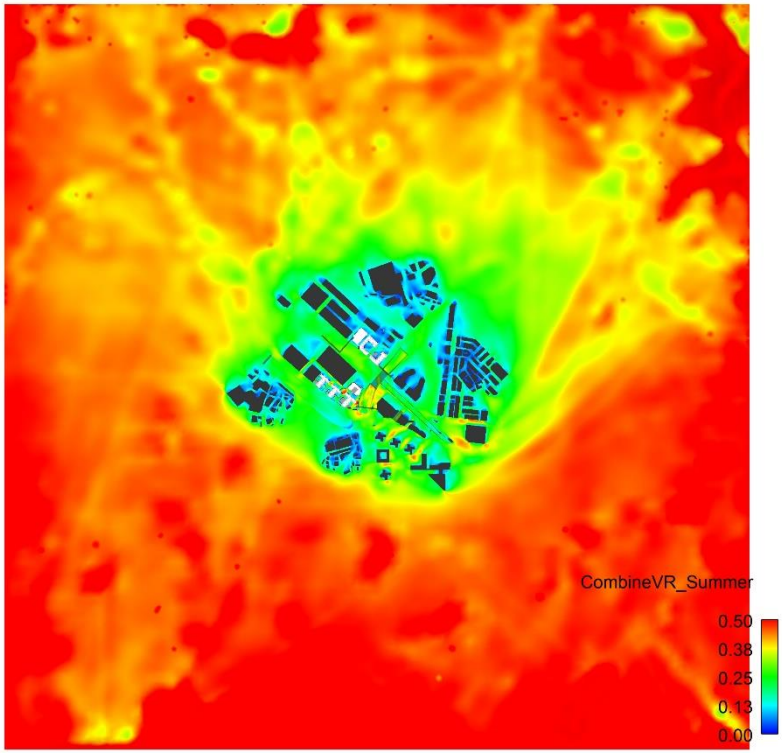

Figure E13 Summer Weighted Average Contour Plot of VR

E2 Proposed Scheme

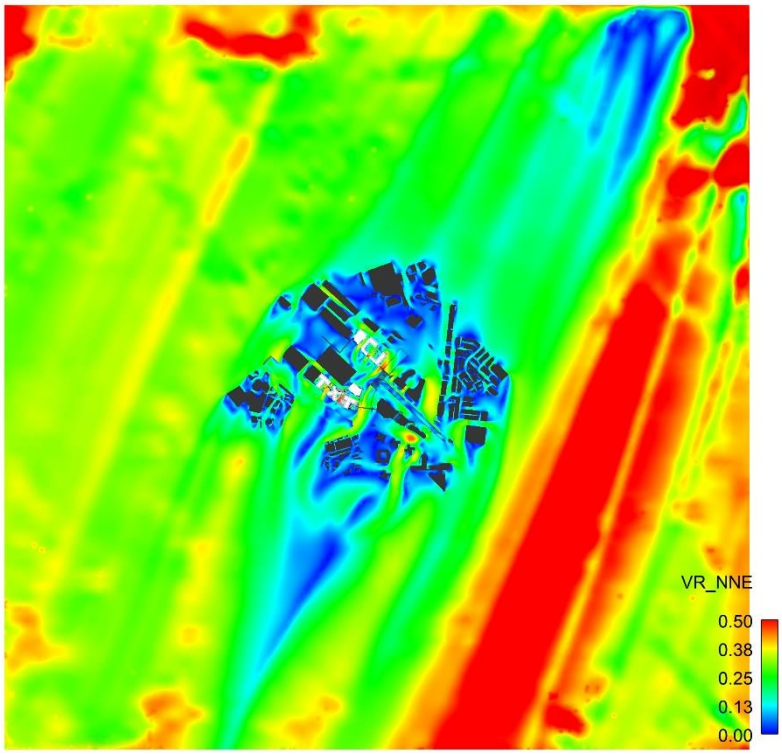

Figure E14 Contour Plot of VR under NNE Wind

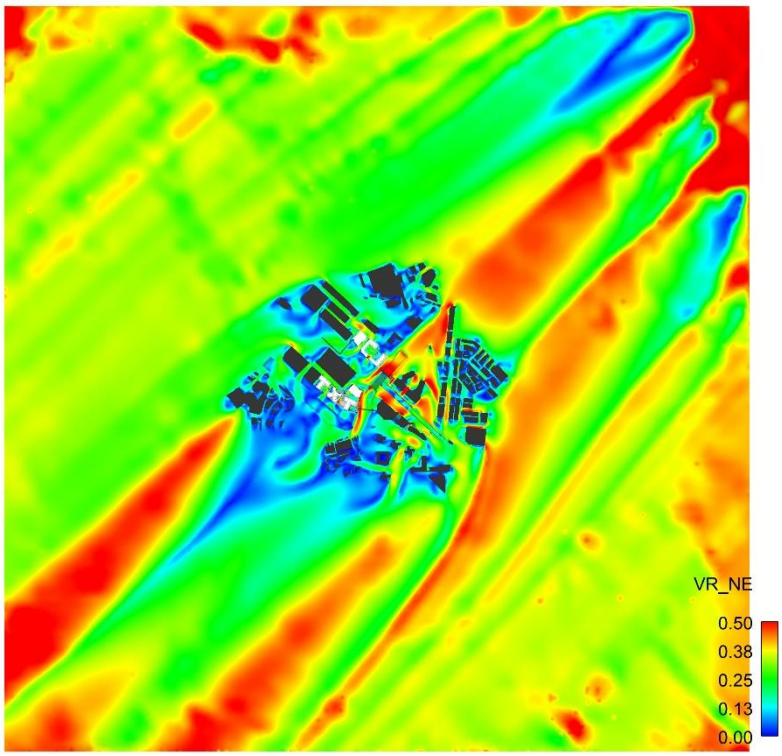

Figure E15 Contour Plot of VR under NE Wind

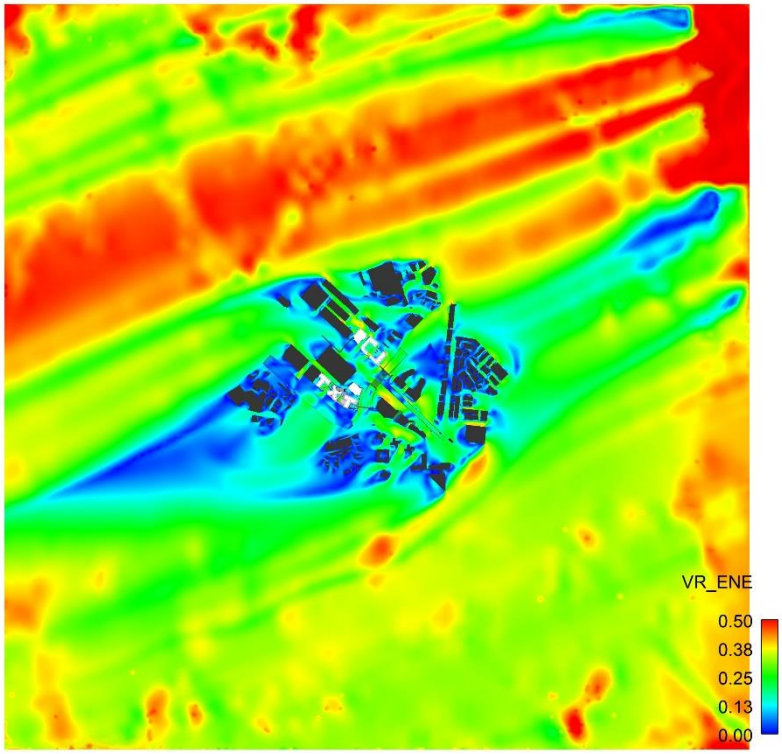

Figure E16 Contour Plot of VR under ENE Wind

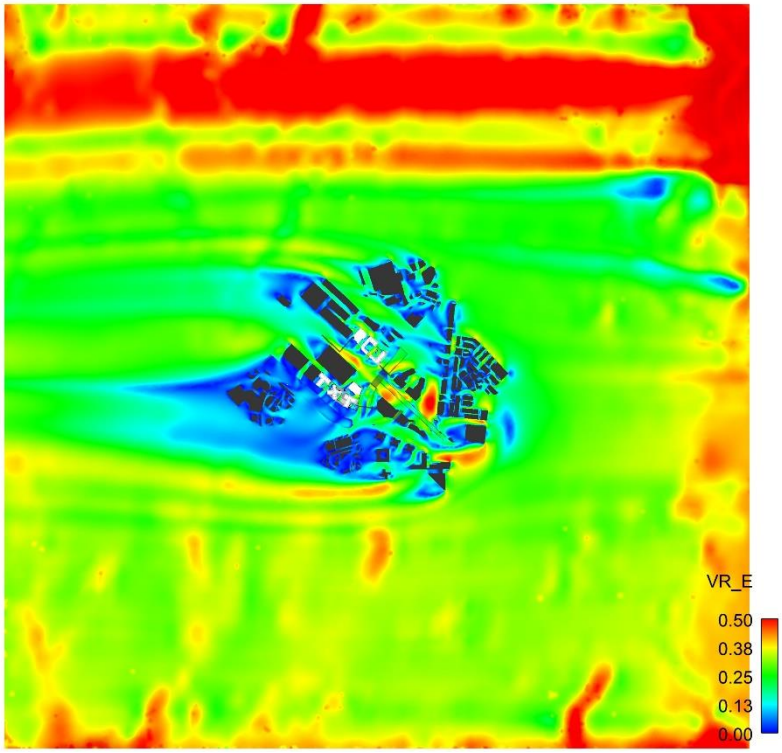

Figure E17 Contour Plot of VR under E Wind

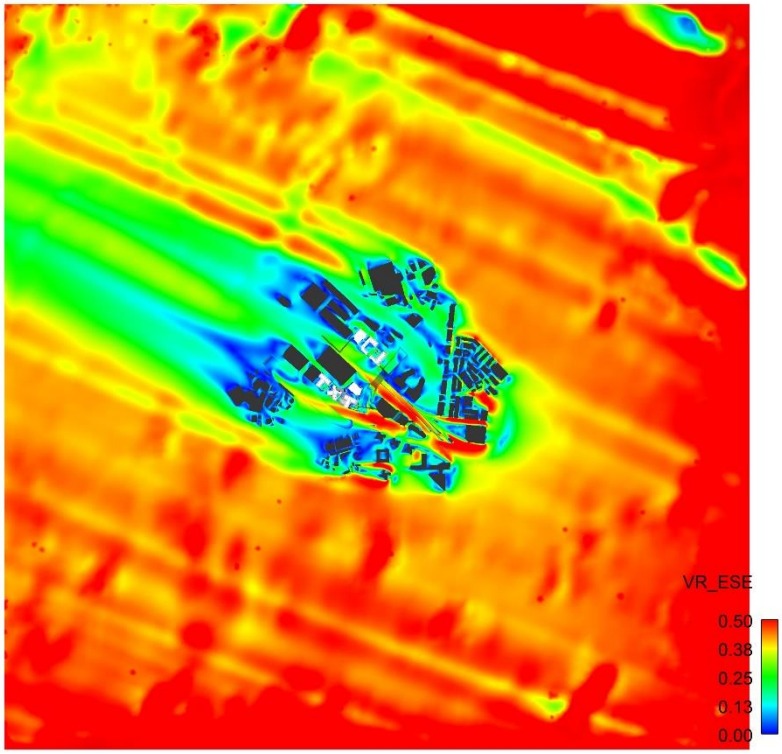

Figure E18 Contour Plot of VR under ESE Wind

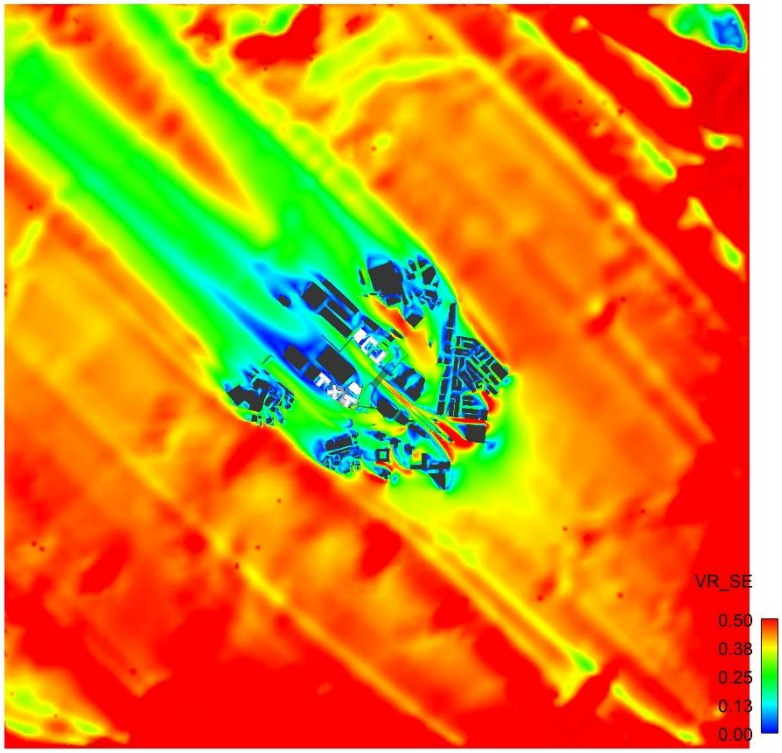

Figure E19 Contour Plot of VR under SE Wind

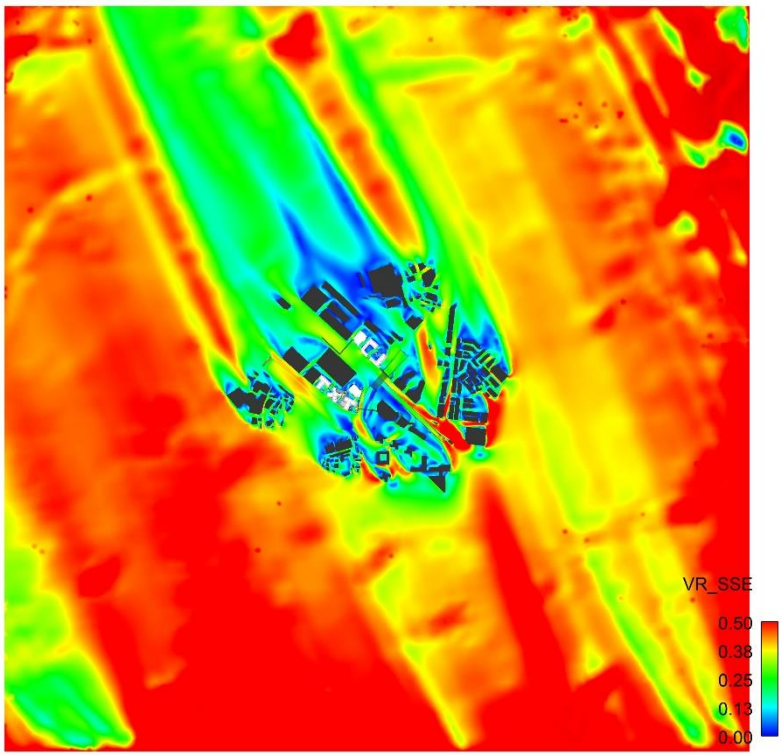

Figure E20 Contour Plot of VR under SSE Wind

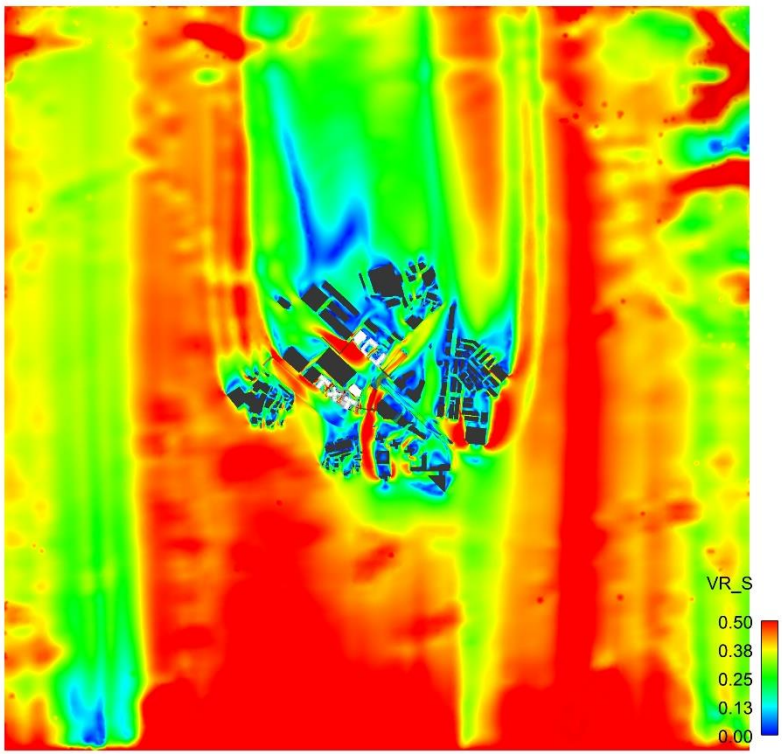

Figure E21 Contour Plot of VR under S Wind

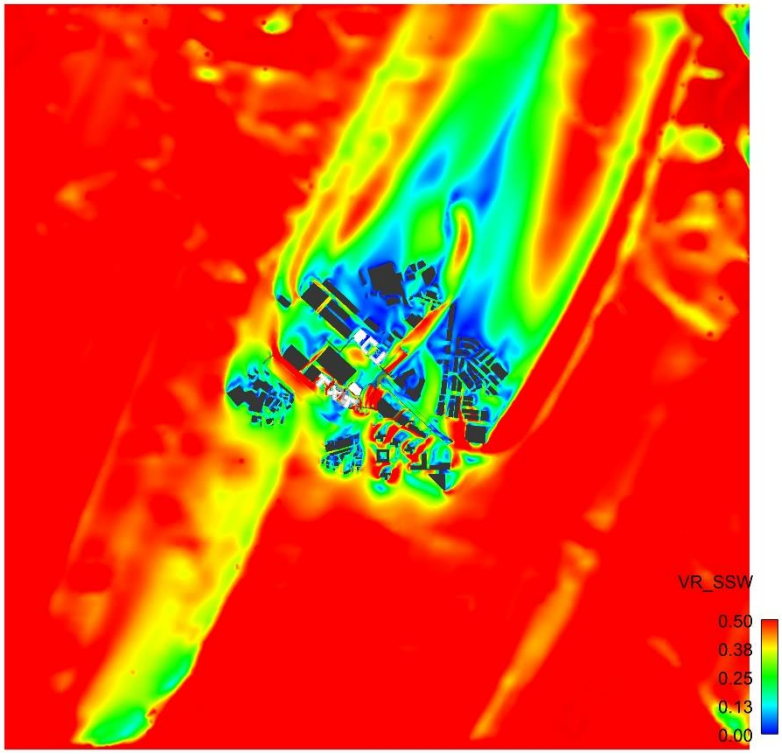

Figure E22 Contour Plot of VR under SSW Wind

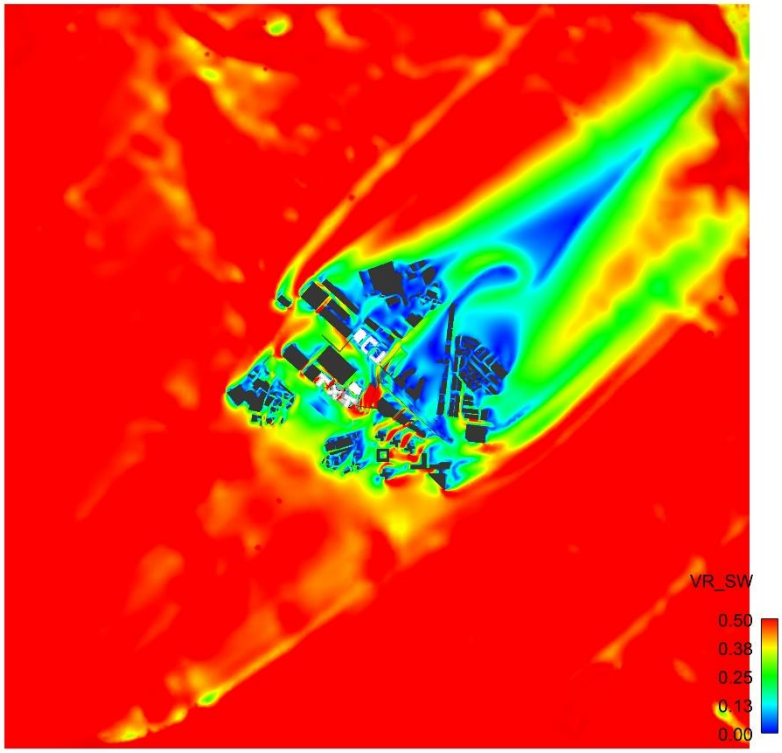

Figure E23 Contour Plot of VR under SW Wind

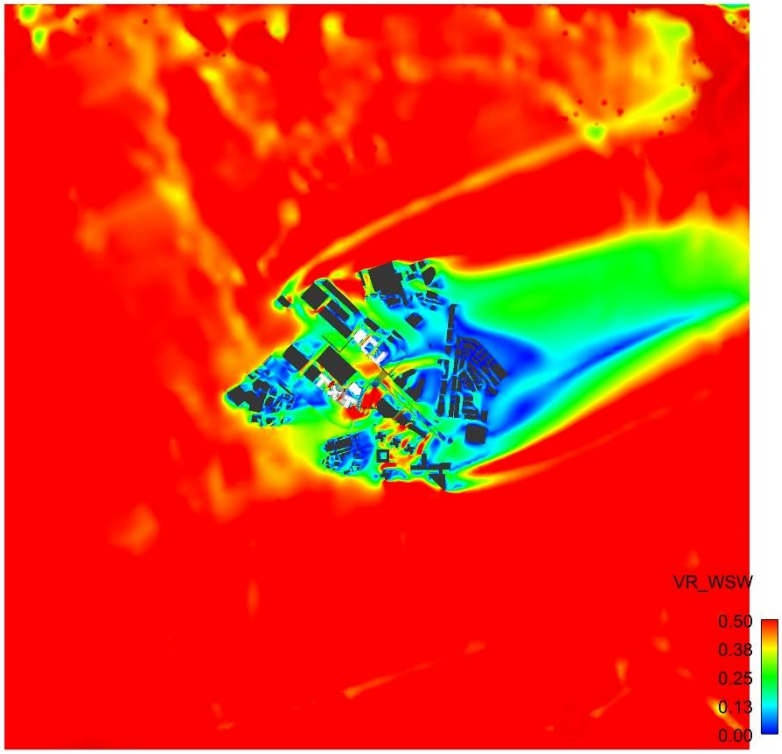

Figure E24 Contour Plot of VR under WSW Wind

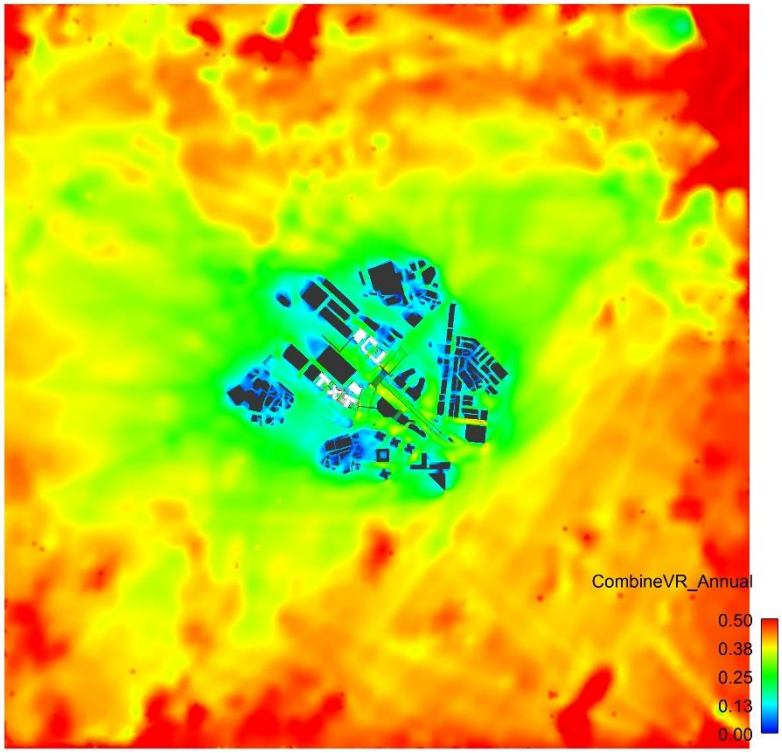

Figure E25 Annual Weighted Average Contour Plot of VR

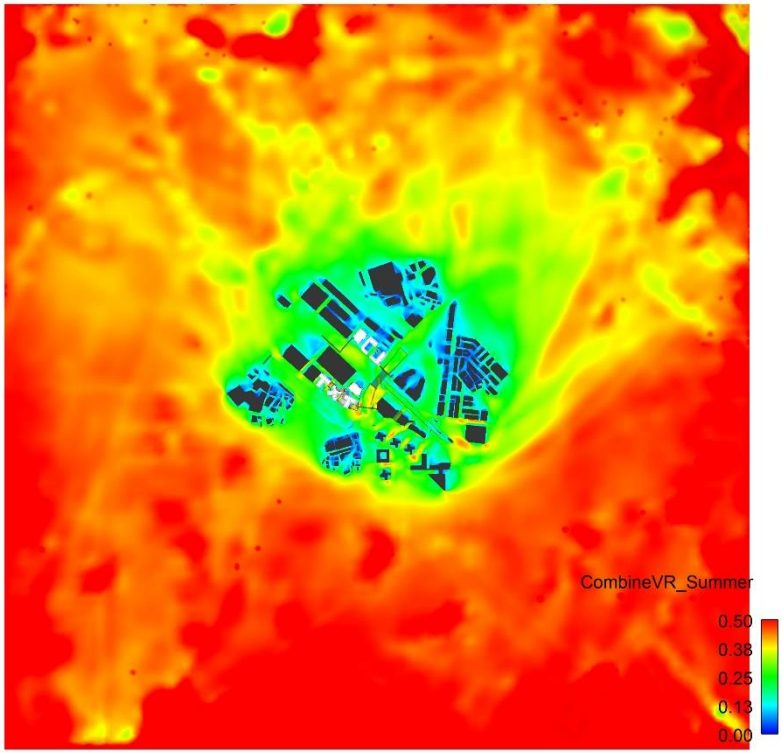

Figure E26 Summer Weighted Average Contour Plot of VR

Appendix F

Vector Plots of Velocity Ratio for whole Computational Domain (VR)

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F2 Proposed Scheme 12

F1 Baseline Scheme

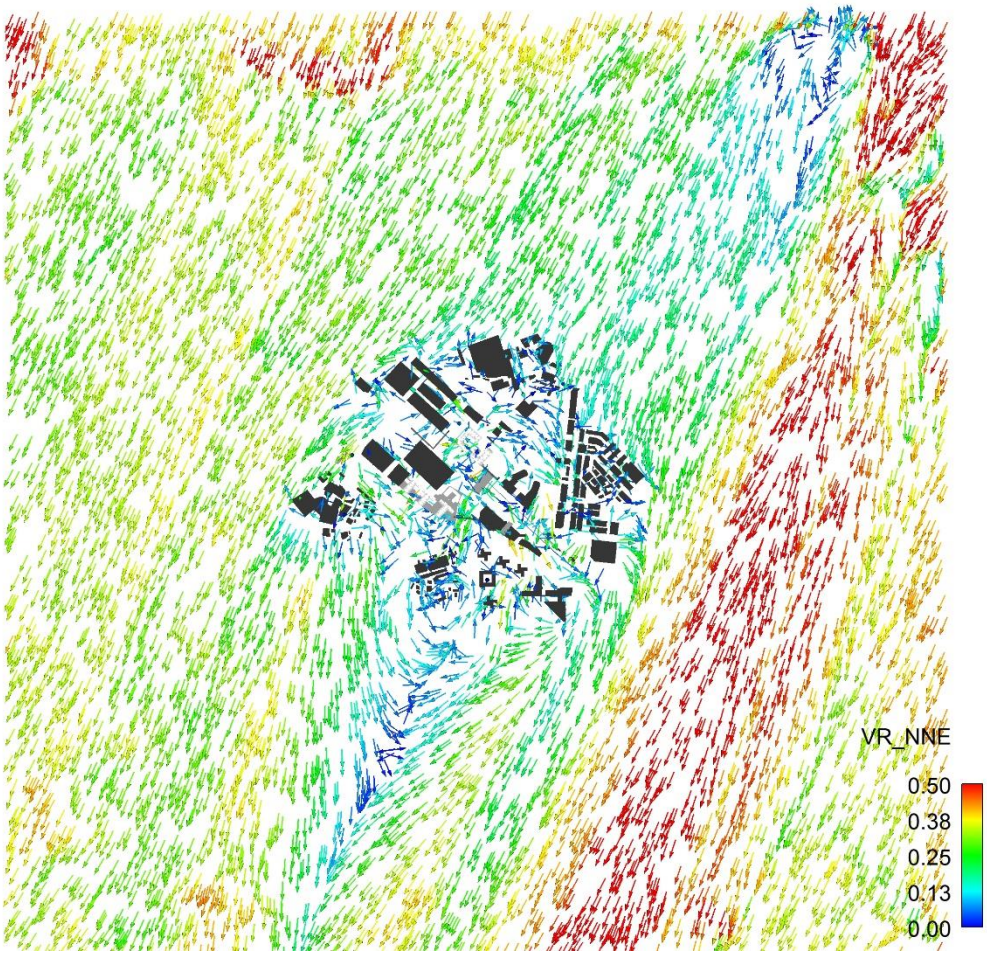

Figure F1 Vector Plot of VR under NNE Wind

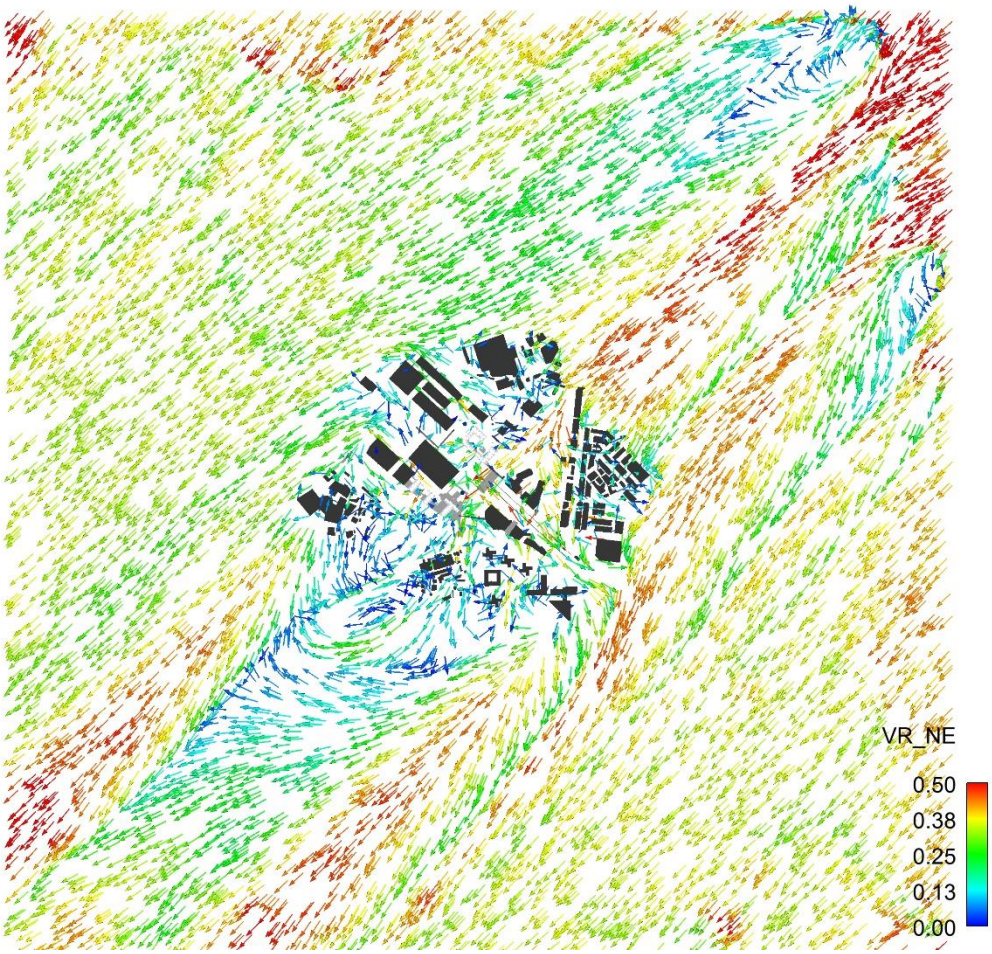

Figure F2 Vector Plot of VR under NE Wind

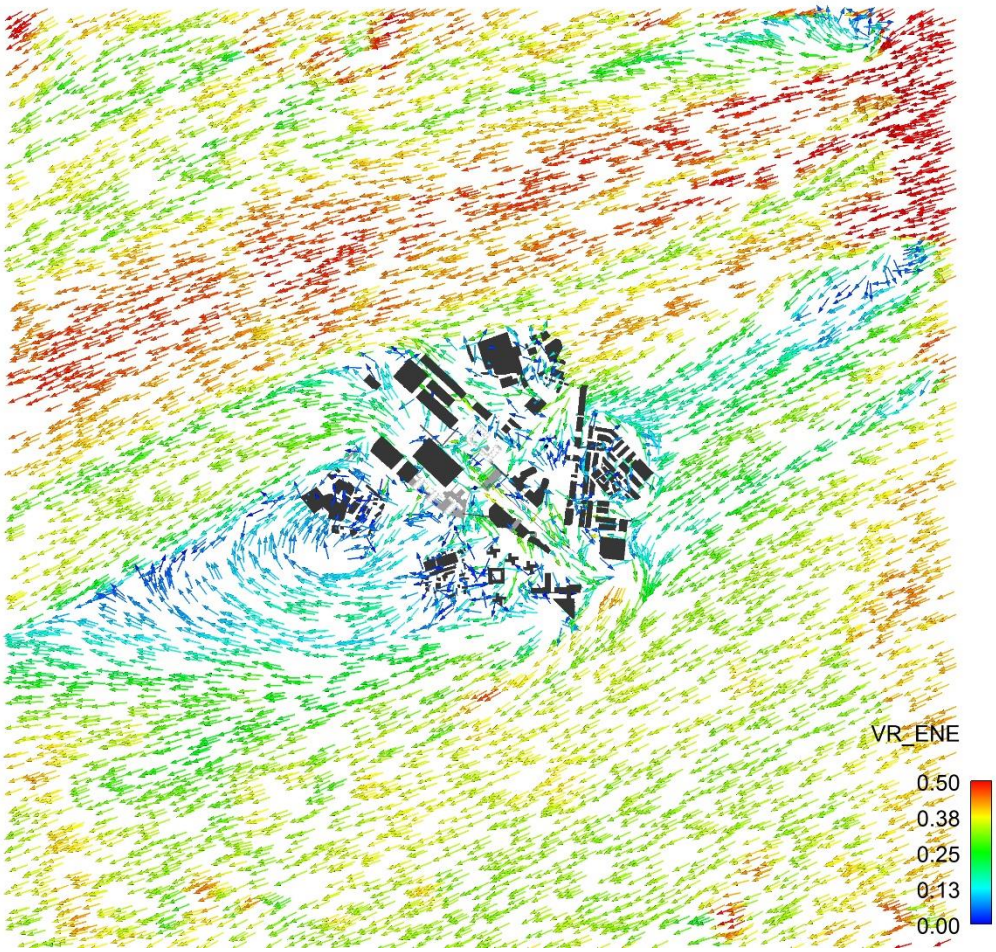

Figure F3 Vector Plot of VR under ENE Wind

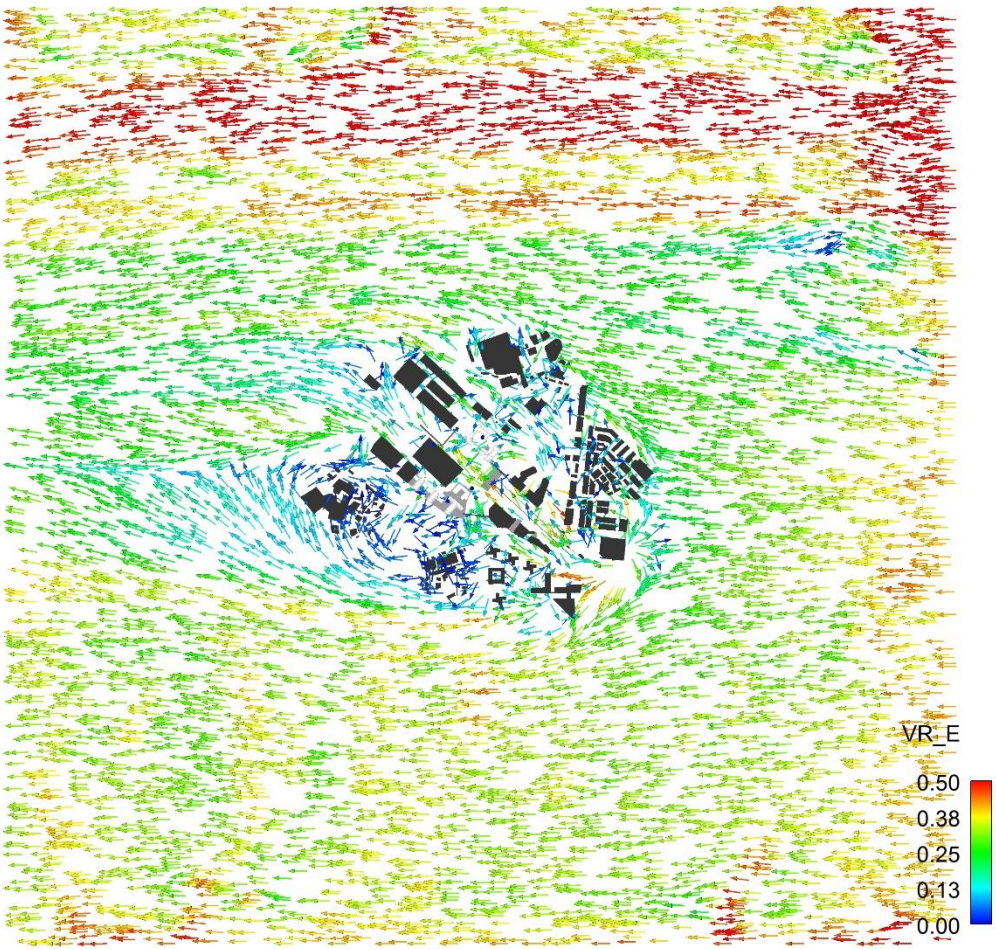

Figure F4 Vector Plot of VR under E Wind

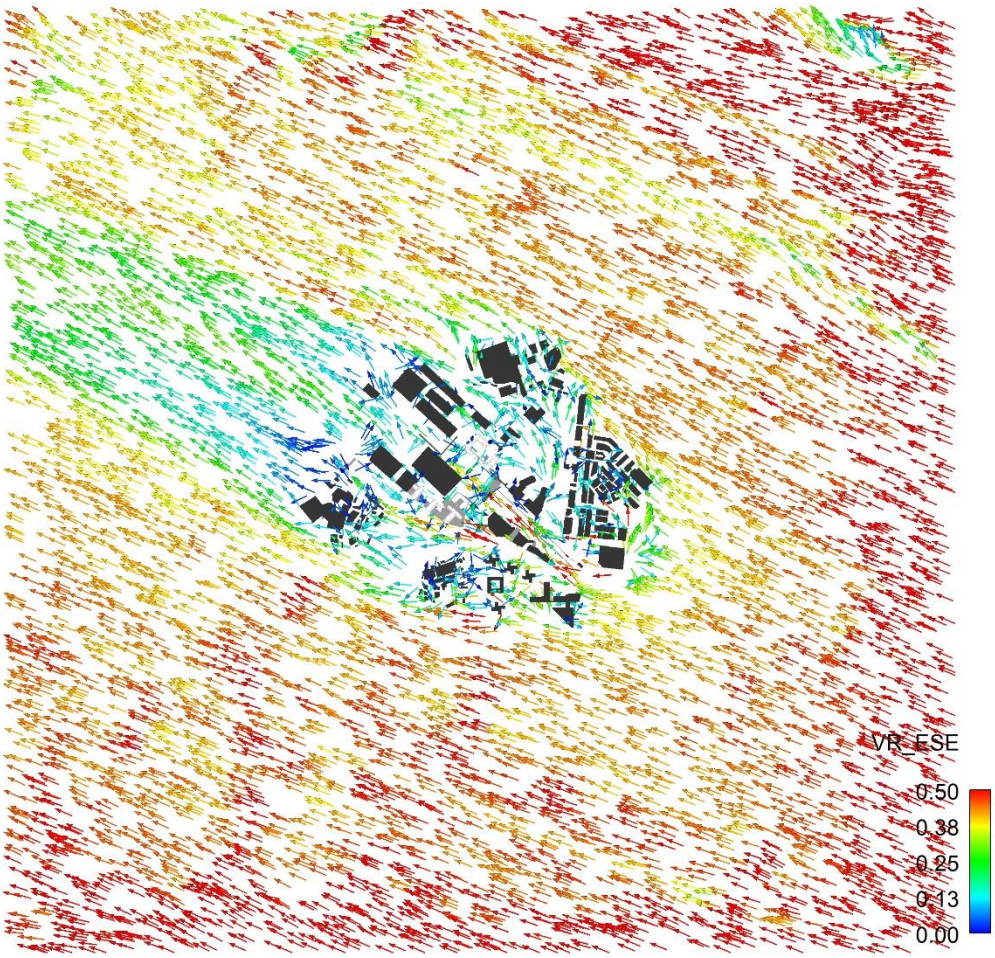

Figure F5 Vector Plot of VR under ESE Wind

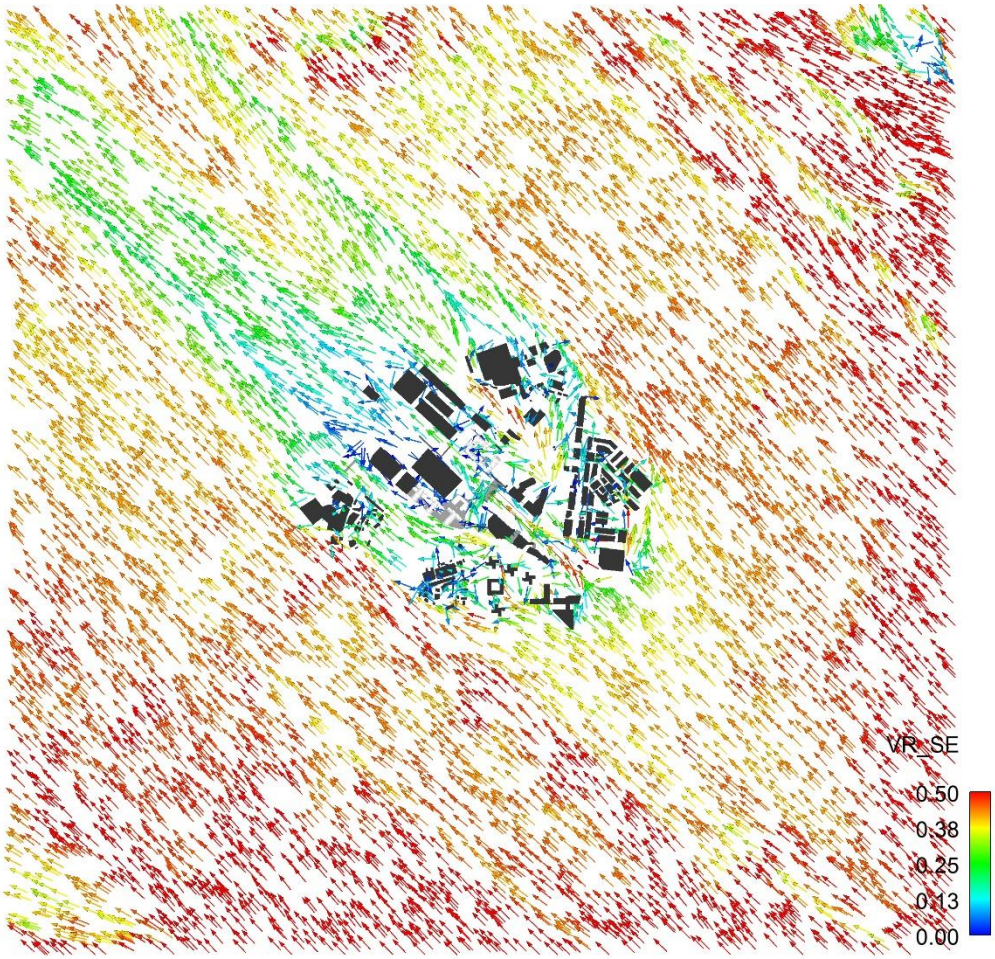

Figure F6 Vector Plot of VR under SE Wind

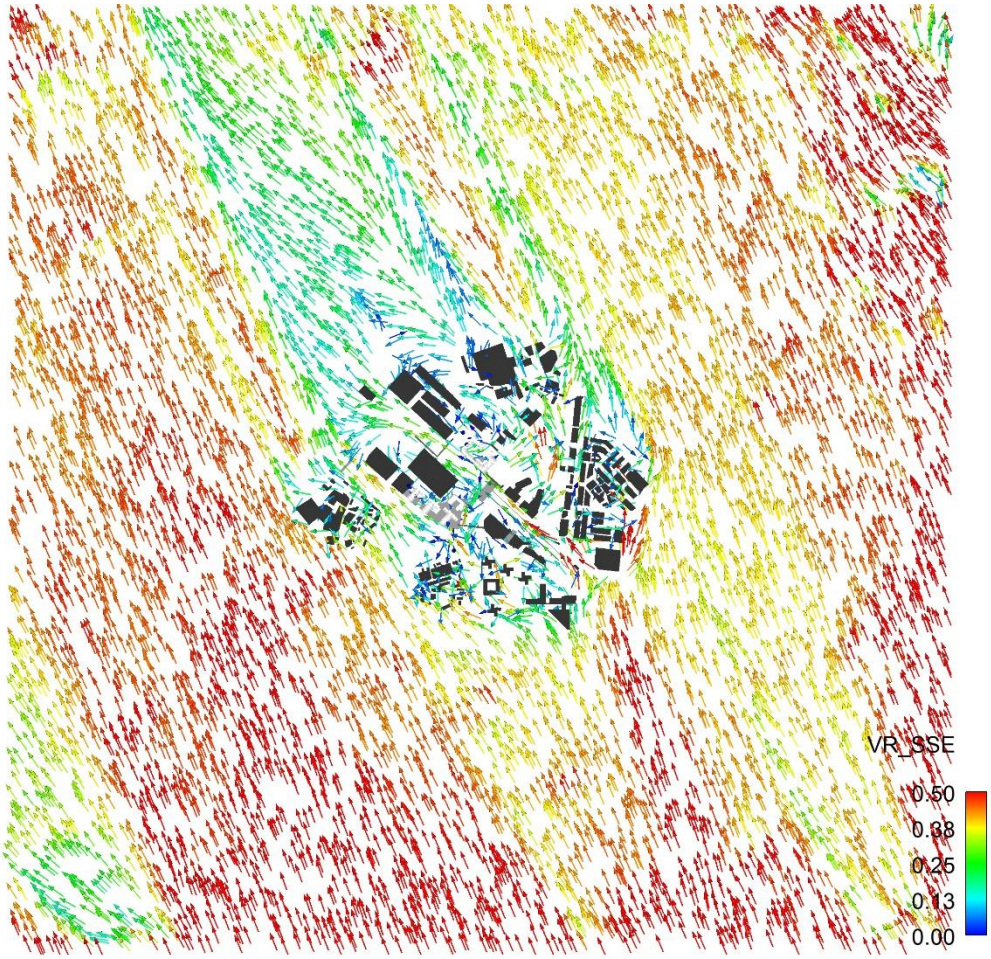

Figure F7 Vector Plot of VR under SSE Wind

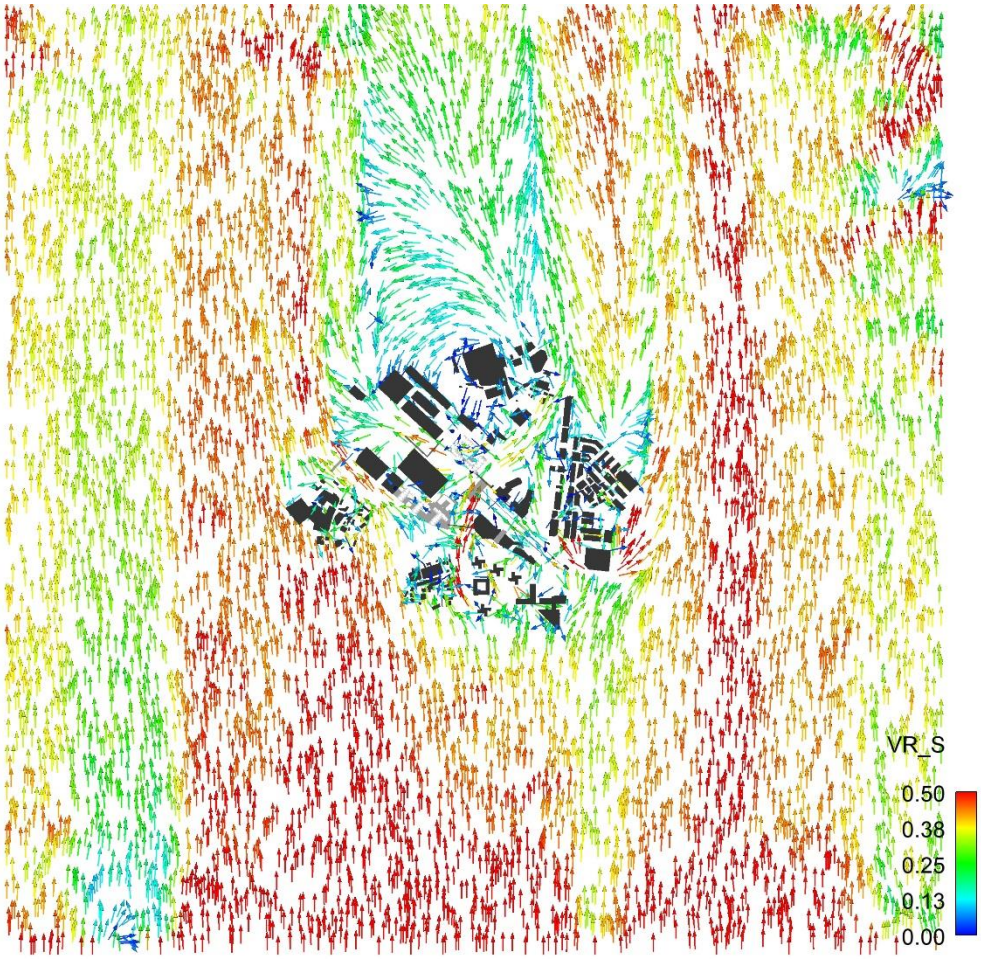

Figure F8 Vector Plot of VR under S Wind

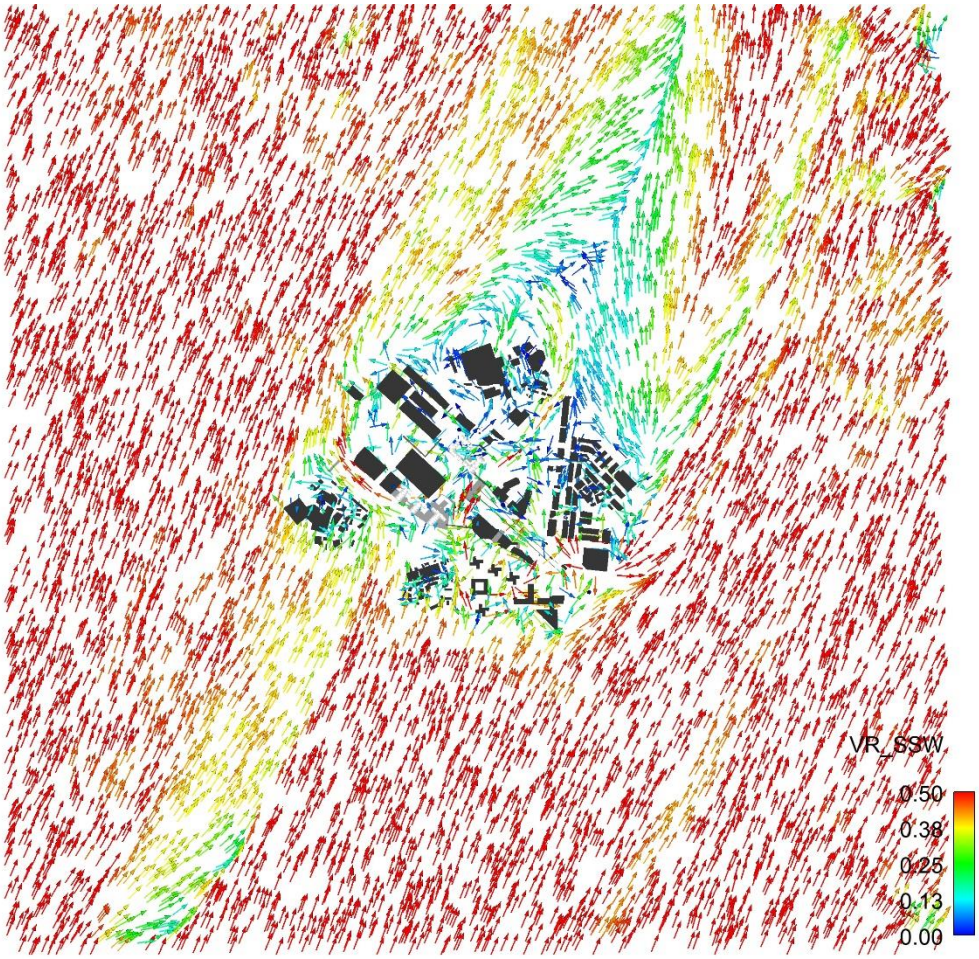

Figure F9 Vector Plot of VR under SSW Wind

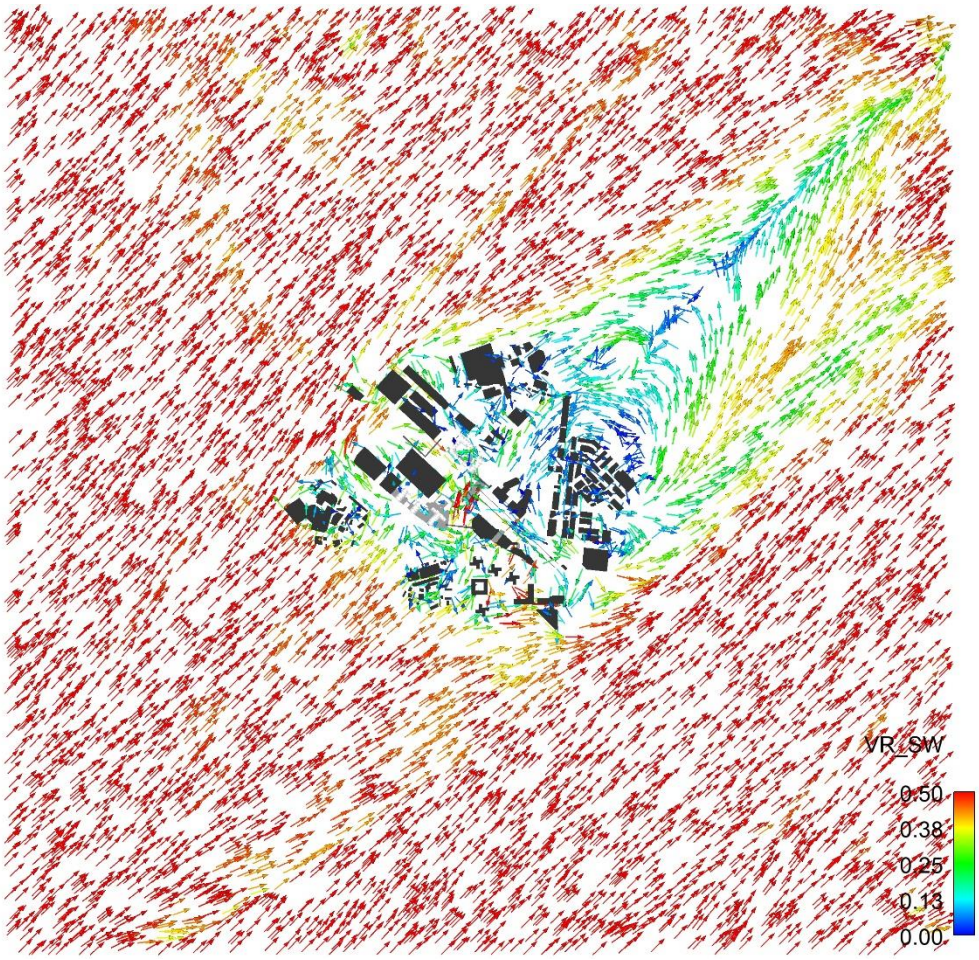

Figure F10 Vector Plot of VR under SW Wind

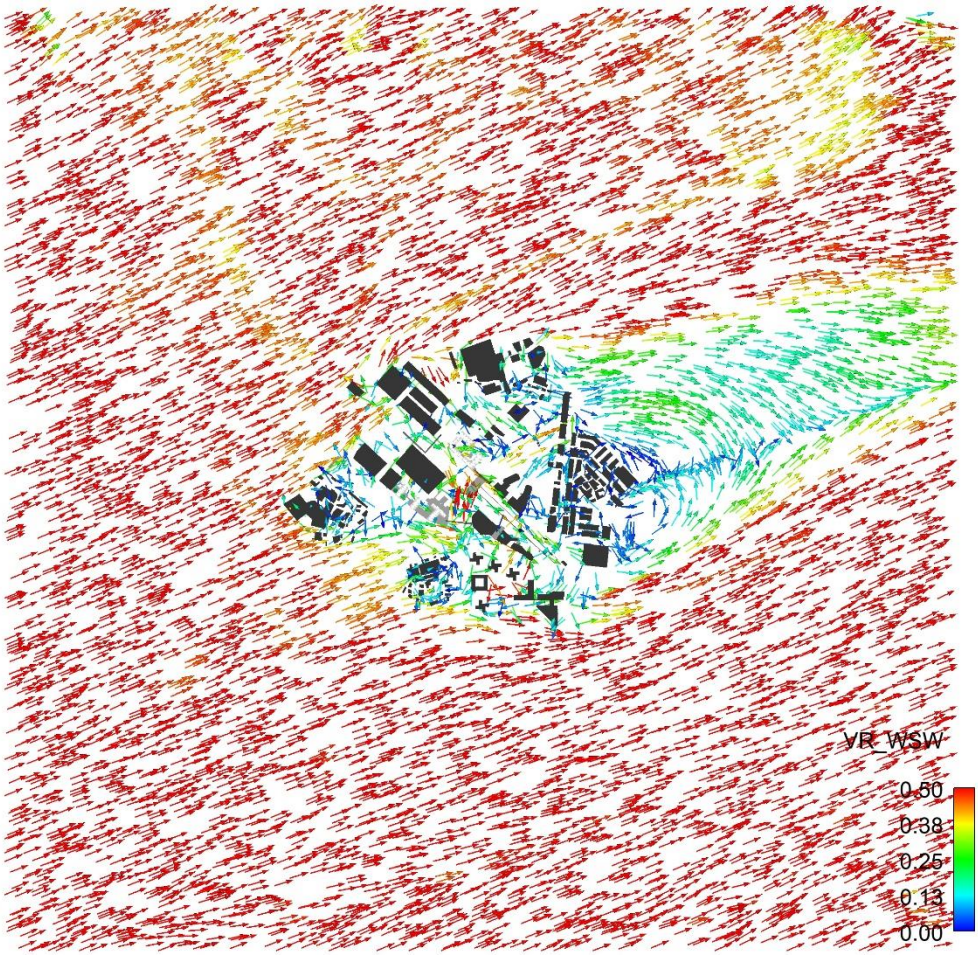

Figure F11 Vector Plot of VR under WSW Wind

F2 Proposed Scheme

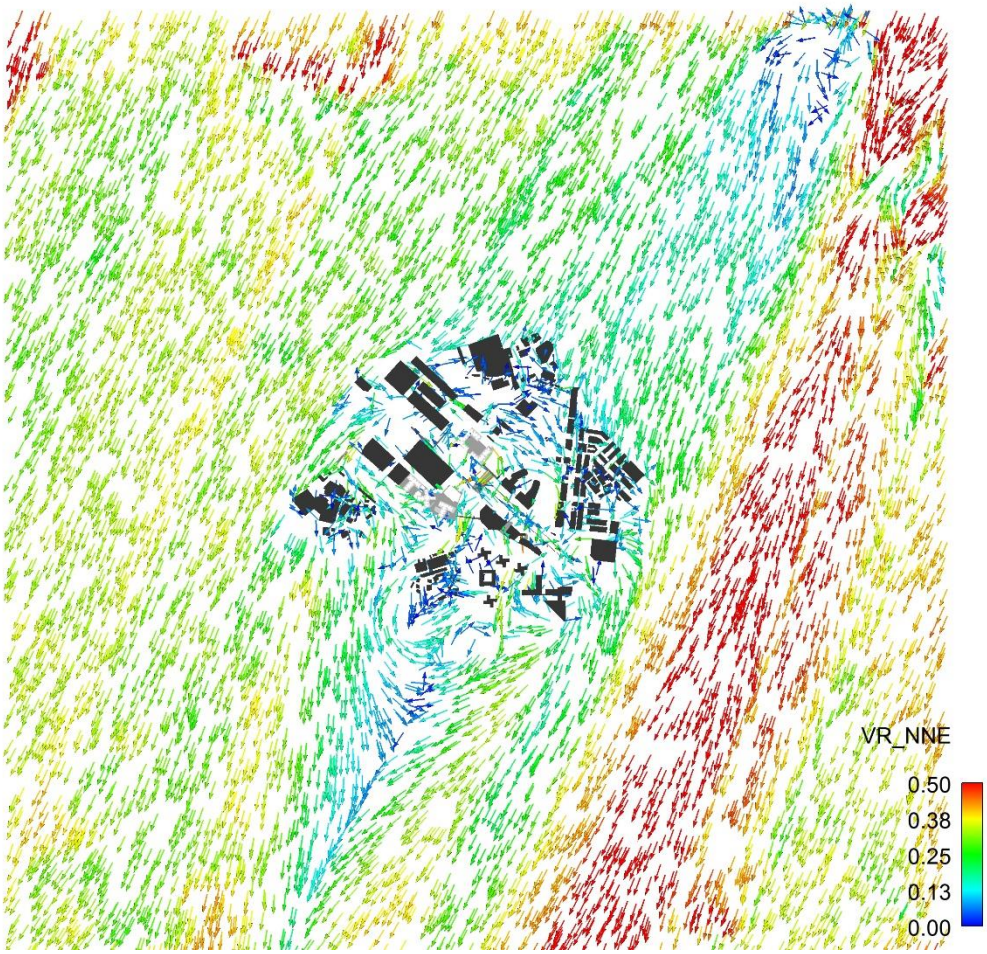

Figure F12 Vector Plot of VR under NNE Wind

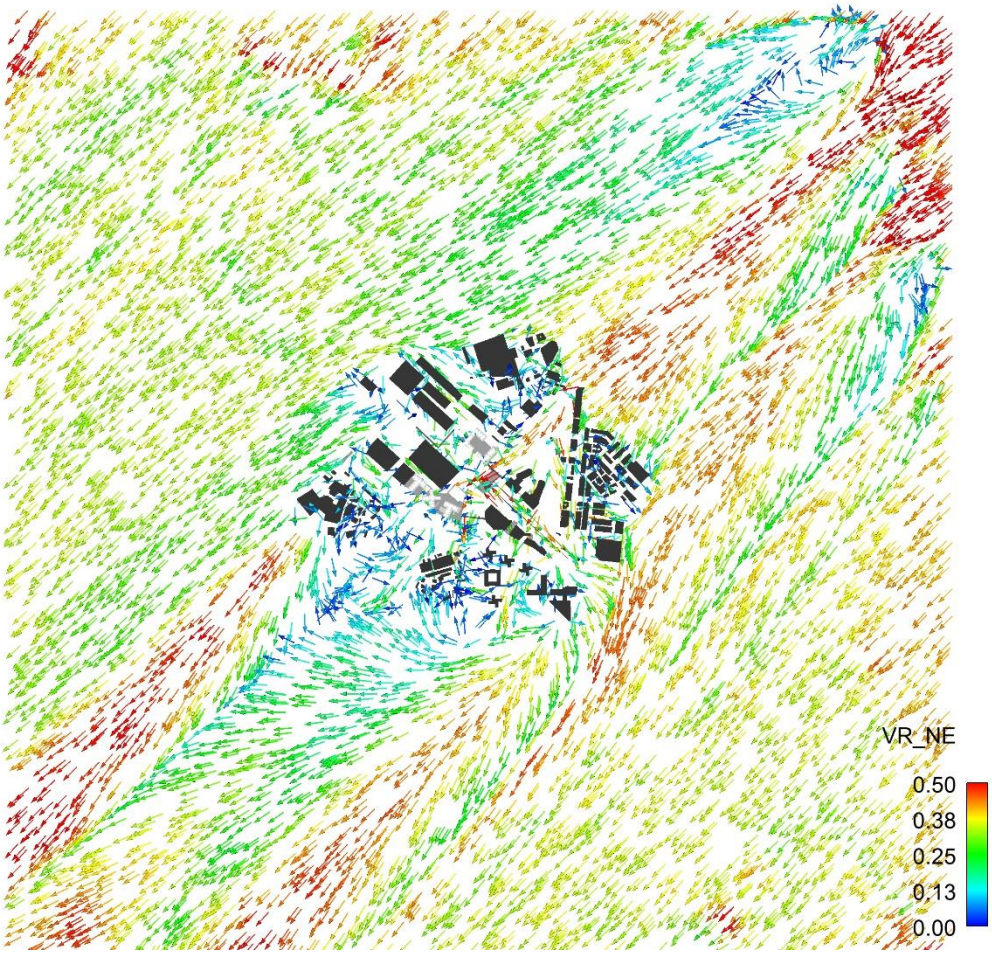

Figure F13 Vector Plot of VR under NE Wind

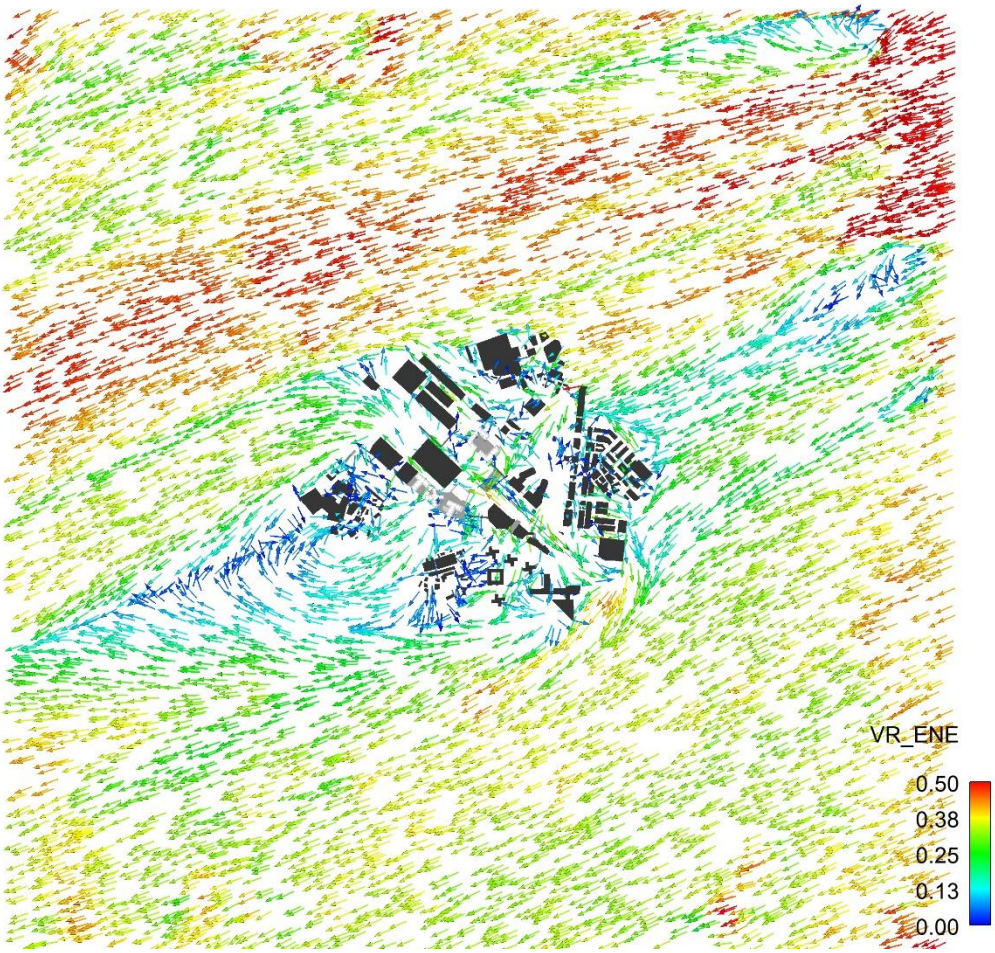

Figure F14 Vector Plot of VR under ENE Wind

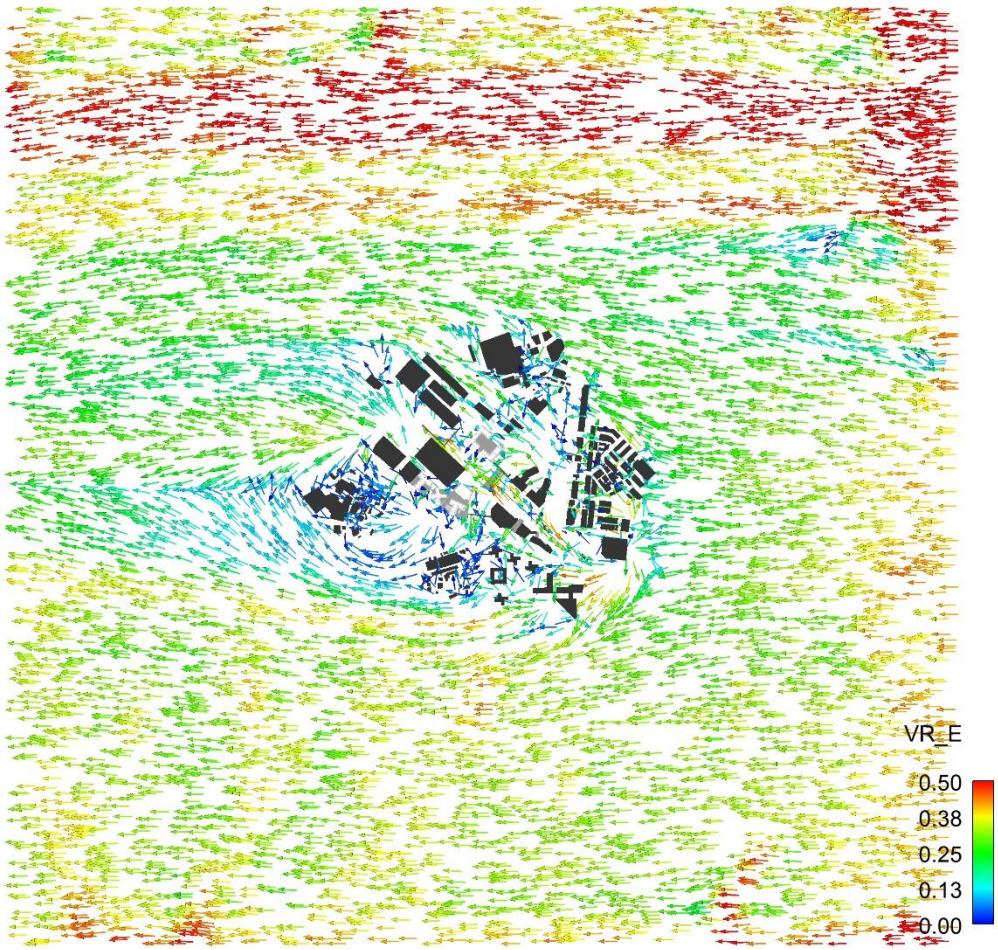

Figure F15 Vector Plot of VR under E Wind

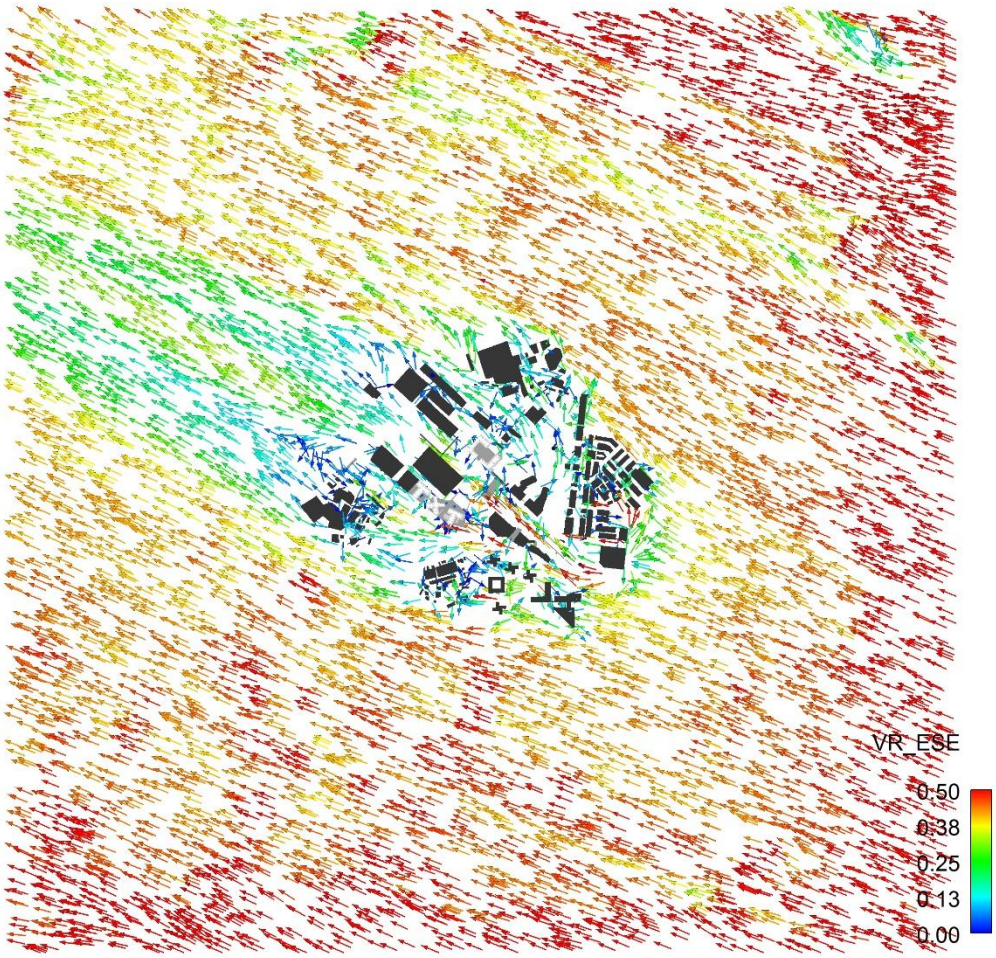

Figure F16 Vector Plot of VR under ESE Wind

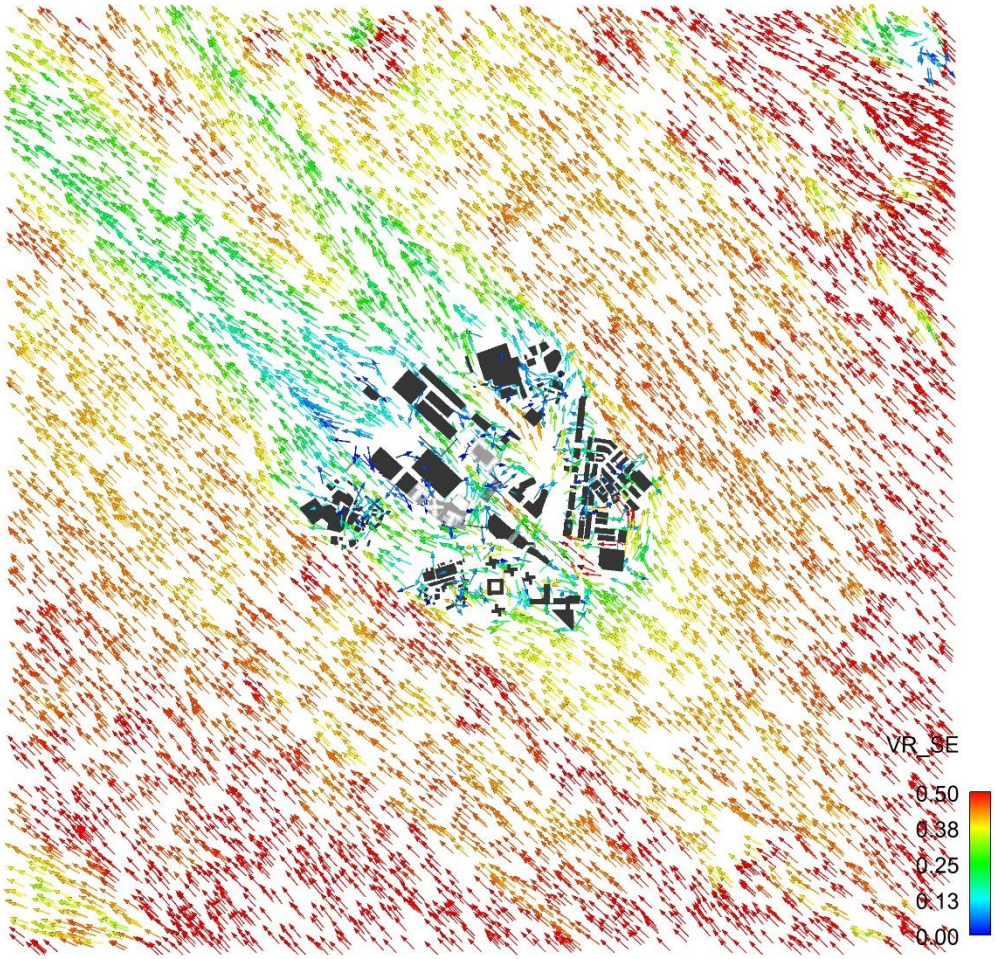

Figure F17 Vector Plot of VR under SE Wind

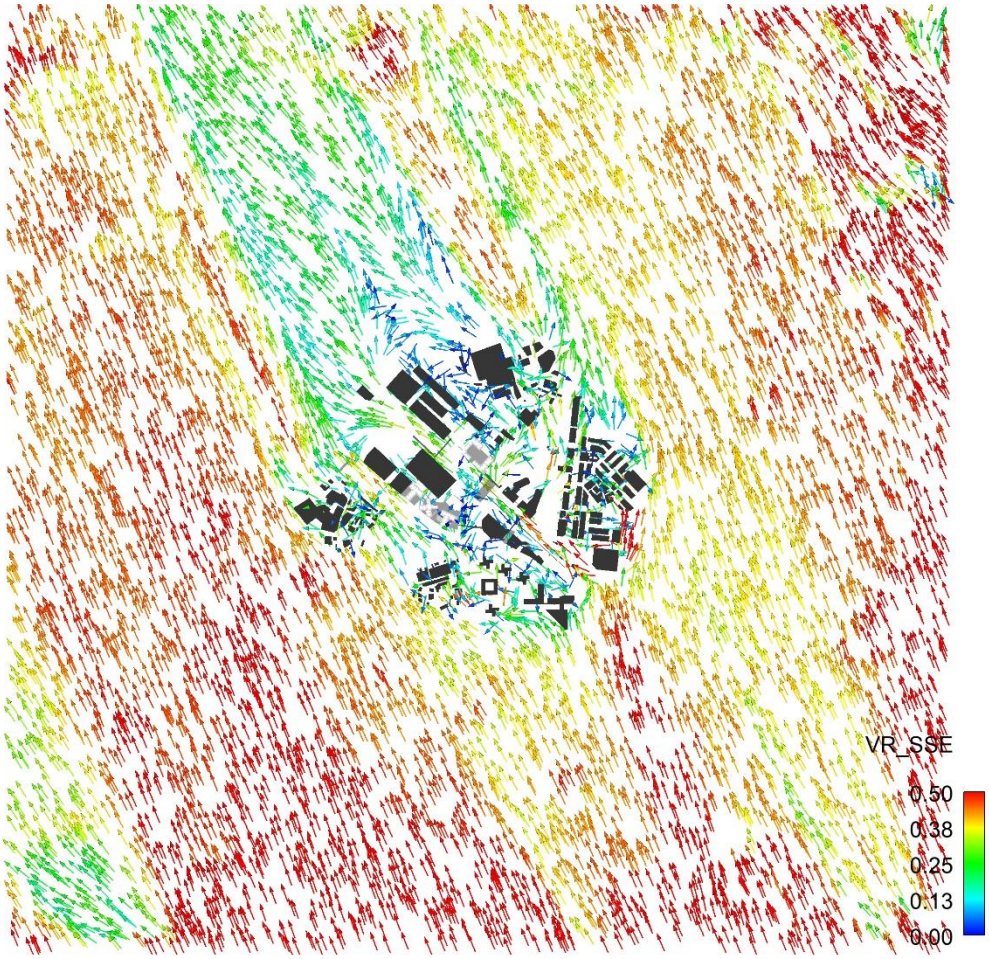

Figure F18 Vector Plot of VR under SSE Wind

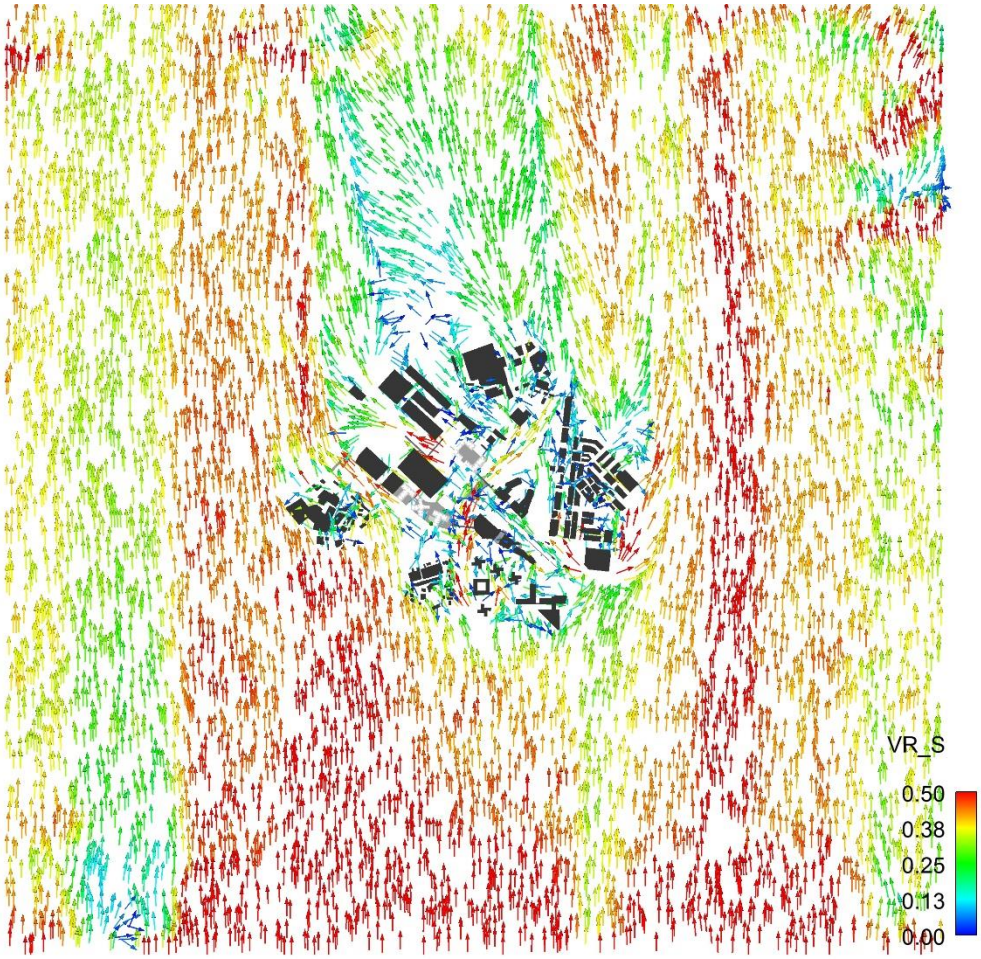

Figure F19 Vector Plot of VR under S Wind

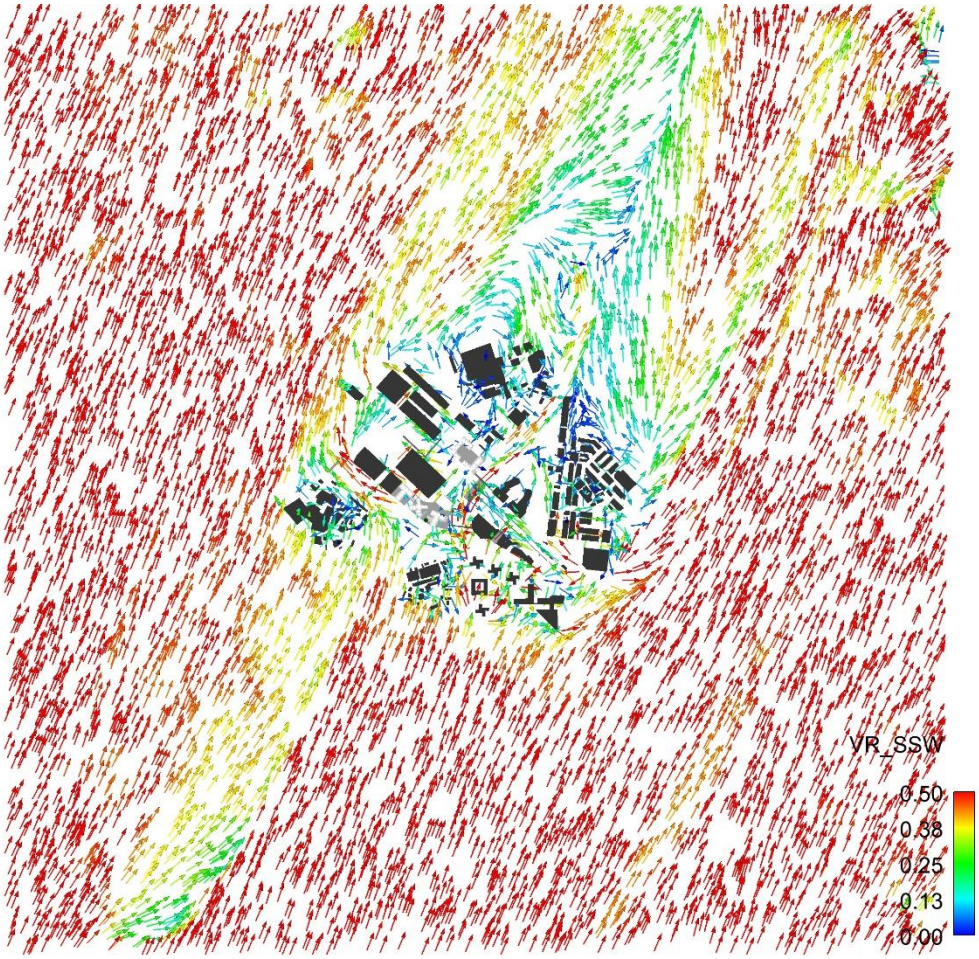

Figure F20 Vector Plot of VR under SSW Wind

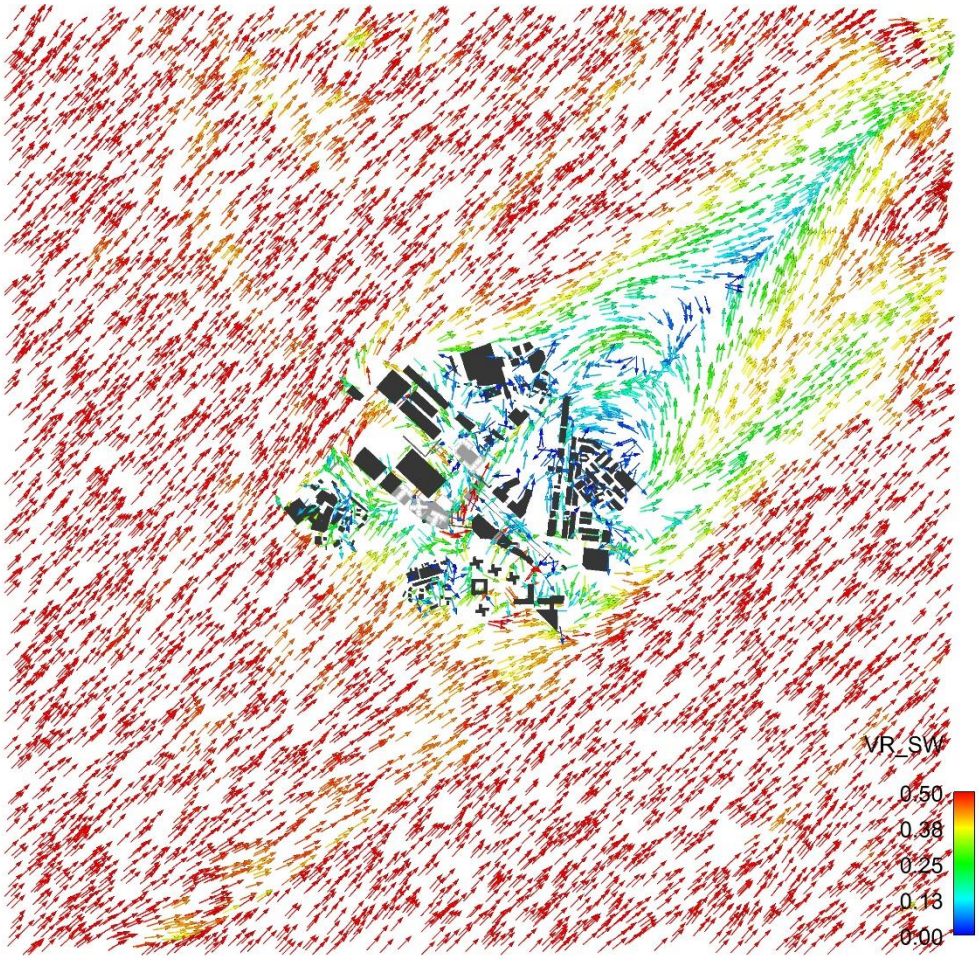

Figure F21 Vector Plot of VR under SW Wind

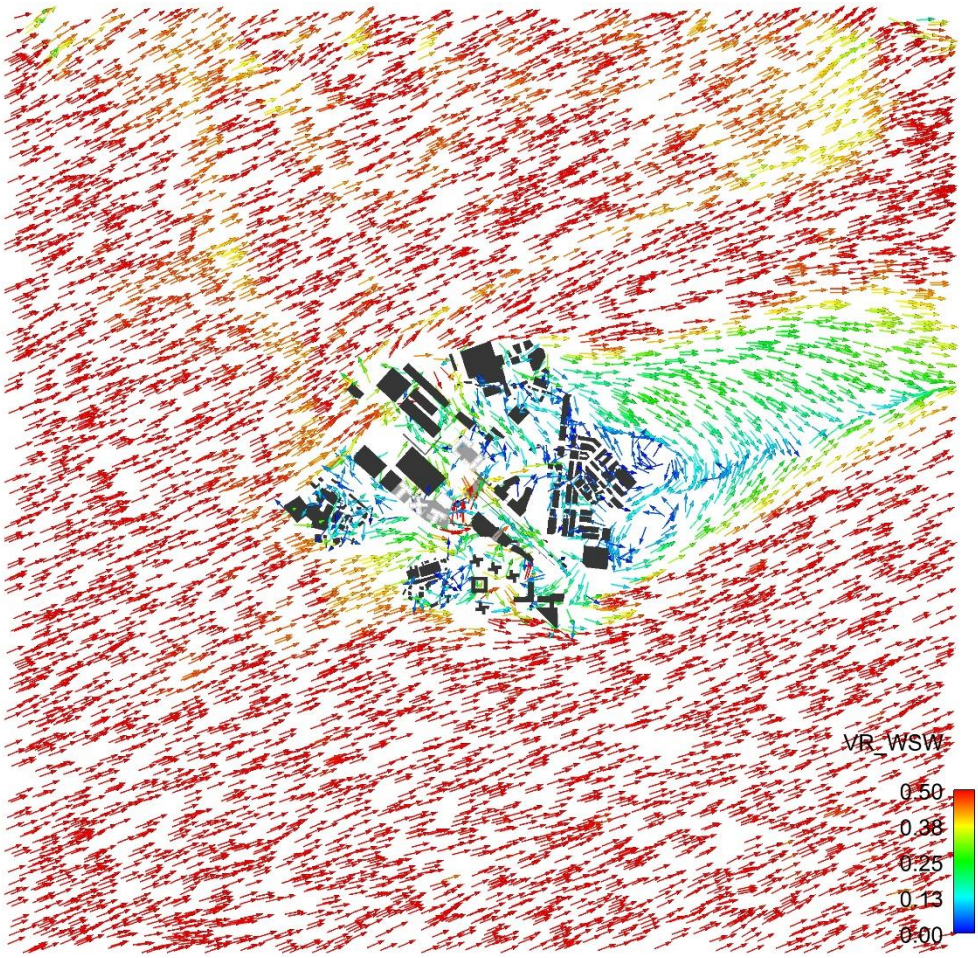

Figure F22 Vector Plot of VR under WSW Wind

Hong Kong Housing Authority

Proposed Public Housing Development Sites 1 & 2 in Sheung Shui Areas 4 and 30

Traffic Impact Assessment

Final

Revision 1 | March 2021

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 236072-09

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ARUP

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1 INTRODUCTION

1.1 Background

1.1.1 Further to the Final TIA Report submitted via Hong Kong Housing Authority (HKHA) memo dated 15 October 2018 and Transport Department's acceptance memo on 2 November 2018, Arup was appointed by HKHA to update the TIA report to reflect the latest updates on the facilities and population intake years provided of the proposed public housing development at Sites 1 and 2 in Sheung Shui Areas 4 and 30 (the Sites). Sites 1 and 2 are public housing development at Choi Yuen Road and San Wan Road respectively.

1.1.2 Site 1 is bounded by Choi Fai Street on the north, Choi Yuen Road on the south and Po Shek Wu Road on the east. It is zoned "Industrial" ("I") and currently an existing public car park under Short Term Tenancy (STT). The proposed public housing development will comprise of about 2,088 flats and is envisaged to be completed by Year 2025/26 for Phase 1 (2 residential blocks), Year 2027 for a new public transport interchange and Year 2029/30 for Phase 2 (1 residential block). The site location and its environs in the vicinity are shown in **Figure 1**.

1.1.3 Site 2 is bounded by Ka Fu Close on the north, San Wan Road on the south and Po Shek Wu Road on the east. It is zoned "I" and "Other Specified Uses" annotated (Bus Depot) ("OU (Bus Depot)") and partly as an existing public car park under STT and partly as WSD's depot under TGLA. The proposed public housing development will comprise of about 1,556 flats (3 residential blocks) and is envisaged to be completed by Year 2025/26. The site location and its environs in the vicinity are shown in **Figure 1**.

1.1.4 This TIA study is to examine the impacts of the traffic generated by the proposed public housing development at the Sites on the existing and planned road networks, particularly with respect to the performances of the affected junctions in the vicinity; and present the findings and results of analyses of the other traffic and transport issues related to the proposed public housing developments. Any deficiency would be identified and improvement proposals would be recommended if necessary to resolve any foreseeable problem.

1.2 Comparison of Development Plan of the Sites

1.2.1 According to the latest development plan provided by HKHA, the development parameter and population in take year of the proposed public housing development in the Sites has been updated. **Table 1.1** below compares the development schedule (i.e. those adopted in the accepted TIA as abovementioned in para 1.1.1, and the latest development plan) of the proposed public housing developments in the Sites.

Table 1.1: Comparison of Development Schedule of the Sites

Development	Parameters (adopted in the accepted TIA dated 15 October 2018)		Parameters (latest development plan adopted in this TIA)	
	Site 1	Site 2	Site 1	Site 2
Public Housing	2,040 flats (For Assessment: 2,244 flats)*	1,480 flats (For Assessment: 1,628 flats)*	2,088 flats (For Assessment: 2,297 flats)*	1,556 flats (For Assessment: 1,712 flats)*
Retail	400 sqm GFA	700 sqm GFA	395 sqm GFA	700 sqm GFA
Post Office	N/A	560 sqm GFA	N/A	N/A
Welfare Facilities	8,710 sqm GFA	N/A	10,513 sqm GFA	N/A
Kindergarten	6 classrooms	N/A	6 classrooms	N/A
Full Population Intake Year	2024/25	2027/28	2029/30	2025/26

Notes:
*With additional 10% allowance for the proposed number of flats for assessment purpose.

1.2.2 Based on the information in **Table 1.1**, a summary of the trips related to the proposed public housing developments, comparing those adopted in this TIA and the the accepted TIA dated 15 October 2018, is shown in **Table 1.2** below.

1.2.3 In view thereof, the change of development parameter in the latest development plan will only generate minimal additional traffic, i.e. 2-way 6pcu/hr for AM and PM peak hours respectively, and it is anticipated that the change of development parameter should not further deteriorate the traffic condition. The corresponding assessment based on the latest development parameter will be detailed in the succeeding sections.

Table 1.2: Comparison of Estimated Generated and Attracted Traffic for the Sites (PCUs / hr)

Development	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Adopted in the accepted TIA dated 15 October 2018				
Public Housing Development at Site 1				
Public Housing (Assessment Purpose: 2,244 flats)	55	51	40	46
Retail (400 m^2 GFA)	1	1	2	2
Kindergarten (6 classrooms) and Welfare facilities (8,710 m^2 GFA)	30	30	30	30
Total of Site 1	**86**	**82**	**72**	**78**
Public Housing Development at Site 2				
Public Housing (Assessment Purpose: 1,628 flats)	40	37	29	33
Retail (700 m^2 GFA)	2	2	3	3
Public Car Park	no additional traffic generated / attracted are expected in view of the existing car park within the site			
Post Office (560 m^2 GFA)	traffic generated / attracted are expected to fall outside the peak hours and would be minimal during the peak hours			
Total of Site 2	**42**	**39**	**32**	**36**
Total (Site 1+ Site 2), (A)	**128**	**121**	**104**	**114**
Latest development plan adopted in this TIA				
Public Housing Development at Site 1				
Public Housing (Assessment Purpose: 2,297 flats)	56	52	41	47
Retail (395 m^2 GFA)	1	1	2	2
Kindergarten (6 classrooms) and Welfare facilities (10,5130 m^2 GFA) (2)	30	30	30	30
Total of Site 1	**87**	**83**	**73**	**79**
Public Housing Development at Site 2				
Public Housing (Assessment Purpose: 1,712 flats)	42	39	31	35
Retail (700 m^2 GFA)	2	2	3	3
Public Car Park	no additional traffic generated / attracted are expected in view of the existing car park within the site			
Total of Site 2	**44**	**41**	**34**	**38**
Total (Site 1+ Site 2), (B)	**131**	**124**	**107**	**117**
Difference, (B) - (A)	**3**	**3**	**3**	**3**

1.3 Study Tasks

1.3.1 The principal objective of the Study is to support the proposed public housing development by addressing the traffic-related issues and

ensuring that the proposed developments would be feasible in terms of traffic without causing adverse impacts on the surrounding road network and pedestrian facilities.

1.3.2 To achieve this objective, the major tasks can be summarised as follows:

- to assess the existing traffic conditions in the vicinity of the proposed public housing development;
- to forecast traffic demands on the adjacent road network in the design years 2030 and 2033;
- to estimate the likely traffic generated by the proposed public housing development;
- to assess the impacts of traffic generated by the proposed public housing development on the adjacent road network using the forecast background flows and the traffic generated by the proposed developments;
- to recommend improvement measures, if necessary, to alleviate any traffic problems on the road network; and
- to investigate the public transport and pedestrian needs generated by the proposed public housing development.

1.4 Structure of the Report

1.4.1 Following this introductory chapter, there are seven further chapters:

Chapter 2 – Describes the existing traffic conditions;

Chapter 3 – Describes the planning parameters of the proposed development, issues regarding the site access and provision of car parking and loading / unloading facilities;

Chapter 4 – Presents the trip generation of the proposed development and the traffic forecasts; reports the results of the junction capacity assessments; reviews traffic condition in the vicinity of the proposed development; and recommends measures to improve the traffic condition, if considered necessary;

Chapter 5 – Describes the sensitive analysis on the bus rerouting with the new public transport interchange (PTI) at Site 1 in place;

Chapter 6 – Describes the pedestrian impact assessment and any proposal for improving the pedestrian network where necessary;

Chapter 7 – Describes the public transport provision for the proposed development; and

Chapter 8 – Summarises and concludes the study.

2 EXISTING TRAFFIC CONDITIONS

2.1 Locality and Access to the Site

2.1.1 Site 1 and Site 2 are located at north of Choi Yuen Road and north of San Wan Road respectively as shown in **Figure 1**. Site 1 can be accessed from Choi Fai Street / Choi Fat Street connecting to the district distributor Choi Yuen Road, which runs in the east-west direction connecting to Po Shek Wu Road on the west. Po Shek Wu Road is a primary distributor running in the north-south direction connecting to the Jockey Club Road on the north and Fanling Highway on the south. Site 2 can be accessed from the district distributor San Wan Road or the local distributor Ka Fu Close connecting to San Po Street, which connects to Po Wan Road leading to Po Shek Wu Road. The access/egress routes to/from the site are shown as in **Figure 2**.

2.2 Existing Road Network

2.2.1 As indicated above, the Sites are served by a comprehensive road network to / from all districts. Some major road network in the vicinity of the proposed housing development are listed as follows:

- Choi Yuen Road

  Choi Yuen Road is a single carriageway two-way district distributor running in the east-west direction. It joins Po Shek Wu Road on the west and Pak Wo Road on the east. It is also the major access to MTR Sheung Shui Station.

- San Wan Road

  San Wan Road is a single/dual carriageway two-way district distributor running in the east-west direction. It joins San Po Street on the west and Jockey Club Road/Sha Tau Kok Road on the east. It is another major access to MTR Sheung Shui Station.

- Po Shek Wu Road

  Po Shek Wu Road is a dual-two lane primary distributor running in the north-south direction. It connects to the junction with Jockey Club Road on the north and the Fanling Highway Interchange on the south.

- Fanling Highway

  Fanling Highway is a dual-three lane expressway linking to San Tin Highway to the west and Tolo Highway to the east.

- Jockey Club Road

  Jockey Club Road is a dual-two lane primary distributor connecting to Man Kam To Road and Fanling Highway at the junction with Pak Wo Road.

- Ka Fu Close

  Ka Fu Close is a single-two lane local distributor in the industrial area. It forms a local road network with other local roads, i.e. San Po Street and Cheuk Wan Street.

2.3 Existing Traffic Condition

2.3.1 To appreciate the existing traffic conditions, comprehensive classified traffic counts were conducted at the following key junctions and links. The assessments have been based on the latest junction layouts and method of control. Locations of these surveyed junctions and links are listed below and shown in **Figure 1**.

- J1 – Jockey Club Road / Po Shek Wu Road (Roundabout)
- J2 – Po Shek Wu Road / Po Wan Road (Signal Junction)
- J3 – Po Shek Wu Road / Choi Yuen Road (Signal Junction)
- J4 – Choi Yuen Road / Pak Wo Road (Roundabout)
- J5 – Jockey Club Road / Lung Sum Avenue (Signal Junction)
- J6 – Jockey Club Road / So Kwun Po Road (Signal Junction)
- J7 – So Kwun Po Road Interchange (Roundabout)
- J8 – Po Shek Wu Road Interchange (Roundabout)
- J9 – Po Wan Road / San Po Street (Signal Junction)
- J10 – San Wan Road / San Po Street (Priority)
- J11 – Choi Yuen Road / Choi Fai Street (Priority)
- J12 – Choi Fat Street / Choi Fai Street (Priority)
- J13 – Ka Fu Close / San Po Street (Priority)
- J14 – Ka Fu Close / Cheuk Wan Street (Priority)
- L1 – Po Shek Wu Road – Section between Choi Yuen Road and Fanling Highway (Link)
- L2 – Po Shek Wu Road – Section between Choi Yuen Road and Po Wan Road (Link)
- L3 - Po Shek Wu Road – Section between Jockey Club Road and Po Wan Road (Link)
- L4 - Po Wan Road (Link)
- L5 – San Wan Road (Link)
- L6 – Choi Fat Road (Link)
- L7 – Choi Yuen Road (Link)

2.3.2 The traffic counts were undertaken on a normal weekday in 2016 during the periods 0730 - 0930 and 1730 - 1930 hours. Supplementary survey was conducted in May 2017 at Junctions J6, J7, J8 and Link L1. The surveyed traffic flows in 2017 are in general higher than those of 2016. It is revealed that the observed total flows of the most critical road links in the town, i.e. Po Shek Wu Road and So Kwun Po Road, in 2017 is

about 14% and 10% higher than those of 2016 during AM and PM peak hours respectively. In view thereof, adjustment factor of 1.14 (for AM peak) and 1.10 (for PM peak) to the traffic flows observed in 2016 is therefore applied for assessment of existing traffic condition, except for Junction J6, J7, J8 and Link L1 in which the observed traffic flows in 2017 are adopted. The adopted traffic flows to assess 2017 existing junction performance are presented in **Figure 3**. From the observed traffic flows in 2017, the morning and evening peak hours were identified as 0730-0830 hours and 1730-1830 respectively. In general, the morning peak hour flows were observed to be higher than the evening peak periods.

2.3.3 Junction and link capacity analyses have been carried out at the key junctions and links along the key access routes of the Sites. Results of the capacity assessment are shown in **Tables 2.1 and 2.2** below.

Table 2.1 Year 2017 Existing Junction Performance

Junction (1)		Type	Performance (2)	
			AM	PM
J1	Jockey Club Road / Po Shek Wu Road	Roundabout	0.36	0.44
J2	Po Shek Wu Road / Po Wan Road	Signal	29%	19%
J3	Po Shek Wu Road / Choi Yuen Road	Signal	4%	7%
J4	Choi Yuen Road / Pak Wo Road	Roundabout	0.47	0.43
J5	Jockey Club Road / Lung Sum Avenue	Signal	14%	17%
J6	Jockey Club Road / So Kwun Po Road	Signal	12%	37%
J7	So Kwun Po Road Interchange (3)	Roundabout	0.96	0.92
J8	Po Shek Wu Road Interchange (4)	Roundabout	0.96	0.99
J9	Po Wan Road / San Po Street	Signal	>100%	>100%
J10	San Wan Road / San Po Street	Priority	0.24	0.16
J11	Choi Yuen Road / Choi Fai Street	Priority	0.28	0.15
J12	Choi Fat Street / Choi Fai Street	Priority	0.16	0.07
J13	Ka Fu Close / San Po Street	Priority	0.03	0.05
J14	Ka Fu Close / Cheuk Wan Street	Priority	0.07	0.05

Notes:

(1) Please refer to **Figure 1** for the location of the assessed junctions; and

(2) Figures shown represent "Reserve Capacity" (RC) for the signal controlled junctions and "Design Flow to Capacity" (DFC) ratio for the priority junctions and roundabouts. A signal-controlled junction with a reserve capacity (RC) of 0% implies that it is operating at capacity while a negative RC suggests that the junction is overloaded. RC >= 15 % implies that the signal-controlled junction is operating satisfactory. For roundabout, the performance indicator is the DFC. DFC ratio of 1.00 indicates continual queuing and could not be considered acceptable. A DFC ratio of 0.85, indicating that queuing would theoretically be avoided in 85% of cases, can be considered reasonable. A DFC of 0.70 indicates that queuing will be avoided in 0.95 of cases.

(3) Vehicular traffic queue was observed along Po Shek Wu Road Southbound during AM and PM peak hours. In general, the end of traffic queue was observed near Choi Yuen Road (i.e. Junction J3 - Po Shek Wu Road / Choi Yuen Road) which is about 350m in length from Junction J8 – Po Shek Wu Road Interchange.

(4) Vehicular traffic queue was observed along So Kwun Po Road Southbound during AM and PM peak hours. In general, the end of traffic queue was observed near Jockey Club Road (i.e. Junction J6 - Jockey Club Road / So Kwun Po Road) which

is about 390m in length from Junction J7 – Po Shek Wu Road Interchange. For southern side, the end of traffic queue was occasionally observed along Pak Wo Road near J4 - Ching Hiu Road/ Pak Wo Road which is about 300m in length from Junction J7 – So Kwun Po Road Interchange.

Table 2.2 Year 2017 Existing Road Link Performance

Road Links		Direction	Capacity (pcu/hr) (1)	Flow (pcu/hr)		V/C Ratio (2)	
				AM	PM	AM	PM
L1	Po Shek Wu Road – Section between Choi Yuen Road and Fanling Highway	NB	4,700	1,810	2,175	0.39	0.46
		SB	3,000	1,910	2,050	0.64	0.68
L2	Po Shek Wu Road – Section between Choi Yuen Road and Po Wan Road	NB	2,800	1,405	1,585	0.50	0.57
		SB	2,800	1,290	1,425	0.46	0.51
L3	Po Shek Wu Road – Section between Jockey Club Road and Po Wan Road	NB	2,800	705	1,050	0.25	0.38
		SB	2,800	880	1,205	0.31	0.43
L4	Po Wan Road	EB	900	250	215	0.28	0.24
		WB	1,800	315	170	0.18	0.09
L5	San Wan Road	EB	1,800	110	100	0.06	0.06
		WB	1,800	70	130	0.04	0.07
L6	Choi Fat Street	EB	900	30	35	0.03	0.04
		WB	900	105	85	0.12	0.09
L7	Choi Yuen Road	EB	2,700	395	210	0.15	0.08
		WB	1,800	215	315	0.12	0.18

Note:
(1) Road capacity is defined in accordance to STM Model and TPDM Volume 2 Chapter 2.4 Table 2.4.1.1 by converting the vehicles to pcu for analysis;
(2) A V/C ratio of 0.7 might infer adequate operating conditions, the effect of junctions or traffic signals both within and at the end of the road link may be such that the design flow could never be achieved in practice, and the link might be severely congested well before a V/C ratio of 1.0 is reached.

2.3.4 Results of the analysis indicate that all junctions and links in the vicinity of the Sites are currently operating within capacity.

2.4 Public Transport Facilities

2.4.1 The Sites are served by various modes of public transport services in vicinity. The key modes of public transport are:

- Franchised Bus Services – The Sites are served by comprehensive franchised bus services operating within the surrounding road network. The bus services operating in the vicinity of the Site are summarised in **Table 2.3**.
- Green Minibus (GMB) Services – The Sites are also served by GMB services operating within the surrounding road network. A summary of GMB services are found in **Table 2.3**.

- The Sites are located within approximately 600m walking distance west of MTR Sheung Shui Station.

2.4.2 **Figure 4** shows the locations of existing bus stops and GMB stops in vicinity of the Sites.

2.4.3 In summary, the Sites are serving with comprehensive public transport services via the adjacent railway network and the road-based public transport services (including franchised bus and GMB services).

2.4.4 In view of comprehensive coverage of the public transport services and the available different choices on transport modes, the proposed housing development is considered to have good accessibility via public transport.

Table 2.3 Existing Public Transport Services

Route No.		Origin - Destination	Frequency (minutes)	Remarks
Bus	**70K**	Wah Ming B/T ↔ Ching Ho	15 – 20	Circular route
	73K	Sheung Shui B/T ↔ Man Kam To	15 – 30	
	76K	Ching Ho B/T ↔ Long Ping Estate B/T	20 – 30	
	77K	Sheung Shui B/T ↔ Yuen Long (Fung Cheung Road) B/T	20 – 30	
	78K	Sheung Shui B/T ↔ Sha Tau Kok B/T	15 – 30	
	79K	Sheung Shui B/T ↔ Ta Kwu Ling	20 – 30	
	261	Sam Shing ↔ Ting Ping Estate B/T	20 – 30	
	261P	Ng Tau Road (Tsing Lun Road) → Tin Ping Estate B/T	-	Monday to Saturday morning peak hour service only
	270	Tin Ping Estate ↔ Tsui Lai Garden B/T	7 – 10	Circular Route
	270A	Sheung Shui B/T ↔ Tsim Sha Tsui East (Mody Road)	10 – 20	
	270B	Sheung Shui B/T ↔ Shum Shui Po	15 – 60	Monday to Saturday morning peak hour service only Sunday noon peak hour service only
	270P	Sheung Shui B/T ↔ Kowloon Station	-	Monday to Saturday morning peak hour service only
	270S	Tsim Sha Tsui East (Mody Road) ↔ Luen Wo Hui B/T	-	00:45-02:00 only
	273A	Choi Yuen B/T ↔ Wah Ming	4 – 10	Circular route
	273B	Ching Ho Estate B/T ↔ Sheung Shui Station	5 – 10	Circular route
	273D	Sheung Shui B/T ↔ Wah Ming	15 – 30	Circular route
	276	Tin Tsz B/T ↔ Sheung Shui B/T	15 - 25	
	276A	Tin Heng Estate B/T ↔ Tai Ping	5 – 15	
	276B	Tin Fu ↔ Choi Yuen B/T	15 – 20	
	276P	Tin Shui Wai Station ↔ Sheung Shui B/T	5 – 20	
	277E	Tin Ping Estate B/T ↔ Lam Tin Station B/T	20	
	277P	Tin Ping Estate B/T ↔ Lam Tin Station B/T	30	Monday to Friday morning peak hour service only
	278X	Sheung Shui B/T ↔ Tsuen Wan (Nina Tower)	5 – 20	
	279X	Luen Wo Hui B/T ↔ Tsing Yi Station B/T	9 – 15	

Route No.		Origin - Destination	Frequency (minutes)	Remarks
	373	Sheung Shui B/T ↔ Central (Hong Kong Station)	-	Monday to Saturday morning and afternoon peak hour service only
	673	Sheung Shui B/T ↔ Central (Hong Kong Station)	30	
	678	Sheung Shui B/T ↔ Causeway Bay	-	Monday to Friday morning peak hour service only
	978	Wah Ming B/T ↔ Wan Chai North	10 – 30	
	978A	Luen Wo Hui B/T ↔ Wan Chai North	-	Monday to Friday morning peak hour service only
	978B	Chi Fok Circuit ↔ Wan Chai North	-	Monday to Friday morning peak hour service only
	A43	Luen Wo Hui B/T ↔ Airport (Ground Transportation Centre) Terminus	15 – 30	
	A43P	Luen Wo Hui B/T ↔ Airport (Ground Transportation Centre) Terminus	25 – 30	
	N42A	Luen Wo Hui B/T ↔ Tung Chung Station	-	Night route
	N42P	Sheung Shui Station ↔ Airport (Ground Transportation Centre) Terminus	-	Night route
	N73	Sheung Shui B/T ↔ Lok Ma Chau B/T	30	Night route
	T270	Cheung Wah B/T ↔ Tsim Sha Tsui East (Mody Road)	-	Monday to Friday morning peak hour service only
	T277	Sheung Shui B/T ↔ Lam Tin Station B/T	-	Monday to Friday morning peak hour service only
GMB	**44**	Tuen Mun Ferry Pier ↔ Sheung Shui Station	2 – 3	
	44A	Tuen Mun Station PTI ↔ Sheung Shui Station	2 – 5	
	50A	Sheung Shui Station ↔ Kwu Tung (South)	10 – 15	Circular route
	50K	Sheung Shui Station ↔ Hang Tau	5 – 25	
	51K	Sheung Shui Station ↔ Ho Sheung Heung	7 – 20	
	55K	Sheung Shui Station ↔ Sha Tau Kok (Shun Lung Street)	4 – 10	
	57K	Sheung Shui Station ↔ Tong Kung Leng	8 – 30	
	58K	Sheung Shui Station ↔ Ping Kong	10 – 30	
	58S	Mong Kok Station ↔ Sheung Shui Station	12 – 15	Night route
	59K	Sheung Shui Station ↔ Lin Ma Hang	15 – 60	
	501S	Sheung Shui Station ↔ Yue Man Square	15 – 20	Night route
	605	Ki Lun Tsuen ↔ Sheung Shui Station	25	

3 THE PROPOSED HOUSING DEVELOPMENT

3.1 Site Description

3.1.1 Site 1 is bounded by Choi Fai Street on the north, Choi Yuen Road on the south and Po Shek Wu Road on the east. It is zoned "Industrial" ("I") and currently an existing public car park under Short Term Tenancy (STT). The proposed public housing development will comprise of about 2,088 flats and is envisaged to be completed by Year 2025/2026 for Phase 1 (2 residential blocks), Year 2027 for a new PTI and Year 2029/2030 for Phase 2 (1 residential block). The site location and its environs in the vicinity are shown in **Figure 1**.

3.1.2 Site 2 is bounded by Ka Fu Close on the northeast, San Wan Road on the southeast and Po Shek Wu Road on the southeast. It is zoned "I" and "Other Specified Uses" annotated (Bus Depot) ("OU (Bus Depot)") and partly as an existing public car park under STT and partly as WSD's depot under TGLA. The proposed public housing development will comprise of about 1,556 flats (3 residential blocks) and is envisaged to be completed by Year 2025/2026. The site location and its environs in the vicinity are shown in **Figure 1**.

3.2 Development Schedule

3.2.1 **Table 3.1** below summarises the latest development schedule of proposed housing development.

Table 3.1 Summary of Development Schedule

Development	Site 1	Site 2
Public Housing	2,088 flats (For Assessment: 2,297 flats)*	1,556 flats (For Assessment: 1,712 flats)*
Retail	395 sqm GFA	700 sqm GFA
Post Office	N/A	N/A
Welfare Facilities	10,513 sqm GFA	N/A
Kindergarten	6 classrooms	N/A
Avg. Household Size	2.8	2.8
Population	5,847 (For Assessment: 6,432)*	4,357 (For Assessment: 4,794)*

Notes:
*With additional 10% allowance for the proposed number of flats for assessment purpose.

3.3 Car Parking and Loading / Unloading Provision

3.3.1 The proposed provision of parking and loading/unloading facilities were provided by HKHA based on the Hong Kong Planning Standards and Guidelines (HKPSG). The proposed provisions described in **Table 3.2** have fully considered the subject development.

Table 3.2 Parking and Loading / Unloading Facilities Provision

Development	Facility	HKPSG Guideline	Requirement	Proposed Provision
Public Housing Development at Site 1				
Public Housing (2,088 flats, including 511 nos. of 1P/2P flats) (3 Residential Blocks)	Private Car Parking	1 per 26-40 flats (excluding 1P/ 2P flats)	39-61 nos.	61 + 15 (1) nos.
	Light Goods Vehicle Parking	1 per 200-600 flats (excluding 1P/ 2P flats)	3-8 nos.	8 nos.
	Motor cycle Parking	1 per 110-250 flats (excluding 1P/ 2P flats)	7-15 nos.	15 nos.
	Loading / Unloading	1 per residential block	3 nos.	3 nos.
	Bicycle Parking	1 per 15 flats	140 nos.	140 + 40 (1) nos.
Retail (395 sqm GFA)	Private Car Parking	1 per 200-300 sqm GFA	2 nos.	2 nos. parking spaces
	Loading / Unloading	1 per 800-1200 sqm GFA	1 no.	1 nos. loading/ unloading bay
Community Hall (1,095 sqm GFA)	Private Car Parking	As Per Operator's Requirements	-	
	Loading / Unloading		1 no.	
Welfare Facilities (10,513 m^2 GFA)	16-seater Van	As Per Operator's Requirements	1 no.	
	24-seater Van		1 no.	
	Loading / Unloading		1 no.	
Kindergarten (6 classrooms)	Private Car Parking	For schools and kindergartens within public housing estates, the carparking provisions, taxi and private car lay-bys and loading/unloading provisions should be subject to the requirements of Housing Authority.	1 no.	
	Loading / Unloading		1 no.	
Public Housing Development at Site 2				
Public Housing (1,556 flats including 119 nos. of 1P/2P flats) (3 Residential Blocks)	Private Car Parking	1 per 26-40 flats (excluding 1P/ 2P flats)	36 - 56 nos.	56 + 15 (1) nos.
	Light Goods Vehicle Parking	1 per 200-600 flats (excluding 1P/ 2P flats)	3-8 nos.	8 nos.
	Motor cycle Parking	1 per 110-250 flats (excluding 1P/ 2P flats)	6 - 14 nos.	14 nos.
	Loading / Unloading	1 per housing block	3 nos.	3 nos.
	Bicycle Parking	1 per 15 flats	104 nos.	104 + 40 (1) nos.
Retail (700 sqm GFA)	Private Car Parking	1 per 200-300 sqm GFA	3 - 4 nos.	4 nos.
	Loading / Unloading	1 per 800-1200 sqm GFA	1 no.	1 no.

Note:
(1) Additional private car and bicycle parking provision in accordance with the agreement with Transport Department.

3.4 Access Arrangement / Pedestrian Facilities

Site 1

3.4.1 Vehicles can access the Site 1 at Choi Fai Street via Choi Yuen Road connecting to Po Shek Wu Road, which links to Jockey Club Road to the north and Fanling Highway to the south.

3.4.2 There will be 2 nos. of vehicular accesses for the Site to provide Emergency Vehicular Accesses (EVA). The detailed arrangement of the proposed vehicular accesses is indicated in **Figure 1**.

3.4.3 The internal road system within the proposed development is subject to detailed design. The Emergency Vehicular Access (EVA) should be of a minimum 6m in width wherever applicable in the internal road system and fully comply with requirements of "Code of Practices of Means of Access for Firefighting and Rescue" by Buildings Department.

3.4.4 The existing pedestrian facilities are well-developed in the vicinity of the Site. The existing footpath will be maintained on Choi Fat Street and Choi Yuen Road. Pedestrians can access the proposed development via the surrounding pedestrian facilities connecting to the nearby bus / GMB termini and MTR Sheung Shui Station.

3.4.5 A footbridge is proposed to connect the proposed development to the future public housing development site at Choi Yuen Road Sites 3 and 4 (now named as Po Shek Wu Estate), with new footbridges connecting to Po Shek Wu Road Site and the existing footbridge linking Choi Yuk House on the south and Landmark North on the north. An operational capacity assessment for existing pedestrian facilities have been conducted and will be discussed in **Section 5** to access the capability of existing facilities to cater for future demand.

Site 2

3.4.6 Vehicles can access the Site 2 at Ka Fu Close via San Po Street and Po Wan Road connecting to Po Shek Wu Road, which links to Jockey Club Road to the north and Fanling Highway to the south.

3.4.7 There will be 1 no. of vehicular access for the Site on Ka Fu Close and a separate vehicular access to serve the car park block via Ka Fu Close. The detailed arrangement of the proposed vehicular accesses is indicated in **Figure 1**.

3.4.8 The internal road system within the proposed development is subject to detailed design. The Emergency Vehicular Access (EVA) should be of a minimum 6m in width wherever applicable in the internal road system and fully comply with requirements of "Code of Practice for Fire Safety in Buildings 2011" by Buildings Department.

3.4.9 The existing pedestrian facilities are well-developed in the vicinity of the Site. The existing footpath will be maintained on San Wan Road and Ka Fu Close. A new footbridge is proposed to connect the proposed development to Po Shek Wu Road Site, with new footbridges connecting to Po Shek Wu Estate and the existing footbridge linking Choi Yuk House on the south and Landmark North on the north. The comprehensive footbridge network connecting different public housing developments will enhance the pedestrian accessibility. Details on the pedestrian facilities assessment will be discussed in **Section 5**.

3.4.10 In addition, a possible footbridge connection connecting the existing footbridge to Sheung Shui MTR Station would be provided subject to further investigation at detail design stage. **Figure 15** shows the overview of the proposed footbridge network in the vicinity of the subject site.

3.5 Re-provision of Private Car Parking Space

3.5.1 Separate parking study was conducted in 2016 to review the parking condition in vicinity of the proposed developments, it was observed that there would be shortfall in about 270 nos. of private car parking spaces after closure of the affected public car parks under STT (currently providing about 470 nos. of car parking spaces) as mentioned in Section 3.1.2.

3.5.2 Permanent re-provision of private car parking space will be provided in the new car park block at Site 2, providing about 320 nos. of private car parking spaces.

3.5.3 During the construction stage of proposed development and the new car park block which is planned to be commenced in 2021/22, 300 nos. of private car parking spaces will be temporarily provided at portion of Site 1 and/or Site 2 under STT. Construction work at this portion of Site 1 and/or Site 2 will be commenced after the operation of the new car park block at Site 2 targeted in 2024/25. In conclusion, at least 300 nos. of private car parking space will always be provided during and after the construction works.

3.5.4 For goods vehicle parking, HKHA already suggested LandsD and relevant departments to make new STT sites and convert the existing STT car parks for goods vehicles and coach/bus parking only, in order to provide additional parking provision for large vehicles after closure of the concerned STT Car Parks for tackling the public car park issue in short term. For long term solution, it will be explored in the upcoming Phase 2 study of Sheung Shui Areas 4 and 30 pending the findings of Phase 1 Study.

4 FUTURE TRAFFIC CONDITIONS

4.1 Assessment Scenarios

4.1.1 To evaluate the associated traffic impact likely to be induced by the proposed change in land use, four scenarios were analysed and compared. The 1st and 3rd scenarios are Reference Scenario (without the proposed housing developments) in Year 2030 and 2033. The 2nd and 4th scenarios are Design Scenarios (with the proposed housing developments) in Year 2030 and 2033, respectively.

4.1.2 Taking into consideration that the proposed development will be completed by 2029/2030 and phased commissioning of NDA development area and Fanling Bypass, years 2030 and 2033 were adopted as the design years in the study. The year 2030 scenario would demonstrate the traffic conditions in the study area after completion of the proposed development. The year 2033 scenario would demonstrate the traffic conditions in the study area 3 years after completion of the proposed development respectively, taking into account of the change of traffic pattern before/ after the phased commissioning of NDA development area and Fanling Bypass.

4.1.3 Four assessment scenarios were assessed for the design years, namely:

- 2030 Reference Case (2030 Background Traffic Flows including generated/attracted traffic related to other planned developments in the vicinity)
- 2030 Design Case (2030 Reference Case Traffic Flows + generated/attracted traffic related to the proposed development)
- 2033 Reference Case (2033 Background Traffic Flows including generated/attracted traffic related to other planned developments in the vicinity)
- 2033 Design Case (2033 Reference Case Traffic Flows + generated/attracted traffic related to the proposed development)

4.1.4 The methodology adopted to forecast the traffic for the future years is presented in the next section.

4.1.5 The forecasted traffic flows for above assessment scenarios are shown in **Figures 5** to **8**.

4.2 Forecasting Methodology

Proposed Area of Influence (AOI)

4.2.1 Area of Influence (AOI) is proposed and presented in **Figure 1**. It covers the critical road junctions and road networks in Sheung Shui Town, which may be affected by the proposed development in the Site. Necessary data and information within the AOI have been collected and assembled for assessments.

New Development Area (NDA)

4.2.2 Considering the traffic impact of the future development at New Development Area (NDA), it is expected that the future traffic patterns (i.e. design years 2030 and 2033) will be complex by the changes in the NDA. The complexity of growth in overall transport demand, coupled with the anticipated significant changes in pattern, would complicate the future traffic forecast. To maintain accuracy, it is recommended that comprehensive traffic forecast should be adopted, taking into account of the latest development proposal of NDA and the future road network and highway for the Year 2030 and Year 2033 traffic.

Other Planned/Committed Developments in the Vicinity of Site

4.2.3 Besides NDA, there are some other planned/committed developments in the vicinity of the Sites, including:

- Proposed Committed Public Housing Development at Po Shek Wu Estate;
- Proposed Public Housing Development at Po Shek Wu Road, Sheung Shui;
- Proposed Wholesale Conversion into Retail Development from Existing Advanced Technology Centre at No.2 Choi Fat Street, Sheung Shui;
- Proposed Wholesale Conversion into Office-cum-Retail Building from Existing Industrial Building at No.9 Choi Yuen Road, Sheung Shui;
- Proposed Wholesale Conversion into Retail Development at No. 6 Choi Fai Street, Sheung Shui; and
- Proposed Wholesale Conversion into Office-cum-Retail Building at No. 21 Po Wan Road, Sheung Shui

4.2.4 The estimated trips of these developments have also been reviewed and incorporated into the development of traffic forecast, as appropriate. Trip generation / attraction by proposed housing development of Po Shek Wu Estate are reference to the HKHA's Traffic Impact Assessment (TIA) Report for Po Shek Wu Estate. Trip generation / attraction of Site at Po Shek Wu Road are estimated from trip generation rates of public housing development stipulated in TPDM as shown in **Table 4.1**. Summary of the trip generation of these public housing developments is given in **Table 4.2** respectively.

Table 4.1 Trip Generation / Attraction Rates for Public Housing Development at Po Shek Wu Road

Development Type	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Subsidised Housing: HOS/PSPS/SSF (pcu/flat/hr) (1)	0.0622	0.0426	0.0297	0.0401
Retail / Shopping Complex (pcu/hr/100 m2 GFA) (1)	0.2296	0.2434	0.3100	0.3563

Note:
(2) Reference to "Traffic Rates for Residential Developments at 95% Confidence Level", Transport Planning and Design Manual (TPDM), Volume 1

Table 4.2 Estimated Trip Generation / Attraction for other Planned Public Housing Development in the Vicinity of the Sites

Development	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Public Housing Development at Po Shek Wu Estate (1)				
PRH (Planned: 1,160 flats) (1)	65	53	34	41
Retail (790 m^2 GFA) (1)	2	2	3	3
6-Classroom Kindergarten, Welfare facilities (2,604 m^2 GFA) (1)	30	30	30	30
Public Car Park (221 nos. of space) (1)	18	35	42	40
Total of Po Shek Wu Estate	**115**	**120**	**109**	**114**
Public Housing Development at Po Shek Wu Road				
SSF (Planned: 1,850 flats)	115	79	55	74
Retail (3,000 m^2 GFA)	7	7	9	11
Kindergarten (6-Classroom) (2)	30	30	30	30
Total of Site at Po Shek Wu Road	**152**	**116**	**94**	**115**

Note:
(1) Trip generation / attraction of Po Shek Wu Estate are reference to HKHA's TIA Report of Po Shek Wu Estate; and
(2) For the kindergarten and welfare facilities, a nominal traffic of total 30 pcu/hr each way is assumed for these facilities as a conservative approach, in view of the minimal trips induced on the road networks during ordinary peak hours.

4.2.5 Trip generation / attraction by planned private retail and office development are reference to the Traffic Impact Assessment (TIA) Report by the corresponding developers under the S.16 Application.

Summary of the trip generation of these private development is given in **Table 4.3** respectively.

Table 4.3 Estimated Trip Generation / Attraction for Other Planned Private Development in the Vicinity of the Sites

Development	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Proposed Wholesale Conversion into Retail Development from Existing Advanced Technology Centre at No.2 Choi Fat Street, Sheung Shui (1)	24	16	15	19
Proposed Wholesale Conversion into Office-cum-Retail Building from Existing Industrial Building at No.9 Choi Yuen Road, Sheung Shui (2)	45	64	37	34
Proposed Wholesale Conversion into Retail Development at No. 6 Choi Fai Street, Sheung Shui (3)	69	73	93	107
Proposed Wholesale Conversion into Office-cum-Retail Building at No. 21 Po Wan Road, Sheung Shui (3)	9	12	12	12

Note:
(1) Trip generation / attraction are reference to the net changes of trip generation / attraction stipulated in Developer's TIA Report under the S.16 Application No. A/FSS/246;
(2) Trip generation / attraction are reference to the net changes of trip generation / attraction stipulated in Developer's TIA Report under the S.16 Application No. A/FSS/241; and
(3) Trip generation / attraction are reference to the estimated trip generation / attraction stipulated in TIA Report under S.16 Application No. A/FSS/241.

2-Tier Transport Modelling

4.2.6 A two-tier modelling approach was adopted. The upper tier involved the use of Arup's in-house CTS-compatible Traffic Model (TM) which produced traffic forecasts on a strategic basis. The cordoned matrices from the TM would then be input into the lower tier Local Area Traffic Model (LATM) which would be used to predict the future year traffic flow on a more local perspective. The modelling approach is elaborated in the following sections.

Upper Tier Model

4.2.7 Arup's in-house CTS-compatible TM was applied as the upper tier model. The TM was capable of producing trip matrices for the base and future years throughout the territory. The TM also offered the advantage of being capable of reflecting the traffic impacts especially the mode choice caused due to changes of road networks. It was hence recommended to adopt this model as the basis, and updated using the latest available planning data in the Enhanced 2011-based Territorial Population and Employment Data Matrix (TPEDM), planned and committed new infrastructures and local developments, including private development at Castle Peak Road – Kwu Tung (Rezoning Application No. Y/FSS/14), private development at Pak Wo Road 5

(Rezoning Application No. Y/FSS/13), public housing development at Sheung Shui Area 36 Phase 4 (Ching Ho Extension), Kong Nga Po Police Facilities and Sandy Ridge Columbarium and Crematorium Development for this study.

4.2.8 In order to ensure the traffic patterns predicted by the model could reasonably replicate the current traffic condition and hence provided confidence in forecasting the future year traffic, the output from the base year TM was compared against observed traffic flows as published in the Annual Traffic Census for both the AM and PM peak hours.

Lower Tier Model

4.2.9 Matrices cordoned from the TM were input into the LATM. Despite the LATM only performs traffic assignment, it offered the benefit of giving more detailed accounting of queuing, junction control and delays, making it more suitable for the evaluation of localized traffic impacts.

4.2.10 The development of the LATM would follow the same approach as TD's latest 2008-based Base District Traffic Model (BDTM). The compatibility between the 2 tiers was ensured by the control of the external trip ends, which were essentially the link flows of Fanling Highway, Fan Kam Road, Castle Peak Road – Kwu Tung, obtained from the TM. The link flows and junction turning counts on a more local level would be produced by the LATM assignments for subsequent impact assessments.

4.2.11 Validation was also carried out for the LATM and additional focus was given to the comparison of observed and modelled flows at both strategic and local road links. Supplementary traffic survey had been conducted to provide traffic flows and turning counts which were not available in the Annual Traffic Census.

4.2.12 As survey counts represented the Year 2017 observed traffic flows, it was proposed to adopt Year 2017 as the LATM base year, and the LATM was validated to Year 2017 conditions.

4.2.13 The LATM has been developed for the area of N.T. North District, in which the traffic condition could be fully represented.

Trip Generation / Attraction for Proposed Public Housing Development of Sites 1 and 2 at Sheung Shui Areas 4 and 30

4.2.14 For the proposed development trip generation and attraction, trip rates were made reference to Transport Department's Transport Planning and Design Manual (TPDM) Volume 1 Chapter 3 - Transport Considerations in Town Plans. The adopted trip rates for the proposed development are shown in **Table 4.4**.

Table 4.4 Adopted Trip Generation / Attraction Rates for Proposed Housing Development Sites 1 and 2

Development	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Subsidised Housing: Public Rental Average Flat Size of 30sqm (pcu/flat/hr) (1)	0.0242	0.0226	0.0177	0.0201
Retail / Shopping Complex (pcu/hr/100 m^2 GFA) (1)	0.2296	0.2434	0.3100	0.3563

Source:
(1) 'Traffic Rates for Residential Developments at 95% Confidence Level', Transport Planning and Design Manual (TPDM), Volume 1

4.2.15 Trip rates of proposed development had also been referenced to the traffic generation survey conducted at the similar development in North District. The traffic generation surveys were undertaken during AM & PM peak hours on a normal weekday. The observed peak traffic generation rates are tabulated in **Table 4.5**.

Table 4.5 Summary on Surveyed Trip Rates at Existing Public Housing Development in North District

Development	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Wah Ming Estate – 5,340 flats (pcu/flat/hr)	0.0171	0.0125	0.0073	0.0127
Ching Ho Estate – 7,200 flats (pcu/flat/hr)	0.0175	0.0085	0.0078	0.0158

4.2.16 For public housing development, it is observed that the surveyed trips rates for both AM and PM peaks shown in **Table 4.5** are much lower than the mean values of rate stated in TPDM according to **Table 4.4**. It is therefore recommended to adopt the mean values of rate stated in TPDM for conservative assessment purpose.

4.2.17 For Site 1, there are about 2,088 flats in the public housing development, 395 sqm GFA of retail facilities, 10,513 sqm GFA of social welfare facilities, 886 sqm GFA of kindergarten. To adopt a conservative approach for the subject planned housing sites, a 10% increase in flat number (i.e. 2,297 flats) is adopted for estimating the traffic generated / attracted by the development for traffic impact assessment purpose. For the kindergarten and welfare facilities in the Site, a nominal traffic of total 30 pcu/hr each way is assumed for these facilities, since they are expected to induce minimal trips on the road network.

4.2.18 For Site 2, there are about 1,556 flats in the public housing development, 700 sqm GFA of retail facilities and a public car park in the Site. To adopt a conservative approach for the subject planned housing sites, a 10% increase in flat number (i.e. 1,712 flats) is adopted for estimating the traffic generated / attracted by the development for traffic impact assessment purpose. On the other hand, as the subject site

is currently a public car park (providing about 470 nos. of private car parking space), the proposed future car park (providing about 320 nos. of private car parking space) should not induce additional increase of traffic in view of the similar use as existing facilities. It is also considered to be conservative in view of the smaller scale of the proposed car park compared with the existing car park. On the other hand, as the traffic generated / attracted from/to the post office are expected to fall outside the peak hours and would be minimal during the peak hours, the traffic from these facilities are neglected in the assessment.

4.2.19 The traffic generation by the proposed development are summarised in **Table 4.6**. The total trips would be around 255 and 224 two-way pcus/hr during the AM and PM peak periods respectively.

Table 4.6 Estimated Trips for the Subject Site

Development	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Public Housing Development at Site 1				
Public Housing *(Planned: 2,088 flats Assessment Purpose: 2,297 flats) (1)	56	52	41	47
Retail (395 m^2 GFA)	1	1	2	2
Kindergarten (6 classrooms) and Welfare facilities (10,513 m^2 GFA)	30	30	30	30
Total of Site 1	**87**	**83**	**73**	**79**
Public Housing Development at Site 2				
Public Housing *(Planned: 1,556 flats Assessment Purpose: 1,712 flats) (1)	42	39	31	35
Retail (700 m^2 GFA)	2	2	3	3
Public Car Park (about 320 spaces)	no additional traffic generated / attracted are expected in view of the existing car park within the site			
Total of Site 2	**44**	**41**	**34**	**38**
Total (Site 1+ Site 2)	**131**	**124**	**107**	**117**

Note:
(1) With additional 10% allowance for the proposed number of flats

Planned/ Committed Junction Improvement Schemes by Other Projects

4.2.20 Junction improvement schemes were recommended in other study of projects in the vicinity of the Sites. The junction improvement schemes, which are considered in the study, are summarized in **Table 4.7** below. The junction improvement schemes considered are based on the latest

public available information. The general arrangement are shown as **Appendix A**.

Table 4.7 Summary of Junction Improvement Schemes by Others

Junction (1)		Type	Description	Completion Year	Design Scenarios Considered	Drawing No. in Appendix A (2)
J3	Po Shek Wu Road / Choi Yuen Road	Signal	Phase 1 ➢ Lane arrangement of the Choi Yuen Road westbound to be revised for providing two left-turn lanes Phase 2 ➢ Po Shek Wu Interchange Improvement which provides a flyover to allow the right turning traffic from Po Shek Wu Road southbound to Fanling Highway westbound to bypass the existing Po Shek Wu Interchange ➢ Po Shek Wu Road southbound would be narrowed from 5 lanes to 4 lanes	Already Completed under Queen's Hill Project (Phase 1) Year 2029 (Phase 2)	Year 2030 & Year 2033	A1, A2
J5	Jockey Club Road / Lung Sum Avenue	Signal	➢ Lane arrangement of the Lung Sum Avenue northbound/southbound to be revised for allowing straight-ahead traffic to use two traffic lanes ➢ Widening the Lung Sum Avenue northbound by narrowing the central median of Lung Sum Avenue	Year 2021	Year 2030 & Year 2033	A3
J7	So Kwun Po Road Interchange	Roundabout	➢ Local widening of southbound approach arm of So Kwun Po Road for a smoother entrance to the elevated roundabout	Year 2021	Year 2030 & Year 2033	A4
J8	Po Shek Wu Road Interchange	Roundabout	➢ Local widening of southbound approach arm of Po Shek Wu Road to 10m to have two traffic lanes when approaching the roundabout	Year 2021	Year 2030 & Year 2033	A5

Notes:
(1) Please refer to **Figure 1** for the location of the assessed junctions.
(2) The general arrangement of junction improvement scheme are shown in **Appendix A**.
(3) Road L4 and Kwu Tung Interchange are assumed to be in place in Year 2030 and 2033 assessment scenarios.

4.3 Junction Capacity Assessment

4.3.1 Junction and link capacity assessment were undertaken based on the methodology presented in the TPDM. The results for the 2030 and 2033 reference and design cases are shown in **Tables 4.8 - 4.11**.

Table 4.8 Summary of Junction Performance – Year 2030

Junction (1)		Type	Junction Performance			
			Reference Case (2)		Design Case (2)	
			AM	PM	AM	PM
J1	Jockey Club Road / Po Shek Wu Road	Roundabout	0.54	0.54	0.55	0.55
J2	Po Shek Wu Road / Po Wan Road	Signal	-6%	-4%	-8%	-6%
J3	Po Shek Wu Road / Choi Yuen Road	Signal	18%	15%	15%	13%
J4	Choi Yuen Road / Pak Wo Road	Roundabout	0.47	0.43	0.48	0.44
J5	Jockey Club Road / Lung Sum Avenue	Signal	1%	34%	-1%	32%
J6	Jockey Club Road / So Kwun Po Road	Signal	-28%	-14%	-28%	-14%
J7	So Kwun Po Road Interchange	Roundabout	1.04	1.02	1.04	1.02
J8	Po Shek Wu Road Interchange	Roundabout	0.78	0.75	0.82	0.77
J9	Po Wan Road / San Po Street	Signal	87%	>100%	76%	>100%
J10	San Wan Road / San Po Street	Priority	0.31	0.10	0.31	0.10
J11	Choi Yuen Road / Choi Fai Street	Priority	0.32	0.41	0.44	0.53
J12	Choi Fat Street / Choi Fai Street	Priority	0.15	0.19	0.26	0.32
J13	Ka Fu Close / San Po Street	Priority	0.03	0.03	0.10	0.07
J14	Ka Fu Close / Cheuk Wan Street	Priority	0.09	0.07	0.10	0.09

Notes:
(1) Please refer to **Figure 1** for the location of the assessed junctions; and
(2) Figures shown represent "Reserve Capacity" (RC) for the signal controlled junctions and "Design Flow to Capacity" (DFC) ratio for the roundabout. A signal-controlled junction with a reserve capacity (RC) of 0% implies that it is operating at capacity while a negative RC suggests that the junction is overloaded. RC >= 15 % implies that the signal-controlled junction is operating satisfactory. For roundabout, the performance indicator is the DFC. DFC ratio of 1.00 indicates continual queuing and could not be considered acceptable. A DFC ratio of 0.85, indicating that queuing would theoretically be avoided in 85% of cases, can be considered reasonable. A DFC of 0.70 indicates that queuing will be avoided in 0.95 of cases.

Table 4.9 Year 2030 Road Link Performance

Road Links		Direction	Capacity (pcu/hr) (1)	Road Link Performance							
				Reference Case				Design Case			
				Flow (pcu/hr)		V/C Ratio (2)		Flow (pcu/hr)		V/C Ratio (2)	
				AM	PM	AM	PM	AM	PM	AM	PM
L1	Po Shek Wu Road – Section between Choi Yuen Road and Fanling Highway	NB	3,000	2,125	2,550	0.71	0.85	2,220	2,635	0.74	0.88
		SB	3,000	1,855	1,980	0.62	0.66	1,910	2,045	0.64	0.68
L2	Po Shek Wu Road – Section between Choi Yuen Road and Po Wan Road	NB	2,800	1,815	1,840	0.65	0.66	1,850	1,865	0.66	0.67
		SB	2,800	1,050	1,080	0.38	0.39	1,070	1,110	0.38	0.40
L3	Po Shek Wu Road – Section between Jockey Club Road and Po Wan Road	NB	2,800	1,120	1,445	0.40	0.52	1,155	1,455	0.41	0.52
		SB	2,800	1,680	1,715	0.60	0.61	1,690	1,725	0.60	0.62
L4	Po Wan Road	EB	900	275	275	0.31	0.31	310	300	0.34	0.33
		WB	1,800	550	195	0.31	0.11	585	220	0.33	0.12
L5	San Wan Road	EB	1,800	205	120	0.11	0.07	215	130	0.12	0.07
		WB	1,800	115	135	0.06	0.08	120	145	0.07	0.08
L6	Choi Fat Street	EB	900	85	130	0.09	0.14	165	205	0.18	0.23
		WB	900	95	70	0.11	0.08	155	130	0.17	0.14
L7	Choi Yuen Road	EB	2,700	465	350	0.17	0.13	525	415	0.19	0.15
		WB	1,800	505	630	0.28	0.35	590	710	0.33	0.39

Note:

(1) Road capacity is defined in accordance to STM Model and TPDM Volume 2 Chapter 2.4 Table 2.4.1.1 by converting the vehicles to pcu for analysis;

(2) A V/C ratio of 0.7 might infer adequate operating conditions, the effect of junctions or traffic signals both within and at the end of the road link may be such that the design flow could never be achieved in practice, and the link might be severely congested well before a V/C ratio of 1.0 is reached.

Table 4.10 Summary of Junction Performance – Year 2033

Junction [1]		Type	Junction Performance			
			Reference Case [2]		Design Case [2]	
			AM	PM	AM	PM
J1	Jockey Club Road / Po Shek Wu Road	Roundabout	0.55	0.55	0.56	0.56
J2	Po Shek Wu Road / Po Wan Road	Signal	-8%	-5%	-9%	-8%
J3	Po Shek Wu Road / Choi Yuen Road	Signal	16%	13%	13%	11%
J4	Choi Yuen Road / Pak Wo Road	Roundabout	0.48	0.44	0.49	0.44
J5	Jockey Club Road / Lung Sum Avenue	Signal	-1%	32%	-3%	30%
J6	Jockey Club Road / So Kwun Po Road	Signal	-29%	-15%	-29%	-15%
J7	So Kwun Po Road Interchange	Roundabout	1.04	1.02	1.04	1.02
J8	Po Shek Wu Road Interchange	Roundabout	0.80	0.76	0.83	0.78
J9	Po Wan Road / San Po Street	Signal	84%	>100%	74%	>100%
J10	San Wan Road / San Po Street	Priority	0.31	0.10	0.31	0.10
J11	Choi Yuen Road / Choi Fai Street	Priority	0.33	0.42	0.44	0.54
J12	Choi Fat Street / Choi Fai Street	Priority	0.15	0.20	0.26	0.32
J13	Ka Fu Close / San Po Street	Priority	0.03	0.03	0.10	0.07
J14	Ka Fu Close/ Cheuk Wan Street	Priority	0.09	0.07	0.10	0.09

Notes:

(1) Please refer to **Figure 1** for the location of the assessed junctions; and

(2) Figures shown represent "Reserve Capacity" (RC) for the signal controlled junctions and "Design Flow to Capacity" (DFC) ratio for the roundabout. A signal-controlled junction with a reserve capacity (RC) of 0% implies that it is operating at capacity while a negative RC suggests that the junction is overloaded. RC >= 15 % implies that the signal-controlled junction is operating satisfactory. For roundabout, the performance indicator is the DFC. DFC ratio of 1.00 indicates continual queuing and could not be considered acceptable. A DFC ratio of 0.85, indicating that queuing would theoretically be avoided in 85% of cases, can be considered reasonable. A DFC of 0.70 indicates that queuing will be avoided in 0.95 of cases.

Table 4.11 Year 2033 Road Link Performance

Road Links		Direction	Capacity (pcu/hr) [1]	Road Link Performance							
				Reference Case				Design Case			
				Flow (pcu/hr)		V/C Ratio [2]		Flow (pcu/hr)		V/C Ratio [2]	
				AM	PM	AM	PM	AM	PM	AM	PM
L1	Po Shek Wu Road – Section between Choi Yuen Road and Fanling Highway	NB	3,000	2,165	2,595	0.72	0.87	2,260	2,680	0.75	0.89
		SB	3,000	1,885	2,010	0.63	0.67	1,940	2,075	0.65	0.69
L2	Po Shek Wu Road – Section between Choi Yuen Road and Po Wan Road	NB	2,800	1,845	1,870	0.66	0.67	1,880	1,895	0.67	0.68
		SB	2,800	1,070	1,110	0.38	0.40	1,070	1,110	0.38	0.40
L3	Po Shek Wu Road – Section between Jockey Club Road and Po Wan Road	NB	2,800	1,140	1,470	0.41	0.53	1,175	1,480	0.42	0.53
		SB	2,800	1,705	1,740	0.61	0.62	1,715	1,755	0.61	0.63
L4	Po Wan Road	EB	900	280	280	0.31	0.31	310	305	0.34	0.34
		WB	1,800	555	200	0.31	0.11	595	225	0.33	0.13

Road Links		Direction	Capacity (pcu/hr) (1)	Road Link Performance							
				Reference Case				Design Case			
				Flow (pcu/hr)		V/C Ratio (2)		Flow (pcu/hr)		V/C Ratio (2)	
				AM	PM	AM	PM	AM	PM	AM	PM
L5	San Wan Road	EB	1,800	210	125	0.12	0.07	220	135	0.12	0.08
		WB	1,800	120	140	0.07	0.08	125	150	0.07	0.08
L6	Choi Fat Street	EB	900	85	130	0.09	0.14	170	210	0.19	0.23
		WB	900	100	70	0.11	0.08	160	135	0.18	0.15
L7	Choi Yuen Road	EB	2,700	475	360	0.18	0.13	535	420	0.20	0.16
		WB	1,800	515	640	0.29	0.36	595	720	0.33	0.40

Note:
(1) Road capacity is defined in accordance to STM Model and TPDM Volume 2 Chapter 2.4 Table 2.4.1.1 by converting the vehicles to pcu for analysis;
(2) A V/C ratio of 0.7 might infer adequate operating conditions, the effect of junctions or traffic signals both within and at the end of the road link may be such that the design flow could never be achieved in practice, and the link might be severely congested well before a V/C ratio of 1.0 is reached.

4.3.2 All analysed results revealed the assessed junctions and links would still be performing with desirable capacity in Year 2030 and 2033, except for Junctions J2 - Po Shek Wu Road / Po Wan Road, J3 - Po Shek Wu Road / Choi Yuen Road, J5 - Jockey Club Road / Lung Sum Avenue, J6 - Jockey Club Road / So Kwun Po Road and J7 - So Kwun Po Road Interchange. Improvement measures are proposed and discussed in succeeding sections.

4.4 Proposed Junction Improvement Schemes

Proposed Junction Improvement of Junction J2 – Po Shek Wu Road / Po Wan Road, J3 - Po Shek Wu Road / Choi Yuen Road, J5 - Jockey Club Road / Lung Sum Avenue and J8 - Po Shek Wu Road Interchange

4.4.1 Under the CEDD's project "Site Formation and Infrastructure Works for Police Facilities in Kong Nga Po" (hereafter named Kong Nga Po Project), junction improvement schemes are proposed in North District, including J2 – J/O Po Shek Wu Road / Po Wan Road, J3 - Po Shek Wu Road / Choi Yuen Road, and J5 - Jockey Club Road / Lung Sum Avenue and J8 - Po Shek Wu Road Interchange. The site formation and infrastructure works, with the corresponding proposed junction improvement works, are tentatively be completed before the population intake year of the subject development under the current available information, while the junction improvement work will be implemented under NDA project as confirmed by CEDD.

4.4.2 The details of the proposed junction improvement schemes are summarized as follows. The general layout of the proposed junction improvement scheme is shown in **Appendix B**:

Junction J2 – Po Shek Wu Road / Po Wan Road

4.4.3 Under the Kong Nga Po Project, the improvement scheme will mainly include the modification of lane configurations at Po Shek Wu Road and Po Wan Road:

a) Lane arrangement of Po Shek Wu Road southbound to be revised for allowing straight-ahead traffic to use three traffic lanes; and

b) Lane arrangement of Po Wan Road eastbound to be revised for allowing right-turn traffic to use two traffic lanes

c) Local widening of Po Shek Wu Road southbound from 2 to 3 lanes

4.4.4 However, the junction J2 would still be operating close to capacity with the above improvement scheme in place. Thus, the following further enhancement is proposed under this study for implementation in Year 2030 and 2033, and to be implemented by the NDA project. HKHA will closely liaise with the NDA project on the details of the junction improvement scheme in later design stage, in order to implement the junction improvement scheme before population intake of the proposed public housing development:

a) Lane arrangement of Po Shek Wu Road northbound to be revised for allowing left-turn traffic to use two traffic lanes; and

b) Local widening of Po Wan Road westbound from 1 to 2 lanes

Junction J3 - Po Shek Wu Road / Choi Yuen Road

4.4.5 The improvement scheme will include local widening of Po Shek Wu Road northbound to allow straight-ahead traffic to use three traffic lanes.

Junction J5 - Jockey Club Road / Lung Sum Avenue

4.4.6 The improvement scheme will include widening of Jockey Club Road and Lung Sum Avenue:

a) Local widening with one additional straight-ahead traffic lane on Jockey Club Road eastbound

b) Local widening with one additional straight-ahead traffic lane on Lung Sum Avenue northbound

Junction J8 – Po Shek Wu Road Interchange

4.4.7 The improvement scheme will include local widening of the entry arm of Fanling Highway westbound slip road from existing two lanes to three lanes. The widening works is not at the critical arm of the roundabout and will not result in changes in Design Flow to Capacity (DFC). However, the local widening of entry arm will enhance the left-turn traffic to Fan Kam Road southbound by increasing the available queuing length for traffic entering the circulation lanes of the interchange.

<u>Proposed Junction Improvement of J6 - Jockey Club Road / So Kwun Po Road</u>

4.4.8 Junction improvement schemes at J6 - Jockey Club Road / So Kwun Po Road are being reviewed and explored under NDA, which includes:

a) Lane arrangement of the Jockey Club Road northbound to be revised for allowing left-turn traffic to use two traffic lanes; and

b) Method-of-Control (MOC) to be revised for minimizing / optimizing the intergreen time

c) Lane arrangement of Ma Sik Road southbound to be revised for allowing three traffic lanes for vehicles to travel straight ahead

d) Local widening of So Kwun Po Road southbound from 2 to 3 lanes

4.4.9 However, the junction J6 would still be operating over capacity with the above improvement scheme in place in both Year 2030 and 2033. Thus, the following further enhancement is proposed under this study for implementation:

a) Local widening with one additional straight-ahead traffic lane on So Kwun Po Road northbound

b) Local widening of Ma Sik Road northbound from 2 to 3 lanes

4.4.10 HKHA will closely liaise with the NDA project on the details and implementation of the junction improvement scheme.

4.4.11 The general layout of the proposed junction improvement scheme is shown in **Appendix B**.

4.4.12 With the above proposed junction improvement schemes in place, the results of junction capacity assessment of Junctions J2, J3, J5, J6 and J8 are shown in **Table 4.12** below:

Table 4.12 Summary of Junction Performance – With Proposed Junction Improvement Schemes in Place

Junction (1)		Type	Junction Performance (2)							
			Year 2030				Year 2033			
			Reference Case		Design Case		Reference Case		Design Case	
			AM	PM	AM	PM	AM	PM	AM	PM
J2	Po Shek Wu Road / Po Wan Road	Signal	22%	17%	17%	15%	19%	13%	14%	11%
J3	Po Shek Wu Road / Choi Yuen Road	Signal	18%	17%	15%	13%	16%	15%	13%	11%
J5	Jockey Club Road / Lung Sum Avenue	Signal	21%	53%	18%	51%	19%	51%	16%	49%
J6	Jockey Club Road / So Kwun Po Road	Signal	12%	27%	11%	27%	10%	25%	9%	25%
J8	Po Shek Wu Road Interchange (3)	Round about	0.78	0.75	0.82	0.77	0.80	0.76	0.83	0.78

Notes:

(1) Junction Improvement Scheme had been incorporated in both reference and design case; and

(2) Figures shown represent "Reserve Capacity" (RC) for the signal controlled junctions and "Design Flow to Capacity" (DFC) ratio for the roundabout. A signal-controlled junction with a reserve capacity (RC) of 0% implies that it is

operating at capacity while a negative RC suggests that the junction is overloaded. RC >= 15 % implies that the signal-controlled junction is operating satisfactory. For roundabout, the performance indicator is the DFC. DFC ratio of 1.00 indicates continual queuing and could not be considered acceptable. A DFC ratio of 0.85, indicating that queuing would theoretically be avoided in 85% of cases, can be considered reasonable. A DFC of 0.70 indicates that queuing will be avoided in 0.95 of cases.

(3) The proposed widening works is not at the critical arm of the roundabout and thus does not result in changes in Design Flow to Capacity (DFC).

4.4.13 With the proposed junction improvement scheme in place, performance of all junction would be improved with RC higher than those before the proposed housing developments in place (i.e. Reference Case as presented in **Tables 4.8 and 4.10**). HKHA will closely liaise with the relevant government departments on the details of the junction improvement scheme in later design stage, in order to implement the junction improvement scheme before population intake of the proposed public housing development. HKHA will consider taking up the junction improvement works at J2 and J3 as described in Section 4.4.4 and 4.4.5 respectively, in which the traffic generated/attracted by the proposed housing development have direct impact to these junctions, by government funding in case the junction improvement works undertaken by others could not meet HKHA's population intake of the proposed housing development.

4.4.14 The proposed road improvement works under Kong Nga Po project by CEDD would be implemented under NDA project by CEDD as confirmed by CEDD.

4.5 Proposed Improvement Scheme at Po Shek Wu Road

4.5.1 To further enhance the vehicular accessibility in the vicinity of the proposed housing sites and alleviate the existing traffic queue problem on Po Shek Wu Road southbound, an improvement scheme at Po Shek Wu Road Southbound is shown in **Figure 9**. The improvement scheme consists of widening the Po Shek Wu Road Southbound (Section between Fanling Highway and Choi Yuen Road) with 1 no. of additional lane.

4.5.2 As mentioned in **Section 2.4**, Po Shek Wu Road Interchange is currently operating close to its capacity, mainly due to high traffic volume from Po Shek Wu Road Southbound approach arm. Due to the short available queuing length for vehicles waiting to enter the interchange, the left-turn traffic to Fanling Highway Eastbound would frequently be hindered from the vehicle queue at the interchange. Vehicles would easily queue up along Po Shek Wu Road Southbound, reaching Choi Yuen Road (i.e. Junction J3 - Po Shek Wu Road / Choi Yuen Road), and further extend to Po Wan Road (i.e. Junction J2 - Po Shek Wu Road / Po Wan Road) at intermittent critical condition.

4.5.3 The proposed improvement scheme will widen Po Shek Wu Road Southbound to 3 nos. of lanes all the way. This could accommodate an

additional lane with approximately 300m in length. The total available length of traffic lanes for queueing at existing condition and after implementation of the proposed improvement scheme are summarized in **Table 4.13**.

Table 4.13 Summary of Available Length of Traffic Lanes for Queuing of Po Shek Wu Road Southbound (Section between Po Shek Wu Road Interchange and Choi Yuen Road)

Location	Available Length of Traffic Lanes for Queuing (m)	
	Existing (2 lanes)	With Possible Improvement Scheme in Place (3 lanes)
Po Shek Wu Road Southbound (Section between Po Shek Wu Road Interchange and Choi Yuen Road)	~600	~850

4.5.4 The traffic entering the interchange could utilize either middle or right lane, and the traffic to Fanling Highway Eastbound can enter the dedicated left-turn lane by utilizing the additional lane at Po Shek Wu Road Southbound. It is anticipated that the traffic condition at Po Shek Wu Road Southbound could be improved by minimizing the weaving movements and increasing the queuing length.

4.5.5 CEDD Civil Engineering Office will undertake the improvement of Po Shek Wu Road. The implementation details, design and construction responsibility will be further investigated in the later design stage.

4.5.6 With the proposed Po Shek Wu Road widening scheme in place, the results of link capacity assessment of Link L1 – Po Shek Wu Road southbound (Section between Choi Yuen Road and Fanling Highway) for Year 2030 and 2033 are summarized in **Table 4.14** and **4.15** respectively.

Table 4.14 Summary of Road Link Performance in Year 2030 – With Proposed Po Shek Wu Road Widening Schemes in Place

Road Links		Direction	Capacity (pcu/hr) (1)	Road Link Performance							
				Reference Case				Design Case			
				Flow (pcu/hr)		V/C Ratio (2)		Flow (pcu/hr)		V/C Ratio (2)	
				AM	PM	AM	PM	AM	PM	AM	PM
L1	Po Shek Wu Road – Section between Choi Yuen Road and Fanling Highway	SB	Before Widening 3,000	1,855	1,980	0.62	0.66	1,910	2,045	0.64	0.68
		SB	After Widening 4,700	1,855	1,980	0.39	0.42	1,910	2,045	0.41	0.44

Note:

(1) Road capacity is defined in accordance to STM Model and TPDM Volume 2 Chapter 2.4 Table 2.4.1.1 by converting the vehicles to pcu for analysis;

(2) A V/C ratio of 0.7 might infer adequate operating conditions, the effect of junctions or traffic signals both within and at the end of the road link may be such that the design flow could never be achieved in practice, and the link might be severely congested well before a V/C ratio of 1.0 is reached.

Table 4.15 Summary of Road Link Performance in Year 2033 – With Proposed Po Shek Wu Road Widening Schemes in Place

Road Links		Direction	Capacity (pcu/hr) (1)	Road Link Performance							
				Reference Case				Design Case			
				Flow (pcu/hr)		V/C Ratio (2)		Flow (pcu/hr)		V/C Ratio (2)	
				AM	PM	AM	PM	AM	PM	AM	PM
L1	Po Shek Wu Road – Section between Choi Yuen Road and Fanling Highway	SB	Before Widening 3,000	1,885	2,010	0.63	0.67	1,940	2,075	0.65	0.69
		SB	After Widening 4,700	1,885	2,010	0.40	0.43	1,940	2,075	0.41	0.44

Note:
(1) Road capacity is defined in accordance to STM Model and TPDM Volume 2 Chapter 2.4 Table 2.4.1.1 by converting the vehicles to pcu for analysis;
(2) A V/C ratio of 0.7 might infer adequate operating conditions, the effect of junctions or traffic signals both within and at the end of the road link may be such that the design flow could never be achieved in practice, and the link might be severely congested well before a V/C ratio of 1.0 is reached.

4.5.7 It is revealed that the widening work will greatly improve the link performance (i.e. reducing the V/C ratio of Po Shek Wu Road southbound from 0.69 to 0.44 during the most critical 2033 design case PM peak).

4.5.8 It is worth to note that the future Po Shek Wu Interchange Improvement which provides a flyover to allow the right turning traffic from Po Shek Wu Road southbound to Fanling Highway westbound and bypass the existing Po Shek Wu Interchange. The traffic flow on Po Shek Wu Road southbound, between Choi Yuen Road and Fanling Highway, will be reduced and the traffic queue problem is expected to be further alleviated.

4.6 Other Improvement Schemes to Existing Interchanges

4.6.1 Besides the future Po Shek Wu Interchange Improvement, it is noted that the government is planning to carry out a feasibility study for a new infrastructure connecting the northern and southern side of Fanling Highway. The new North South Link will be able to divert traffic and relieve the traffic condition in the existing interchanges, i.e. Junctions J7 – So Kwun Po Road Interchange and J8 –Po Shek Wu Road Interchange.

4.6.2 **Table 4.16** summarizes the improvement scheme as proposed amongst different concurrent projects.

Table 4.16 Summary of Junction Improvement Schemes

Junction (1)		Type	Description	Proposed by Project	Anticipated Implementation Schedule	Drawing No. in Appendix B (2)
J2	Po Shek Wu Road/ Po Wan Road	Signal	➢ Lane arrangement of Po Shek Wu Road southbound to be revised for allowing straight-ahead traffic to use three traffic lanes ➢ Lane arrangement of Po Wan Road eastbound to be revised for allowing right-turn traffic to use two traffic lanes	Kong Nga Po	To tie in with the programme of phased population intake of NDA. The current target of completion is 2023.	B1
			➢ Lane arrangement of Po Shek Wu Road northbound to be revised for allowing left-turn traffic to use two traffic lanes; and ➢ Local widening of Po Wan Road westbound from 1 to 2 lanes	Sheung Shui Areas 4 and 30 Sites 1 &2 (to be incorporated in Kong Nga Po)	To tie in with the programme of phased population intake of NDA. The current target of completion is 2023.	B1
J3	Po Shek Wu Road/ Choi Yuen Road	Signal	➢ Lane arrangement of the Choi Yuen Road westbound to be revised for providing two left-turn lanes	Queen's Hill	Already completed under Queen's Hill Project	A1
			➢ local widening of Po Shek Wu Road northbound to allow straight-ahead traffic to use three traffic lanes	Kong Nga Po	To tie in with the programme of phased population intake of NDA. The current target of completion is 2023.	B3
			➢ Po Shek Wu Interchange Improvement which provides a flyover to allow the right turning traffic from Po Shek Wu Road southbound to Fanling Highway westbound to bypass the existing Po Shek Wu Interchange ➢ Po Shek Wu Road southbound would be narrowed from 5 lanes to 4 lanes	NDA	To tie in with the programme of phased population intake of NDA. The current target of completion is 2029.	A2
J5	Jockey Club Road/	Signal	➢ Lane arrangement of the Lung Sum Avenue northbound/southbound to	Queen's Hill	Year 2021	A3

Junction (1)		Type	Description	Proposed by Project	Anticipated Implementation Schedule	Drawing No. in Appendix B (2)
	Lung Sum Avenue		be revised for allowing straight-ahead traffic to use two traffic lanes ➢ Widening the Lung Sum Avenue northbound by narrowing the central median of Lung Sum Avenue		(Queen's Hill Infrastructure works undertaken by CEDD)	
			➢ Local widening with one additional straight-ahead traffic lane on Jockey Club Road eastbound ➢ Local widening with one additional straight-ahead traffic lane on Lung Sum Avenue northbound	Kong Nga Po	To tie in with the programme of phased population intake of NDA. The current target of completion is 2023.	B4
J6	Jockey Club Road/ So Kwun Po Road	Signal	➢ Lane arrangement of the Jockey Club Road northbound to be revised for allowing left turn traffic to use two traffic lanes ➢ Method-of-Control (MOC) to be revised for minimizing/ optimizing the intergreen time ➢ Lane arrangement of Ma Sik Road southbound to be revised for allowing three traffic lanes for vehicles to travel straight ahead ➢ Local widening of So Kwun Po Road southbound from 2 to 3 lanes	NDA	To tie in with the programme of phased population intake of NDA. The current target of completion is 2023.	B5
			➢ Local widening with one additional straight-ahead traffic lane on So Kwun Po Road northbound ➢ Local widening of Ma Sik Road northbound from 2 to 3 lanes	Sheung Shui Areas 4 and 30 Sites 1 &2 (to be incorporated in NDA)	To tie in with the programme of phased population intake of NDA. The current target of completion is 2023.	B5
J7	So Kwun Po Road Interchange	Roundabout	➢ Local widening of southbound approach arm of So Kwun Po Road for a smoother entrance to the elevated roundabout	Queen's Hill	Year 2021 (Queen's Hill Infrastructure works undertaken by CEDD)	A4

Junction (1)		Type	Description	Proposed by Project	Anticipated Implementation Schedule	Drawing No. in Appendix B (2)
			➢ New infrastructure to connect the northern and southern side of Fanling Highway	Subject to further Gov. study	Nil	Nil
J8	Po Shek Wu Road Interchange	Roundabout	➢ Local widening of southbound approach arm of Po Shek Wu Road to 10m to have two traffic lanes when approaching the roundabout	Queen's Hill	2021 (Queen's Hill Infrastructure works undertaken by CEDD)	A5
			➢ Local widening section of southbound of Po Shek Wu Road between Choi Yuen Road and Po Shek Wu Road Interchange	Sheung Shui Areas 4 and 30 Sites 1 &2	Year 2023/24 (undertaken by CEDD Civil Engineering Office)	Nil
			➢ local widening of the entry arm of Fanling Highway westbound slip road from existing two lanes to three lanes	Kong Nga Po	To tie in with the programme of phased population intake of NDA. The current target of completion is 2023.	B6
			➢ Po Shek Wu Interchange Improvement which provides a flyover to allow the right turning traffic from Po Shek Wu Road southbound to Fanling Highway westbound and bypass the existing Po Shek Wu Interchange	NDA	To tie in with the programme of phased population intake of NDA. The current target of completion is 2029.	A2

Notes:

(1) Please refer to **Figure 1** for the location of the assessed junctions.

(2) The general arrangement of junction improvement schemes are shown in **Appendix A and B**.

(3) The proposed road improvement works under Kong Nga Po project by CEDD would be implemented under NDA project by CEDD as confirmed by CEDD.

5 SENSITIVITY TEST

5.1 Sensitivity Test for Proposed Public Transport Interchange at Site 1

5.1.1 As discussed in the **Section 4.3**, Junction J7 – So Kwun Po Road Interchange would be operating at DFC slightly over 1.0 in Years 2030 and 2033. For long-term, the new North South Link as discussed in **Section 4.6.1** will be able to divert traffic at J7. As J7 is a critical junction, short term measures should also be proposed to improve the condition as far as possible. In view thereof, it is proposed to provide a new public transport Interchange (PTI) at Site 1 to facilitate redistribution of public transport routes. It will thus reduce the amount of public transport passing through J7 and relieve the traffic condition. Around 100 pcu/hr of public transport is assumed to be diverted away from J7 and redistribute to J3 – Po Shek Wu Road / Choi Yuen Road and J4 – Choi Yuen Road / Pak Wo Road. **Figure 10** shows an example of public transport routing before and after public transport redistribution. The exact junction performance will be subject to public transport rerouting to be planned.

5.1.2 Below **Table 5.1** shows the junction capacity assessment after public transport redistribution for Year 2030 and 2033.

Table 5.1 Junction Performance Before and After Public Transport Redistribution

Junction (1)		Junction Performance (2)							
		Year 2030 Design Case				Year 2033 Design Case			
		Before Public Transport Redistribution		After Public Transport Redistribution		Before Public Transport Redistribution		After Public Transport Redistribution	
		AM	PM	AM	PM	AM	PM	AM	PM
J3	Po Shek Wu Road / Choi Yuen Road	15%	13%	3%	8%	13%	11%	2%	7%
J4	Choi Yuen Road / Pak Wo Road	0.48	0.44	0.55	0.48	0.49	0.44	0.56	0.49
J7	So Kwun Po Road Interchange	**1.04**	**1.02**	0.99	0.98	**1.04**	**1.02**	0.99	0.98

Notes:

(1) Please refer to **Figure 1** for the location of the assessed junctions; and

(2) Figures shown represent "Reserve Capacity" (RC) for the signal controlled junctions and "Design Flow to Capacity" (DFC) ratio for the roundabout. A signal-controlled junction with a reserve capacity (RC) of 0% implies that it is operating at capacity while a negative RC suggests that the junction is overloaded. RC >= 15 % implies that the signal-controlled junction is operating satisfactory. For roundabout, the performance indicator is the DFC. DFC ratio of 1.00 indicates continual queuing and could not be considered acceptable. A DFC ratio of 0.85, indicating that queuing would theoretically be avoided in 85% of cases, can be

considered reasonable. A DFC of 0.70 indicates that queuing will be avoided in 0.95 of cases.

5.1.3 J7 will be improved with DFC reduced from 1.04 to 0.99 at the critical AM peak of Year 2030 and 2033, while J3 and J4 will still be operating within capacity, after public transport redistribution.

5.1.4 It is suggested to conduct a comprehensive review when the traffic condition becomes stable after commissioning of the Lung Shan Tunnel which will commission in end 2018 and cause changes in the traffic pattern in Fanling/Sheung Shui.

5.2 Sensitivity Test on the Programme Slippage of Major Improvement Works

5.2.1 This sensitivity test will investigate the impact on the surrounding road network in case of slippage of the major improvement works, i.e. Fanling Bypass (Eastern Section), for the 2030 Design Case Scenario. Other local junction improvement schemes considered for the 2030 Design Case Scenario as stated in **Table 4.16** are scheduled to be completed by Year 2023/24, which are unlikely to be postponed beyond the population intake of the subject development. Therefore, the local junction improvement schemes are assumed to be in place in this sensitivity test. The sensitivity test also considers the public transport redistribution as described in Section 5.1.

5.2.2 The sensitivity test scenario will exclude Fanling Bypass (Eastern Section) from the Base Design Case Scenario to reflect any programme slippage. Fanling North NDA (Advance Phase) will also be excluded.

5.2.3 **Table 5.2** compares the assumptions considered in the Base Design Case Scenario and in the sensitivity analysis.

Table 5.2 Major Assumptions for Sensitivity Test Scenarios

Test	Land Use Planning Assumptions			Transport Infrastructure Assumptions		
	Sheung Shui Area 30	Fanling North NDA (Advance Phase)	Fanling North NDA (Remaining Phase)	Fanling Bypass (Eastern Section)	Fanling Bypass (Western Section) and associated road works	Other infras-tructures in Remain-ing Phase of NDA (including Po Shek Wu Flyover, Fanling Highway widening, and Fanling Bypass Western Section)
Base Design Case Scenario	✔	✔		✔		
Sensitivity Test Scenario	✔					

5.2.4 The above sensitivity test scenario was also reviewed in the Report on Traffic and Transport Impact Assessment Review (August 2018) under Agreement No. CE 13/2014 (CE) Development of Kwu Tung North and Fanling North New Development Areas, Phase 1 Design and Construction (i.e. Test 6 under Section 4.5 of the aforesaid report). It is revealed that all key junctions in Sheung Shui area will still be operating with DFC < 1.0 or RC > 0% and considered acceptable.

6 PEDESTRIAN TRAFFIC IMAPCT ASSESSMENT

6.1 Existing Pedestrian Conditions

6.1.1 Pedestrian count surveys were conducted on normal weekdays in September 2016 / February & April 2017 at selected locations during the periods 0700-1000 and 1700-2000 hours. These locations of the surveyed pedestrian facilities are detailed in **Figure 11** and summarized in **Table 6.1**.

Table 6.1 Critical Pedestrian Facilities

Index [1]	Type
I	Footpath
K	Footbridge
L	Footbridge
M	Staircase
O	Footpath
Q	Footpath
R	Subway
S	Subway
T	Staircase
AE	Footbridge
AF	Staircase
AH	Footpath
AI	Staircase
AK	Footbridge
AL	Staircase
AM	Footbridge
AN	Footpath
AO	Staircase
AT	Footbridge
BA	Footpath
BB	Footpath
BC	Footpath
BD	Footpath
BF	Crossing
BG	Footpath

Note:

[1] Refer to **Figure 11** for the location of the assessed pedestrian facilities.

6.1.2 It was observed that the peak pedestrian period was occurred in the morning peak during 0830 – 0930 and evening peak during 1745 - 1845. 'Level of Service' and "volume to capacity ratio (V/C)" assessment have been undertaken.

Level of Service (LOS)

6.1.3 'Level of Service' (LOS) analysis of the existing pedestrian facilities was carried out based on the definitions presented in the Highways Capacity Manual 2000. This follows the approach currently being recommended by Transport Department. In general, LOS C and D are typical values and LOS A and B would provide a very good LOS. At a LOS of A, pedestrians basically move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected and conflicts between pedestrians are unlikely. At a LOS of B, pedestrians would continue to freely select their own walking speed, can bypass slower pedestrians, and avoid crossing conflicts with others. At a LOS of C, pedestrians are restricted in selecting walking speed and in bypassing other pedestrians. A LOS of D would represent a further deterioration of the pedestrian movements but would still provide reasonable fluid flow. At a LOS of E or lower, it was determined that mitigation measures or improvement schemes should be considered to achieve a LOS of D or better. For the purposes of this pedestrian impact assessment, a LOS of C or above would be considered acceptable while a LOS of D would be marginally acceptable. **Table 6.2** shows the various LOS 'quantified' in terms of pedestrian flow rates.

Table 6.2 Level of Service (LOS) for Walkway

LOS	Flow rate (ped/min/m)	Description
A	<= 16	Pedestrians move in desired paths. Walking speeds are freely selected and conflicts between pedestrians are unlikely.
B	16 - 23	Sufficient space is provided for pedestrians to freely select walking speeds, to bypass other pedestrians and to avoid crossing conflicts with others. Pedestrians become aware of other pedestrians.
C	23 - 33	Sufficient space is available to select normal walking speeds and to bypass other pedestrians in unidirectional stream. Minor conflicts will occur in reverse direction or crossing movements.
D	33 - 49	Freedom to select individual walking speeds and bypass other pedestrians is restricted. Probability of conflicts is high in crossing or reverse-flow movements. LOS provides reasonable fluid flow, however, friction and interactions between pedestrians are likely to occur.
E	49 - 75	All pedestrians would have normal walking speeds restricted. Space is insufficient to pass over slower pedestrians. Cross and reverse movements are possible only with extreme difficulties. Design volumes approach the limit of walking capacity.
F	> 75	Walking speeds are severely restricted. Forward progress is made by shuffling. Cross and reverse movements are virtually impossible. Space is more characteristic of queued pedestrians than of moving pedestrian streams.

6.1.4 Based on the pedestrian count surveys, **Table 6.3** details the results of the LOS assessment.

Table 6.3 Existing (2016/2017) Pedestrian Facilities Assessment Results

Location (1)	Type	Clear Width (m)	Capacity (ppm/m) (2)	Pedestrian Demand (pph)		Flow Rate (ppm/m) (3)		LOS		V/C Ratio	
				AM	PM	AM	PM	AM	PM	AM	PM
I(4)	Footpath	2.2	50	1,210	1,145	11.2	10.6	A	A	0.22	0.21
K	Footbridge	3.5	50	1,260	1,270	8.4	8.5	A	A	0.17	0.17
L	Footbridge	3.5	50	1,380	1,460	9.2	9.7	A	A	0.18	0.19
M	Staircase	3.0	40	160	315	1.3	2.6	A	A	0.03	0.07
O(4)	Footpath	3.5	50	715	730	3.8	3.9	A	A	0.08	0.08
Q	Footpath	1.2	50	45	10	0.9	0.2	A	A	0.02	0.00
R	Footpath	2.1	50	385	595	5.8	9.0	A	A	0.12	0.18
S	Subway	2.6	50	385	620	4.0	6.5	A	A	0.08	0.13
T	Staircase	3.0	40	10	0	0.1	0.0	A	A	0.00	0.00
AE(4)	Footbridge	5.3	50	5,135	8,560	19.9	33.2	B	D	0.40	0.66
AF	Staircase	5.2	40	7,400	6,785	29.4	26.9	C	C	0.73	0.67
AH	Footpath	6.5	50	3,080	5,730	8.9	16.5	A	B	0.18	0.33
AI	Staircase	2.0	40	710	995	11.8	16.6	A	B	0.30	0.41
AK	Footbridge	4.5	50	1,220	2,315	5.8	11.0	A	A	0.12	0.22
AL	Staircase	3.4	40	35	145	0.2	1.0	A	A	0.01	0.03
AM	Footbridge	3.5	50	785	955	5.2	6.4	A	A	0.10	0.13
AN(4)	Footpath	3.5	50	2,615	3,655	14.1	19.7	A	B	0.28	0.39
AO	Staircase	3.0	40	665	755	5.5	6.3	A	A	0.14	0.16
AT(4)	Footbridge	3.2	50	3,995	2,855	30.3	21.6	C	B	0.61	0.43
BA	Footpath	3.0	40	1,000	795	8.3	6.6	A	A	0.21	0.17
BB	Footpath	3.5	50	800	640	4.8	3.8	A	A	0.10	0.08
BC	Footpath	2.5	50	480	385	4.4	3.6	A	A	0.09	0.07
BD	Footpath	3.5	50	385	495	2.3	2.9	A	A	0.05	0.06
BF	Crossing	4.6	12.4	2,040	3,070	7.4	11.1	-	-	0.60	0.90
BG	Footpath	3.5	50	905	1,430	5.4	8.5	A	A	0.11	0.17
BH(5)	Footpath	2.3	50	2,830	3,820	24.8	33.5	C	D	0.50	0.67

Notes:

(1) Refer to **Figure 11** for the location of the assessed pedestrian facilities;

(2) Refer to TPDM Vol. 2 Ch. 3 Table 3.7.7.1 for capacity of walkway/ staircase, and TPDM Vol. 4 Chapter 3 Para 3.2.5.6 for capacity of signalized crossing;

(3) Computed based on effective width for footpath/footbridge/staircase, by assuming 0.2m and 0.5m lateral clearance to railing/planter/tree and wall/fence according to Highway Capacity Manual 2000 Chapter 18 Exhibit 18-1;

(4) In view of the reduced surveyed pedestrian flows in Year 2016/2017 at locations I, O, AE, AN and AT compared with the Year 2014 surveyed pedestrian flows under the pedestrian assessment of Po Shek Wu Estate, the highest surveyed pedestrian flows among Year 2014 and Year 2016/2017 are adopted for conservative assessment purpose, with the aims of taking into account the fluctuation impacts of the parallel trade activities; and

(5) Taking into account of the bus passenger queue and reducing the effective footpath width by 1m, the flow rate of BH becomes 52.4 ppm/m and 70.7 ppm/m (i.e LOS E) during AM and PM peak respectively.

6.1.5 As shown in **Table 6.3** all existing pedestrian facilities are operating with LOS C or better and V/C ratio <= 1, except for locations AE and BH.

6.2 Pedestrian Demand Forecasting

Background Pedestrian Flows and Other Planned/Committed Developments in the Vicinity of Site

6.2.1 Pedestrian flows adopted in this study were primarily based on the existing Year 2016 pedestrian counts undertaken (details refer to **Section 6.1**). Pedestrian trip generation/attraction for other planned/committed developments in the vicinity of the Sites had been incorporated in the background pedestrian flows, including the following developments:

- Proposed Committed Public Housing Development at Po Shek Wu Estate;
- Proposed Public Housing Development at Po Shek Wu Road, Sheung Shui;
- Proposed Wholesale Conversion into Retail Development from Existing Advanced Technology Centre at No. 2 Choi Fat Street, Sheung Shui;
- Proposed Wholesale Conversion into Office-cum-Retail Building from Existing Industrial Building at No.9 Choi Yuen Road, Sheung Shui;
- Proposed Wholesale Conversion into Retail Development at No. 6 Choi Fai Street, Sheung Shui; and
- Proposed Wholesale Conversion into Office-cum-Retail Building at No. 21 Po Wan Road, Sheung Shui.

6.2.2 The estimated pedestrian trips of these developments have also been reviewed and incorporated into the development of pedestrian forecast, as appropriate. Pedestrian trip generation / attraction by proposed housing development of Po Shek Wu Estate are reference to the HKHA's Traffic Impact Assessment (TIA) Report for Po Shek Wu Estate. To estimate the pedestrian generation for other planned/committed development in the vicinity of Site, reference has been made to in-house pedestrian survey conducted for the existing public housing developments, office, retail facilities and kindergarten. The trip rates were applied to the development parameters of the planned/committed development to derive the pedestrian trips as shown in **Table 6.4**.

Table 6.4 Trip Generation Rates and Pedestrian Demand for Other Planned/Committed Developments in the Vicinity of the Sites

Parameter	Unit	Trip Rates#				Trip Generations (ped/hr)			
		AM		PM		AM		PM	
		GEN	ATT	GEN	ATT	GEN	ATT	GEN	ATT
Public Housing Development at Po Shek Wu Estate (1)									
PRH cum retail facilities (1,160 flats and 790 m^2 GFA retail facilities)	ped/hr/flat	0.742	0.259	0.298	0.614	899	314	361	744
Kindergarten (6 classrooms)	ped/hr/classroom	12.020	30.310	2.750	1.000	72	182	17	6
Welfare facilities (3,498m^2 GFA) and multi-function area (396m^2 GFA)	expected to serve mainly the Site residents and will only induce minimal pedestrian trips								
Public Car Park (221 nos. of spaces)	ped/hr/vehicular trip	2	2	2	2	38	70	84	82
Total (Po Shek Wu Estate)						**1,009**	**566**	**462**	**832**
Public Housing Development at Po Shek Wu Road									
SSF cum retail facilities (1,850 flats and 3,000m^2 GFA retail facilities)	ped/hr/flat	0.580	0.120	0.200	0.380	1,073	222	370	703
Kindergarten (6 classrooms)	ped/hr/classroom	12.020	30.310	2.750	1.000	72	182	17	6
Total (Public Housing Development at Po Shek Wu Road)						**1,145**	**404**	**387**	**709**
Proposed Wholesale Conversion into Retail Development from Existing Advanced Technology Centre at No. 2 Choi Fat Street, Sheung Shui (2)									
Retail (12,445 m^2 GFA)	ped/100m^2 GFA	0.000	0.000	2.011	2.132	30	30	250	265
Total (No. 2 Choi Fat Street, Sheung Shui)						**30**	**30**	**250**	**265**
Proposed Wholesale Conversion into Office-cum-Retail Building from Existing Industrial Building at No.9 Choi Yuen Road, Sheung Shui (3)									
Retail (6,219 m^2 GFA)	ped/100m^2 GFA	0.000	0.000	2.011	2.132	30	30	125	133
Office (21,821 m^2 GFA)	ped/100m^2 GFA	0.222	1.934	1.567	0.266	48	422	342	58
Total (No. 9 Choi Yuen Road, Sheung Shui)						**78**	**452**	**467**	**191**
Proposed Wholesale Conversion into Retail Development at No. 6 Choi Fai Street, Sheung Shui (4)									
Retail (29,821 m^2 GFA)	ped/100m^2 GFA	0.000	0.000	2.011	2.132	30	30	600	636
Total (No. 6 Choi Fai Street, Sheung Shui)						**30**	**30**	**600**	**636**
Proposed Wholesale Conversion into Office-cum-Retail Building at No. 21 Po Wan Road, Sheung Shui (4)									
Retail (2,601 m^2 GFA)	ped/100m^2 GFA	0.000	0.000	2.011	2.132	30	30	52	55
Office (1,676 m^2 GFA)	ped/100m^2 GFA	0.222	1.934	1.567	0.266	4	32	26	4
Total (No. 21 Po Wan Road, Sheung Shui)						**34**	**62**	**79**	**60**

Note:

(1) Trip generation / attraction of Po Shek Wu Estate are reference to HKHA's TIA Report of Po Shek Wu Estate;

(2) Development parameters are reference to Developer's TIA Report under S.16 Application No. A/FSS/246;

(3) Development parameters are reference to Developer's TIA Report under S.16 Application No. A/FSS/241;

(4) Development parameters are reference to the parameters stipulated in TIA Report under S.16 Application No. A/FSS/241.

\# Pedestrian trip rates for public housing development at Po Shek Wu Road and private redevelopment are reference to in-house pedestrian survey conducted at similar existing SSF, office and retail facilities:

a) SSF – Choi Po Court (No. 2 Choi Yuen Road, Sheung Shui);
b) Office – Office Tower of Landmark North (No. 39 Lung Sum Avenue, Sheung Shui); and
c) Retail – Retail shops in Fanling Town Centre (No.18 Fanling Station Road, Fanling)

For conservative assessment purpose, a nominal pedestrian generation / attraction with 30 ped/hour is assumed for the retail facilities during AM peak hours.

Pedestrian trip rates for kindergarten school are reference to HKHA's TIA Report of Po Shek Wu Estate.

Development Trip Generations

6.2.3 To estimate the pedestrian generation for the proposed development, reference has been made to in-house pedestrian survey conducted for the existing public housing developments, retail facilities and kindergarten school. The trip rates were applied to the proposed additional number of flats to derive the resident trips. These rates and the estimated pedestrian trips are tabulated in **Table 6.5**. For the development type of welfare facilities, they are expected to serve mainly the local residents and will only induce minimal pedestrian trips on the walkway network. These development types are therefore excluded from the estimation.

Table 6.5 Trip Generation Rates and Pedestrian Demand for Proposed Public Housing Development Sites 1 and 2

Parameter	Unit	Trip Rates#				Trip Generations (ped/hr)			
		AM		PM		AM		PM	
		GEN	ATT	GEN	ATT	GEN	ATT	GEN	ATT
Public Housing Development at Site 1									
Public Housing cum retail facilities (2,088 flats and 395 m^2 GFA retail facilities) (1)	ped/hr/flat	0.742	0.259	0.298	0.614	1,704	595	684	1,411
Kindergarten (6 classrooms)	ped/hr/classroom	12.020	30.310	2.750	1.000	72	182	17	6
Welfare facilities (10,513 m^2 GFA)	expected to serve mainly the Site residents and will only induce minimal pedestrian trips								
					Total (Site 1)	**1,776**	**777**	**701**	**1,417**
Public Housing Development at Site 2									
Public Housing cum retail facilities (1,556 flats and 700 m^2 GFA retail facilities) (1)	ped/hr/flat	0.742	0.259	0.298	0.614	1,270	443	510	1,051
					Total (Site 2)	**1,270**	**443**	**510**	**1,051**

Note:
(1) An additional 10% allowance for the proposed number of flats has been taken into account.
Pedestrian trip rates for public housing and kindergarten are reference to HKHA's TIA Report of Po Shek Wu Estate.

6.2.4 Trip rates of proposed housing development and kindergarten facilities had also been referenced to the traffic generation survey conducted at the similar development in North District. The traffic generation surveys were undertaken during AM & PM peak hours on a normal weekday. The observed peak traffic generation rates are tabulated in **Table 6.6**.

Table 6.6 Summary on Surveyed Pedestrian Trip Rates at Existing Public Housing Development and Kindergartens in North District

Development	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Public Housing cum Retail Facilities				
Wah Ming Estate – 5,340 flats (ped/hr/flat) (1)	0.523	0.164	0.159	0.429
Ching Ho Estate – 7,200 flats (ped/hr/flat) (1)	0.550	0.187	0.176	0.496
Kindergarten				
Kindergarten: Buddhist Sum Tong Fook Kindergarten - 8 classrooms (ped/hr/classroom)	10.625	29.500	1.500	0.500

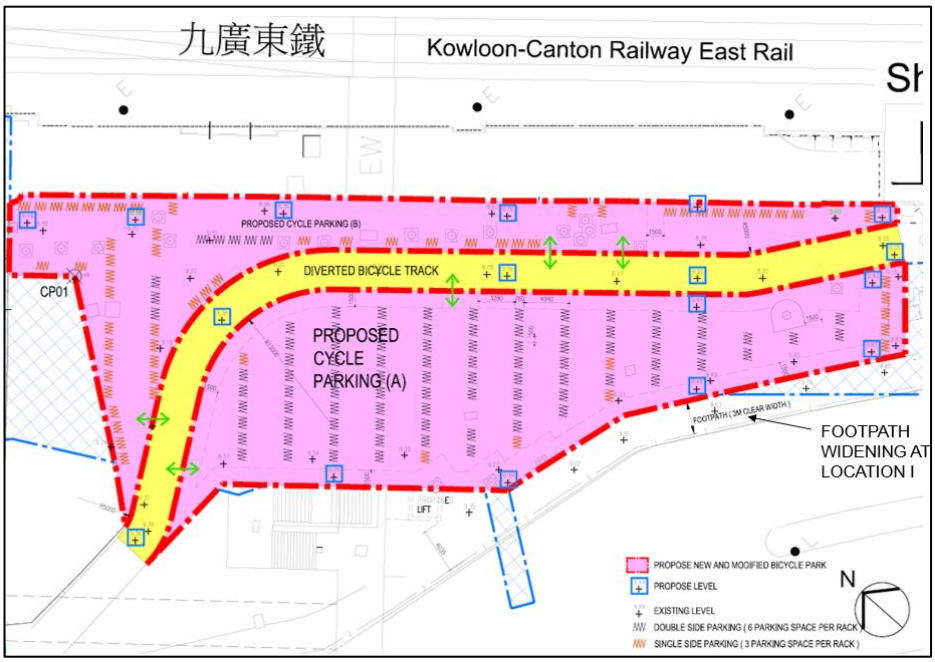
6.2.5 For public housing development and kindergarten, it is observed that the surveyed pedestrian trips rates for both AM and PM peaks shown in **Table 6.6** are lower than the trip rates adopted for approved HKHA's TIA Report of Po Shek Wu Estate stated in **Table 6.5**. It is therefore recommended to adopt the pedestrian trip rates adopted for HKHA's TIA Report of Po Shek Wu Estate, for conservative assessment purpose.

6.2.6 As indicated in **Table 6.5**, the proposed development would generate some 3,046 and 1,211 pedestrians per hour during AM and PM peak hour period respectively. And the attraction would be some 1,220 and 2,468 pedestrians per hour during AM and PM peak hour respectively. The generated pedestrian demand would be superimposed onto the surrounding pedestrian facilities according to the observed trip distribution at the existing public housing site, to produce the future forecast pedestrian flows (i.e. Year 2030 upon completion of the Sites).

6.2.7 As mentioned in **Section 3.4**, a footbridge is proposed to connect the proposed development at Site 1 to Po Shek Wu Estate, with new footbridges connecting to Po Shek Wu Road Site and the existing footbridge linking Choi Yuk House on the south and Landmark North on the north. For Site 2, a footbridge is proposed to connect the proposed development to Po Shek Wu Road Site, with new footbridges connecting to Po Shek Wu Estate and the existing footbridge linking Choi Yuk House on the south and Landmark North on the north. The indicative alignment is shown in **Figure 11**. Their engineering feasibility should be reviewed by other civil and structural studies etc and subjected to detailed design stage. It is anticipated that some residents of the proposed development at the Sites 1 & 2 will be diverted to use the proposed comprehensive footbridge network. Examination of the pedestrian impacts on the existing pedestrian network due to the aforesaid new footbridges will be included in the pedestrian facilities assessment in the succeeding section.

Proposed Pedestrian Facilities Improvement Schemes by Other Projects

6.2.8 Under the TIA report of proposed Public Housing Development at Po Shek Wu Estate, location I will be operating over-capacity. Associated improvement measure has been proposed to alleviate the condition. Diversion of the existing cycle track via the adjacent cycle parking area was proposed to facilitate footpath widening at location I. The clear footpath width will be widen to 3m, taking into account of the provision of railing along road kerb. The existing cycle parking area will be modified with expansion of new cycle parking facilities to the western side, underneath the existing footbridge connecting Landmark North and Choi Yuen Estate. Below figure demonstrates the preliminary layout of the aforesaid diverted cycle track, modified cycle parking area and footpath widening at Location I.



Proposed Improvement Measure at Location I by Proposed Public Housing Development at Po Shek Wu Estate

6.2.9 The aforesaid proposed improvement scheme will be included in the pedestrian facilities assessment in succeeding section.

6.3 Future Pedestrian Condition

6.3.1 Considering the site-related trips as described in the preceding sections, a forecast LOS assessment has been undertaken at the selected footpaths as shown in **Figure 11**. The pedestrian routings to/from the subject sites are shown in **Figure 12**.

6.3.2 The LOS and V/C ratio assessment results of pedestrian footpaths are shown in **Tables 6.7**.

Table 6.7 Future Pedestrian Facilities Assessment Results

Location (1)	Type	Clear Width (m)	Capacity (ppm/m) (2)	Pedestrian Demand (pph)		Flow Rate (ppm/m) (3)		LOS		V/C Ratio	
				AM	PM	AM	PM	AM	PM	AM	PM
I(4) (10)	Footpath	3	50	2,855	3,285	18.3	21.1	B	B	0.37	0.42
K	Footbridge	3.5	50	1,260	1,270	8.4	8.5	A	A	0.17	0.17
L	Footbridge	3.5	50	2,520	2,790	16.8	18.6	B	B	0.34	0.37
M	Staircase	3	40	160	315	1.3	2.6	A	A	0.03	0.07
O(10)	Footpath	3.5	50	2,360	2,870	12.7	15.4	A	A	0.25	0.31
Q	Footpath	1.2	50	45	10	0.9	0.2	A	A	0.02	0.00
R	Subway	2.1	50	1,350	2,175	20.5	33.0	B	C	0.41	0.66
S	Subway	2.6	50	1,475	2,405	15.4	25.1	A	C	0.31	0.50
T	Staircase	3	40	10	0	0.1	0.0	A	A	0.00	0.00
AE(10)	Footbridge	5.3	50	5,135	8,560	19.9	33.2	B	D	0.40	0.66
AF	Staircase	5.2	40	7,400	6,785	29.4	26.9	C	C	0.73	0.67
AH	Footpath	3.6	50	3,080	5,730	16.0	29.8	B	C	0.32	0.60
AI	Staircase	2	40	710	995	11.8	16.6	A	B	0.30	0.41
AK	Footbridge	4.5	50	1,590	2,770	7.6	13.2	A	A	0.15	0.26
AL	Staircase	3.4	40	35	145	0.2	1.0	A	A	0.01	0.03
AM	Footbridge	3.5	50	3,780	4,190	25.2	27.9	C	C	0.50	0.56
AN(10)	Footpath	2.7	50	2,615	3,655	21.8	30.5	B	C	0.44	0.61
AO	Staircase	3	40	665	755	5.5	6.3	A	A	0.14	0.16
AT(10)	Footbridge	3.2	50	3,995	2,855	30.3	21.6	C	B	0.61	0.43
BA	Footpath	2.9	50	1,245	995	10.9	8.7	A	A	0.22	0.17
BB	Footpath	2.2	50	1,045	840	11.6	9.3	A	A	0.23	0.19
BC	Footpath	2.5	50	480	385	4.4	3.6	A	A	0.09	0.07
BD	Footpath	3.5	50	545	635	3.2	3.8	A	A	0.06	0.08
BF	Crossing	4.6	12.4	2,040	3,070	7.4	11.1	-	-	0.60	0.90
BG	Footpath	3.5	50	1,150	1,630	6.8	9.7	A	A	0.14	0.19
BH (11)	Footpath	2.3	50	2,830	3,820	24.8	33.5	C	D	0.50	0.67
FA (5)	Proposed Footbridge	3	50	1,250	1,140	10.4	9.5	A	A	0.21	0.19
FB (6)	Proposed Footbridge	3	50	2,000	2,420	16.7	20.2	B	B	0.33	0.40
FC (7)	Proposed Footbridge	3	50	1,420	1,555	11.8	13.0	A	A	0.24	0.26
FD (8)	Proposed Footbridge	3	50	1,290	1,435	10.8	12.0	A	A	0.22	0.24
FE (9)	Proposed Footbridge	3	50	3,520	3,265	29.3	27.2	C	C	0.59	0.54
FF (12)	Proposed Footbridge	3	50	1,665	1,360	13.9	11.3	A	A	0.28	0.23

Notes:

(1) Refer to **Figure 11** for the location of the assessed pedestrian facilities;

(2) Refer to TPDM Vol. 2 Ch. 3 Table 3.7.7.1 for capacity of walkway/ staircase;

(3) Computed based on effective width for footpath/footbridge/staircase, by assuming 0.2m and 0.5m lateral clearance to railing/planter/tree and wall/fence according to Highway Capacity Manual 2010 Chapter 18 Exhibit 18-1;

(4) Assumed proposed improvement scheme by Po Shek Wu Estate in place (details refer to **Section 6.2**);

(5) Proposed footbridge between Site 2 and Po Shek Wu Road Site. Assume minimum 3m clear width to be adopted;

(6) Proposed footbridge between Site 1 and Po Shek Wu Estate. Assume minimum 3m clear width to be adopted;

(7) Proposed footbridge of Po Shek Wu Estate. Assume minimum 3m clear width to be adopted;

(8) Proposed footbridge between Po Shek Wu Road Site and Po Shek Wu Estate. Assume minimum 3m clear width to be adopted;

(9) Proposed footbridge of Po Shek Wu Road Site. Assume minimum 3m clear width to be adopted;

(10) In view of the reduced surveyed pedestrian flows in Year 2016/2017 at locations I, O, AE, AN and AT compared with the Year 2014 surveyed pedestrian flows under the pedestrian assessment of Po Shek Wu Estate, the highest surveyed pedestrian flows among Year 2014 and Year 2016/2017 are adopted for pedestrian flow forecast as the conservative assessment purpose, with the aims of taking into account the fluctuation impacts of the parallel trade activities;

(11) Taking into account of the bus passenger queue and reducing the effective footpath width by 1m, the flow rate of BH becomes 36.3 ppm/m and 49.0 ppm/m (i.e LOS D) during AM and PM peak respectively; and

(12) Proposed footbridge between the existing footbridge and Sheung Shui MTR Station. Assume minimum 3m clear width to be adopted.

6.3.3 The pedestrian facilities with the proposed footbridge in place would be adequate to cater for the additional pedestrian demand generated from the proposed development, with LOS "C" or better, except for location AE and BH, under the future pedestrian facilities assessment.

6.3.4 It is worth to note that the proposed public housing developments would not induce significant impact to footbridge location AE, which is the footbridge connecting MTR Sheung Shui Station and Landmark North, and operating at LOS D. Site-related trip to/from these major attraction nodes could mainly use the at-grade footpaths and footbridges (i.e. locations L and AM) instead of AE.

6.3.5 In addition, with the additional footbridge FF provided along San Wan Road in place, location BH will marginally operate beyond LOS C and at low-end of LOS D. Site-related trip (i.e Site 2 and Po Shek Wu Road Site) to/from MTR Sheung Shui Station would be able to travel via FE and FF, instead of BH. Therefore, no improvement measures at BH is considered necessary if the proposed footbridge network is in place.

7 PRELIMINARY PROPOSAL OF PUBLIC TRANSPORT FACILITIES

7.1 Proposed Public Transport Facilities for Site 1

7.1.1 As mentioned in **Section 2.6**, the Site 1 is served by various modes of public transport services. The key modes of public transport include:

a) Franchised Bus Services – The Site 1 is served by franchised bus services operating within the surrounding road network;

b) Green Minibus (GMB) Services – The Site 1 is also served by GMB services operating within the surrounding road network.

c) The Site 1 is located within approximately 600m walking distance west of MTR Sheung Shui Station.

7.1.2 With the provision of proposed footbridge connecting Site 1 and Po Shek Wu Estate, the approximate walking distance between Site 1 and MTR Sheung Shui Station / Landmark North Bus Terminus and journey time are summarized as **Table 7.1** below:

Table 7.1 Summary of Approximate Walking Distance and Journey Time between Site 1 and Landmark North Bus Terminus / MTR Sheung Shui Station

Pedestrian Movement	Approximate Walking Distance (m)	Approximate Journey Time (min) (1)
Site 1 ←→ Landmark North Bus Terminus	~525	8 (2)
Site 1 ←→ MTR Sheung Shui Station	~550	8

Notes:
(1) Estimation based on average pedestrian walking speed of 1.2m/sec as reference to TPDM Vol.4; and
(2) Additional 0.5 mins induced by level change of utilizing staircase of footbridge across San Wan Road.

7.1.3 In addition, a new PTI is proposed to be located in Site 1. A preliminary PTI layout is shown in **Figure 13**. It is expected that residents of Site 1 will utilize the PTI and the existing public transport service at major transport hubs such as Landmark North Bus Terminus and MTR Sheung Shui Station to access different destinations.

7.1.4 Besides, 5 nos. of bus routes are currently located at the bus stops at Po Shek Wu Road and Choi Yuen Road, within 500m walking distance from the Site 1. It is anticipated that some residents could also utilize the bus services at the mentioned bus stops to access different destinations.

7.2 Proposed Public Transport Facilities for Site 2

7.2.1 As mentioned in **Section 2.6**, the Site 2 is also served by various modes of public transport services. The key modes of public transport include:

a) Franchised Bus Services – The Site 2 is served by franchised bus services operating within the surrounding road network;

b) Green Minibus (GMB) Services – The Site 2 is also served by GMB services operating within the surrounding road network.

c) The Site 2 is located within approximately 600m walking distance west of MTR Sheung Shui Station.

7.2.2 With the provision of proposed footbridge connecting Site 2 and Po Shek Wu Road Site, footbridge connecting Po Shek Wu Road Site and the existing footbridge, and the direct at-grade footpath along San Wan Road and Po Shek Wu Road, the approximate walking distance between Site 2 and MTR Sheung Shui Station / Landmark North Bus Terminus / proposed PTI at Site 1 and journey time are summarized as **Table 7.2** below:

Table 7.2 Summary of Approximate Walking Distance and Journey Time between Site 2 and Landmark North Bus Terminus / MTR Sheung Shui Station / Proposed PTI at Site 1

Pedestrian Movement	Approximate Walking Distance (m)	Approximate Journey Time (min) (1)
Site 2 ←→ Landmark North Bus Terminus	~455	6.5
Site 2 ←→ MTR Sheung Shui Station	~580	8
Site 2 ←→ Proposed PTI at Site 1	~350	5

Notes:
(1) Estimation based on average pedestrian walking speed of 1.2m/sec as reference to TPDM Vol.4; and

7.2.3 It is expected that residents of Site 2 will utilize the proposed PTI at Site 1 and the existing public transport service at major transport hubs such as Landmark North Bus Terminus and MTR Sheung Shui Station to access different destinations.

7.2.4 Besides, 5 nos. of bus / minibus routes are currently located at the bus stops at Po Shek Wu Road and San Fung Avenue, within 500m walking distance from the Site 2. It is anticipated that some residents could also utilize the bus services at the mentioned bus stops to access different destinations.

7.2.5 In addition, the existing planter area on San Wan Road at the southern frontage of Site 2 could be converted as bus lay-by to accommodate 3 nos. of bus, as shown in **Figure 13**.

7.3 Review of Impact on East Rail Line

7.3.1 According to the Review and Update of the Railway Development Strategy 2000 - Executive Summary published by Highways Department, the future North South Corridor (formed by the East Rail Line, Lok Ma Chau Spur Line and Hung Hom to Admiralty Section of the Shatin to Central Link) will have a maximum carrying capacity of 80,000 persons per hour per direction.

7.3.2 According to the Public Transport Strategy Study published by Transport and Housing Bureau in June 2017, about 37% of public transport trips will use heavy rail, such that the proposed public housing development is expected to generate some additional 1,127 passengers one-way during the critical AM peak hour. The increase in passenger demand on the future North South Corridor is no more that 1.5% of its carrying capacity. Hence, the additional passenger demand on the future North South Corridor is considered negligible.

7.3.3 In addition, the future Northern Link (NOL) will connect the East Rail Line and the West Rail Line, forming a loop in the northern New Territories. This will allow residents in the New Territories to have more route choices without straining the road network. It is expected that NOL would reduce reliance on road-based transport and alleviating the associated congestion.

8 SUMMARY AND CONCLUSION

8.1 Summary

8.1.1 Arup was appointed by Hong Kong Housing Authority to conduct a Traffic Impact Assessment (TIA) for the land rezoning of the proposed public housing development at Sites 1 and 2 in Sheung Shui Areas 4 and 30 (the Sites).

8.1.2 Hong Kong Housing Authority intends to develop the Sites for public housing development with an approximate development schedule of 2,088 flats and 1,556 flats for Site 1 and Site 2 respectively. Full population intake will be by Year 2029/2030.

8.1.3 The parking and servicing facilities provision for the proposed development will be provided with reference to relevant standard and guideline.

8.1.4 To appreciate the existing traffic conditions, comprehensive classified traffic counts were conducted at the key junctions in the vicinity of the Site. Junction capacity analyses have been carried out at the key junctions in vicinity of the Site. Results of the analysis indicate that all assessed junctions are currently operating within capacity during both morning and evening peaks.

8.1.5 Junction capacity assessment was undertaken for scenarios of design years 2030 and 2033. All analysed results revealed that the associated junctions along the accessing/ leaving routes would still be performing within capacity, with proposed improvement work in place.

8.1.6 Future pedestrian condition was also assessed. A footbridge is proposed to connect the proposed development at Site 1 to Po Shek Wu Estate, with new footbridges connecting to Po Shek Wu Road Site and the existing footbridge linking Choi Yuk House on the south and Landmark North on the north. For Site 2, a footbridge is proposed to connect the proposed development to Po Shek Wu Road Site, with new footbridges connecting to Po Shek Wu Estate and the existing footbridge linking Choi Yuk House on the south and Landmark North on the north. The comprehensive footbridge network connecting different public housing developments will enhance the pedestrian accessibility.

8.1.7 Based on the LOS assessment, all assessed pedestrian facilities would be adequate to cater for the additional pedestrian demand generated from the proposed development, with LOS “C” or better, with proposed improvement schemes in place, except for locations AE and BH. Site-related trip to/from the major attraction nodes (e.g. MTR Sheung Shui Station and Landmark North) would mainly use the proposed footbridge network and not induce significant impact to locations AE and BH. Therefore, no improvement measure is considered necessary if the proposed footbridge network is in place.

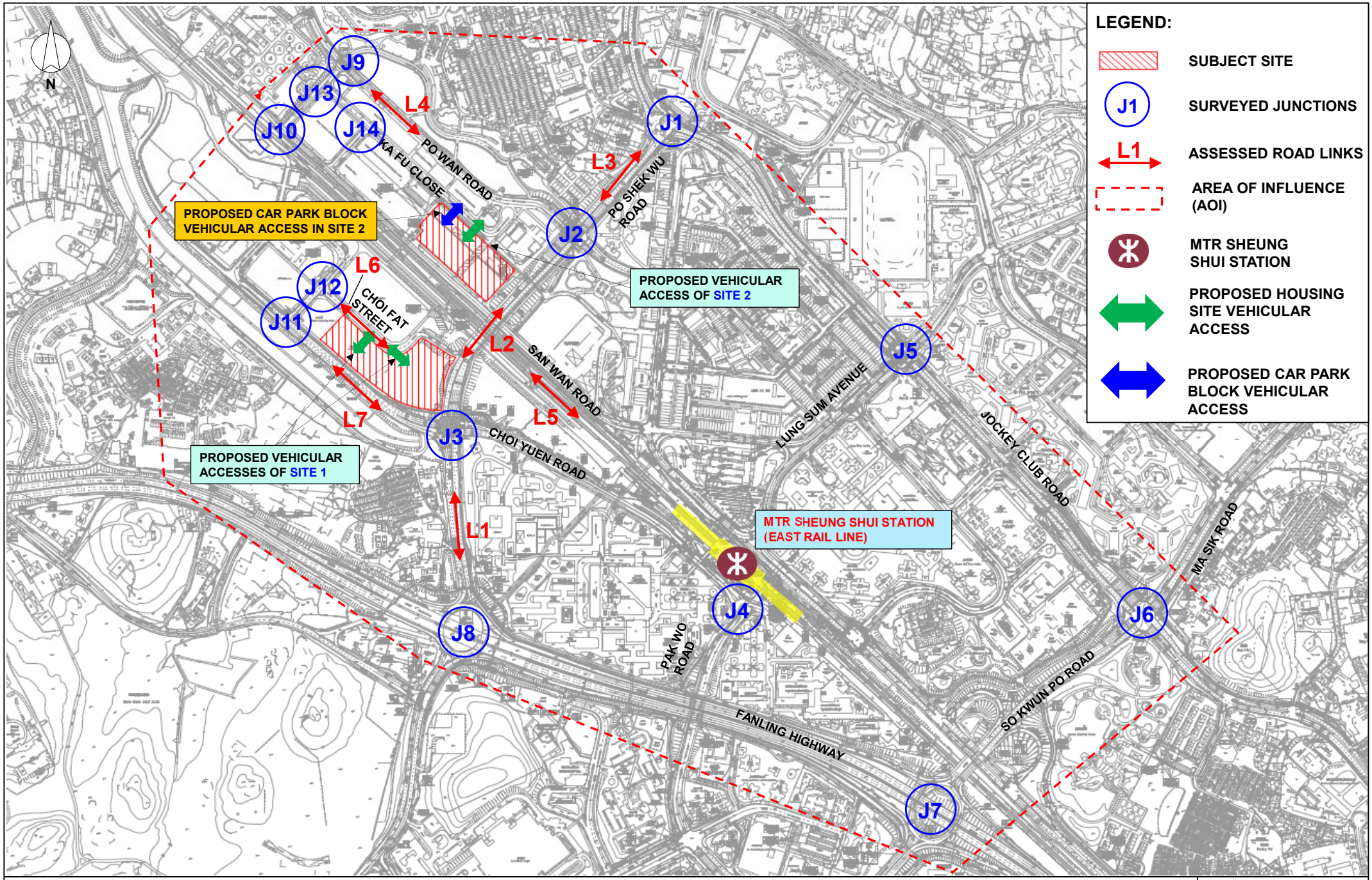
8.1.8 A new PTI is proposed at Site 1 and the proposed Site 1 and Site 2 are located in the vicinity of major transport hubs i.e. MTR Sheung Shui Station / Landmark North Bus Terminus. Both Site 1 and Site 2 are

served by various modes of public transport services in vicinity. In addition, provision of public transport facilities near the proposed development are proposed on San Wan Road.

8.2 Conclusion

8.2.1 Based on the above discussion, it is concluded that the proposed public housing development at Sites 1 and 2 in Sheung Shui Areas 4 and 30 (the Sites) would not induce adverse traffic impact on the surrounding road network and pedestrian network upon completion at design years 2030 and 2033. Therefore, the proposed development is considered acceptable with the timely implementation of the improvement works from the traffic point of view.

Figures



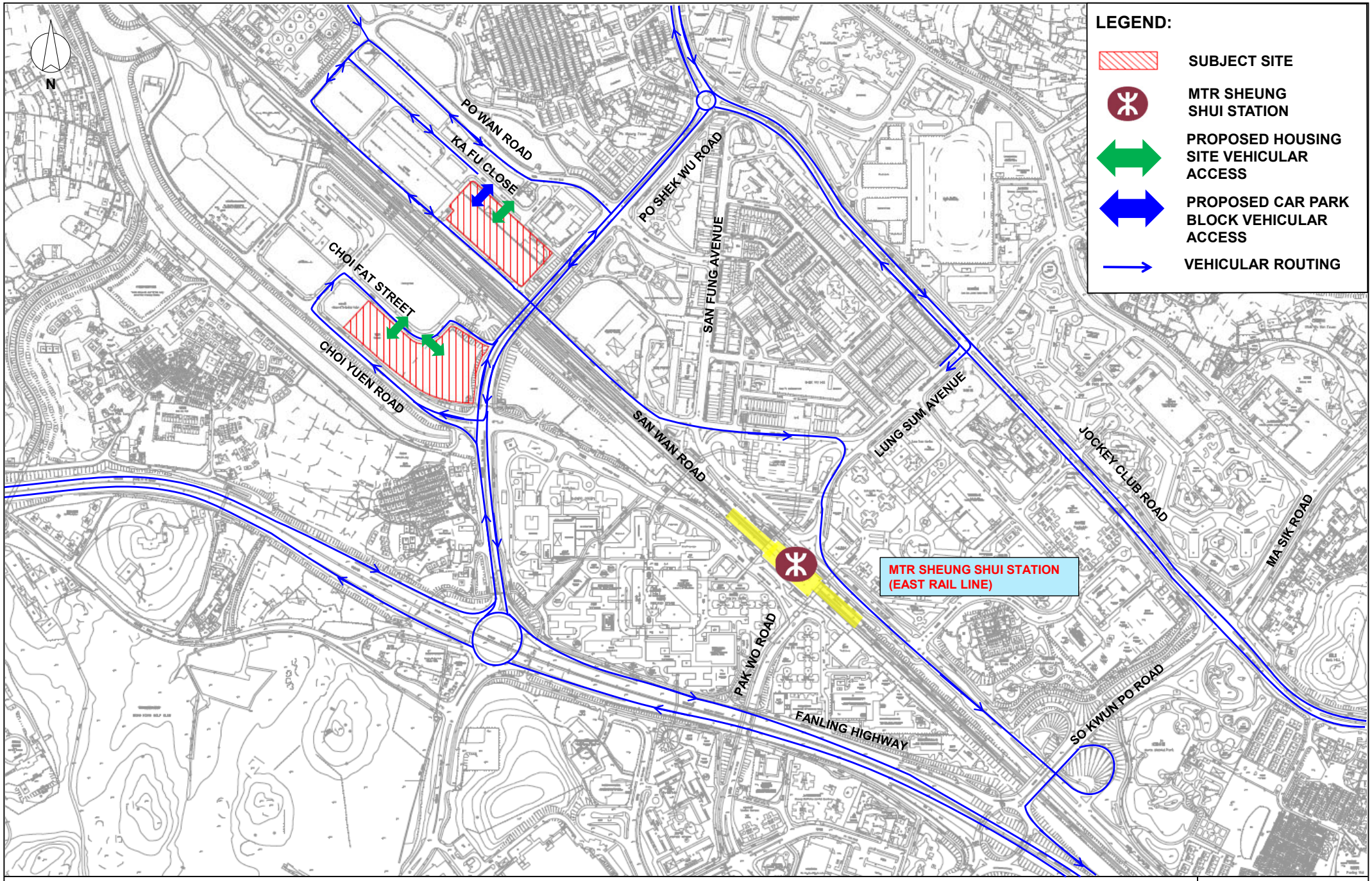
Job Title

PROPOSED PUBLIC HOUSING DEVELOPMENT SITES 1 & 2 IN SHEUNG SHUI AREAS 4 AND 30

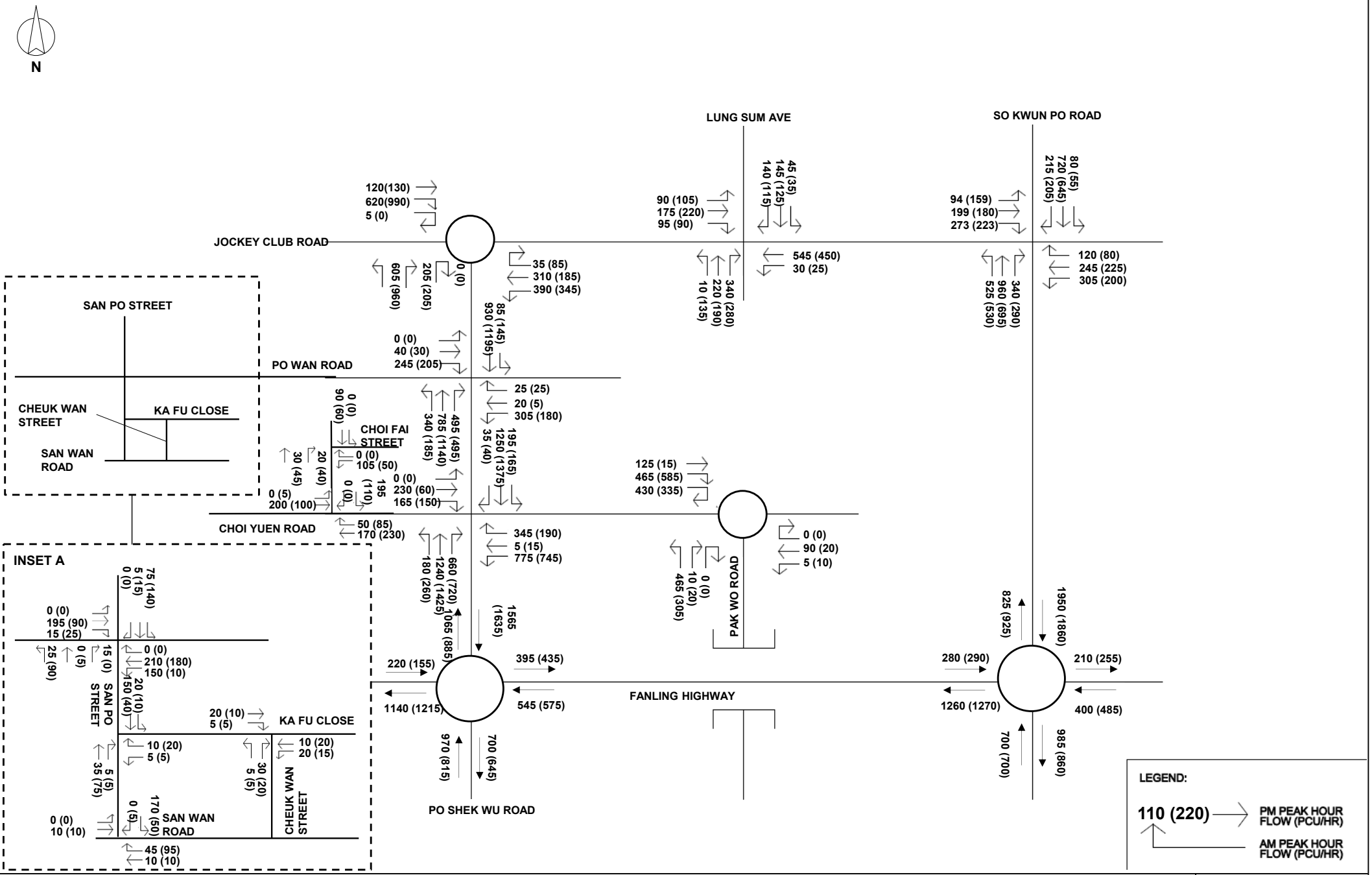
FIGURE 1

Date	Scale	Drawing Title
08/2018	N.T.S.	SUBJECT SITE AND ASSESSED JUNCTIONS AND LINKS LOCATIONS
Drawn: WC	Job No.: 236072-09	

ARUP



Job Title		
PROPOSED PUBLIC HOUSING DEVELOPMENT SITES 1 & 2 IN SHEUNG SHUI AREAS 4 AND 30		FIGURE 2
Date: 08/2018	Scale: N.T.S.	Drawing Title: ACCESSIBILITY TO/FROM THE PROPOSED DEVELOPMENT
Drawn: WC	Job No.: 236072-09	ARUP



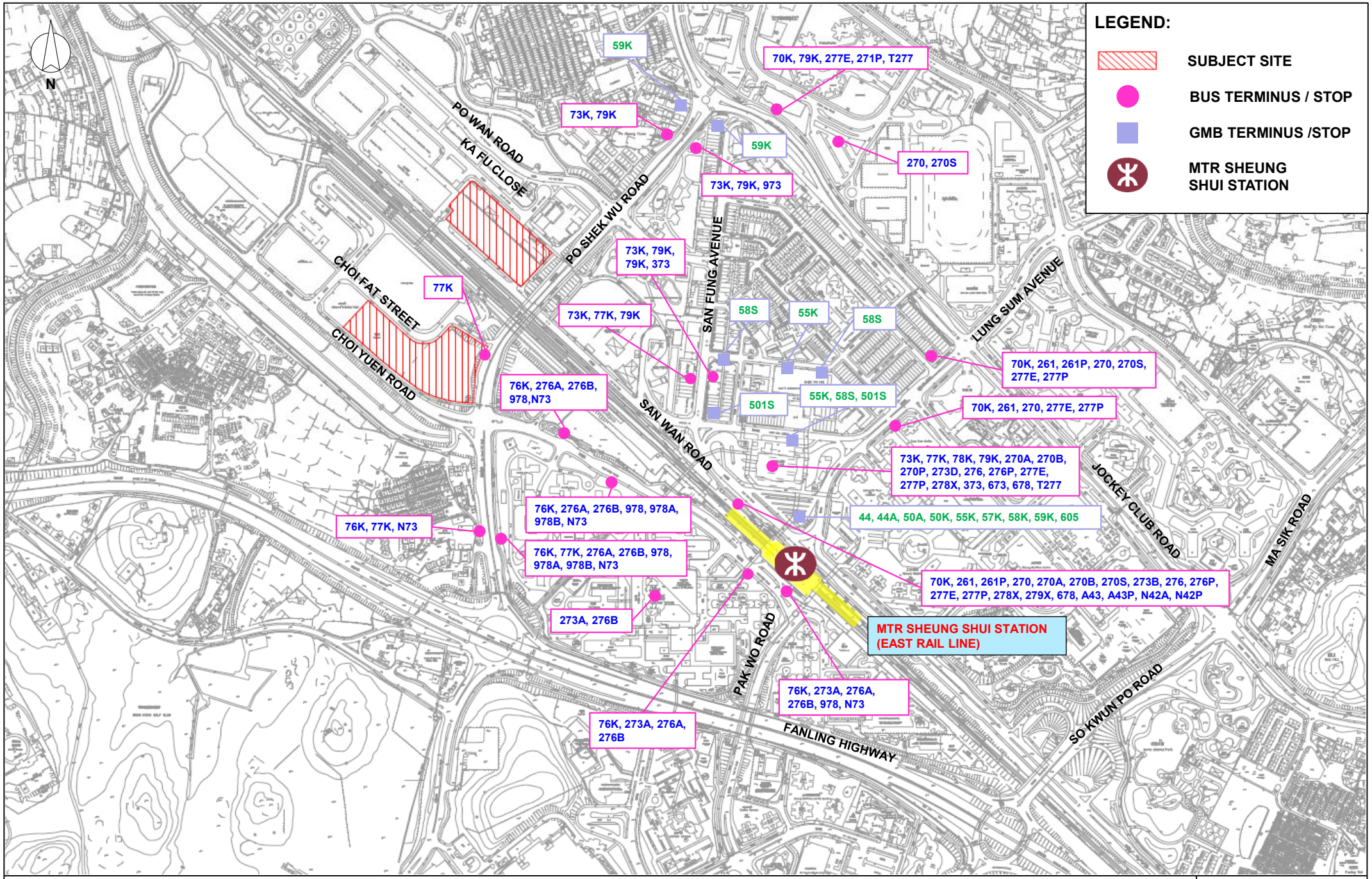
Job Title

PROPOSED PUBLIC HOUSING DEVELOPMENT SITES 1 & 2 IN SHEUNG SHUI AREAS 4 AND 30

FIGURE 3

Date	Scale	Drawing Title
08/2018	N.T.S.	**YEAR 2017 TRAFFIC FLOWS**
Drawn: WC	Job No.: 236072-09	

ARUP



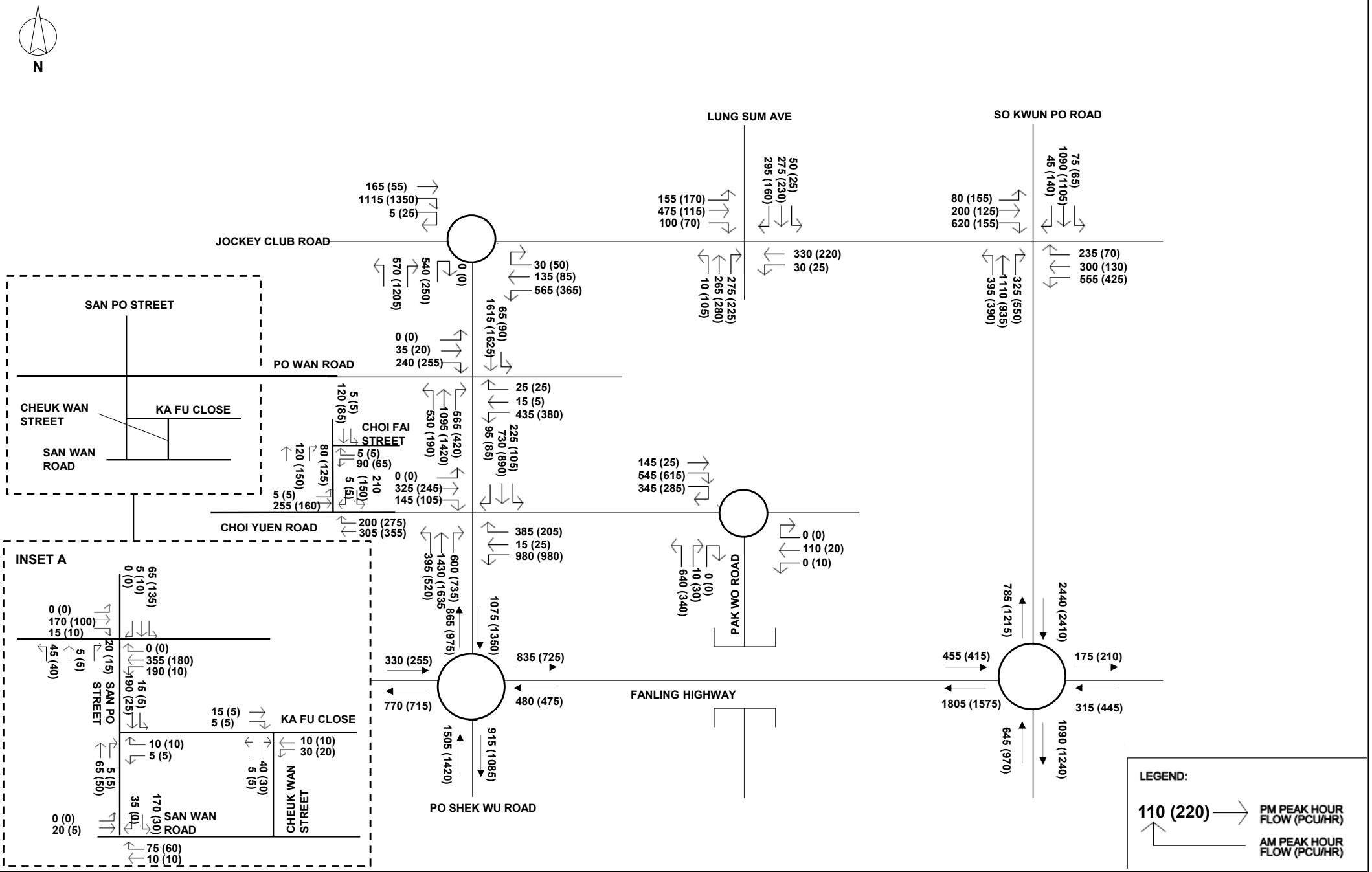
Job Title

PROPOSED PUBLIC HOUSING DEVELOPMENT SITES 1 & 2 IN SHEUNG SHUI AREAS 4 AND 30

FIGURE 4

Date	Scale	Drawing Title
08/2018	N.T.S.	**PUBLIC TRANSPORT FACILITIES IN THE VICINITY OF SUBJECT SITE**
Drawn: WC	Job No.: 236072-09	

ARUP

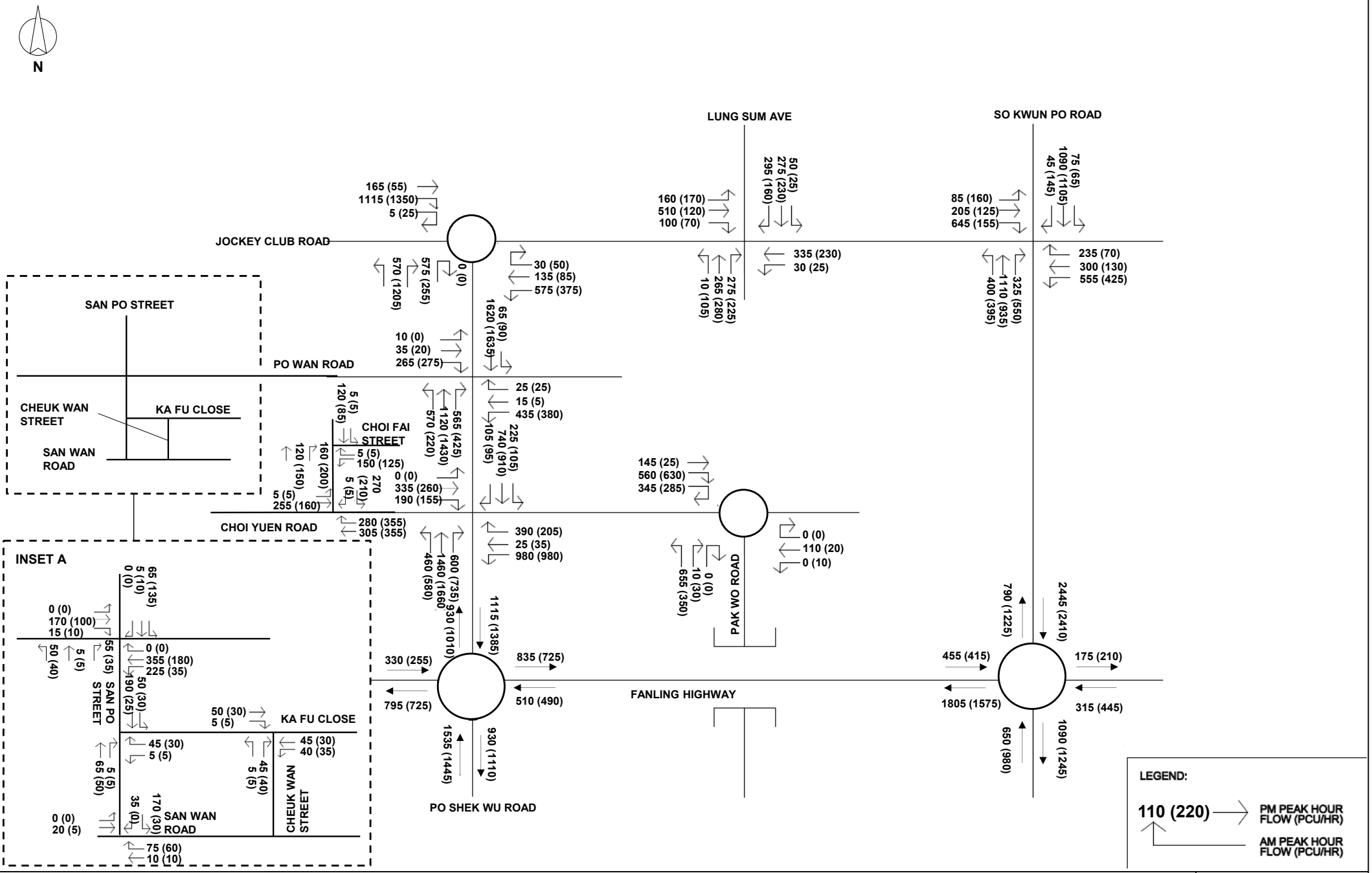


Job Title
PROPOSED PUBLIC HOUSING DEVELOPMENT SITES 1 & 2 IN SHEUNG SHUI AREAS 4 AND 30

FIGURE 5

Date	Scale	Drawing Title
08/2018	N.T.S.	**YEAR 2030 REFERENCE TRAFFIC FLOWS**
Drawn: WC	Job No.: 236072-09	

ARUP



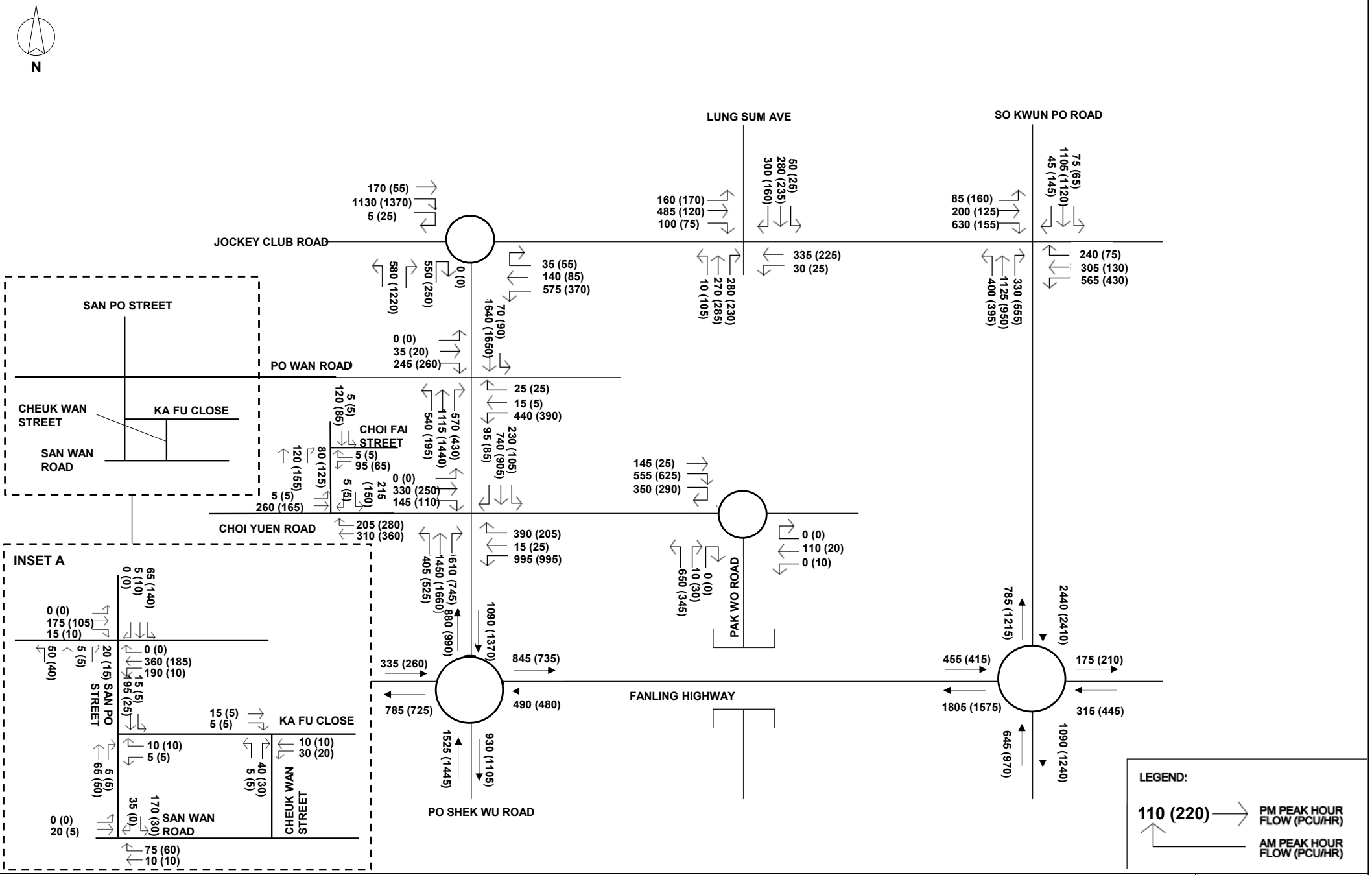
Job Title

PROPOSED PUBLIC HOUSING DEVELOPMENT SITES 1 & 2 IN SHEUNG SHUI AREAS 4 AND 30

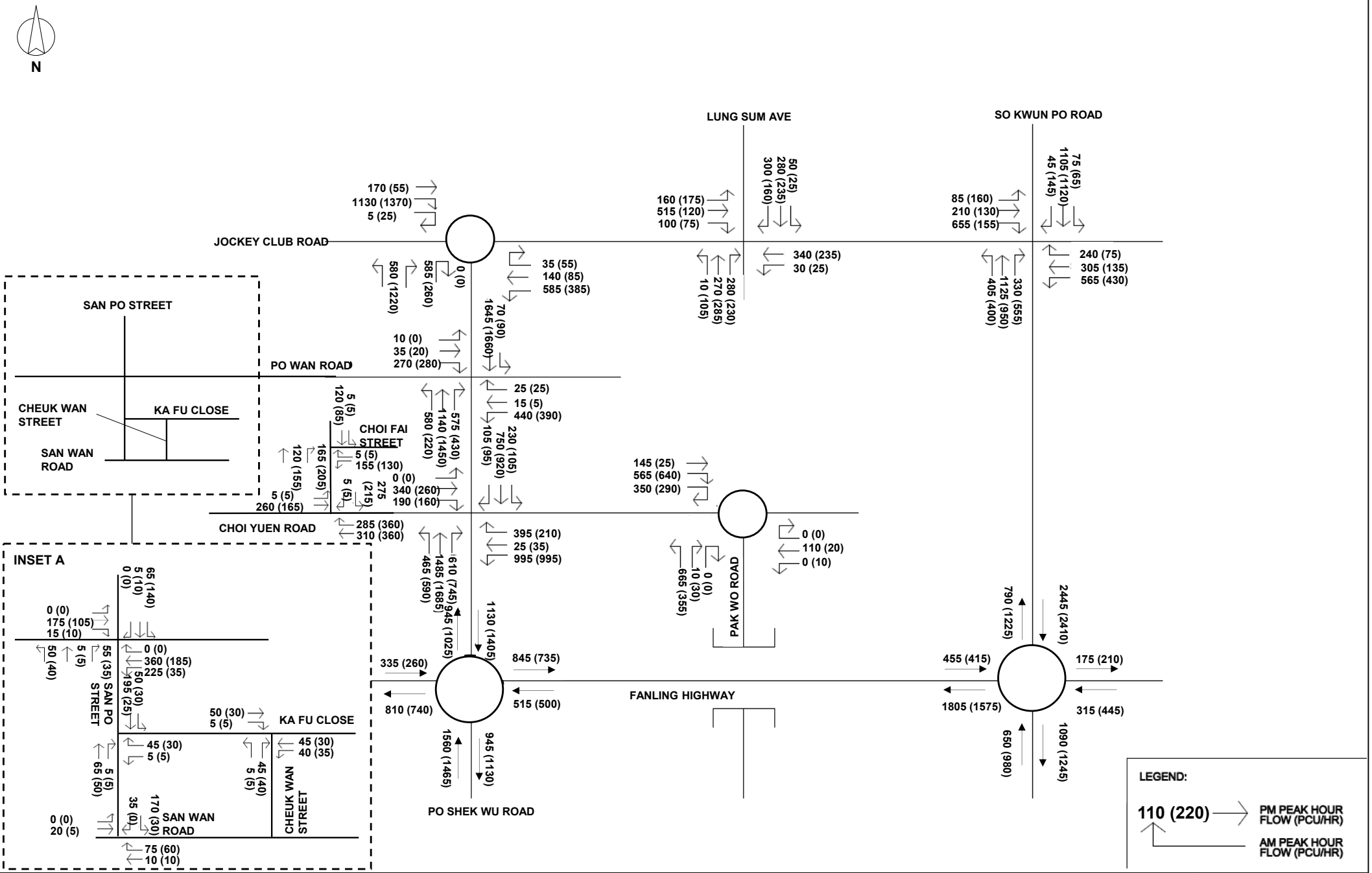
FIGURE 6

Date	Scale	Drawing Title
08/2018	N.T.S.	**YEAR 2030 DESIGN TRAFFIC FLOWS**
Drawn: WC	Job No.: 236072-09	

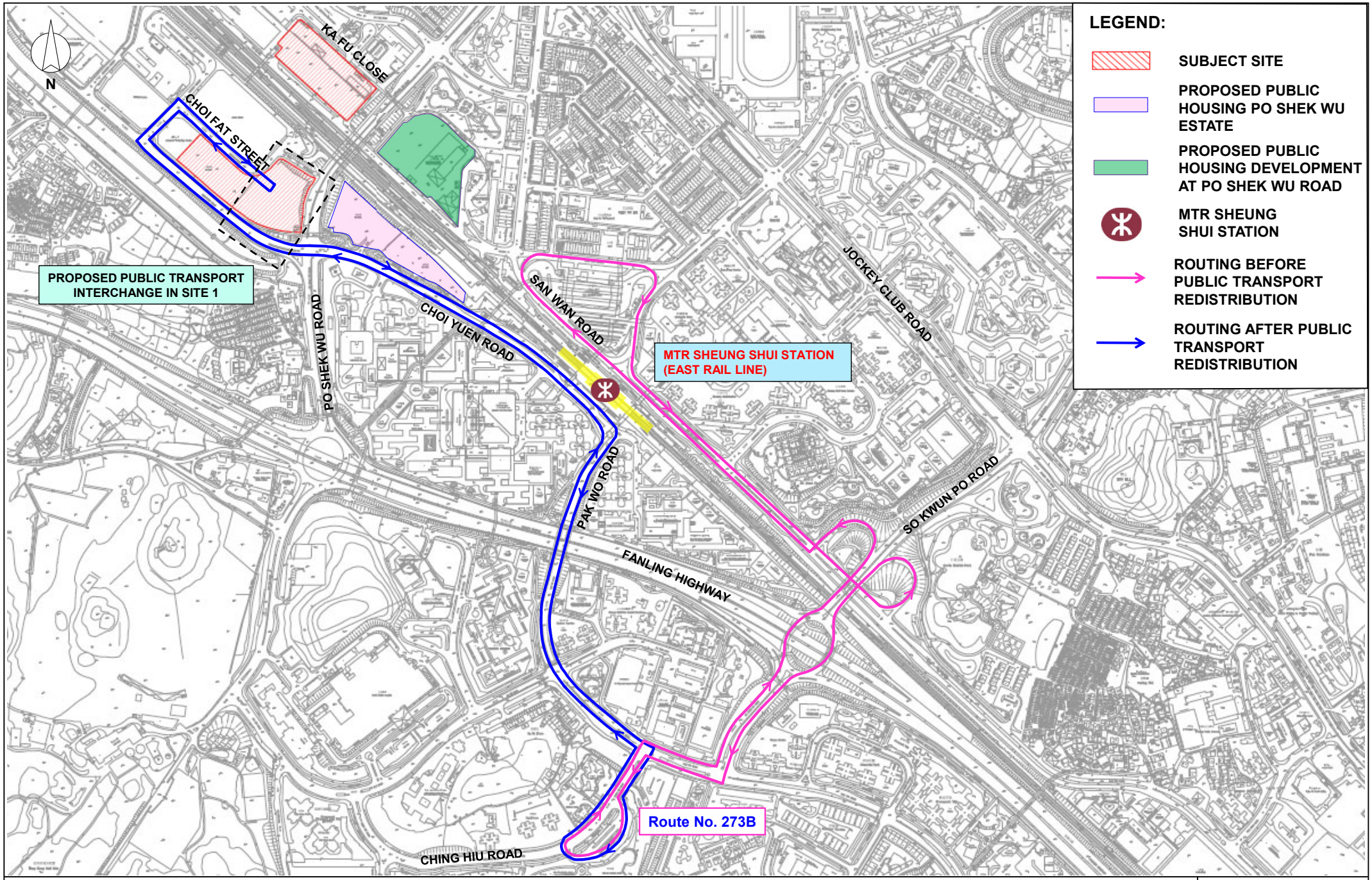
ARUP



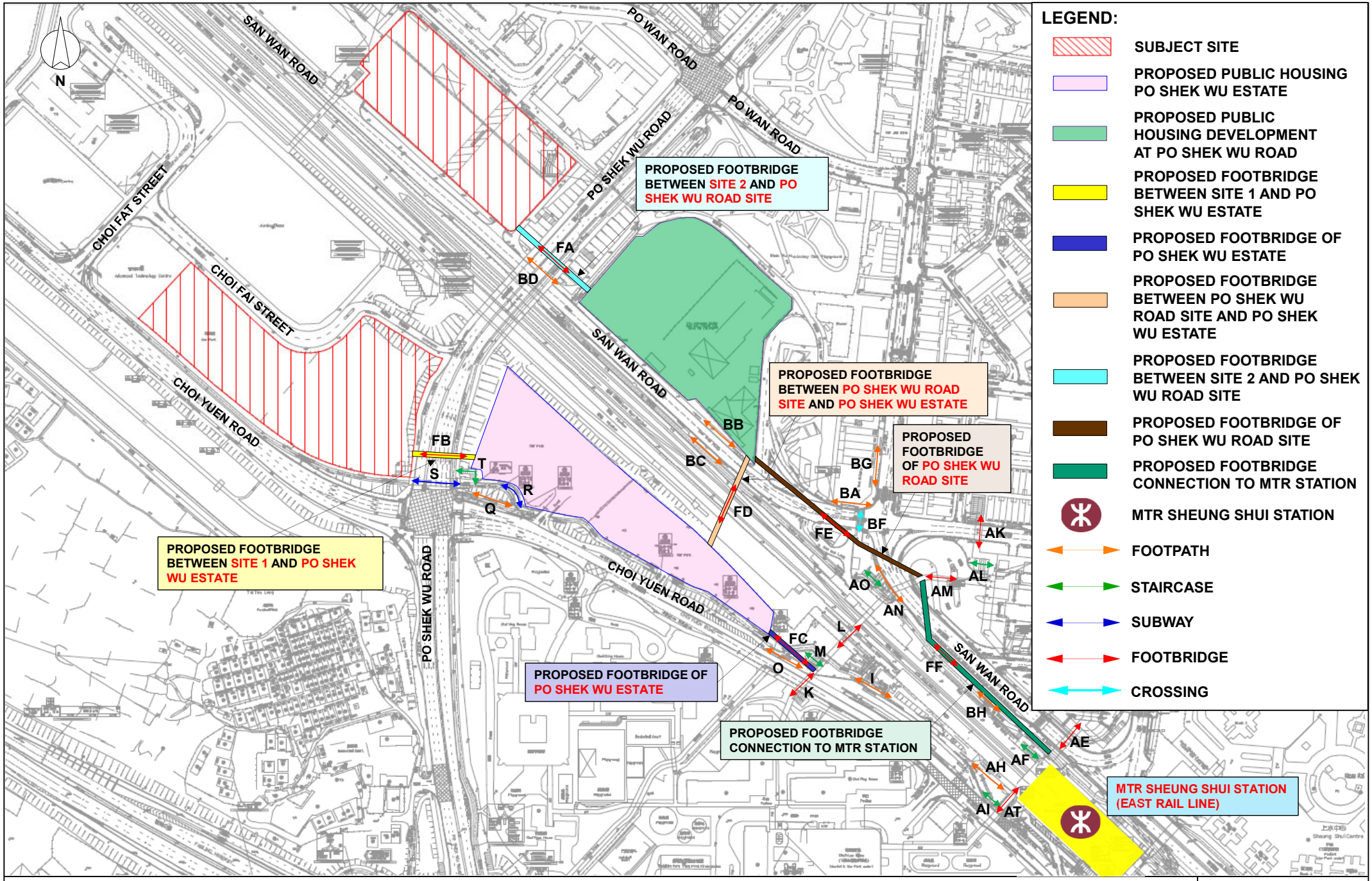
Job Title		
PROPOSED PUBLIC HOUSING DEVELOPMENT SITES 1 & 2 IN SHEUNG SHUI AREAS 4 AND 30		FIGURE 7
Date: 08/2018	Scale: N.T.S.	Drawing Title: YEAR 2033 REFERENCE TRAFFIC FLOWS
Drawn: WC	Job No.: 236072-09	ARUP



Job Title		
PROPOSED PUBLIC HOUSING DEVELOPMENT SITES 1 & 2 IN SHEUNG SHUI AREAS 4 AND 30		FIGURE 8
Date: 08/2018	Scale: N.T.S.	Drawing Title: YEAR 2033 DESIGN TRAFFIC FLOWS
Drawn: WC	Job No.: 236072-09	ARUP

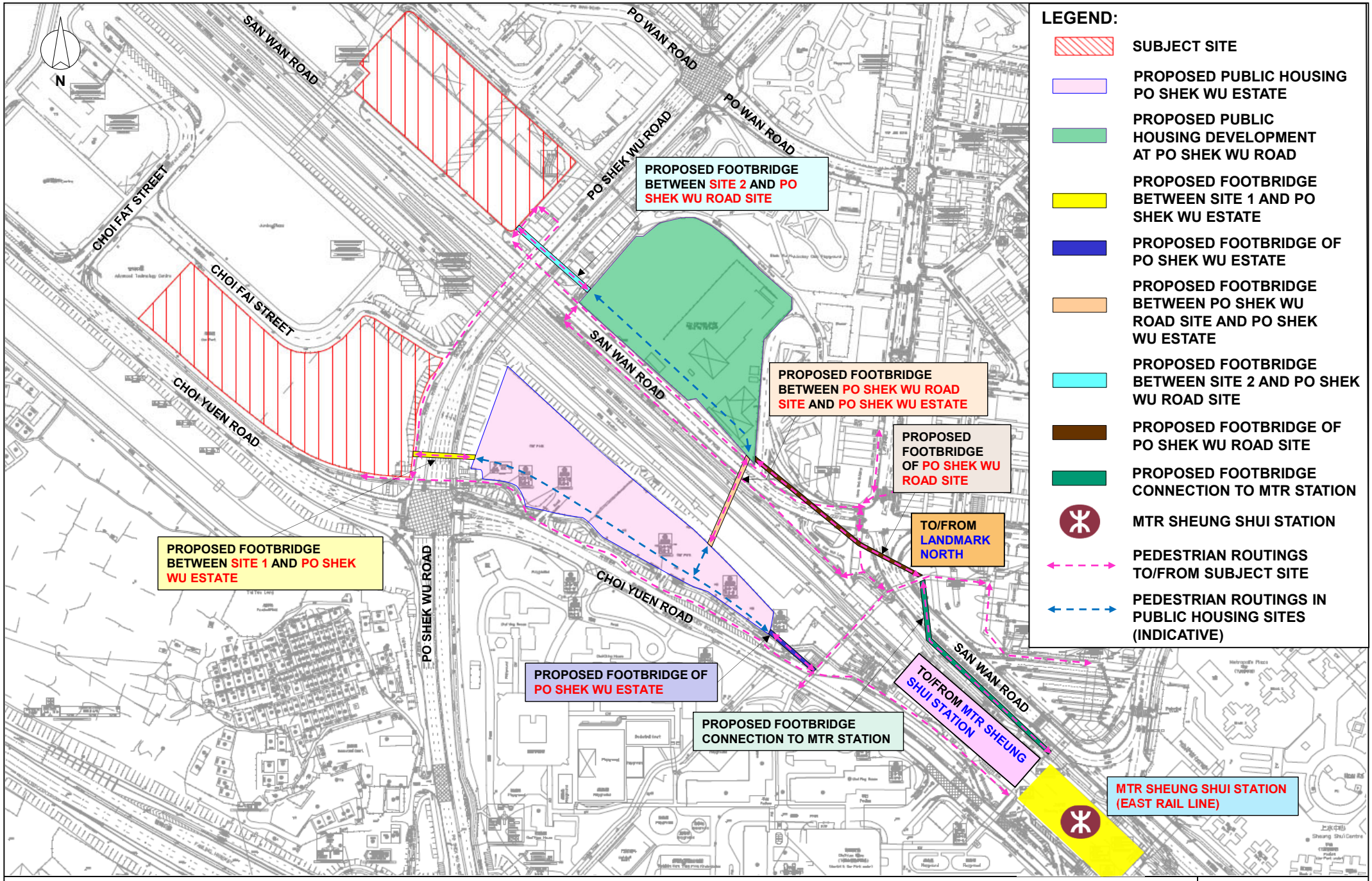


Job Title			
PROPOSED PUBLIC HOUSING DEVELOPMENT SITES 1 & 2 IN SHEUNG SHUI AREAS 4 AND 30			FIGURE 10
Date 08/2018	Scale N.T.S.	Drawing Title EXAMPLE OF PUBLIC TRANSPORT ROUTING BEFORE AND AFTER PUBLIC TRANSPORT REDISTRIBUTION	ARUP
Drawn WC	Job No. 236072-09		

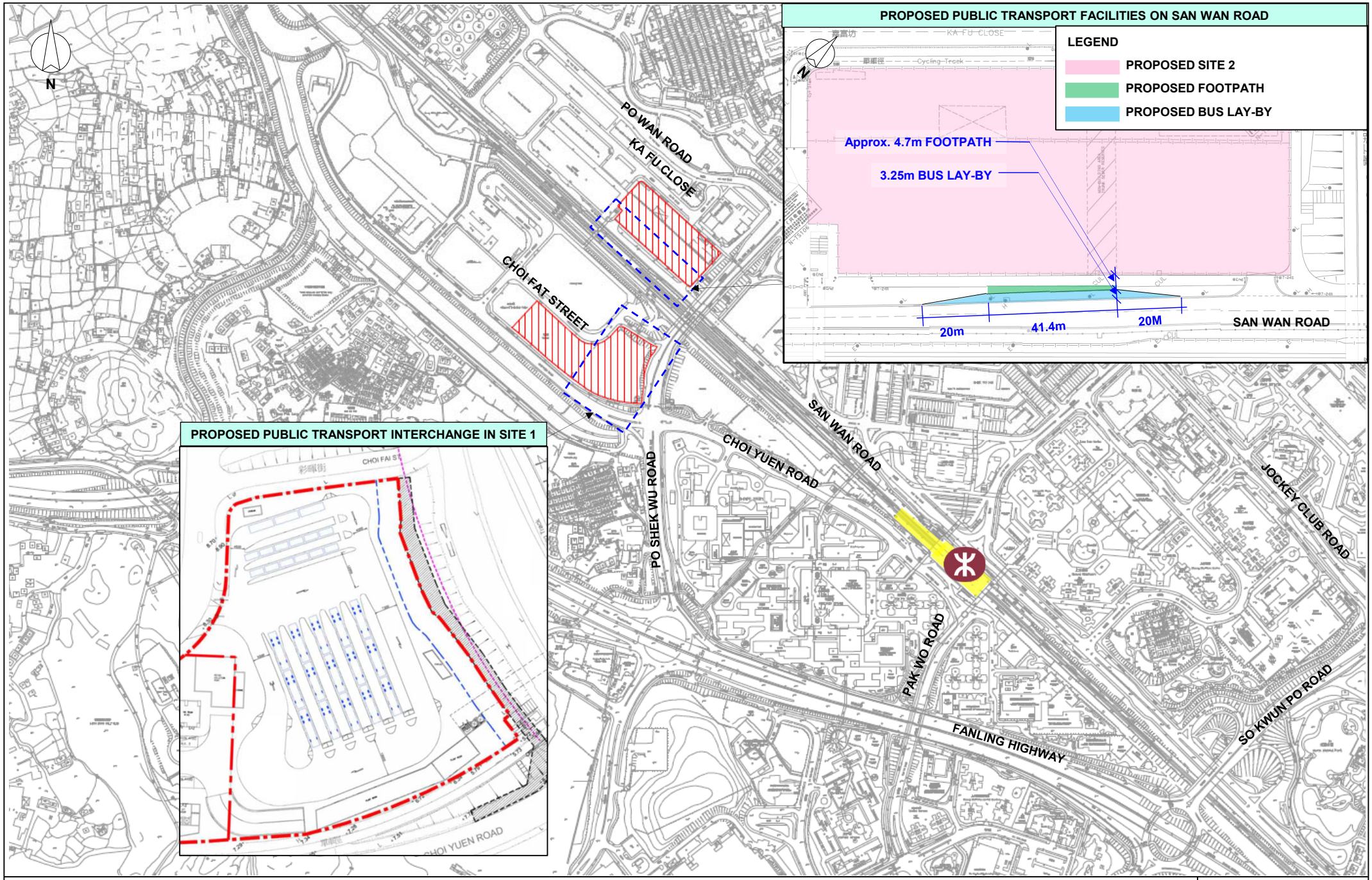


Job Title		
PROPOSED PUBLIC HOUSING DEVELOPMENT SITES 1 & 2 IN SHEUNG SHUI AREAS 4 AND 30		FIGURE 11
Date 07/2019	Scale N.T.S.	Drawing Title
Drawn WC	Job No. 236072-09	LOCATION PLAN FOR ASSESSED PEDESTRIAN FACILITIES

ARUP



Job Title: PROPOSED PUBLIC HOUSING DEVELOPMENT SITES 1 & 2 IN SHEUNG SHUI AREAS 4 AND 30		FIGURE 12
Date: 07/2019	Scale: N.T.S.	Drawing Title: PEDESTRIAN ROUTINGS TO/FROM THE PROPOSED DEVELOPMENT
Drawn: WC	Job No.: 236072-09	ARUP



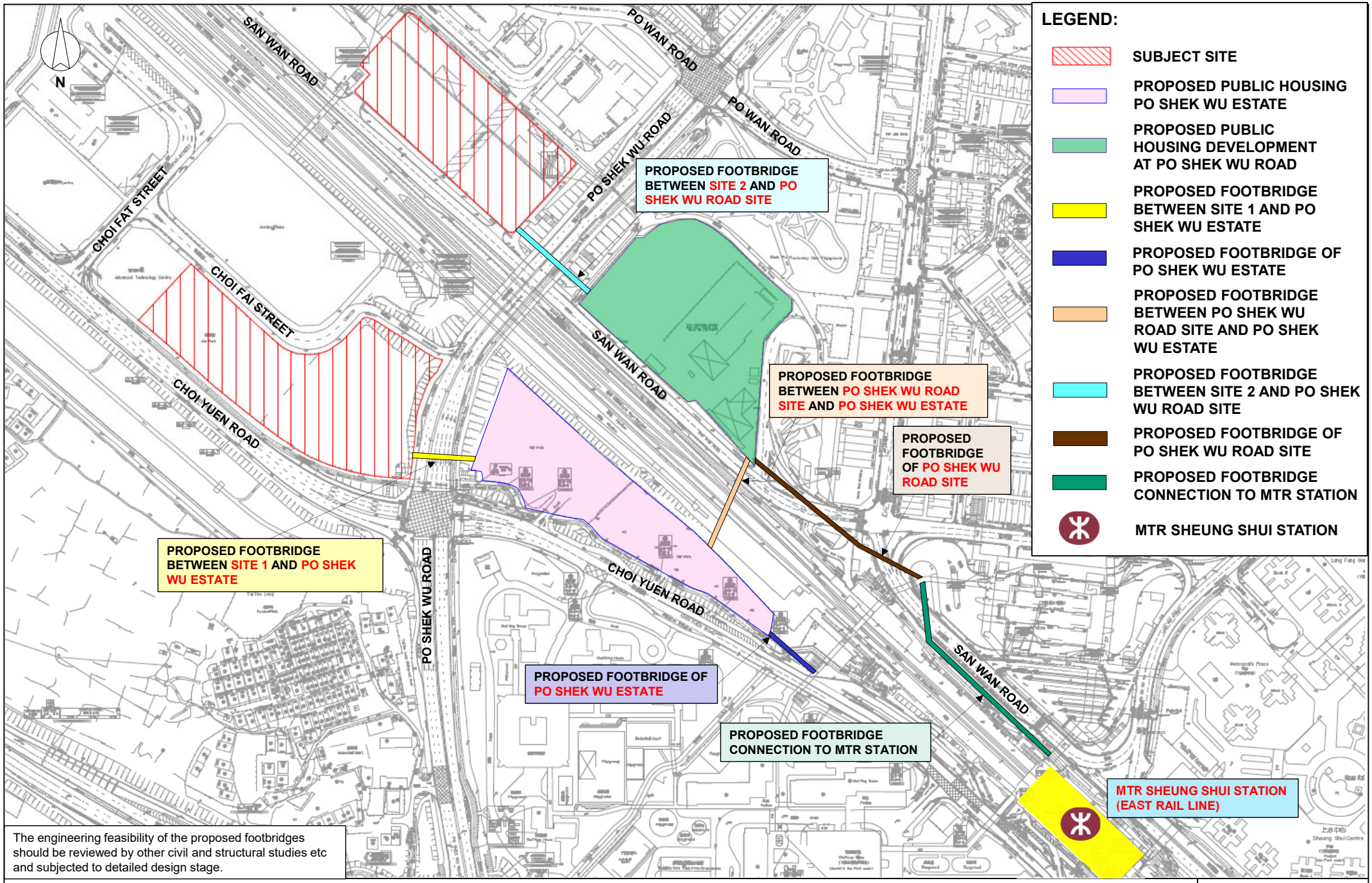
Job Title

PROPOSED PUBLIC HOUSING DEVELOPMENT SITES 1 & 2 IN SHEUNG SHUI AREAS 4 AND 30

FIGURE 13

Date	Scale	Drawing Title
08/2018	N.T.S.	PROPOSED PUBLIC TRANSPORT FACILITIES
Drawn: WC	Job No.: 236072-09	

ARUP



The engineering feasibility of the proposed footbridges should be reviewed by other civil and structural studies etc and subjected to detailed design stage.

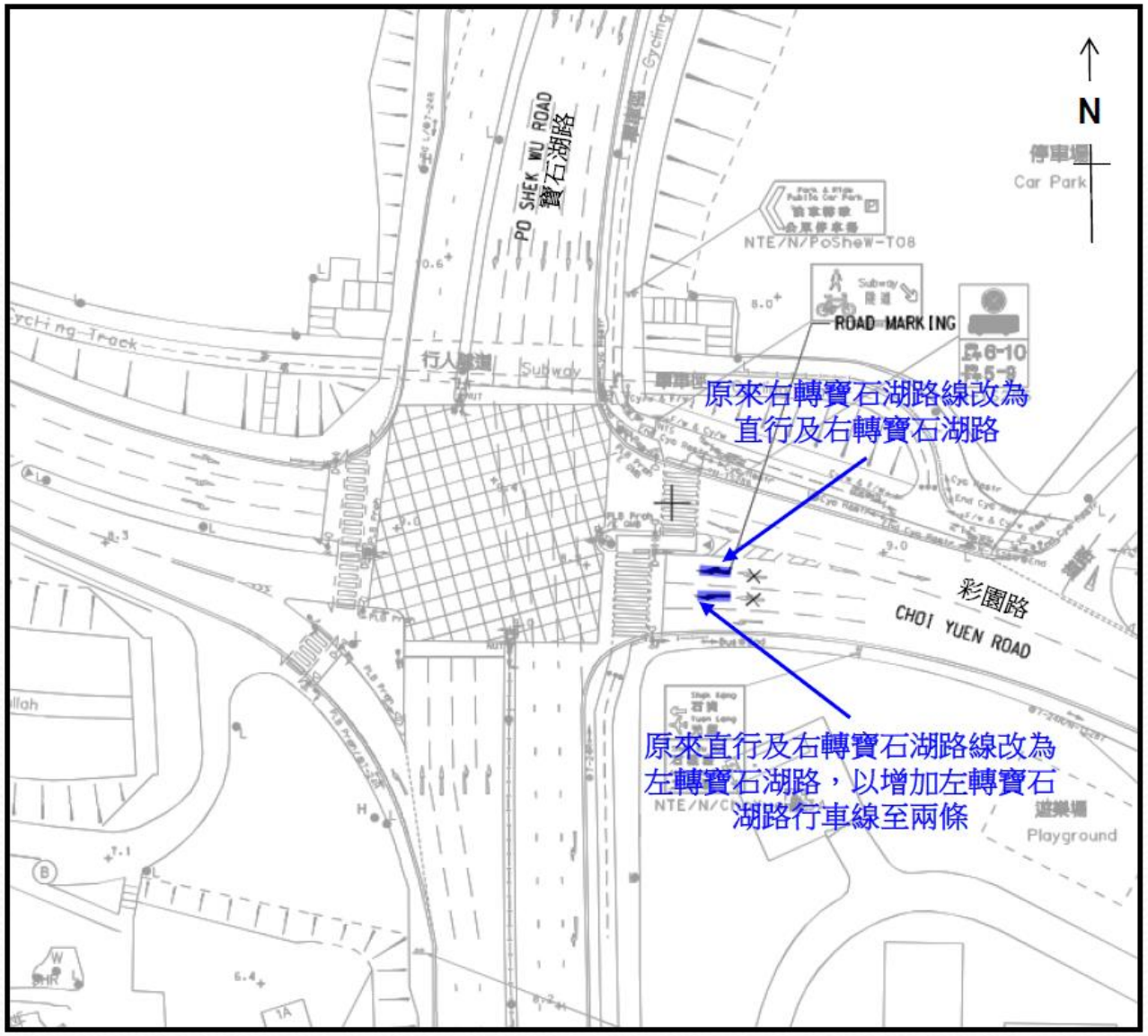
Job Title			
PROPOSED PUBLIC HOUSING DEVELOPMENT SITES 1 & 2 IN SHEUNG SHUI AREAS 4 AND 30			FIGURE 14
Date 07/2019	Scale N.T.S.	Drawing Title OVERVIEW OF PROPOSED FOOTBRIDGE NETWORK	ARUP
Drawn WC	Job No. 236072-09		

Appendix A

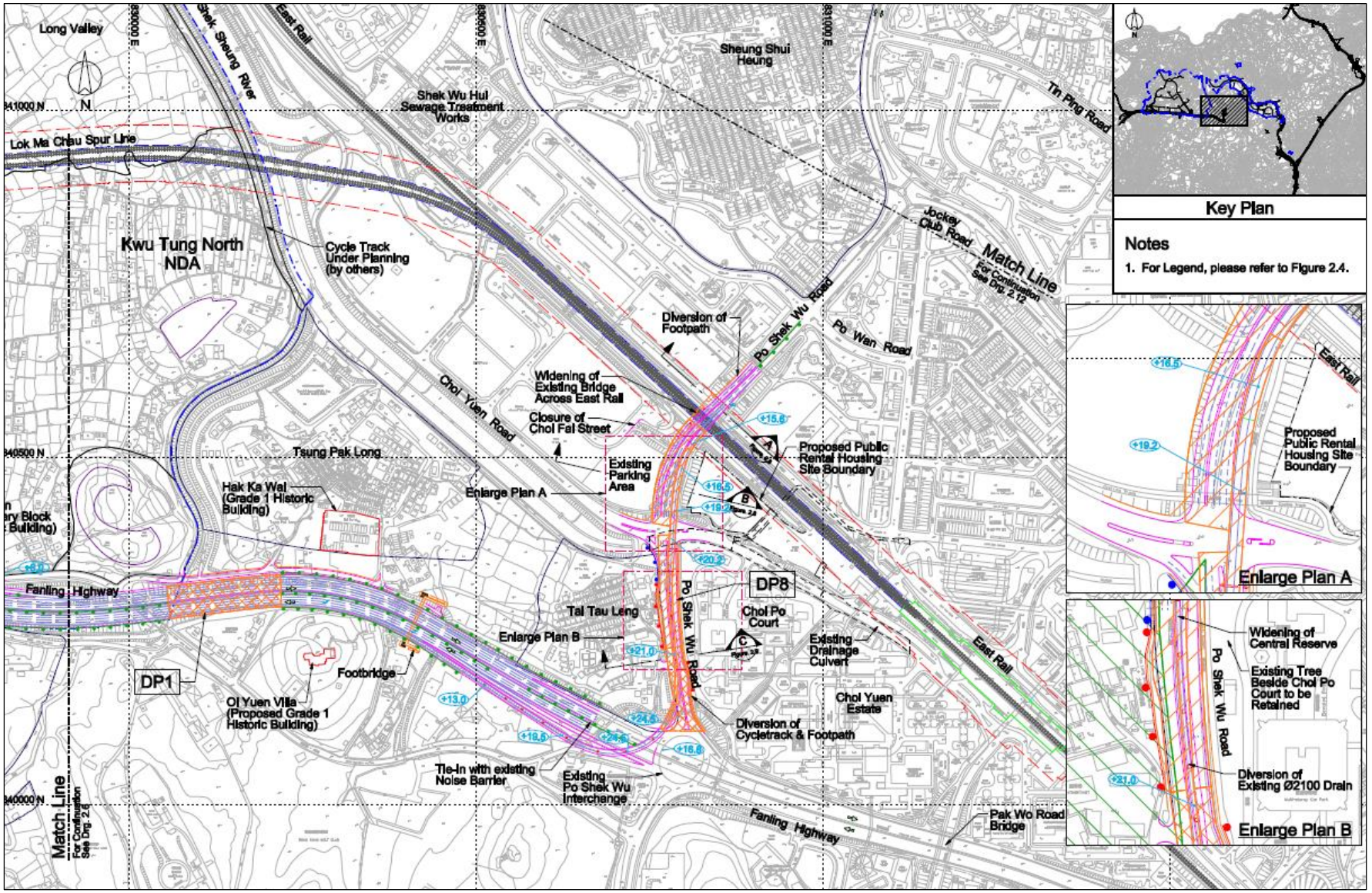
Planned/ Committed Junction Improvement Schemes by Other Projects

Drawing No. A1

J3 – Po Shek Wu Road / Choi Yuen Road

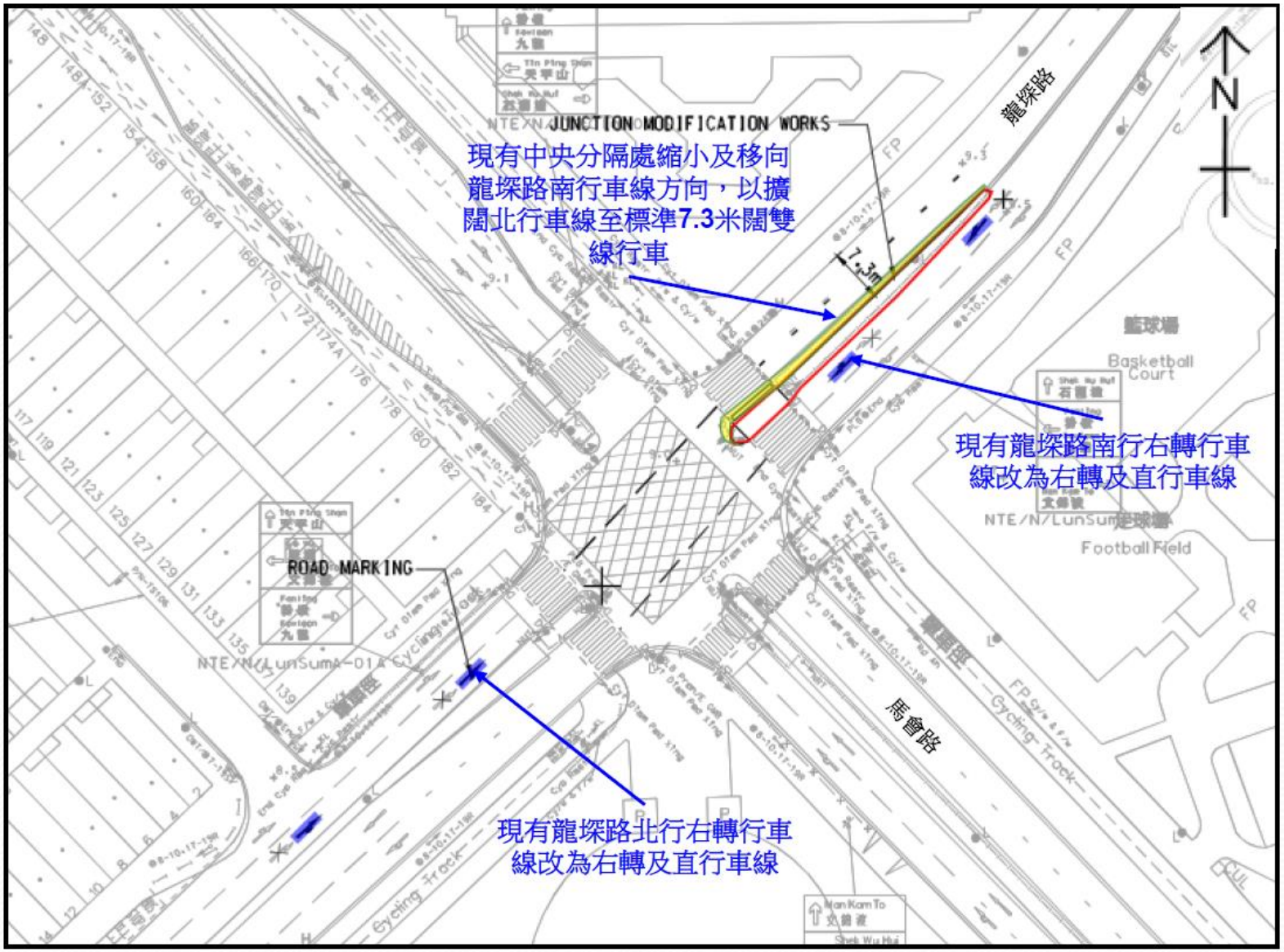


Drawing No. A2
J3 – Po Shek Wu Road / Choi Yuen Road
(Proposed Po Shek Wu Interchange Improvement)

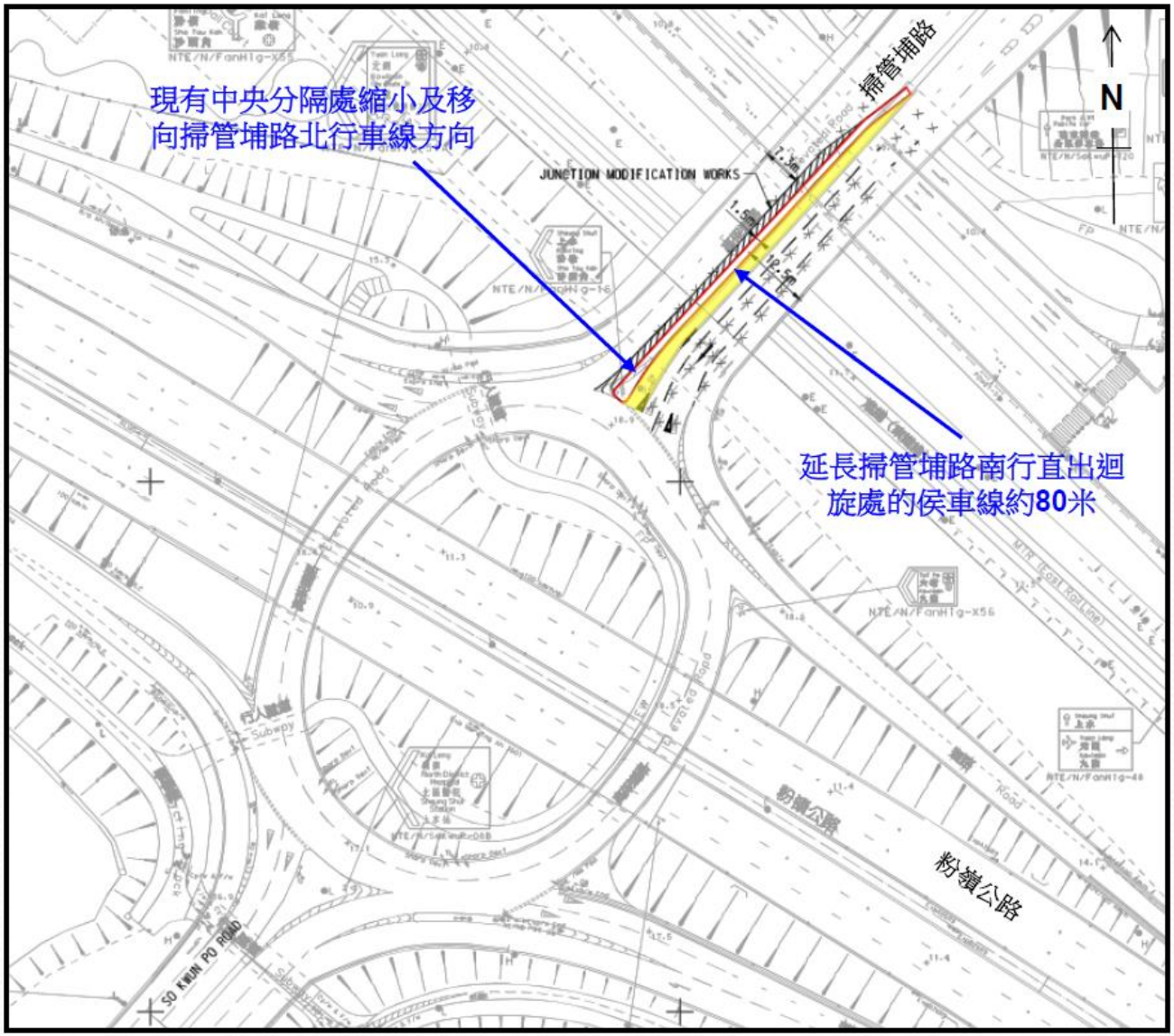


Drawing No. A3

J5 – Jockey Club Road / Lung Sum Avenue

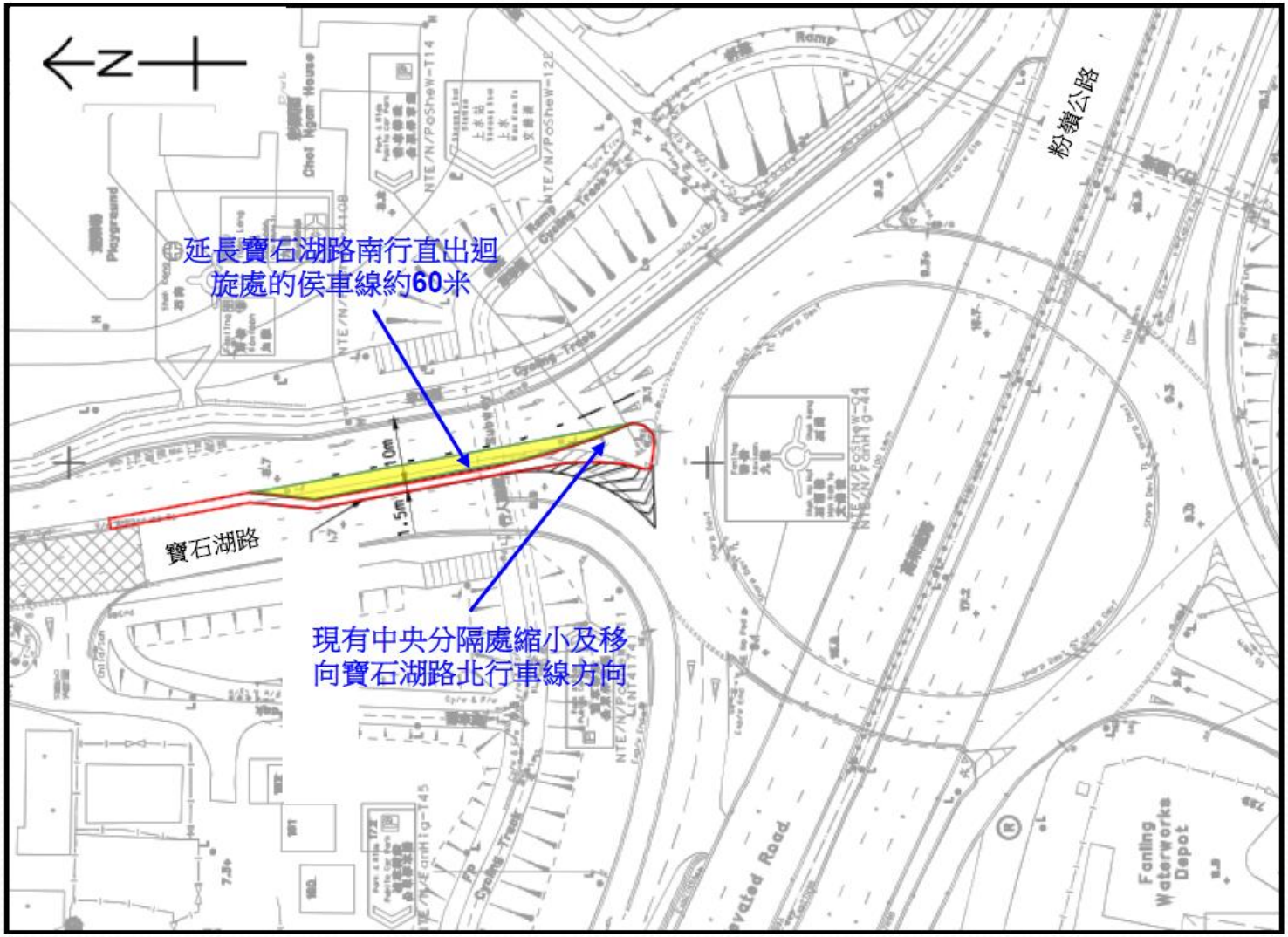


Drawing No. A4
J7 – So Kwun Po Road Interchange



Drawing No. A5

J8 – Po Shek Wu Road Interchange

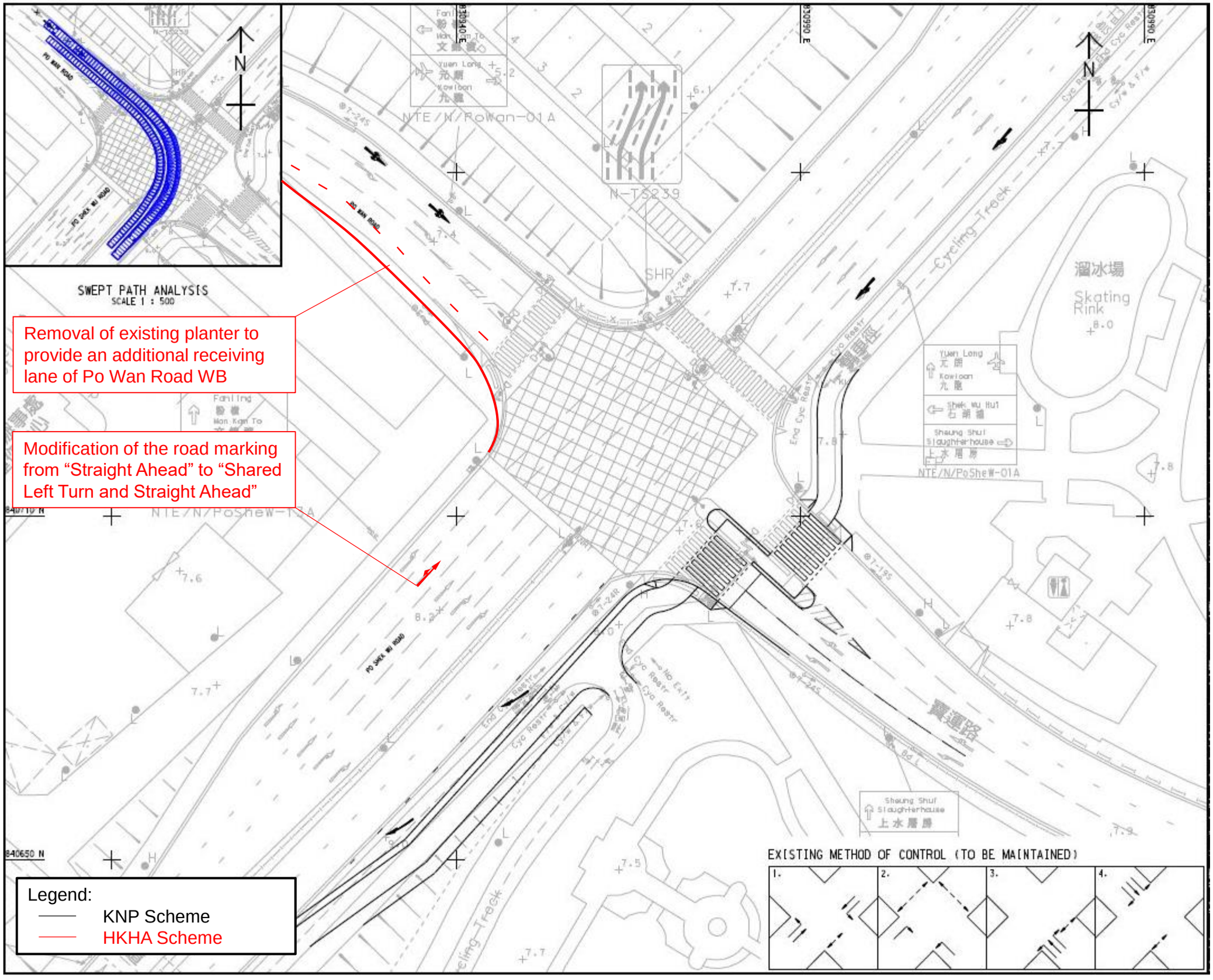


Appendix B

Proposed Junction Improvement Schemes

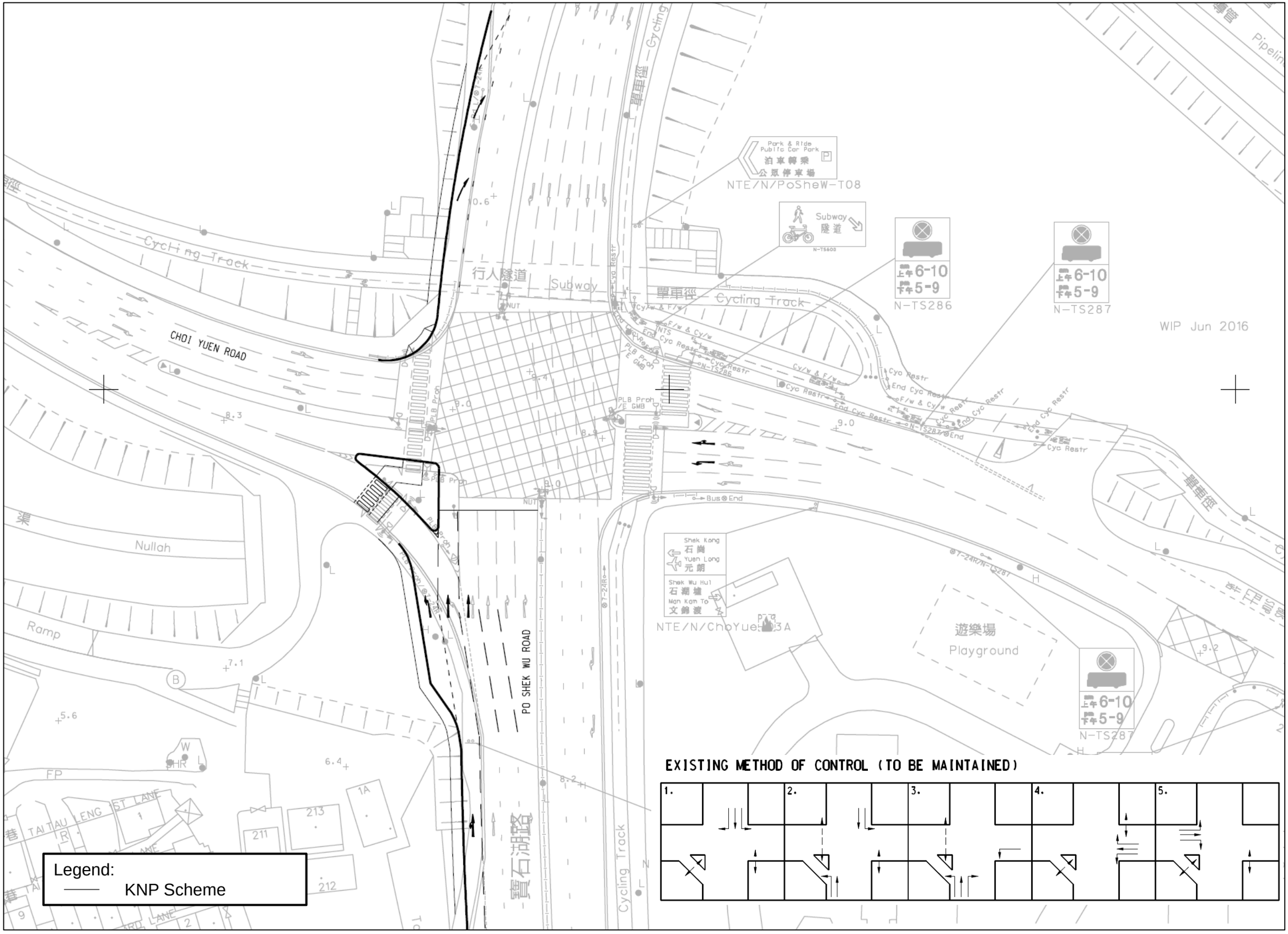
Drawing No. B1

J2 – Po Shek Wu Road / Po Wan Road (to be Completed by 2023)



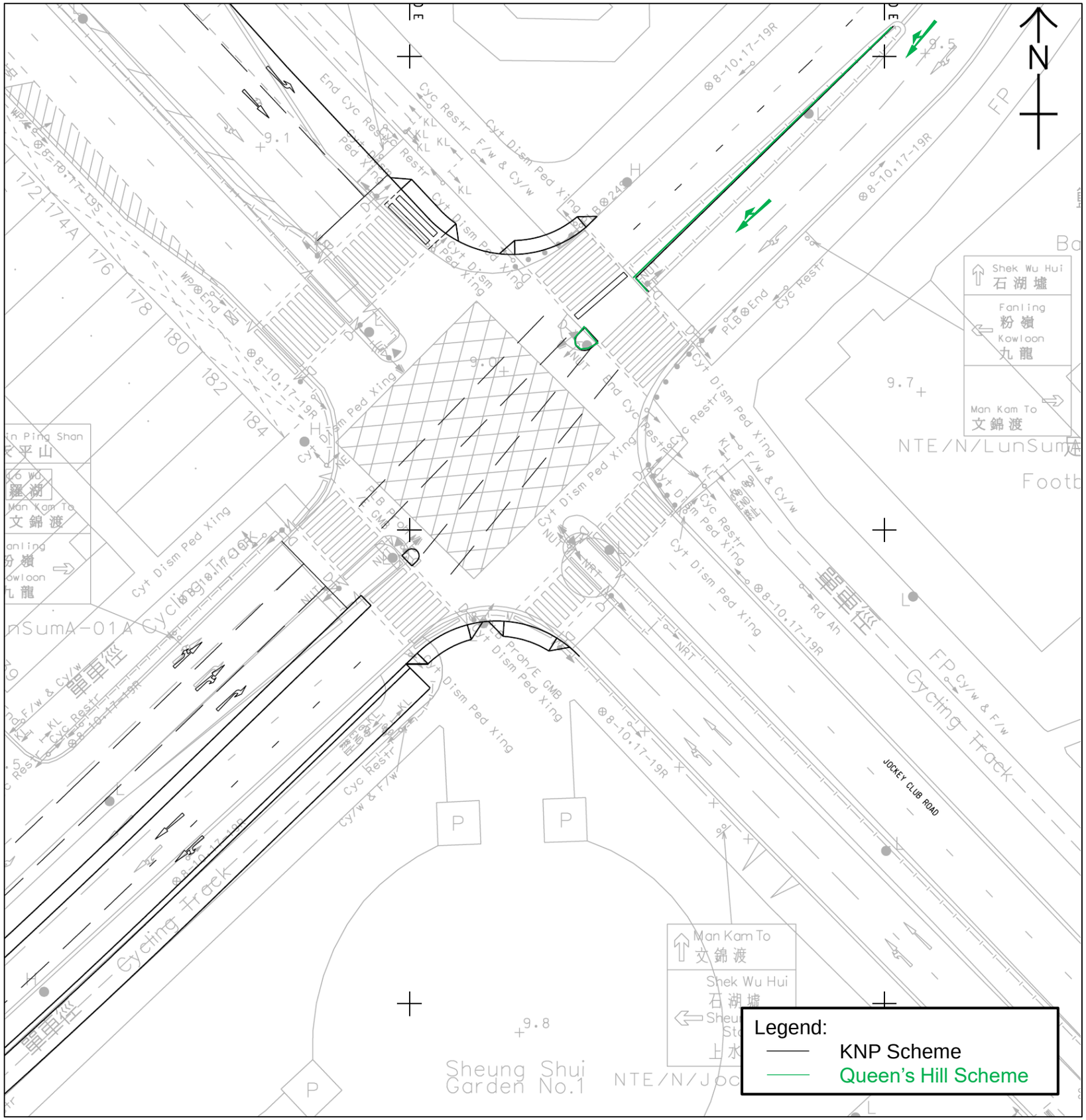
Drawing No. B3

J3 – Po Shek Wu Road / Choi Yuen Road (to be Completed by 2023)



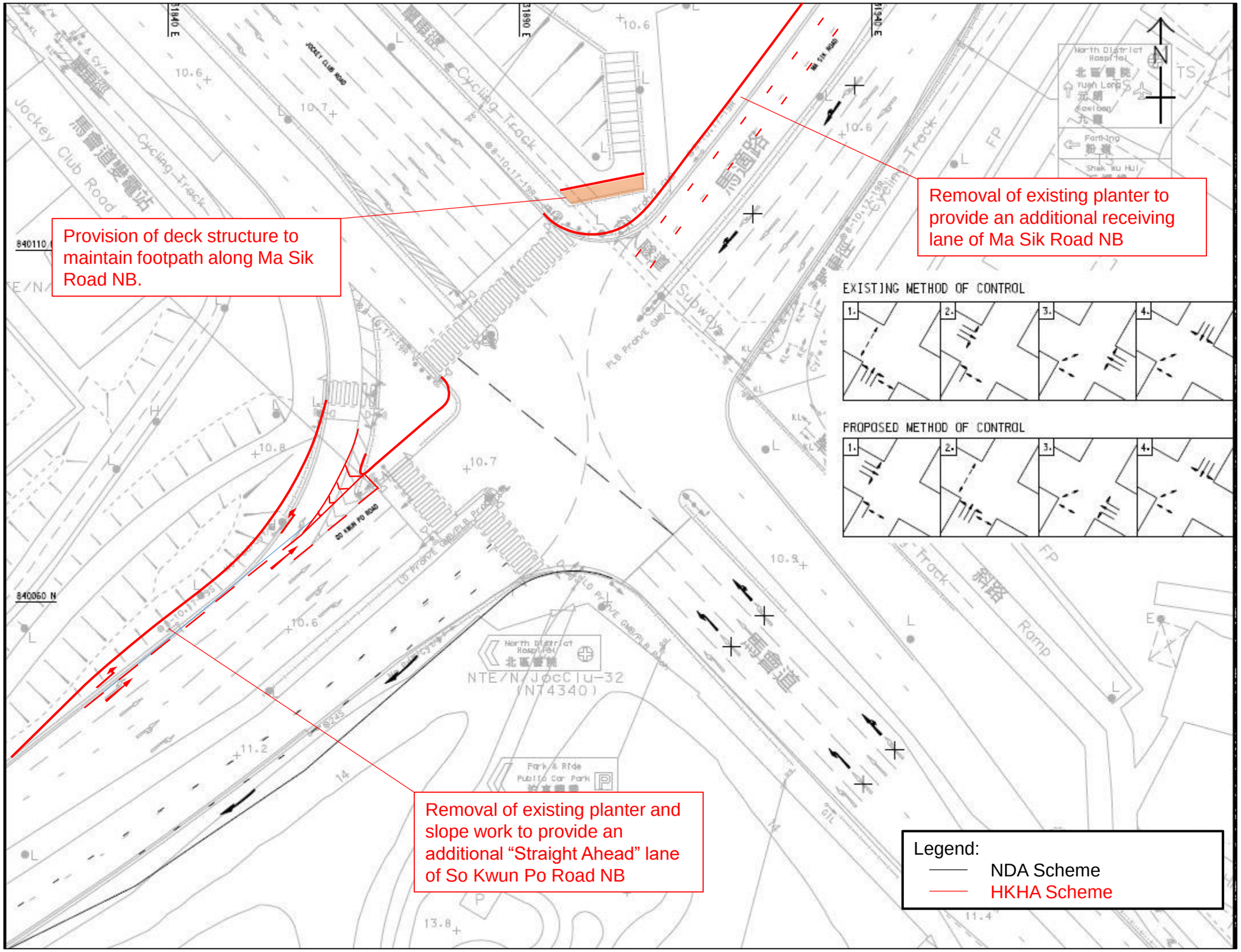
Drawing No. B4

J5 – Jockey Club Road / Lung Sum Avenue (to be Completed by 2023)



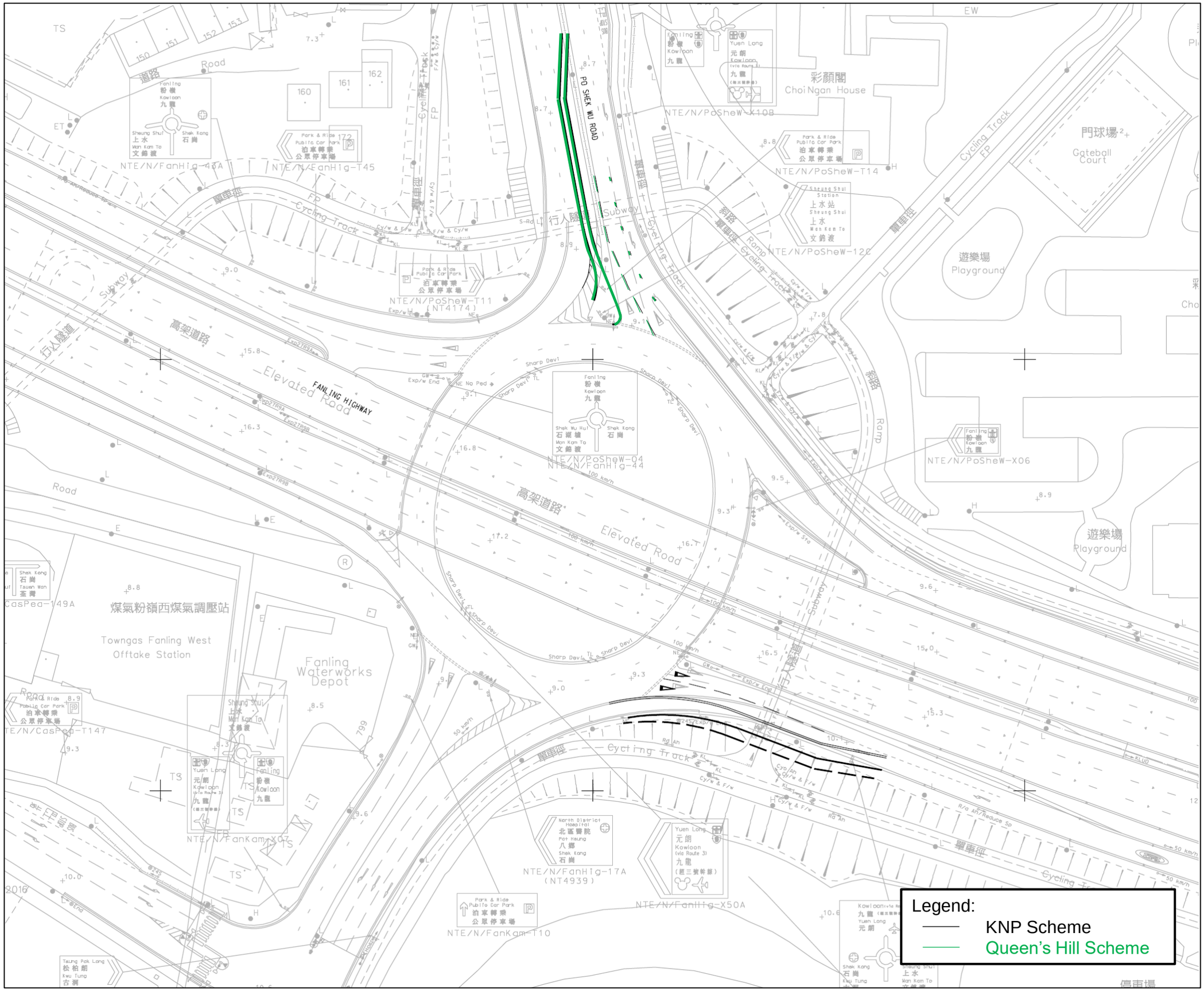
Drawing No. B5

J6 – Jockey Club Road / So Kwun Po Road (to be Completed by 2023)



Drawing No. B6

J8 – Po Shek Wu Road Interchange (to be Completed by 2023)



[RESTRICTED]

Hong Kong Housing Authority

Proposed Public Housing Development Sites 1 & 2 in Sheung Shui Areas 4 and 30

Sewerage Impact Assessment

Final Report (Issue 3.0)

wsp

SEWERAGE IMPACT ASSESSMENT (Final Report - ISSUE 3.0)

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WS02/SIA/002	Existing Sewerage Record Plan (Sheet 1)
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WS02/SIA/004	Existing Sewerage Record Plan (Sheet 3)
WS02/SIA/005	Proposed Sewerage Plan (Sheet 1)
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Appendix B Catchment Plan
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Appendix D Capacity Checking on Sewerage System under Planned Scenario

LIST OF ABBREVIATIONS

Abbreviation	Full title
ADWF	Average Dry Weather Flow
CEDD	Civil Engineering and Development Department
DHC	District Health Centre
DSD	Drainage Services Department
EMO	Estate Management Office
EPD	Environmental Protection Department
GESF	Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning
G/IC	Government, Institution or Community
HD	Housing Department
HKHA	Hong Kong Housing Authority
HKPSG	Hong Kong Planning Standard and Guidelines
HMMH	Hostel for Moderately Mentally Handicapped Person
HSMH	Hostel for Severely Mentally Handicapped Person
IVRSC	Integrated Vocational Rehabilitation Service Centre
OZP	Outline Zoning Plan
PTI	Public Transport Interchange
RCHE	Residential Care Home for the Elderly
SIA	Sewerage Impact Assessment
SWHSTW	Shek Wu Hui Sewage Treatment Works
UFF	Unit Flow Factor
WSP	WSP (Asia) Limited

1. INTRODUCTION

1.1 Background

1.1.1 The proposed public housing development comprises two sites, namely Site 1 and Site 2 in Sheung Shui Area 4 & 30. A location plan of the Development is shown on **Drawing No. WS02/SIA/001.**

1.1.2 Site 1 of about 1.4 hectares in area is bounded by Choi Yuen Road to the southeast, Po Shek Wu Road to the east, and Choi Fai Street to the North. It is currently zoned as "Residential Area (Group A)" ("R(A)") zone and as temporary carpark under Short Term Tenancy (STT). The Site is for Public Housing Development. It will comprise of about 2,088 flats and is envisaged to be completed by 09/2025 (Phase 1) and 08/2029 (Phase 2).

1.1.3 Site 2 of about 1.2 hectares in area is bounded by San Wan Road to the southwest, Po Shek Wu Road to the southeast and Ka Fu Close to the northeast. It is currently zoned "Residential Area (Group A)" ("R(A)") and partly as temporary carpark under STT and partly as Water Supplies Department site. The Site is for PRH Development. It will comprise of about 1,556 flats and is envisaged to be completed by 06/2025.

1.1.4 The sewage generated from the two sites will be discharged to the existing sewerage system and conveyed to the Shek Wu Hui Sewage Treatment Works (SWHSTW) for wastewater treatment. The increase in sewage discharge will impose loading to the existing sewerage system near the sites.

1.1.5 The previous sewerage impact assessment (SIA) report dated October 2018 prepared by Jacob China Limited was approved by Drainage Services Department (DSD) and Environmental Protection Department (EPD) in February 2019. Hong Kong Housing Authority (HKHA) advised that there would be some changes of key development parameters for Site 1 and Site 2. An updated SIA would therefore be required.

1.1.6 WSP (Asia) Ltd (WSP) had been commissioned by HKHA, under Term Engineering Consultancy Services for New Territories East Region (2018-2020), to carry out the civil engineering consultancy services in respect of SIA for the proposed public housing development at Site 1 and Site 2 in Sheung Shui Areas 4 and 30.

1.2 Objective

1.2.1 The objectives of this assessment are:

(a) assess the impacts of the site's wastewater flow generation and network alignment changes on the connecting public sewage system as a result of the proposed development;

(b) review the existing sewerage system in the vicinity of the development to formulate proposals for means of transporting the proposed development's sewage from the sites to the existing public sewerage system servicing the sites and to recommend the improvement works for the existing sewerage system and measures to mitigate the sewerage impacts which arise from the sites;

(c) review the boundary conditions and characteristics of the connecting public sewerage system and assess their impacts on the proposed development's

sewerage system.

1.3 Structure of this Report

1.3.1 This SIA report contains the following sections in addition to this introduction:-

Section 2 Discusses the methodology and design parameters for the SIA.

Section 3 Presents estimated design inflow under the proposed development and upstream catchment

Section 4 Presents the proposed sewerage discharge points, capacity checking of the sewerage system and proposes mitigation measures

Section 5 Summarizes the results, conclusions and recommendation of the SIA.

2. METHODOLOGY AND DESIGN PARAMETERS FOR SEWERAGE IMPACT ASSESSMENT

2.1 Methodology

Assessment Approach

2.1.1 The following approach and methodology have been adopted in this sewerage impact assessment:-

- Carry out the desktop study and site visit to collect the relevant information for the assessment;
- Investigate and review the existing and planned sewerage networks and determine the sewage flow generated from the existing development;
- Determine the potential sewage arising from the proposed development; and;
- Formulate options to mitigate the sewerage impacts identified and recommend the sewage disposal system.

2.1.2 For the existing sewers and proposed sewers design, Colebrook-White equation has been used to assess the hydraulic performance.

Collection Information

2.1.3 Desktop study has been undertaken to collect the relevant information for the assessment. The relevant information collected is summarised below:-

- Sewerage Record Plan in the vicinity of the Development Site;
- Topographic data at the proposed Development Site;
- Sewage flow generation from the existing buildings; and
- Treatment capacity of the Sewage Treatment Works.

Design Standards, Guidelines and Reference

2.1.4 The sewage flow generated from the proposed development is based on the following standards, guidelines and reference for the sewerage and sewage treatment design:-

- Sewerage Manual Part 1 – Key Planning Issues and Gravity Collection System, Third Edition, May 2013 published by DSD;
- Sewerage Manual Part 2 – Pumping Stations and Rising Mains, Second Edition, May 2013 published by DSD; and
- Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning (GESF) published by EPD.

2.2 Design Parameters and Assumptions

Unit Flow Factors

2.2.1 The Unit Flow Factors (UFF) for Domestic Flow and Commercial and Institutional Flow have been adopted in accordance with Table T-1 and Table T-2 of the GESF. The category of the components and the Unit Flow Factors adopted in the assessment are indicated in Table 2.2a below.

Table 2.2a – Unit Flow Factors for Domestic and Commercial Flow

Component	Category/ Use	UFF (m^3/h/d)
Domestic Flow	Public Rental / Subsidised Sale Flats	0.19
Commercial Flow (Note)	Transport, Storage & Communication	0.18
	Wholesale & Retail	0.28
	Restaurants & Hotels	1.58
	Community, Social & Personal Services	0.28
Other	School Student	0.04

Note: The unit flow factor of commercial employee 0.08m^3/h/d is added into the Commercial Flow Factor.

2.2.2 The Catchment Inflow Factors (P_{cif}) cater for the net overall ingress of water or waste water to the sewerage system. They are catchment-dependent and applicable to major sewerage facilities of a catchment. They are not applicable to new catchments which are deemed to be free from misconnections and pipe defects. Therefore, the P_{cif} are not applicable in estimating the total flows from the new development areas.

2.2.3 For the existing sewerage system in Sheung Shui, P_{cif} of 1.00 will be adopted in accordance with Table T-4 of the GESF.

2.2.4 The average sewage flow, $Q_{average}$, is as follows:-

$$Q_{average} = (Q_{domestic} + Q_{commercial} + Q_{other}) \times P_{cif}$$

Peaking Factors

2.2.5 Peaking factors cater for seasonal / diurnal fluctuation and normal amount of infiltration and inflow. The peaking factors shall be in accordance with Table T-5 of GESF and are shown in the Table 2.2b.

Table 2.2b – Peaking Factors for Various Population Ranges

Population Range	Peaking Factor (including Stormwater allowance) for facility with existing upstream sewerage	Peaking Factor (excluding Stormwater allowance) for facility with existing upstream sewerage
(a) For sewers		
<1,000	8	6
1,000 – 5,000	6	5
5,000 – 10,000	5	4
10,000 – 50,000	4	3
>50,000	Max (7.3/ $N^{0.15}$, 2.4)	Max (6/ $N^{0.175}$, 1.6)

Population Range	Peaking Factor (including Stormwater allowance) for facility with existing upstream sewerage	Peaking Factor (excluding Stormwater allowance) for facility with existing upstream sewerage
(b) Sewage Treatment Works, Preliminary Treatment Works and Pumping Stations		
<10,000	4	3
10,000 – 25,000	3.5	2.5
25,000 – 50,000	3	2
>50,000	Max (3.9/ $N^{0.065}$, 2.4)	Max (2.6/ $N^{0.065}$, 1.6)

Notes: N is the contributing population in thousands

2.2.6 Peaking factors (including stormwater allowance) are usually applied to assess and design sewers, as a measure to take into account the deterioration of pipe conditions with time despite that new sewerage systems are provided.

3. SEWAGE GENERATION OF THE PROPOSED DEVELOPMENT AND UPSTREAM CATCHMENT

3.1 Existing Sewerage System

3.1.1 The existing sewerage system is presented on the **Drawing No. WS02/SIA/002** to **WS02/SIA/004.**

3.1.2 The sewage generated from Site 1 and Site 2 will be discharged into two different existing pipe alignments. Hence, the capacity checking for those sites is independent to each other.

3.1.3 The existing sewage treatment design capacity of the SWHSTW is 105,000m^3/d. it provides secondary treatment to sewage collected from Sheung Shui, Fanling and adjacent areas.

3.1.4 To cope with the latest population growth and new developments in the catchment, further expansion of SWHSTW is planned to be carried out in three phases, namely Main Works Stage 1, Stage 2 and Stage 3. The expansion involves upgrading works in treatment capacity from existing 105,000m^3/d to 190,000m^3/d with tertiary treatment level.

Table 3.1a – Upgrading Programme of SWHSTW

Expansion Phases	Treatment Capacity (m^3/day)	Tentative Year of Commissioning
Existing + Advance Works	105,000	2019
Main Works Stage 1	140,000	2025
Main Works Stage 2	160,000	2029
Main Works Stage 3	190,000	2034

3.1.5 To review the existing condition of the sewerage network, the sewage generation from the upstream catchment of Site 1 and Site 2 should be taken into account. **Table 3.1b** summarizes. For the upstream of Site 1, the flow generated from 2 nos. of industrial buildings (i.e. Jumbo Plaza and Advanced Technology Centre). Based on the Approved s. 16 planning applications, their proposed usage was shop and services and eating place. Broad development parameters of applied use/development for Jumbo Plaza and Advanced Technology Centre under approved S.16 planning application are enclosed in **Appendix A**.

Table 3.1b – Estimated Existing Sewage Generation from Upstream Catchment

Type	Population/ No. of Staff	UFF (m^3/h/d)	Average Dry Weather Flow (ADWF) (m^3/d)
Site 1			
Jumbo Plaza – Restaurant	358	1.58	565.6
Jumbo Plaza – Retail	1014	0.28	283.9
Advanced Technology Centre – Transport	40	0.18	7.2
Advanced Technology Centre – Restaurant	160	1.58	252.8
Advanced Technology Centre – Retail	418	0.28	117
Total	**1,990**	**-**	**1,226.5**

Type	Population/ No. of Staff	UFF ($m^3/h/d$)	Average Dry Weather Flow (ADWF) (m^3/d)
Site 2			
Fung Kai Secondary School No. 1 – Student	990	0.04	39.6
Fung Kai Secondary School No. 1 – Employee	65	0.28	18.2
Fung Kai Primary School No. 1 – Student	1080	0.04	43.2
Fung Kai Primary School No. 1 – Employee	72	0.28	20.16
Fung Kai Innovative School – Student	720	0.04	28.8
Fung Kai Innovative School – Employee	50	0.28	14
Fung Kai Kindergarten – Student	360	0.04	14.4
Fung Kai Kindergarten– Employee	42	0.28	11.76
Fung Kai Liu Man Shek Secondary School – Student	890	0.04	35.6
Fung Kai Liu Man Shek Secondary School – Employee	70	0.28	19.6
Sheung Shui Church Kindergarten – Student	345	0.04	13.8
Sheung Shui Church Kindergarten – Employee	36	0.28	10.08
Fung Kai Care and Attention Home for The Elderly	240	0.19	45.6
Fung Kai Care and Attention Home for The Elderly – Employee	150	0.28	42
Tsui Lai Garden	5640	0.19	1071.6
Construction Industry Council Training Academy Sheung Shui Training Centre	113	0.28	31.64
Sheung Shui Fire Station	80	0.28	22.4
North Region Sheung Shui Depot	50	0.28	14
Village (Note)	3142	0.27	848.34
Early Light International Centre	328	0.28	91.84
Park'N Shop Sheung Shui Fresh Food Distribution Centre	54	0.18	9.72
Alpha Appliances Building	15	0.18	2.7
Cambridge Plaza	1050	0.28	294
Total	**15,582**	**-**	**2,743.04**

Note: The catchment plan of village area at the upstream of Site 2 is enclosed in Appendix B.

3.2 Current and Planned Interface Projects

3.2.1 A feasibility study of another housing development is being undertaken by the Civil Engineering and Development Department (CEDD) Agreement No. CE49/2018 (CE) at Choi Shun Street. The tentative population intake will be in 2028/2029 or beyond which is

subjected to review. Sewerage upgrading works and new sewerage works downstream to Site 1 are proposed under the study, which are shown in **Drawing No. WS02/SIA/005 & 007**.

3.2.2 Sewage flow (ADWF) from CEDD's site is estimated to be 1,736.9m^3/day. It will be discharged to the existing gravity sewer along Choi Fai Street, which is the downstream of the proposed housing development Site 1. Thus, the combined sewage impact to the existing gravity sewer along Choi Fat Street (downstream of existing manhole FMH1004853) including CEDD's site sewage discharge will be included under separate SIA report.

3.2.3 Apart from CE49/2018(CE) project, discharged to the new sewerage pipe along the Choi Yuen Road to SWHSTW by another housing project of partial development of Fanling Golf Course (FLNGC) would be an alternative option. However, noted from the project team of FLNGC, the routing of new sewerage pipe is not yet confirmed at this stage, and thus this potential discharge point option may further explored in later stage if considered necessary.

3.3 Basic Information of Site 1 and Site 2

3.3.1 After the implementation of the proposed housing development, the following facilities will be provided in the Site 1 and Site 2 as informed by HKHA.

<u>Site 1</u>

a) 3 nos. of housing blocks with 2,088 flats;
b) Welfare facilities, including: -
   i. 100P-Resitential Care Home for Elderly (RCHE)
   ii. 50P-Hostel for Moderately Mentally Handicapped Person (HMMH)
   iii. 50P-Hostel for Severely Mentally Handicapped Person (HSMH)
   iv. 50P-Day Activity Centre
   v. 80P-Integrated Vocational Rehabilitation Service Centre (IVRSC)
c) District Health Centre (DHC);
d) 6-Class Kindergarten;
e) Retail facilities (400m^2);
f) Covered PTI;
g) Estate Management Office;
h) Community hall.

<u>Site 2</u>

a) 3 nos. of housing blocks with 1,556 flats;
b) Estate Management Office;
c) Retail facilities (711m^2);

3.4 Sewage Generation Estimation

3.4.1 10% increase in number of flats and design population is applied as design buffer. Therefore, the design populations at Site 1 and 2 are projected to 5266 and 4793 respectively.

3.4.2 Based on the design population of the proposed Development at Site 1 and 2, the ADWF of the Site 1 and Site 2 are estimated and shown in the below **Table 3.4a and Table 3.4b** respectively.

Table 3.4a – Estimated Average Dry Weather Flow Sewage Generation from Site 1

Type	Population/ No. of Staff	UFF (m^3/h/d)	Average Dry Weather Flow (ADWF) (m^3/d)
Proposed Public Residential	5266	0.19	1000.5
Estate Management Office	12	0.28	3.4
Retail Facilities	14	0.28	3.9
RCHE	100	0.19	19
RCHE – Employee	45	0.28	12.6
Kindergarten	120	0.04	4.8
Kindergarten – Employee	11	0.28	3.1
Covered PTI	26	0.28	7.3
Day Activity Centre (DAC)	50	0.19	9.5
DAC – Employee	11	0.28	3.1
Community Hall	20	0.28	5.6
HMMH	50	0.19	9.5
HMMH – Employee	20	0.28	5.6
HSMH	50	0.19	9.5
HSMH – Employee	23	0.28	6.4
District Health Centre	35	0.28	9.8
IVRSC	80	0.19	15.2
IVRSC– Employee	15	0.28	4.2
Total	**5,948**	**-**	**1,133.0**

Table 3.4b – Estimated Average Dry Weather Flow Sewage Generation from Site 2

Type	Population/ No. of Staff	UFF (m^3/h/d)	Average Dry Weather Flow (ADWF) (m^3/d)
Public Car Park	5	0.28	1.4
Proposed Public Residential	4793	0.19	910.7
Estate Management Office	26	0.28	7.3
Retail Facilities	25	0.28	7
Total	**4,849**	**-**	**926.4**

4. PROPOSED SEWERAGE DISCHARGE, SEWERAGE IMPACT ASSESSMENT AND PROPOSED MITIGATION MEASURES

4.1.1 There will be 3 discharge points (i.e. FTH001, FTH002 and FTH006) within Site 1, which are connecting to the existing sewage pipe along Choi Fat Street. The proposed inlet FTH001 will connect to proposed manhole WS02-FMH002 between the section of existing manhole FMH1004850 and FMH1004851 while the inlet FTH002 and FTH006 will connect to proposed manhole WS02-FMH001. The sewage generated from the Site will be conveyed to the SWHSTW for treatment. The proposed sewerage discharge points for Site 1 are shown in **Drawing No. WS02/SIA/005**.

4.1.2 For Site 2, there will 3 nos. of discharge points (i.e. FTH003, FTH004and FTH005) within Site 2. Through the proposed inlet FTH003, sewage flow generate will be discharged to proposed manhole WS02-FMH003 at the branch near Ka Fu Close carrying with the sewage flow from the upstream part of the existing sewerage system. It will then connect to existing manhole FMH1004649, which will also collect the remaining sewage flow discharged from Site 2 via discharge points FTH004 and FTH005. The collected sewage flow from Site 2 will be conveyed to the SWHSTW for treatment through a DN1800 existing sewage main trunk along the San Wan Road. The proposed sewerage discharge points for Site 2 are shown in **Drawing No. WS02/SIA/006**.

4.1.3 The capacity checking on the existing sewerage system are enclosed in **Appendix C**.

4.1.4 The sewage flow distributions for Site 1 and Site 2 are summarized in **Table 4.1a and Table 4.1b** respectively. Peaking factors with stormwater allowance are adopted for the existing facilities and the Development Sites. The capacity checking on sewerage system under planned scenario is enclosed in **Appendix D**.

4.1.5 Considering the programme of the upgrading works by CE49/2018(CE) project might not match with intake year of this project, the assessment on the impact to existing sewerage network due to proposed development is also included in **Appendix D**. For the pipes reached 90% capacity or more, additional checking for freeboard was also provided.

4.1.6 As shown in **Drawing no. WS02/SIA/005**, in order to cater for the additional sewage flow generated from Site 1, section of the proposed manhole WS02-FMH002 and existing manhole FMH1004850 and section of FMH1004850 and FMH1004853 are proposed to be enlarged to 375mm dia. and 450mm dia. respectively.

Table 4.1a – Sewage Flow Distribution for Site 1 and Upstream Catchment Under Planned Condition

Sewage Generation	Total ADWF (m^3/d)	Manhole to be Discharged
Proposed Public Residential (Block 1 & 2)	754.3	FTH001
Estate Management Office		
Retail Facilities		
RCHE		
RCHE – Employee		
Kindergarten		
Kindergarten – Employee		
Proposed Public Residential (Block 3)	371.4	FTH002
Day Activity Centre (DAC)		
DAC – Employee		
Community Hall		
HMMH		
HMMH – Employee		
HSMH		
HSMH – Employee		
District Health Centre		
IVRSC		
IVRSC– Employee		
Covered PTI	7.3	FTH006
Upstream Catchment		
Advanced Technology Centre – Employee	1,226.5	FMH1004850
Advanced Technology Centre – Transport		
Advanced Technology Centre – Retail		
Jumbo Plaza – Restaurant		
Jumbo Plaza – Retail		

Table 4.1b – Sewage Flow Distribution for Site 2 and Upstream Catchment Under Planned Condition

Sewage Generation	Total ADWF (m^3/d)	Manhole to be Discharged
Public vehicle park	1.4	FTH003
Estate Management Office	925.0	FTH004/FTH005
Proposed Public Residential		
Retail Facilities		
Upstream Catchment		
Fung Kai Secondary School No. 1	2,344.78	FMH1004633
Fung Kai Secondary School No. 1 – Employee		
Fung Kai Primary School No. 1		
Fung Kai Primary School No. 1 – Employee		
Fung Kai Innovative School		
Fung Kai Innovative School – Employee		
Fung Kai Kindergarten		
Fung Kai Kindergarten– Employee		
Fung Kai Liu Man Shek Secondary School		
Fung Kai Liu Man Shek Secondary School – Employee		
Sheung Shui Church Kindergarten		
Sheung Shui Church Kindergarten– Employee		
Fung Kai Care and Attention Home for The Elderly		
Fung Kai Care and Attention Home for The Elderly – Employee		
Tsui Lai Garden		
Construction Industry Council Training Academy Sheung Shui Training Centre		
Sheung Shui Fire Station		
North Region Sheung Shui Depot		
Village		
Early Light International Centre	398.26	FMH1004632
Park'N Shop Sheung Shui Fresh Food Distribution Centre		
Alpha Appliances Building		
Cambridge Plaza		

4.1.7 As shown in **Appendix D**, it is identified that the proposed sewers would have sufficient capacity for receiving the additional sewage generation from the Development Sites with proposed sewerage upgrading works to be implemented.

4.1.8 In order to assess the sewerage impact on SWHSTW, comparison calculations between the additional flow due to the development and the capacity of SWHSTW are carried out. After the completion of upgrading works in 2025, the treatment capacity of SWHSTW will be increased to 140,000 m^3/day. The additional flow due to the development is about 2,059.4 m^3/day. The additional flow only utilizes approximately 1.5% of the treatment capacity. It is noted HKHA had previously agreed with EPD that SWHSTW would have reserved capacity to treat the sewage generated from the Development Sites. Thus, the sewage impact on SWHSTW would be minimal.

5. CONCLUSION

5.1.1 After the implementation of the Development, the planned ADWF generated from the sites will be 2059.4 m^3/d.

5.1.2 Sewage generated from Site 1 will be collected and discharged to the existing sewage pipes along Choi Fai Street via the 3 nos. discharge points (i.e. FTH001, FTH002 and FTH006) within the Site, then will be conveyed to the SWHSTW for treatment. To cater for the additional sewerage flow due to Site 1, the existing sewage pipe alignment between existing manhole FMH1004850 and existing manhole FMH1004853 at Choi Fat Street is proposed to upgrade.

5.1.3 For Site 2, there will be 3 nos. of discharge points (i.e. FTH003, FTH004and FTH005) within Site 2. Through discharge point FTH003, sewage flow will be collected and discharged to proposed manhole WS02-FMH003 at the branch near Ka Fu Close carrying with the sewage flow from the upstream part of the existing sewerage system. It will then connect to existing manhole FMH1004649, which will also collect the remaining sewage flow discharged from Site 2 via discharge points FTH004 and FTH005. The collected sewage flow from Site 2 will be conveyed to the SWHSTW for treatment through a DN1800 existing sewage main trunk along the San Wan Road.

5.1.4 After the completion of upgrading works in 2025, the treatment capacity of SWHSTW will be increased to 140,000 m^3/day. The additional flow due to the development is about 2,059.4 m^3/day. The additional flow only utilizes approximately 1.5% of the treatment capacity. It is noted HKHA had previously agreed with EPD that SWHSTW would have reserved capacity to treat the sewage generated from the Development Sites. Therefore, it is concluded that there is no adverse impact on the sewerage system due to the proposed housing development Sites 1 & 2 in Sheung Shui Areas 4 and 30.

APPENDIX A

Broad Development Parameters of Applied Use/Development

關乎申請編號 A/FSS/209 的擬議用途/發展的概括發展規範
Broad Development Parameters of the Applied Use/Development in respect of Application No. A/FSS/209

因應於 2012 年 4 月 18 日接獲的進一步資料而修訂的概括發展規範
Revised broad development parameters in view of the further information received on 18.04.2012

(a) 申請編號 Application no.	A/FSS/209		
(b) 位置／地址 Location/Address	新界上水彩暉街 6 號 No. 6 Choi Fai Street, Sheung Shui, N.T.		
(c) 地盤面積 Site area	- 平方米 m^2		
(d) 圖則 Plan	粉嶺／上水分區計劃大綱草圖編號 S/FSS/15 Draft Fanling / Sheung Shui Outline Zoning Plan No. S/FSS/15		
(e) 地帶 Zoning	「工業」 "Industrial"		
(f) 申請用途／發展 Applied Use/ Development	擬議商店及服務行業和食肆(只限設於經大規模改建的現有建築物) Proposed Shop and Services and Eating Place (in wholesale conversion of an existing building only)		
(g) 總樓面面積及／或地積比率 Total floor area and/or plot ratio		平方米 m^2	地積比率 Plot ratio
	住用 Domestic	-	-
	非住用 Non-domestic	約 About 29,829.96	-
(h) 幢數 No. of block	住用 Domestic	-	
	非住用 Non-domestic	1	
	綜合用途 Composite	-	
(i) 建築物高度／層數 Building height/ No. of storeys	住用 Domestic	- 米 m - 米(主水平基準以上)mPD - 層 storey(s)	
	非住用 Non-domestic	16.65 米 m 25.4 米(主水平基準以上)mPD 3 層 storey(s)	
	綜合用途 Composite	- 米 m - 米(主水平基準以上)mPD - 層 storey(s)	
(j) 上蓋面積 Site coverage	-		
(k) 單位數目 No. of units	-		
(l) 休憩用地 Open Space	- 私人 Private	- 平方米 m^2	
	- 公眾 Public	- 平方米 m^2	
(m) 停車位及上落客貨車位數目 No. of parking spaces and loading/ unloading spaces	- 私家車車位 Private Car Parking Spaces		120
	- 電單車車位 Motorcycle Parking Spaces		12
	- 上落客貨車位 Loading/Unloading Spaces		16

* 有關資料是爲方便市民大眾參考而提供。對於所載資料在使用上的問題及文義上的歧異，

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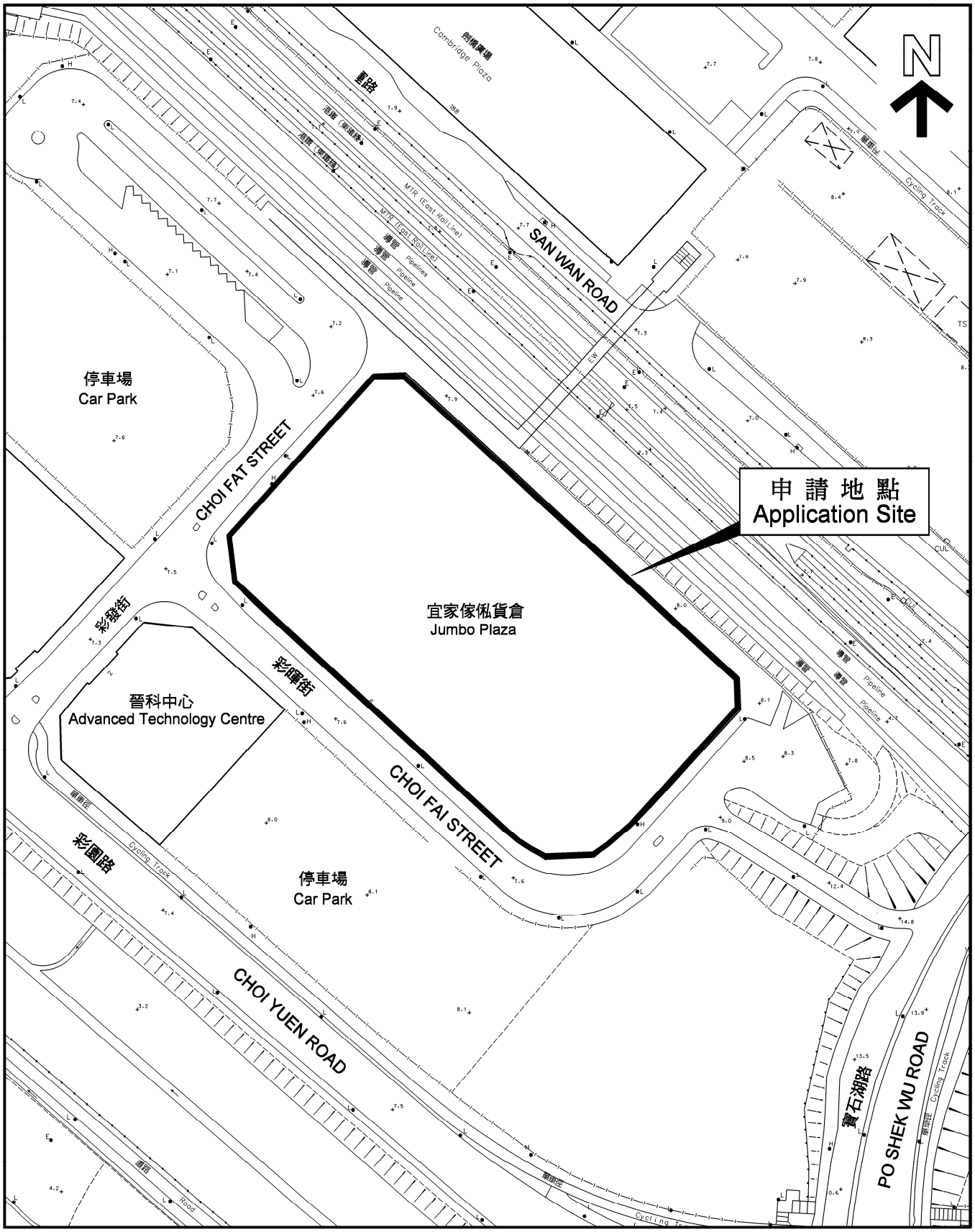
The information is provided for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

A/FSS/209


N
剑桥廣場
Cambridge Plaza
SAN WAN ROAD
MTR (East Rail Line)
Pipeline
Cycling Track
停車場
Car Park
CHOI FAT STREET
申 請 地 點
Application Site
宜家傢俬貨倉
Jumbo Plaza
彩發街
彩暉街
晉科中心
Advanced Technology Centre
CHOI FAI STREET
彩園路
停車場
Car Park
CHOI YUEN ROAD
寶石湖路
PO SHEK WU ROAD

關乎申請編號 A/FSS/246 的擬議用途/發展的概括發展規範
Broad Development Parameters of the Applied Use/Development in respect of Application No. A/FSS/246

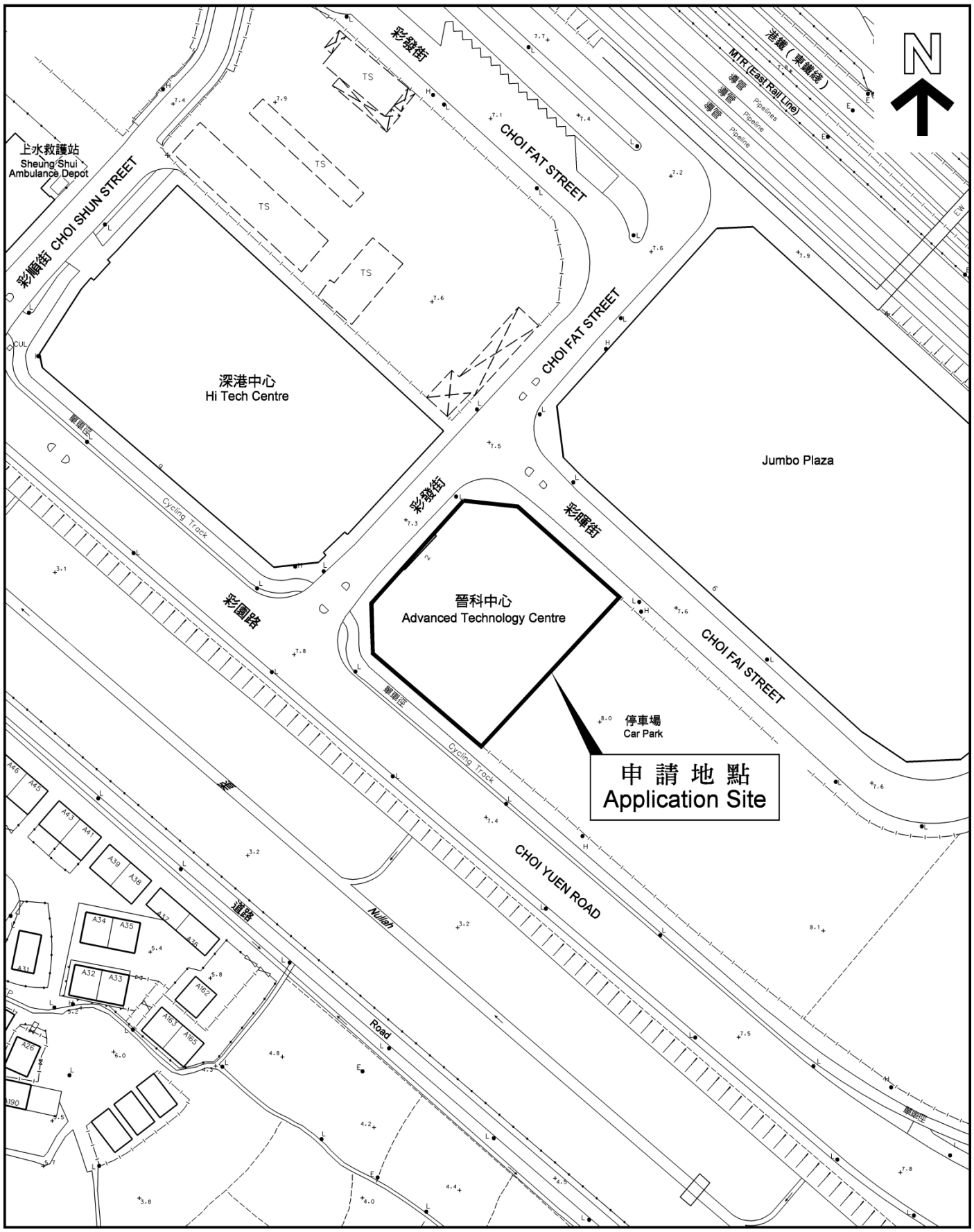
因應於 2015 年 12 月 18 日接獲的進一步資料而修訂的概括發展規範
Revised broad development parameters in view of the further information received on 18.12.2015

(a) 申請編號 Application no.	A/FSS/246		
(b) 位置／地址 Location/Address	新界上水彩發街 2 號 No. 2 Choi Fat Street, Sheung Shui, New Territories		
(c) 地盤面積 Site area	約 About 2,631 平方米 m²		
(d) 圖則 Plan	粉嶺／上水分區計劃大綱核准圖編號 S/FSS/20 Approved Fanling / Sheung Shui Outline Zoning Plan No. S/FSS/20		
(e) 地帶 Zoning	「工業」 "Industrial"		
(f) 申請用途／發展 Applied Use/ Development	擬議商店及服務行業及/或食肆(只限設於經大規模改建的現有建築物) Proposed Shop and Services and/or Eating Place (in Wholesale Conversion of an Existing Building Only)		
(g) 總樓面面積及／或地積比率 Total floor area and/or plot ratio		平方米 m^2	地積比率 Plot ratio
	非住用 Non-domestic	不超過 Not Exceeding 13,139.638m^2	不超過 Not Exceeding 4.994
	包括 including		
	- 食肆 Eating Place	約 12,444.787 平方米 (食肆最大總樓面面積不超過 2,000 平方米) About 12,444.787m^2 (maximum gross floor area for 'Eating Place' would not exceed 2,000m^2)	---
	- 商店及服務行業 Shop and Services		---
	- 附加的內部運輸設施 Additional Internal Transport Facilities	約 About 694.851m^2	---
(h) 幢數 No. of block	非住用 Non-domestic	1	
(i) 建築物高度／層數 Building height/ No. of storeys	非住用 Non-domestic	25 米 m 32.45 米(主水平基準以上)mPD 6 層 storey(s)	
(j) 上蓋面積 Site coverage	89.99 %		

(k) 單位數目 No. of units	-		
(l) 休憩用地 Open Space	- 私人 Private	- 平方米 m^2	
	- 公眾 Public	- 平方米 m^2	
(m) 停車位及上落客貨車位數目 No. of parking spaces and loading/ unloading spaces	- 私家車車位 Private Car Parking Spaces		93
	- 電單車車位 Motorcycle Parking Spaces		9
	- 上落客貨車位 Loading/Unloading Spaces		11
	- 等候處 Waiting Spaces		1

* 有關資料是為方便市民大眾參考而提供。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。
The information is provided for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

A/FSS/246

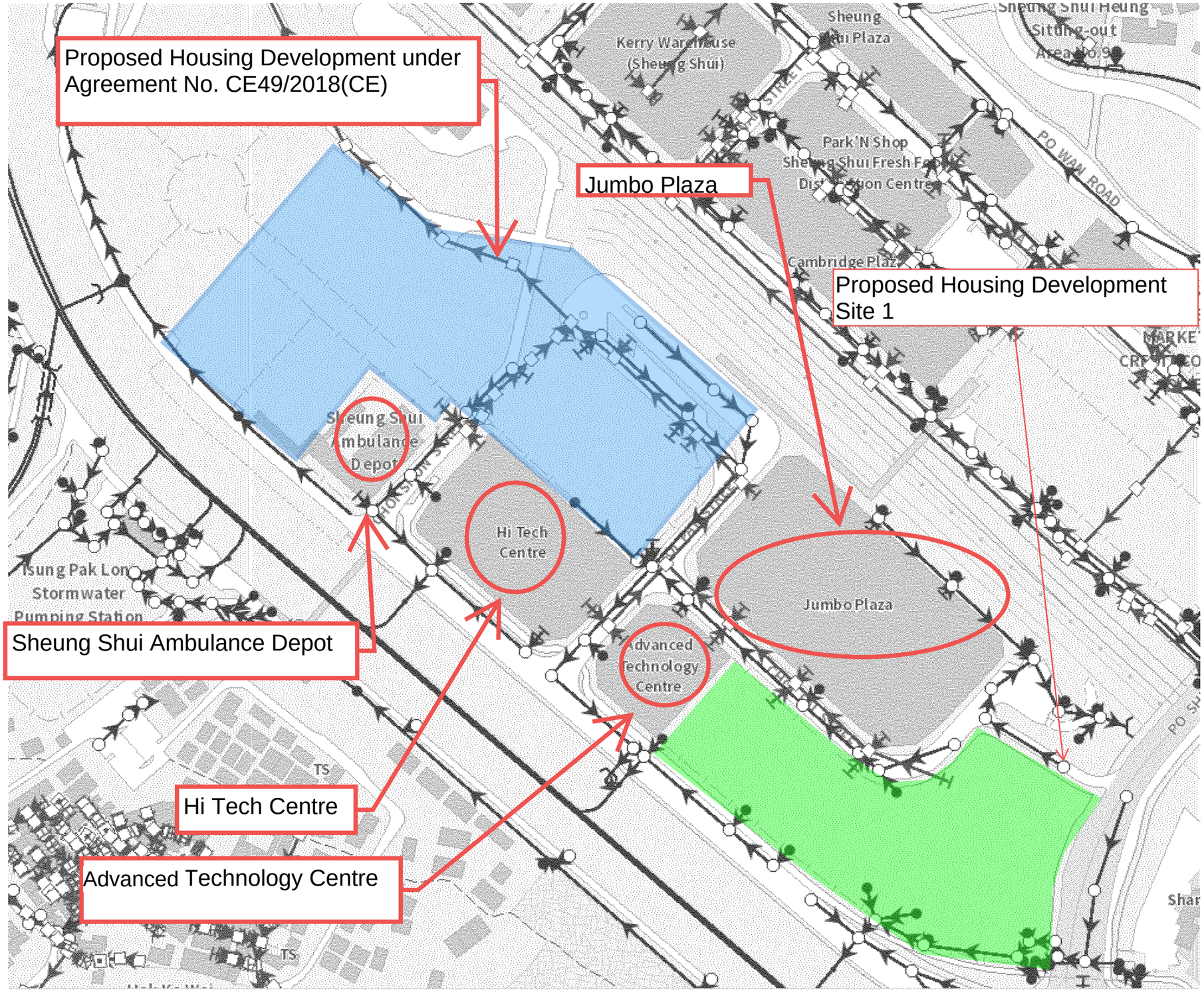


N
上水救護站
Sheung Shui
Ambulance Depot
彩順街 CHOI SHUN STREET
彩發街
CHOI FAT STREET
港鐵（東鐵綫）
MTR (East Rail Line)
Pipelines
Pipeline
深港中心
Hi Tech Centre
Jumbo Plaza
彩發街
彩暉街
Cycling Track
彩園路
晉科中心
Advanced Technology Centre
CHOI FAI STREET
停車場
Car Park
申 請 地 點
Application Site
CHOI YUEN ROAD
道路
Nullah
Road

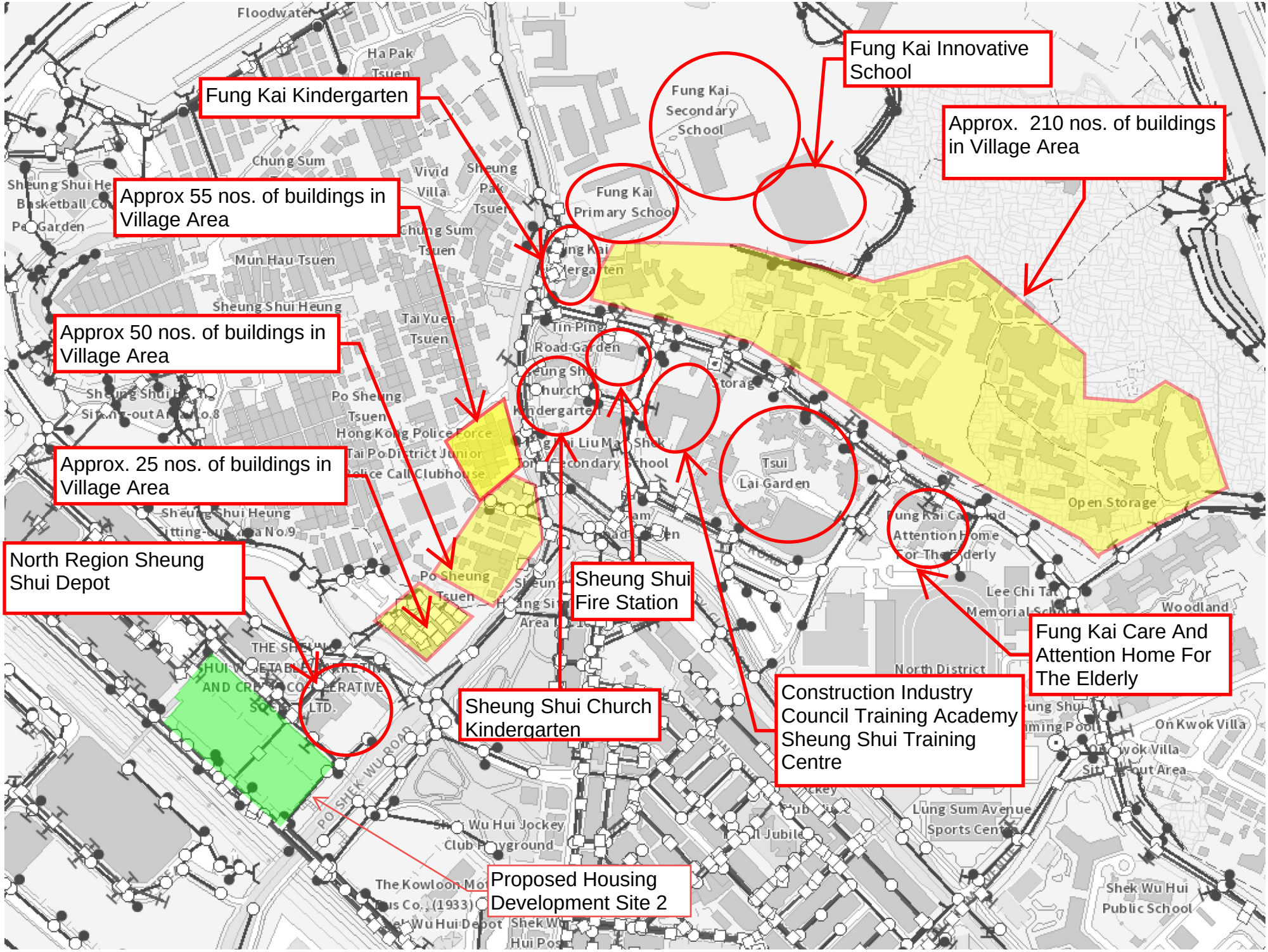
APPENDIX B

Catchment Plan

Catchment Plan for Site 1



Catchment Plan for Site 2 Upstream Catchment



APPENDIX C

Capacity Checking on Sewerage System under Existing Scenario

Estimated Sewage Flow at Site 1 and Upstream Catchment under Existing Scenario

	Sewage Generation	Information/Assumption		Total ADWF(l/s)	Total Contributing Population	Manhole to be discharged
Site 1	Temporary Carpark	GFA (m2)	1400	0.17	54.4	FTH1001196
		Worker Density (m2/staff)	26.32			
		Staff No.	53			
		Unit Flow Factor (l/person/day)	280			
Industry	Jumbo Plaza	Total Area for Restaurant	4475	9.8	3145.6	FMH1004850, FMH1004851, FMH1004852
		Worker Density (m2/staff)	12.5			
		Total Employee for Restaurant:	358			
		Unit Flow Factor (l/person/day)	1580			
		Total Area for Retail	25354			
		Worker Density (m2/staff)	25			
		Total Employee for Retail	1014.16			
		Unit Flow Factor (l/person/day)	280			
	Advance Technology Centre	Total Area for Restaurant	2000	4.4	1395.2	FMH1004852
		Worker Density (m2/staff)	12.5			
		Total Employee for Restaurant:	160			
		Unit Flow Factor (l/person/day)	1580			
		Total Area for Retail	10444			
		Worker Density (m2/staff)	25			
		Total Employee for Retail	417.76			
		Unit Flow Factor (l/person/day)	280			
		Total Area for Transport	695			
		Worker Density (m2/staff)	17.5			
		Total Employee for Retail	39.71428571			
		Unit Flow Factor (l/person/day)	180			

Pipe Capacity Check under Existing Condition at Site 1

Colebrook-White Equation: $$\overline{V} = -\sqrt{32gRS_f}\,\log\left[\frac{k_s}{14.8R} + \frac{1.255\nu}{R\sqrt{32gRS_f}}\right]$$

kinematic viscosity of water = 0.00000114 m2/s
g= 9.81 m/s-2

	Pipe Information															Capacity Checking							
	US MH	DS MH	Length	Pipe Dia	US GL	DS GL	US IL	DS IL	US Cover	DS Cover	Gradient	Pipe Area	Wetted Perimeter	ks	Hydraulic Radius	Full Flow Velocity	Full Flow Capacity	ADWF	Contributing Population	Peaking Factor	Cumulative Flow	Utilization	Flow Capacity Check
Location	No.	No.	(m)	(mm)	(mPD)	(mPD)	(mPD)	(mPD)	(m)	(m)	(1 in x)	(m2)	(m)	m	(m)	(m/s)	(m3/s)	(m3/s)			(m3/s)	%	
Choi Fat Street East	FTH1001196	FMH1004850	41.8	225	8.10	8.40	5.73	5.31	2.118	2.84	100	0.04	0.71	0.003	0.06	1.03	0.04	0.000	54	8	0.001	3%	OK
	FMH1004850	FMH1004851	49.8	300	7.60	7.84	5.05	4.96	2.209	2.54	547	0.07	0.94	0.003	0.08	0.53	0.04	0.003	1103	6	0.021	55%	OK
	FMH1004851	FMH1004852	44.1	300	7.84	7.30	4.96	4.51	2.540	2.45	98	0.07	0.94	0.003	0.08	1.26	0.09	0.007	2151	6	0.040	45%	OK
	FMH1004852	FMH1004853	43.9	300	7.30	7.53	4.51	4.07	2.450	3.12	100	0.07	0.94	0.003	0.08	1.24	0.09	0.014	4595	6	0.086	98%	OK

Note: 1. Peaking factor (including stormwater allowance) is used.
2. Ks used for proposed vitrified pipe with half full velocity below 1.2m/s and 1.2m/s or above is 3mm and 0.6mm respectively.
3. Existing sewer is assumed to be vitrified clay pipe. Ks used with half full velocity below 1.2m/s and 1.2m/s or above is 3mm and 0.6mm respectively.

Estimated Sewage Flow at Site 2 and Upstream Catchments under Existing Scenario

Sewage Generation	Information/Assumption		Total ADWF(l/s)	Total Contributing Population	Manhole to be discharged
Fung Kai No.1 Secondary School	No. of Student	990	27.14	8684.8	FMH1004633
	Unit Flow Factor (l/person/day)	40			
	No. of Teacher	65			
	Unit Flow Factor (l/person/day)	280			
Fung Kai No.1 Primary School	No. of Student	1080			
	Unit Flow Factor (l/person/day)	40			
	No. of Teacher	72			
	Unit Flow Factor (l/person/day)	280			
Fung Kai Innovative School	No. of Student	720			
	Unit Flow Factor (l/person/day)	40			
	No. of Teacher	50			
	Unit Flow Factor (l/person/day)	280			
Fung Kai Kindergarten	No. of Student	360			
	Unit Flow Factor (l/person/day)	40			
	No. of Teacher	42			
	Unit Flow Factor (l/person/day)	280			
Fung Kai Liu Man Shek Secondary School	No. of Student	890			
	Unit Flow Factor (l/person/day)	40			
	No. of Teacher	70			
	Unit Flow Factor (l/person/day)	280			
Sheung Shui Church Kindergarten	No. of Student	345			
	Unit Flow Factor (l/person/day)	40			
	No. of Teacher	36			
	Unit Flow Factor (l/person/day)	280			
Fung Kai Care And Attention Home For The Elderly	Population	240			
	Unit Flow Factor (l/person/day)	190			
	Employee	150			
	Unit Flow Factor (l/person/day)	280			
Tsui Lai Garden	Population	5640			
	Unit Flow Factor (l/person/day)	190			
Sheung Shui Fire Station	Employee	80			
	Unit Flow Factor (l/person/day)	280			
Construction Industry Council Training Academy Sheung Shui Training Centre	Estimated Total Area	3417			
	Worker Density (m2/staff) (Social)	30.3			
	Staff No.	113			
	Unit Flow Factor (l/person/day)	280			
North Region Sheung Shui Depot	Employee	50			
	Unit Flow Factor (l/person/day)	280			
Village	No. of Estimated Flat	1020			
	Assumed Population per flat	2.8			

Estimated Sewage Flow at Site 2 and Upstream Catchments under Existing Scenario

Sewage Generation	Information/Assumption		Total ADWF(l/s)	Total Contributing Population	Manhole to be discharged
Village	Population	3141.6			
	Unit Flow Factor (l/person/day)	270			

Estimated Sewage Flow at Site 2 and Upstream Catchments under Existing Scenario

Sewage Generation	Information/Assumption		Total ADWF(l/s)	Total Contributing Population	Manhole to be discharged
Early Light International Centre	Estimated Total Area	6560	4.8	1548.8	FMH1004632
	Worker Density (m2/staff) (Office)	20			
	Staff No.	328			
	Unit Flow Factor (l/person/day)	280			
Park'N Shop Sheung Shui Fresh Food Distribution Centre	Estimated Total Area	13500			
	Worker Density (m2/staff) (Storage)	250			
	Staff No.	54			
	Unit Flow Factor (l/person/day)	180			
Alpha Appliances Building	Estimated Total Area	3750			
	Worker Density (m2/staff) (Storage)	250			
	Staff No.	15			
	Unit Flow Factor (l/person/day)	180			
Cambridge Plaza	Estimated Total Area	21000			
	Worker Density (m2/staff) (Office)	20			
	Staff No.	1050			
	Unit Flow Factor (l/person/day)	280			
Temporary Carpark within Site 2	Estimated Total Area	753			
	Worker Density (m2/staff) (transport)	26.32			
	Staff No.	29			
	Unit Flow Factor (l/person/day)	280			
WSD Site Office within Site 2	Estimated Total Area	11247			
	Worker Density (m2/staff) (Storage)	250			
	Staff No.	45			
	Unit Flow Factor (l/person/day)	280			

Pipe Capacity Check under Existing Condition at Site 2

Colebrook-White Equation: $$\overline{V} = -\sqrt{32gRS_f}\,\log\left[\frac{k_s}{14.8R} + \frac{1.255\nu}{R\sqrt{32gRS_f}}\right]$$

kinematic viscosity of water = 0.00000114 m2/s
g= 9.81 m/s-2

	Pipe Information															Capacity Checking							
	US MH	**DS MH**	**Length**	**Pipe Dia**	**US GL**	**DS GL**	**US IL**	**DS IL**	**US Cover**	**DS Cover**	**Gradient**	**Pipe Area**	**Wetted Perimeter**	**ks**	**Hydraulic Radius**	**Full Flow Velocity**	**Full Flow Capacity**	**ADWF**	**Contributing Population**	**Peaking Factor**	**Cumulative Flow**	**Utilization**	**Flow Capacity Check**
Location	**No.**	**No.**	**(m)**	**(mm)**	**(mPD)**	**(mPD)**	**(mPD)**	**(mPD)**	**(m)**	**(m)**	**(1 in x)**	**(m2)**	**(m)**	**m**	**(m)**	**(m/s)**	**(m3/s)**	**(m3/s)**			**(m3/s)**	**%**	
Ka Fu Close	FMH1004631	FMH1004632	67.3	225	7.66	8.05	3.25	2.57	4.158	5.23	99	0.04	0.71	0.003	0.06	1.03	0.04	0.005	1549	6	0.029	71%	OK
	FMH1004632	FMH1004633	36.2	225	8.05	7.91	2.57	2.32	5.228	5.34	145	0.04	0.71	0.003	0.06	0.85	0.03	0.005	1549	6	0.029	86%	OK
Site 2	FMH1004633	FMH1004649	51.1	600	7.91	7.70	1.83	1.73	5.385	5.28	511	0.28	1.88	0.003	0.15	0.87	0.25	0.032	10234	4	0.128	52%	OK
	FMH1004649	FMH1004650	40.4	600	7.70	7.02	1.73	1.63	5.275	4.70	404	0.28	1.88	0.003	0.15	0.98	0.28	0.032	10234	4	0.128	46%	OK

Note: 1. Peaking factor (including stormwater allowance) is used.
2. Ks used for proposed vitrified pipe with half full velocity below 1.2m/s and 1.2m/s or above is 3mm and 0.6mm respectively.
3. Existing sewer is assumed to be vitrified clay pipe. Ks used with half full velocity below 1.2m/s and 1.2m/s or above is 3mm and 0.6mm respectively.

APPENDIX D

Capacity Checking on Sewerage System under Planned Scenario

Estimated Sewage Flow at Site 1 and Upstream Catchment under Planned Scenario

	Sewage Generation	Information/Assumption		ADWF(l/s)	Contributing Population	Total ADWF(l/s)	Total ADWF(m3/day)	Total Contributing Population	Manhole to be discharged
Phase 1	Proposed Public Residential (Block 1 and 2)	Population	3724	8.189	2620.6	8.73	754.3	2793.8	FTH001
		Unit Flow Factor (l/person/day)	190						
	Estate Management Office	GFA (m2)	370	0.039	12.4				
		Worker Density (m2/staff)	30.3						
		Staff No.	12						
		Unit Flow Factor (l/person/day)	280						
	Retail Facilities	GFA (m2)	400	0.045	14.5				
		Worker Density (m2/staff)	28.6						
		Staff No.	14						
		Unit Flow Factor (l/person/day)	280						
	RCHE	Population	100	0.366	117.0				
		Unit Flow Factor (l/person/day)	190						
		GFA (m2)	1354						
		Worker Density (m2/staff)	30.3						
		Staff No.	45						
		Unit Flow Factor (l/person/day)	280						
	Kindergarten	No. of Class	6	0.091	29.2				
		No. of Student/Class	20						
		No. of Student	120						
		Unit Flow Factor (l/person/day)	40						
		Worker Density (student/teacher)	11						
		Staff No.	11						
		Unit Flow Factor (l/person/day)	280						
Phase 2	PTI	GFA (m2)	690	0.084	27.0	0.084	7.3	27.0	FTH006
		Worker Density (m2/staff)	26.32						
		Staff No.	26						
		Unit Flow Factor (l/person/day)	280						
	Proposed Public Residential (Block 3)	Population	1542	3.391	1085.1	4.299	371.4	1375.6	FTH002
		Unit Flow Factor (l/person/day)	190						
	Day Activity Centre (DAC) - Employee	Population	50	0.146	46.6				
		Unit Flow Factor (l/person/day)	190						
		GFA (m2)	319						
		Worker Density (m2/staff)	30.3						
		Staff No.	11						
		Unit Flow Factor (l/person/day)	280						
	Community Hall	GFA (m2)	601	0.065	20.7				
		Worker Density (m2/staff)	30.3						
		Staff No.	20						
		Unit Flow Factor (l/person/day)	280						
	Hostel for Moderately Mentally Handicapped Persons (HMMH)	Population	50	0.175	55.9				
		Unit Flow Factor (l/person/day)	190						
		GFA (m2)	617						
		Worker Density (m2/staff)	30.3						
		Staff No.	20						
		Unit Flow Factor (l/person/day)	280						
	Hostel for Severely Mentally Handicapped Persons (HSMH)	Population	50	0.184	59.0				
		Unit Flow Factor (l/person/day)	190						
		GFA (m2)	691						
		Worker Density (m2/staff)	30.3						
		Staff No.	23						
		Unit Flow Factor (l/person/day)	280						
	District Health Centre(DHC)	GFA (m2)	1069	0.113	36.3				
		Worker Density (m2/staff)	30.3						
		Staff No.	35						
		Unit Flow Factor (l/person/day)	280						
Phase 2	Integrated Vocational Rehabilitation Services Centre (IVRSC)	Population	80	0.225	71.9				
		Unit Flow Factor (l/person/day)	190						
		GFA (m2)	447						
		Worker Density (m2/staff)	30.3						
		Staff No.	15						
		Unit Flow Factor (l/person/day)	280						

Estimated Sewage Flow at Site 1 and Upstream Catchment under Planned Scenario

	Sewage Generation	Information/Assumption		ADWF(l/s)	Contributing Population	Total ADWF(l/s)	Total ADWF(m3/day)	Total Contributing Population	Manhole to be discharged
Industry	Jumbo Plaza	Total Area for Restaurant	4475	9.833	3146.7	14.196	1226.5	4542.7	FMH1004850
		Worker Density (m2/staff)	12.5						
		Total Employee for Restaurant:	358						
		Unit Flow Factor (l/person/day)	1580						
		Total Area for Retail	25354						
		Worker Density (m2/staff)	25						
		Total Employee for Retail	1014.16						
		Unit Flow Factor (l/person/day)	280						
	Advanced Technology Centre	Total Area for Restaurant	2000	4.363	1396.0				
		Worker Density (m2/staff)	12.5						
		Total Employee for Restaurant:	160						
		Unit Flow Factor (l/person/day)	1580						
		Total Area for Retail	10444						
		Worker Density (m2/staff)	25						
		Total Employee for Retail	417.76						
		Unit Flow Factor (l/person/day)	280						
		Total Area for Transport	695						
		Worker Density (m2/staff)	17.5						
		Total Employee for Retail	39.71428571						
		Unit Flow Factor (l/person/day)	180						
	Hi-Tech Centre	Total Area for Office	21821	4.476	1432.3	4.476	386.7	1432.3	FMH1004853
		Worker Density (m2/staff)	20						
		Total Employee for Office	1091						
		Unit Flow Factor (l/person/day)	280						
		Total Area for Retail	6124						
		Worker Density (m2/staff)	25						
		Total Employee for Retail	245						
		Unit Flow Factor (l/person/day)	280						
		Total Area for Restaurant	95						
		Worker Density (m2/staff)	12.5						
		Total Employee for Restaurant	8						
		Unit Flow Factor (l/person/day)	1580						
	Sheung Shui Ambulance Depot	Total Employee	50	0.162	51.9	0.162	14.0	51.9	FMH1004858
		Unit Flow Factor (l/person/day)	280						

Pipe Capacity Check under Planned Condition at Site 1

Colebrook-White Equation: $$\overline{V} = -\sqrt{32gRS_f}\,\log\left[\frac{k_s}{14.8R} + \frac{1.255\nu}{R\sqrt{32gRS_f}}\right]$$

kinematic viscosity of water = 0.00000114 m2/s
g= 9.81 m/s-2

	Pipe Information															Capacity Checking							
	US MH	**DS MH**	**Length**	**Pipe Dia**	**US GL**	**DS GL**	**US IL**	**DS IL**	**US Cover**	**DS Cover**	**Gradient**	**Pipe Area**	**Wetted Perimeter**	**ks**	**Hydraulic Radius**	**Full Flow Velocity**	**Full Flow Capacity**	**ADWF**	**Contributing Population**	**Peaking Factor**	**Cumulative Flow**	**Utilization**	**Flow Capacity Check**
Location	**No.**	**No.**	**(m)**	**(mm)**	**(mPD)**	**(mPD)**	**(mPD)**	**(mPD)**	**(m)**	**(m)**	**(1 in x)**	**(m2)**	**(m)**	**m**	**(m)**	**(m/s)**	**(m3/s)**	**(m3/s)**			**(m3/s)**	**%**	
Choi Fat Street East	FTH006	WS02-FMH001	5.5	225	8.10	8.10	5.815	5.713	2.033	2.13	54	0.04	0.71	0.003	0.06	1.40	0.06	0.000	27	8	0.001	1%	OK
	FTH002	WS02-FMH001	4.8	300	8.30	8.10	5.698	5.638	2.262	2.12	80	0.07	0.94	0.0006	0.08	1.76	0.12	0.004	1376	6	0.026	21%	OK
	WS02-FMH001	FMH1004850	31.3	300	8.10	8.40	5.638	5.388	2.122	2.67	125	0.07	0.94	0.0006	0.08	1.40	0.10	0.004	1403	6	0.026	27%	OK
	FMH1004850	WS02-FMH002	34.0	375	8.40	7.60	5.313	5.125	2.650	2.04	181	0.11	1.18	0.003	0.09	1.07	0.12	0.019	5945	5	0.093	78%	OK
	FTH001	WS02-FMH002	16.8	375	7.60	7.60	5.115	5.050	2.048	2.11	258	0.11	1.18	0.0006	0.09	1.12	0.12	0.009	2794	6	0.052	42%	OK
	WS02-FMH002	FMH1004851	16.2	450	7.60	7.84	5.051	4.960	2.034	2.37	178	0.16	1.41	0.0006	0.11	1.52	0.24	0.027	8739	5	0.137	57%	OK
	FMH1004851	FMH1004852	44.7	450	7.84	7.30	4.960	4.510	2.365	2.28	99	0.16	1.41	0.0006	0.11	2.04	0.32	0.027	8739	5	0.137	42%	OK
	FMH1004852	FMH1004853	43.9	450	7.30	7.53	4.510	4.070	2.275	2.95	100	0.16	1.41	0.0006	0.11	2.03	0.32	0.027	8739	5	0.137	42%	OK

Note: 1. Peaking factor (including stormwater allowance) is used.
2. Ks used for proposed vitrified pipe with half full velocity below 1.2m/s and 1.2m/s or above is 3mm and 0.6mm respectively.
3. Existing sewer is assumed to be vitrified clay pipe. Ks used with half full velocity below 1.2m/s and 1.2m/s or above is 3mm and 0.6mm respectively.

Pipe Capacity Check under Planned Condition at Site 1 under the scenario "Without Upgrading Works by Agreement NO. CE49/2018 (CE)"

Colebrook-White Equation: $$\overline{V} = -\sqrt{32gRS_f}\,\log\left[\frac{k_s}{14.8R} + \frac{1.255\nu}{R\sqrt{32gRS_f}}\right]$$

kinematic viscosity of water = 0.00000114 m2/s
g= 9.81 m/s-2

	Pipe Information															Capacity Checking							
	US MH	**DS MH**	**Length**	**Pipe Dia**	**US GL**	**DS GL**	**US IL**	**DS IL**	**US Cover**	**DS Cover**	**Gradient**	**Pipe Area**	**Wetted Perimeter**	**ks**	**Hydraulic Radius**	**Full Flow Velocity**	**Full Flow Capacity**	**ADWF**	**Contributing Population**	**Peaking Factor**	**Cumulative Flow**	**Utilization**	**Flow Capacity Check**
Location	**No.**	**No.**	**(m)**	**(mm)**	**(mPD)**	**(mPD)**	**(mPD)**	**(mPD)**	**(m)**	**(m)**	**(1 in x)**	**(m2)**	**(m)**	**m**	**(m)**	**(m/s)**	**(m3/s)**	**(m3/s)**			**(m3/s)**	**%**	
Choi Fat Street and Unnamed Road	FTH006	WS02-FMH001	5.5	225	8.10	8.10	5.815	5.713	2.033	2.13	54	0.04	0.71	0.0006	0.06	1.78	0.07	0.000	27	8	0.001	1%	OK
	FTH002	WS02-FMH001	4.8	300	8.30	8.10	5.698	5.638	2.262	2.12	80	0.07	0.94	0.0006	0.08	1.76	0.12	0.004	1376	6	0.026	21%	OK
	WS02-FMH001	FMH1004850	31.3	300	8.10	8.40	5.638	5.388	2.122	2.67	125	0.07	0.94	0.0006	0.08	1.40	0.10	0.004	1403	6	0.026	27%	OK
	FMH1004850	WS02-FMH002	34.0	375	8.40	7.60	5.313	5.125	2.650	2.04	181	0.11	1.18	0.003	0.09	1.07	0.12	0.019	5945	5	0.093	78%	OK
	FTH001	WS02-FMH002	16.8	375	7.60	7.60	5.115	5.050	2.048	2.11	258	0.11	1.18	0.0006	0.09	1.12	0.12	0.009	2794	6	0.052	42%	OK
	WS02-FMH002	FMH1004851	16.2	450	7.60	7.84	5.051	4.960	2.034	2.37	178	0.16	1.41	0.0006	0.11	1.52	0.24	0.027	8739	5	0.137	57%	OK
	FMH1004851	FMH1004852	44.7	450	7.84	7.30	4.960	4.510	2.365	2.28	99	0.16	1.41	0.0006	0.11	2.04	0.32	0.027	8739	5	0.137	42%	OK
	FMH1004852	FMH1004853	43.9	450	7.30	7.53	4.510	4.070	2.275	2.95	100	0.16	1.41	0.0006	0.11	2.03	0.32	0.027	8739	5	0.137	42%	OK
	FMH1004853	FMH1004855	55.3	375	7.53	7.60	3.89	3.61	3.203	3.55	198	0.11	1.18	0.0006	0.09	1.28	0.14	0.032	10171	4	0.127	90%	OK
	FMH1004855	FMH1004856	31.5	450	7.60	6.95	3.54	3.43	3.545	3.01	286	0.16	1.41	0.003	0.11	0.96	0.15	0.032	10171	4	0.127	83%	OK
	FMH1004856	FMH1004857	56.5	450	6.95	7.16	3.43	3.25	3.005	3.40	314	0.16	1.41	0.003	0.11	0.92	0.15	0.032	10171	4	0.127	87%	OK
	FMH1004857	FMH1004858	27.4	450	7.16	7.41	3.25	3.15	3.395	3.75	274	0.16	1.41	0.0006	0.11	1.22	0.19	0.032	10171	4	0.127	65%	OK
	FMH1004858	FMH1029540	41.4	525	N/A	N/A	3.27	2.96	N/A	N/A	134	0.22	1.65	0.0006	0.13	1.93	0.42	0.032	10223	4	0.128	31%	OK
	FMH1029540	FMH1029541	37.6	525	N/A	N/A	2.95	2.82	N/A	N/A	289	0.22	1.65	0.0006	0.13	1.31	0.28	0.032	10223	4	0.128	45%	OK
	FMH1029541	FMH1029542	40.8	525	N/A	N/A	2.80	2.67	N/A	N/A	314	0.22	1.65	0.0006	0.13	1.26	0.27	0.032	10223	4	0.128	47%	OK
	FMH1029542	FMH1029543	26.7	525	N/A	N/A	2.67	2.55	N/A	N/A	223	0.22	1.65	0.0006	0.13	1.50	0.32	0.032	10223	4	0.128	39%	OK
	FMH1029543	FMH1029544	39.5	525	N/A	N/A	2.55	2.46	N/A	N/A	439	0.22	1.65	0.003	0.13	0.86	0.19	0.032	10223	4	0.128	69%	OK
	FMH1029544	FMH1029545	50.5	525	N/A	N/A	2.45	2.29	N/A	N/A	316	0.22	1.65	0.0006	0.13	1.25	0.27	0.032	10223	4	0.128	47%	OK
	FMH1029545	FMH1029546	9.7	525	N/A	N/A	2.27	2.25	N/A	N/A	483	0.22	1.65	0.003	0.13	0.82	0.18	0.032	10223	4	0.128	72%	OK
	FMH1029546	FMH1029547	30.6	525	N/A	N/A	2.22	1.95	N/A	N/A	113	0.22	1.65	0.0006	0.13	2.10	0.45	0.032	10223	4	0.128	28%	OK

Note: 1. Peaking factor (including stormwater allowance) is used.
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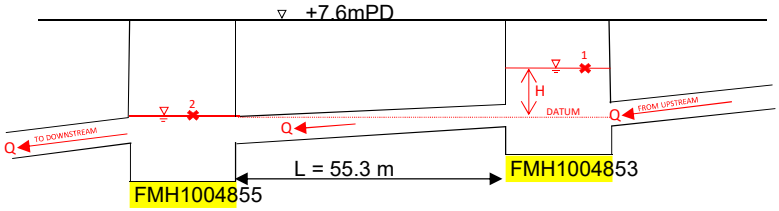
3. Existing sewer is assumed to be vitrified clay pipe. Ks used with half full velocity below 1.2m/s and 1.2m/s or above is 3mm and 0.6mm respectively.

Project: Proposed Public Housing Development Sites 1 & 2 in Sheung Shui Areas 4 and 30
Subject: Freebroad Checking for Pipe between FMH1004853 and FMH1004855

Assume the water level of FMH1004855 is equal to the top of the sewer upstream, The system is illustrated as below,



Ground Level =	7.6	mPD			
Pipe Diameter =	375	mm			
Cross-Section Area of Pipe (A) =		$\pi \times D^2/4$	=	0.110447	m^2
Length of Pipe (L)	=	55.3	m		
Downstream invert level =	3.61	mPD			
Datum Level =	3.985	mPD			
Design flow rate =	0.127	m/s			
FOS against overflow =	1.15				
Factored design flow rate (Q)=		0.127 x 1.15	=	0.14605	m/s
By Flow Rate Formula,	Q=Av				
Mean velocity of sewage flow, V= Q/A=		0.14605 / 0.1104 =		1.322	m/s

Head Loss Calculation

Given hydraulie diameter of pipe (D) =	0.375	m
kinematic viscosity of sewage (v) =	1×10^{-6}	m^2/s
mean velocity of sewage flow (v) =	1.322	m/s

Reynold's Number, Re = VD/v= = 495884.4

Given roughness (k)= 0.0006 m Re = 495884.4 D= 0.375 m

By Colebrook White Equation

$$\frac{1}{\sqrt{f}} = -2\log\left(\frac{\varepsilon}{3.7D_{\mathrm{h}}} + \frac{2.51}{\mathrm{Re}\sqrt{f}}\right)$$

1/ √f = -2log (k /3.7 / 0.375+ 2.51 / Re x 1/ √f

Snce the equation cannot be solved directly, iteration progress is introduced to solve the equation. Let 1/ √f of R.H.S. = 1

# of iteration	/	1	2	3	4	5
1/ √f of R.H.S.	1	6.718055606	6.72425	6.724252	6.724251571	6.724252
1/ √f of L.H.S.	6.718056	6.724249772	6.724252	6.724252	6.724251571	6.724252

1/ √f = 6.724252 => Darey friction coefficient, f = 0.022116

Assume entrance loss coefficicent, k_{ent} = 0.5 and exit loss coefficient k_{exit} = 1.0

By Darcy- Werebach Equation,

Total head loss, h_{fo} = $(f \times L/D + k_{ent} + k_{exit}) \times v^2/2g$

= 0.424361

Water level atFMH1004853

Take Point 1 be a point at the water level of FMH1004853
and take Point 2 be a point at the water level of FMH1004855

Let the water level of FMH1004855 be the datum, we have

$$\begin{cases} P_1 = 0 \\ V_1 = \\ Z_1 = H \end{cases} \quad \text{and} \quad \begin{cases} P_2 = 0 \\ V_2 = 0 \\ Z_2 = 0 \end{cases}$$

By Bernoulli equation includes head loss,

$(P_1/pg + V_1/2g + Z_1) - (P_2/pg + V_2/2g + Z_2) = h_{fo}$

$(0 + 0 + H) - (0 + 0 + 0) = 0.42436$

H= 0.4244 m

The water level of FMH1004853 is 0.4244m above the datum
The level risien is small that must be below the existing ground level.
The system will not overflow under flow rate of Q, and the freebroad of FMH1004853 will be greater than 1m at peak flow.

Estimated Sewage Flow at Site 2 and Upstream Catchments

Sewage Generation	Information/Assumption		ADWF(l/s)	Contributing Population	Total ADWF(l/s)	Total ADWF(m3/day)	Total Contributing Population	Manhole to be discharged
Public Car Park	Staff No.	5	0.016	5.2	0.016	1.4	5.2	FTH003
	Unit Flow Factor (l/person/day)	280						
Proposed Public Residential (Block 1 , Block 2 & 3)	Population	4793	10.54	3372.9	10.705	925.0	3425.7	FTH004/FTH005
	Unit Flow Factor (l/person/day)	190						
Estate Management Office	GFA (m2)	690	0.08	27.0				
	Worker Density (m2/staff)	26.32						
	Staff No.	26						
	Unit Flow Factor (l/person/day)	280						
Retail Facilities	GFA (m2)	711	0.08	25.9				
	Worker Density (m2/staff)	28.6						
	Staff No.	25						
	Unit Flow Factor (l/person/day)	280						
Fung Kai No.1 Secondary School	No. of Student	990	0.67	214.1	27.14	2344.78	8684.4	FMH1004633
	Unit Flow Factor (l/person/day)	40						
	No. of Teacher	65						
	Unit Flow Factor (l/person/day)	280						
Fung Kai No.1 Primary School	No. of Student	1080	0.73	234.7				
	Unit Flow Factor (l/person/day)	40						
	No. of Teacher	72						
	Unit Flow Factor (l/person/day)	280						
Fung Kai Innovative School	No. of Student	720	0.50	158.5				
	Unit Flow Factor (l/person/day)	40						
	No. of Teacher	50						
	Unit Flow Factor (l/person/day)	280						
Fung Kai Kindergarten	No. of Student	360	0.30	96.9				
	Unit Flow Factor (l/person/day)	40						
	No. of Teacher	42						
	Unit Flow Factor (l/person/day)	280						
Fung Kai Liu Man Shek Secondary School	No. of Student	890	0.64	204.4				
	Unit Flow Factor (l/person/day)	40						
	No. of Teacher	70						
	Unit Flow Factor (l/person/day)	280						
Sheung Shui Church Kindergarten	No. of Student	345	0.28	88.4				
	Unit Flow Factor (l/person/day)	40						
	No. of Teacher	36						
	Unit Flow Factor (l/person/day)	280						
Fung Kai Care And Attention Home For The Elderly	Population	240	1.01	324.4				
	Unit Flow Factor (l/person/day)	190						
	Employee	150						
	Unit Flow Factor (l/person/day)	280						
Tsui Lai Garden	Population	5640	12.40	3968.9				
	Unit Flow Factor (l/person/day)	190						
Sheung Shui Fire Station	Employee	80	0.26	83.0				
	Unit Flow Factor (l/person/day)	280						
Construction Industry Council Training Academy Sheung Shui Training Centre	Estimated Total Area	3417	0.37	117.2				
	Worker Density (m2/staff) (Social)	30.3						
	Staff No.	113						
	Unit Flow Factor (l/person/day)	280						
North Region Sheung Shui Depot	Employee	50	0.16	51.9				
	Unit Flow Factor (l/person/day)	280						
Village	No. of Estimated Flat	1020	9.82	3142.0				
	Assumed Population per flat	2.8						
	Population	3142						
	Unit Flow Factor (l/person/day)	270						
Early Light International Centre	Estimated Total Area	6560	1.06	340.1	4.6	398.26	1475.0	FMH1004632
	Worker Density (m2/staff) (Office)	20						
	Staff No.	328						
	Unit Flow Factor (l/person/day)	280						
Park'N Shop Sheung Shui Fresh Food Distribution Centre	Estimated Total Area	13500	0.11	36.0				
	Worker Density (m2/staff) (Storage)	250						
	Staff No.	54						
	Unit Flow Factor (l/person/day)	180						
Alpha Appliances Building	Estimated Total Area	3750	0.03	10.0				
	Worker Density (m2/staff) (Storage)	250						
	Staff No.	15						
	Unit Flow Factor (l/person/day)	180						

Estimated Sewage Flow at Site 2 and Upstream Catchments

Sewage Generation	Information/Assumption		ADWF(l/s)	Contributing Population	Total ADWF(l/s)	Total ADWF(m3/day)	Total Contributing Population	Manhole to be discharged
Cambridge Plaza	Estimated Total Area	21000	3.40	1088.9				
	Worker Density (m2/staff) (Office)	20						
	Staff No.	1050						
	Unit Flow Factor (l/person/day)	280						

Pipe Capacity Check under Planned Condition at Site 2

Colebrook-White Equation: $$\overline{V} = -\sqrt{32gRS_f}\,\log\left[\frac{k_s}{14.8R} + \frac{1.255\nu}{R\sqrt{32gRS_f}}\right]$$

kinematic viscosity of water = 0.00000114 m2/s
g= 9.81 m/s-2

	Pipe Information															Capacity Checking							
	US MH	**DS MH**	**Length**	**Pipe Dia**	**US GL**	**DS GL**	**US IL**	**DS IL**	**US Cover**	**DS Cover**	**Gradient**	**Pipe Area**	**Wetted Perimeter**	**ks**	**Hydraulic Radius**	**Full Flow Velocity**	**Full Flow Capacity**	**ADWF**	**Contributing Population**	**Peaking Factor**	**Cumulative Flow**	**Utilization**	**Flow Capacity Check**
Location	**No.**	**No.**	**(m)**	**(mm)**	**(mPD)**	**(mPD)**	**(mPD)**	**(mPD)**	**(m)**	**(m)**	**(1 in x)**	**(m2)**	**(m)**	**m**	**(m)**	**(m/s)**	**(m3/s)**	**(m3/s)**			**(m3/s)**	**%**	
Ka Fu Close	FTH003	WS-FMH003	10.3	225	7.99	8.10	3.525	3.410	4.213	4.438	90	0.04	0.71	0.003	0.06	1.08	0.04	0.000	5	8	0.000	0%	OK
	WS-FMH003	FMH1004632	31.9	225	8.10	8.10	2.890	2.570	4.958	5.278	100	0.04	0.71	0.003	0.06	1.03	0.04	0.005	1480	6	0.028	68%	OK
	FMH1004632	FMH1004633	36.2	225	8.10	8.40	2.570	2.320	5.278	5.828	145	0.04	0.71	0.003	0.06	0.85	0.03	0.005	1480	6	0.028	82%	OK
Site 2	FTH004/FTH005	FMH1004649	5.0	300	7.99	8.10	2.110	2.035	5.540	5.725	67	0.07	0.94	0.003	0.08	1.52	0.11	0.011	1713	6	0.064	60%	OK
	FMH1004633	FMH1004649	51.1	600	8.40	7.84	1.830	1.730	5.875	5.415	511	0.28	1.88	0.003	0.15	0.87	0.25	0.032	10165	4	0.127	52%	OK
	FMH1004649	FMH1004650	40.4	600	7.84	7.30	1.730	1.630	5.415	4.975	404	0.28	1.88	0.003	0.15	0.98	0.28	0.042	13590	4	0.170	62%	OK

Note: 1. Peaking factor (including stormwater allowance) is used.
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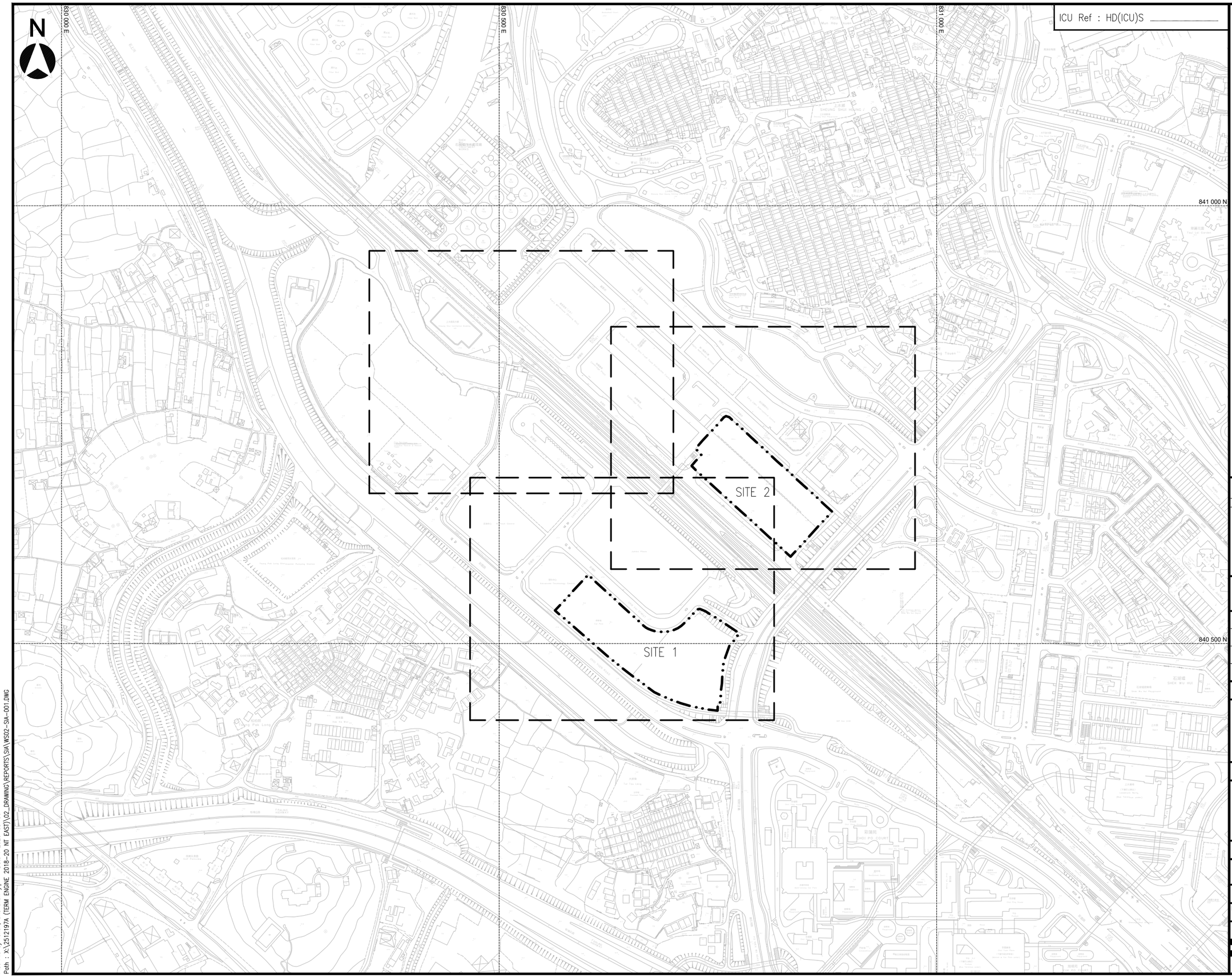
3. Existing sewer is assumed to be vitrified clay pipe. Ks used with half full velocity below 1.2m/s and 1.2m/s or above is 3mm and 0.6mm respectively.

DRAWINGS



ICU Ref : HD(ICU)S .....

LEGEND:

SITE BOUNDARY

REVISIONS		INITIAL AND DESIGNATION		
NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

wsp

AUTHORISED	-- --		--/--
ENDORSED	-- --		--/--
CHECKED	-- --		--/--
DRAWN	-- --		--/--

AGREEMENT NO. CB 20180307

PROJECT
Term Engineering Consultancy Services for New Territories East Region (2018-2020) - Instruction No. WS02 - Proposed Public Housing Development Sites 1 & 2 in Sheung Shui Areas 4 and 30

JOB NO. 2512197A

DRAWING TITLE
PROPOSED SITE LAYOUT

SCALE 1 : 4000 @A3

DRAWING NO.
WS02/SIA/001

SOURCE

ICU Ref:

AutoCAD 2000 A1 841 x 594

HOUSING DEPARTMENT

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REF/S.I. No. : _____
DATE: _____

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☐ DE's COPY ☐ QE's COPY ☐ LA's COPY
☐ PSO's COPY ☐ RSE's COPY ☐ BSI's COPY
☐ DS's COPY ☐ SE's COPY ☐ BSE's COPY
☐ OFFICE's COPY ☐ HM's COPY ☐ COM's COPY

Plot File by :chan, eric chun-yip Date : 2020-05-06
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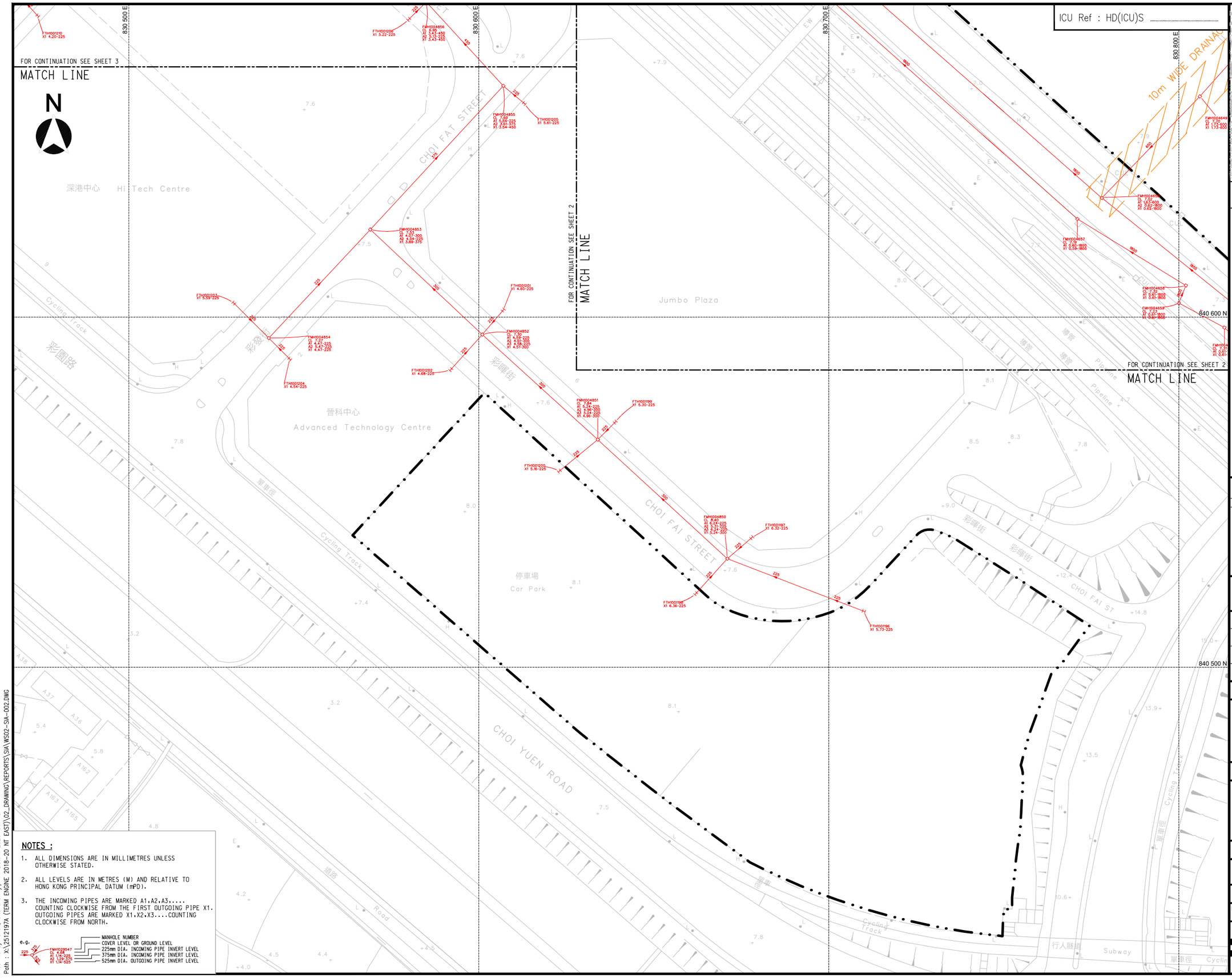

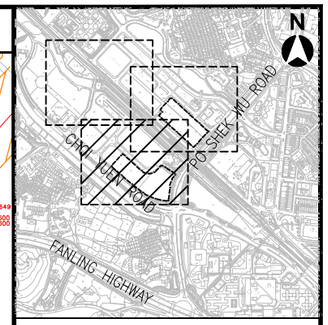

LOCATION PLAN

LEGEND:

- SITE BOUNDARY
- EXISTING SEWER
- EXISTING MANHOLE
- EXISTING RISING SEWER MAIN
- EXISTING TAPPING SEWERAGE POINT

NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN METRES (M) AND RELATIVE TO HONG KONG PRINCIPAL DATUM (mPD).
3. THE INCOMING PIPES ARE MARKED A1,A2,A3,.... COUNTING CLOCKWISE FROM THE FIRST OUTGOING PIPE X1. OUTGOING PIPES ARE MARKED X1,X2,X3....COUNTING CLOCKWISE FROM NORTH.

e.g.

- MANHOLE NUMBER
- COVER LEVEL OR GROUND LEVEL
- 225mm DIA. INCOMING PIPE INVERT LEVEL
- 375mm DIA. INCOMING PIPE INVERT LEVEL
- 525mm DIA. OUTGOING PIPE INVERT LEVEL

REVISIONS		INITIAL AND DESIGNATION		
NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

wsp

AUTHORISED	-- --		--/--
ENDORSED	-- --		--/--
CHECKED	-- --		--/--
DRAWN	-- --		--/--

AGREEMENT NO. CB 20180307

PROJECT
Term Engineering Consultancy Services for New Territories East Region (2018-2020) - Instruction No. WS02 - Proposed Public Housing Development Sites 1 & 2 in Sheung Shui Areas 4 and 30

JOB NO. 2512197A

DRAWING TITLE
EXISTING SEWERAGE RECORD PLAN (SHEET 1)

SCALE 1 : 1000 @ A3

DRAWING NO. WS02/SIA/002

SOURCE

ICU Ref:

AutoCAD 2000 A1 841 x 594

HOUSING DEPARTMENT

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DATE:

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Plot File by :chan, eric chun-yip Date : 2020-06-18
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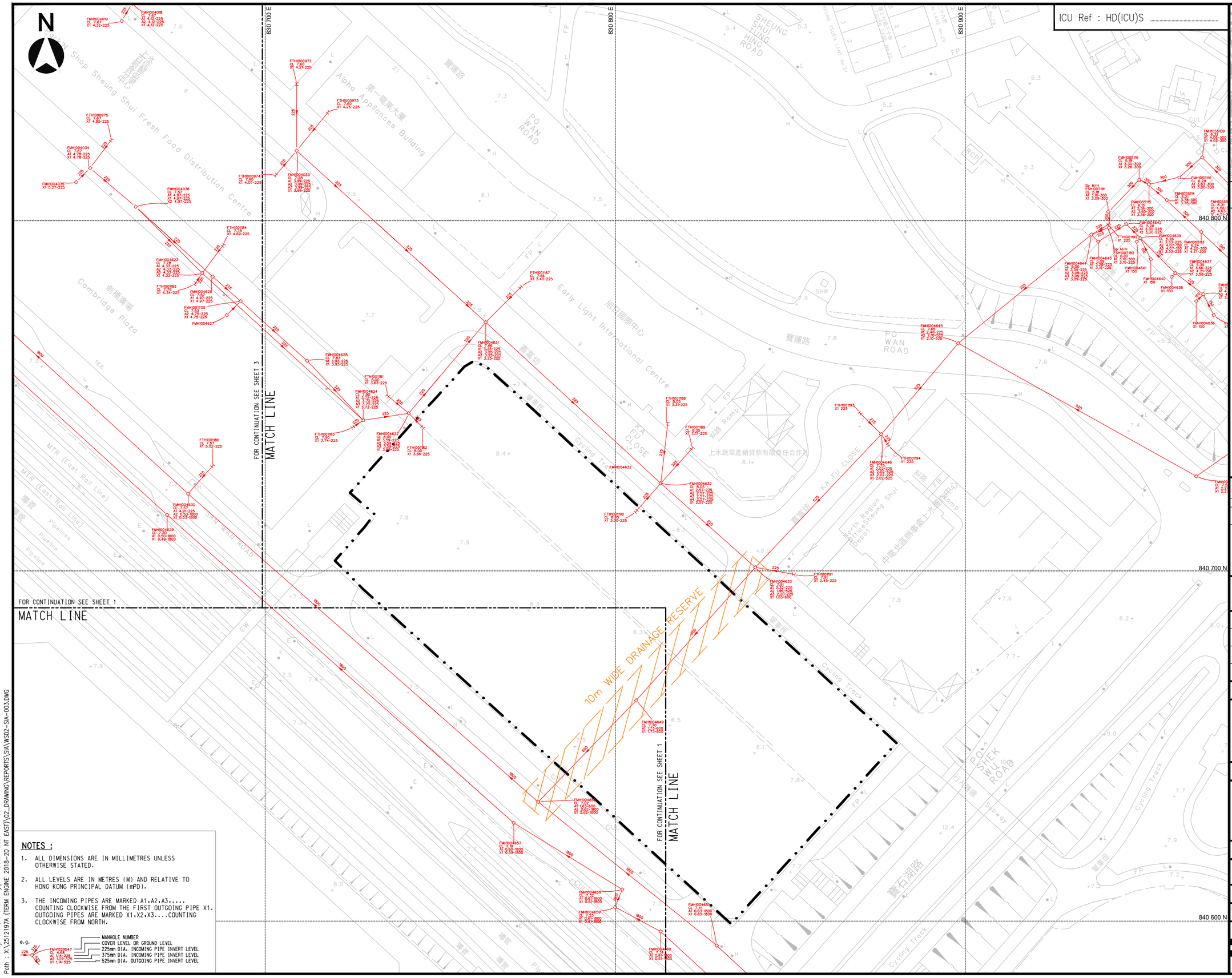

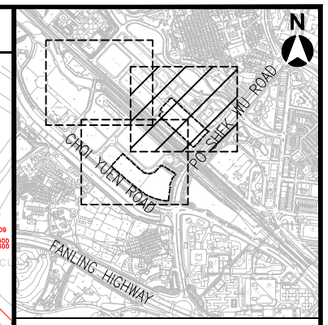

LOCATION PLAN

LEGEND:

- SITE BOUNDARY
- EXISTING SEWER
- EXISTING MANHOLE
- EXISTING RISING SEWER MAIN
- EXISTING TAPPING SEWERAGE POINT
- 10m WIDE DRAINAGE RESERVE — DSD DRAINAGE RESERVE ZONE

NOTES :

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- 375mm DIA. INCOMING PIPE INVERT LEVEL
- 525mm DIA. OUTGOING PIPE INVERT LEVEL

REVISIONS		INITIAL AND DESIGNATION		
NO	DESCRIPTION AND DATE	DWN	CKD	AUTH
A	AMENDMENT AS PER HD COMMENTS ON 27 MAY 2020	CAD	PL	CL

wsp

AUTHORISED	-- --		--/--
ENDORSED	-- --		--/--
CHECKED	-- --		--/--
DRAWN	-- --		--/--

AGREEMENT NO. CB 20180307

PROJECT
Term Engineering Consultancy Services for New Territories East Region (2018-2020) - Instruction No. WS02 - Proposed Public Housing Development Sites 1 & 2 in Sheung Shui Areas 4 and 30

JOB NO. 2512197A

DRAWING TITLE
EXISTING SEWERAGE RECORD PLAN (SHEET 2)

SCALE 1 : 1000 @ A3

DRAWING NO. WS02/SIA/003

SOURCE

ICU Ref:

AutoCAD 2000 A1 841 x 594

HOUSING DEPARTMENT

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REF/S.I. No. :
DATE:

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☐ DE's COPY ☐ GE's COPY ☐ LA's COPY
☐ PGS's COPY ☐ RSE's COPY ☐ BSI's COPY
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Plot File by :chan, eric chun-yip Date : 2020-06-18
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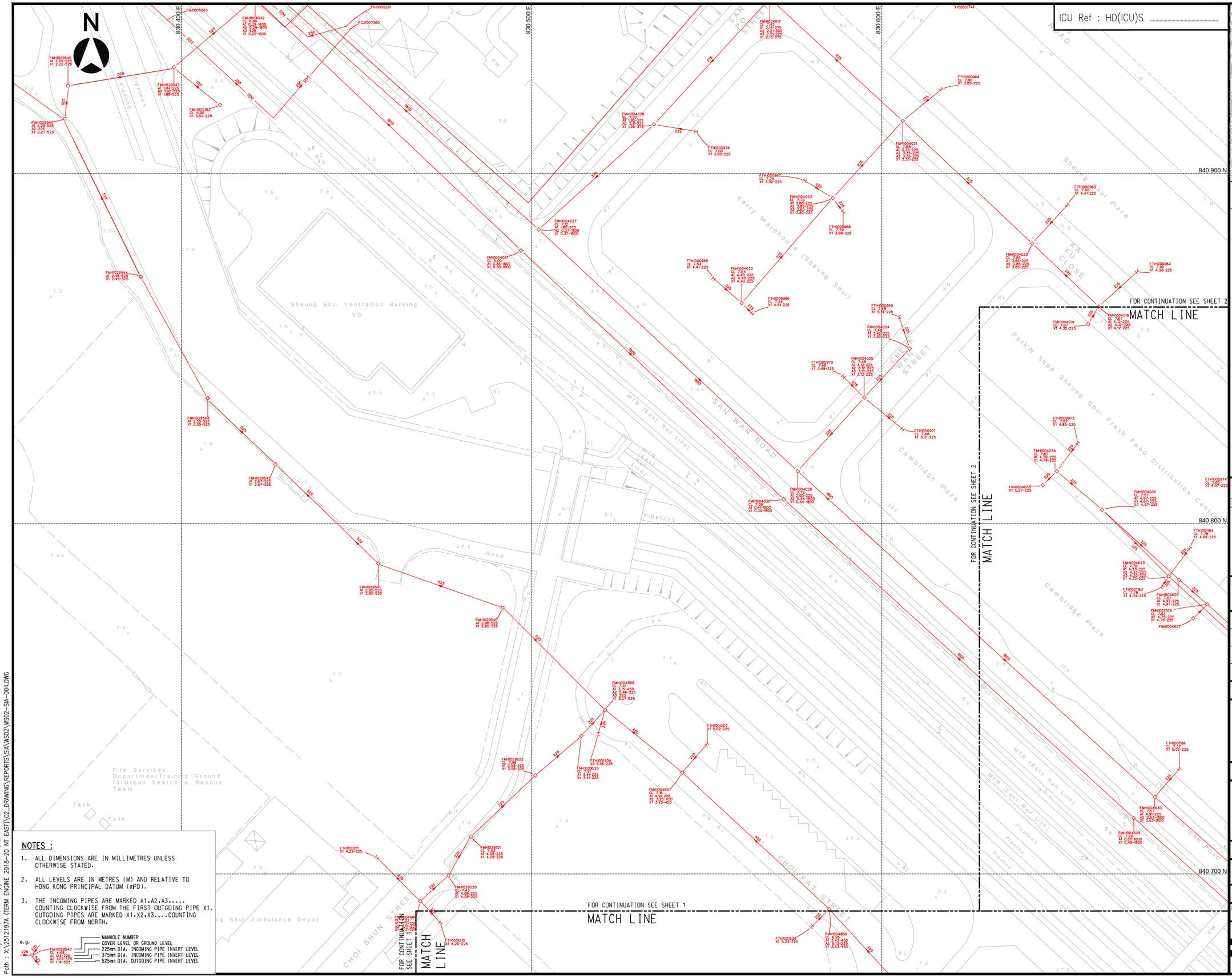
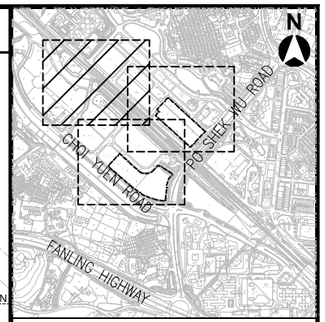
ICU Ref : HD(ICU)S .....





LOCATION PLAN

LEGEND:

- SITE BOUNDARY
- EXISTING SEWER
- EXISTING MANHOLE
- EXISTING RISING SEWER MAIN
- EXISTING TAPPING SEWERAGE POINT

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e.g.

- MANHOLE NUMBER
- COVER LEVEL OR GROUND LEVEL
- 225mm DIA. INCOMING PIPE INVERT LEVEL
- 375mm DIA. INCOMING PIPE INVERT LEVEL
- 525mm DIA. OUTGOING PIPE INVERT LEVEL

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AGREEMENT NO. CB 20180307

PROJECT
Term Engineering Consultancy Services for New Territories East Region (2018-2020) - Instruction No. WS02 - Proposed Public Housing Development Sites 1 & 2 in Sheung Shui Areas 4 and 30

JOB NO. 2512197A

DRAWING TITLE
EXISTING SEWERAGE RECORD PLAN (SHEET 3)

SCALE 1 : 1000 @ A3

DRAWING NO. WS02/SIA/004

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ICU Ref : HD(ICU)S .....

FOR CONTINUATION SEE SHEET 3

MATCH LINE

N

FMH002
A1 3.88-450
X1 3.88-450

FMH003
A1 3.70-450
X1 3.70-450

FMH1004853
CL 7.53
A1 4.07-450
A2 4.04-225
A3 3.67-450
X1 3.89-525

FMH1004855
A1 3.49-525
X1 3.49-525

FMH1004852
CL 7.30
A1 4.59-225
A2 4.51-450
A3 4.58-225
X1 4.51-450

FMH1004851
CL 7.84
A1 5.24-225
A2 4.96-450
X1 4.96-450

WS02-FMH002
CL 7.60
A1 5.125-375
A2 5.05-375
X1 5.05-450

FMH1004850
CL 8.40
A1 6.24-225
A2 5.388-300
X1 5.313-375

WS02-FMH001
CL 8.10
A1 5.713-225
A2 5.638-300
X1 5.638-300

FTH001
CL 7.60
DTL 5.115

FTH002
CL 8.30
DTL 5.698

FTH006
CL 8.10
DTL 5.815

FTH004
CL 7.45
DTL 2.11

FMH1004649
CL 7.70
A1 2.035-300
A2 1.73-600
A3 2.035-300
X1 1.73-600

10m WIDE DRAINAGE RESERVE

FOR CONTINUATION SEE SHEET 2

MATCH LINE

FOR CONTINUATION SEE SHEET 2

MATCH LINE

Hi Tech Centre

Jumbo Plaza

Advanced Technology Centre

Car Park

CHOI FAI STREET

CHOI YUEN ROAD

Cycling Track

Pipeline

Subway

830 500 E
830 600 E
830 700 E
830 800 E
840 600 N
840 500 N
840 400 N

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   OUTGOING PIPES ARE MARKED X1,X2,X3....COUNTING CLOCKWISE FROM NORTH.

e.g.

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57 — CL 7.57 — COVER LEVEL OR GROUND LEVEL
A1 1.14-225 — 225mm DIA. INCOMING PIPE INVERT LEVEL
A2 1.14-375 — 375mm DIA. INCOMING PIPE INVERT LEVEL
X1 1.14-525 — 525mm DIA. OUTGOING PIPE INVERT LEVEL

4. PROPOSED PIPES WITHIN THE 10M WIDE DRAINAGE RESERVE SHOULD BE MAINTAINED AND MANAGED BY DSD.

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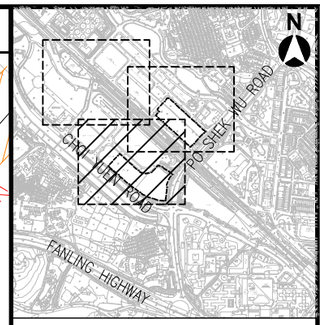
LOCATION PLAN



LEGEND:

- SITE BOUNDARY
- EXISTING SEWER
- EXISTING MANHOLE
- EXISTING RISING SEWER MAIN
- EXISTING TAPPING SEWERAGE POINT
- PROPOSED SEWER MANHOLE
- PROPOSED SEWER PIPE
- PROPOSED SEWERAGE INLET
- PROPOSED SEWER TO BE UPGRADED
- EXISTING PIPE TO BE ABANDONED OR REMOVED
- PROPOSED SEWER PIPE UNDER AGREEMENT NO. CE49/ 2018 (CE)
- PROPOSED ABANDONED SEWERAGE MANHOLE UNDER AGREEMENT NO. CE49 /2018 (CE)
- EXISTING SEWER TO BE REMOVED UNDER AGREEMENT NO. CE49 /2018 (CE)
- EXISTING SEWER TO BE REPLACED BY PROPOSED SEWER UNDER AGREEMENT NO. CE49 /2018 (CE)

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B	AMENDMENT AS PER HD COMMENTS ON 16 SEP 2020	CAD	PL	CL
C	AMENDMENT AS PER HD COMMENTS ON 28 OCT 2020	CAD	PL	CL

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AGREEMENT NO. CB 20180307

PROJECT
Term Engineering Consultancy Services for New Territories East Region (2018-2020) - Instruction No. WS02 - Proposed Public Housing Development Sites 1 & 2 in Sheung Shui Areas 4 and 30

JOB NO. 2512197A

DRAWING TITLE
PROPOSED SEWERAGE PLAN (SHEET 1)

SCALE 1 : 1000 @ A3

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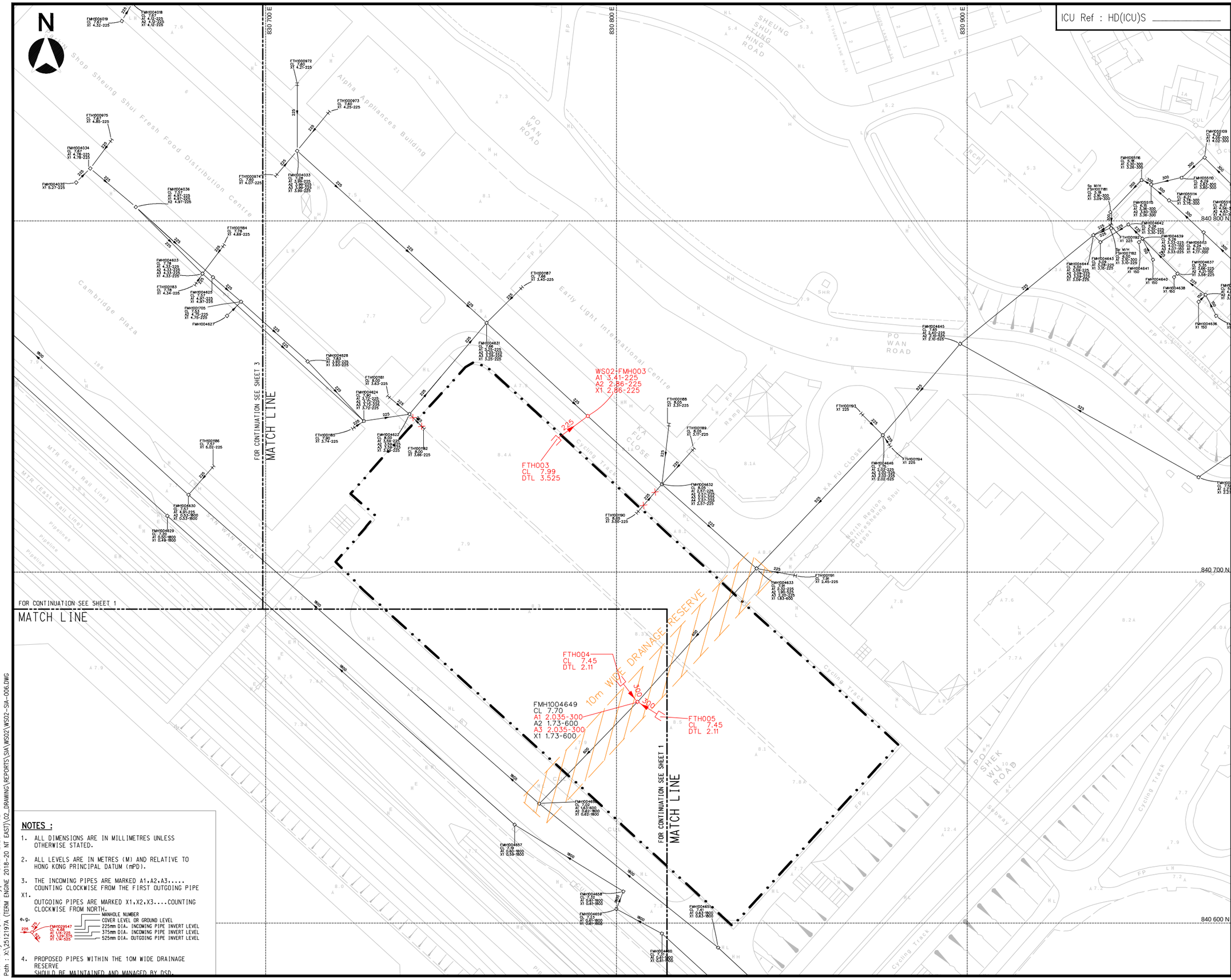

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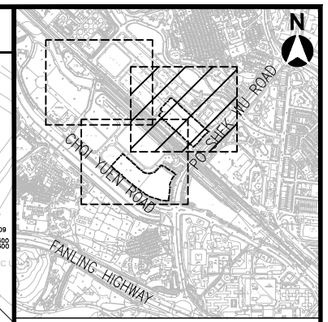

LOCATION PLAN

LEGEND:

- SITE BOUNDARY
- EXISTING SEWER
- EXISTING MANHOLE
- EXISTING RISING SEWER MAIN
- EXISTING TAPPING SEWERAGE POINT
- PROPOSED SEWER MANHOLE
- PROPOSED SEWER PIPE
- PROPOSED SEWERAGE INLET
- 10m WIDE DRAINAGE RESERVE — DSD DRAINAGE RESERVE ZONE
- EXISTING PIPE TO BE ABANDONED OR REMOVED

NOTES :

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   OUTGOING PIPES ARE MARKED X1,X2,X3....COUNTING CLOCKWISE FROM NORTH.
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4. PROPOSED PIPES WITHIN THE 10M WIDE DRAINAGE RESERVE SHOULD BE MAINTAINED AND MANAGED BY DSD.

REVISIONS

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JOB NO. 2512197A

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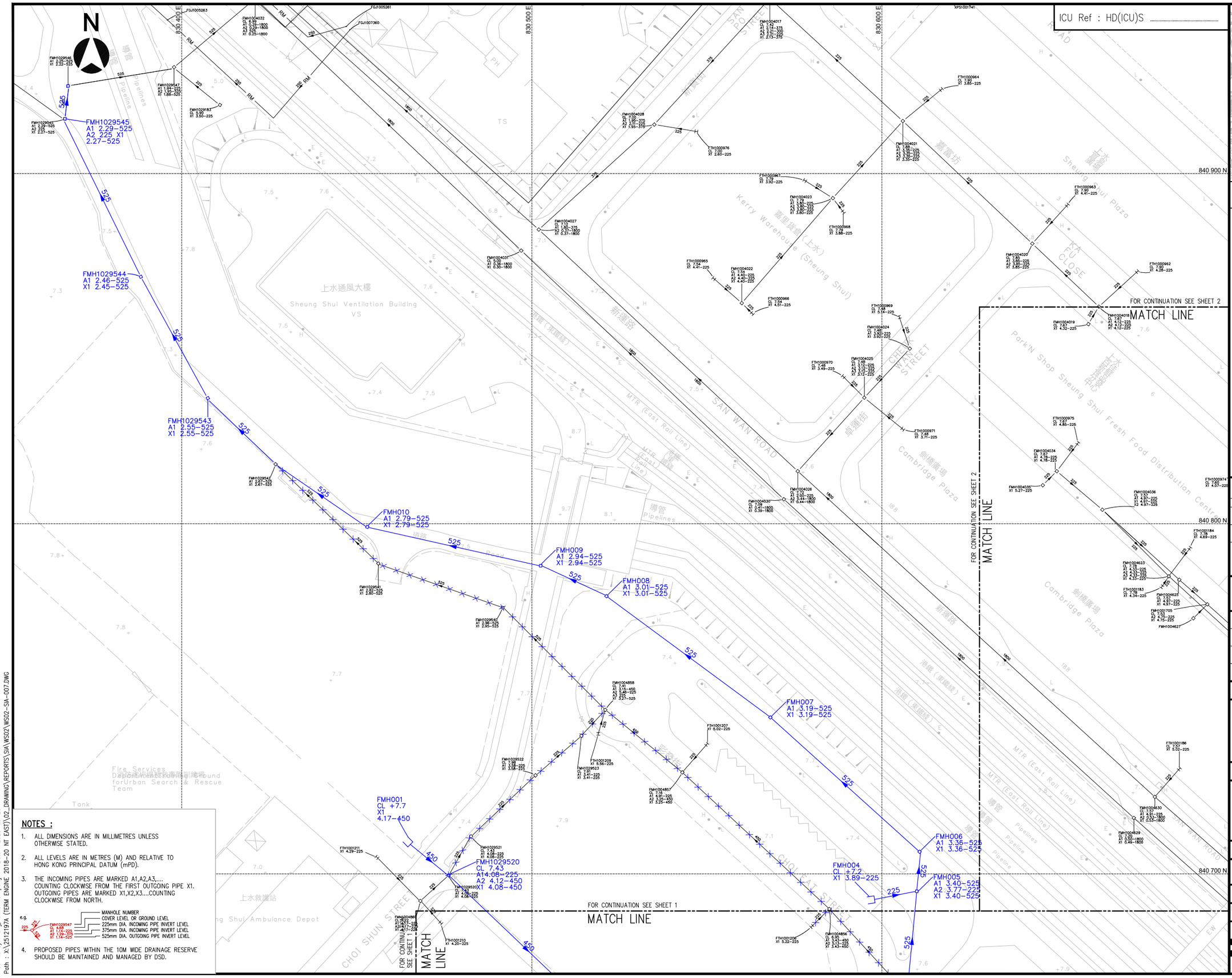

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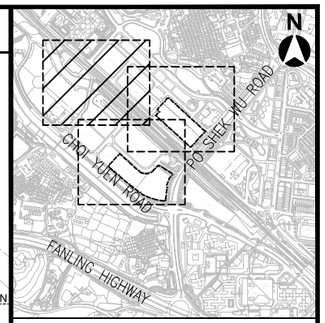

LOCATION PLAN

LEGEND:

- SITE BOUNDARY
- EXISTING SEWER
- EXISTING MANHOLE
- EXISTING RISING SEWER MAIN
- EXISTING TAPPING SEWERAGE POINT
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- PROPOSED SEWER PIPE
- PROPOSED SEWERAGE INLET
- PROPOSED SEWERAGE INLET UNDER AGREEMENT NO. CE49 /2018 (CE)
- PROPOSED SEWER PIPE UNDER AGREEMENT NO. CE49/2018 (CE)
- PROPOSED ABANDONED SEWERAGE MANHOLE UNDER AGREEMENT NO. CE49 /2018 (CE)

REVISIONS

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PROPOSED SEWERAGE PLAN (SHEET 3)

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FMH1029547 — MANHOLE NUMBER
CL 4.69 — COVER LEVEL OR GROUND LEVEL
A1 1.14-225 — 225mm DIA. INCOMING PIPE INVERT LEVEL
A2 1.29-375 — 375mm DIA. INCOMING PIPE INVERT LEVEL
X1 1.14-525 — 525mm DIA. OUTGOING PIPE INVERT LEVEL

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Hong Kong Housing Authority

Sheung Shui Areas 4 & 30, Site 1 and Site 2

Environmental Assessment Study

Draft Final Report

276006-03

Rev 2 | February 2021

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 276006-03

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80 Tat Chee Avenue
Kowloon Tong
Kowloon
Hong Kong
www.arup.com

ARUP

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Detailed Layout Plan and Schematic Section for Site 1

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Detailed Layout Plan and Schematic Section for Site 2

Appendix 4.1

Letter of Reply from HyD

Appendix 4.2

As-built drawings of noise barriers provided by HyD

Appendix 4.3

Location of proposed mitigation measures extracted from the approved EIA Report for NENT NDA (EIA-213/2013)

Appendix 4.4

Traffic Forecast

Appendix 4.5

Predicted Traffic Noise Levels for Site 1 Residential Blocks (Basecase Scenario A)

Appendix 4.6

Predicted Traffic Noise Levels for Site 2 Residential Blocks (Basecase Scenario A)

Appendix 4.7

Predicted Traffic Noise Levels for Site 1 Residential Blocks (Basecase Scenario B)

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Appendix 4.10

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Measured Sound Exposure Level (SEL) for Train Events Extracted from Choi Yuen Road Site

Appendix 5.2

Assumptions Adopted for Rail Noise Impact Assessment

Appendix 5.3

Calculation of Predicted Rail Noise Levels for Residential Blocks

Appendix 5.4

Calculation of Predicted L_{max} for Residential Block

Appendix 5.5

Calculation of Predicted Rail Noise Levels for AFB

Appendix 5.6

Calculation of Predicted L_{max} for AFB

Appendix 5.7

Calculation of Predicted Rail Noise Levels for Kindergarten

Appendix 5.8

Calculation of Predicted L_{max} for Kindergarten

Appendix 5.9

Calculation of Predicted Rail Noise Levels for RCHE and HMMH

Appendix 5.10

Calculation of Predicted L_{max} for RCHE and HMMH

Appendix 6.1

Site Survey Record for Identified Fixed Noise Sources

Appendix 6.2

Measured Sound Pressure Level (SPL) of Fixed Noise Sources

Appendix 6.3

Methodology and Assumptions for Fixed Noise Impact Assessment

Appendix 6.4

Calculation of Fixed Noise Levels at Receivers for Residential Blocks

Appendix 6.5

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Appendix 8.1

DSD Letter

Appendix 8.2

Proposed Layout for the Expansion of SWHSTW

Appendix 9.1

Historical Aerial Photos

Appendix 9.2

EPD & FSD Letters

Appendix 9.3

Site Survey Photos

Appendix 9.4

Previous Land Uses of Site 2

Executive Summary

Ove Arup & Partner Hong Kong Ltd (Arup) was commissioned by the Hong Kong Housing Authority (HKHA) to conduct an Environmental Assessment Study (EAS) for the proposed public housing development in Sheung Shui Areas 4 & 30, Site 1 and Site 2 (Scheme dated on 14th August 2020) with respect to the Hong Kong Planning Standards and Guidelines (HKPSG).

The subject sites consist of two separated parts: Site 1 and Site 2, and are located at the west of planned public housing developments in Choi Yuen and Po Shek Wu Road. According to the Fanling/ Sheung Shui Outline Zoning Plan (OZP) S/FSS/24, the current land use zoning of both Site 1 and Site 2 are "Residential (Group A) 4" ("R(A)4"). Site 1 and Site 2 are planned for public housing development. This EAS is conducted to support the Section 16 planning application of this site.

During the process of designing the development layout, self-protecting block design has been adopted in all residential blocks to avoid noise impacts from the East Rail and reduce exposure to the nearby industrial sources. Besides, architectural features (AF) / extended structural walls (EW) (in dimension of about 1.0-1.5m long) are designed for some Type B-2, Type B-5, Type C-1(a), Type C-1(b), Type C-1(c), Type C-6(a)and Type C-6(b) flat units in Blocks 1, 2 and 3 in Site 1 while AF / EW (in dimension of about 1.0-2.5m long) are designed for some Type B-2y, Type C-8by, Type C-3, Type C-1by, Type D-3 and Type C-1a flat units in Blocks 1, 2 and 3 in Site 2. Some of these AF/ EW could also provide noise screening from the East Rail, Po Shek Wu Road and fixed noise sources to these flats for both Site 1 and Site 2.

Albeit the use of these special building block design, layout and orientation, the facades directly facing Po Shek Wu Road would still inevitably be exposed to adverse road traffic noise. The road traffic noise assessment estimated that a total of 838 residential flats will be exposed to noise level in excess of the 70dB(A) criterion and the overall noise compliance rate is 72.2% for Scenario A (before commissioning of Po Shek Wu Interchange improvement works to be carried out by Civil Engineering and Development Department (CEDD)); while a total of 777 residential flats is predicted to exceed the 70dB(A) criterion with the overall noise compliance rate of 78.7% for Scenario B (after commissioning of Po Shek Wu Interchange improvement works). Various forms of noise mitigation measures have been investigated. In order to alleviate potential road traffic noise impacts, acoustic window and fixed glazing are proposed. With all these mitigation measures in place, a 100% noise compliance rate could be achieved. Noise exceedances are predicted at some façades of the proposed kindergarten, Estate Management Office (EMO), Residential Care Homes for the Elderly (RCHE), Integrated Vocational Rehabilitation Services Centre (IVRSC), Hostel for the Moderately Handicapped Persons (HMMH) and Ancillary Facility Block (AFB). Fixed glazing, mechanical ventilation and air conditioning or re-arrangement of the noise sensitive rooms away from roads are recommended. With the provision of these mitigation measures, adverse road traffic noise impacts are not anticipated.

East Rail Line is running parallel to San Wan Road between the two sites. Rail noise assessments indicate that with proper building layout and design and provision of fixed glazing for side windows of the residential blocks facing the rail line, the development could comply with the respective Acceptable Noise Level (ANL) under Noise Control Ordinance (NCO) and HKPSG's criteria. Some exceedances however are predicted on some façades of the AFB directly facing the East Rail

Line. Fixed glazing with mechanical ventilation / air conditioning or re-arrangement of the noise sensitive uses away from East Rail Line are recommended. With the provision of these mitigation measures, adverse rail noise impact is not anticipated. Besides, the kindergarten, EMO, IVRSC, RCHE and HMMH in Site 1 would meet the respective ANL and HKPSG requirement.

There are a number of major fixed noise sources in the vicinity of the subject sites. Assessment indicates that with proper building layout and design, the proposed residential blocks would comply with the noise criteria. Besides, the AFB, kindergarten, EMO, HMMH, RCHE and IVRSC in Site 1 would also meet the respective ANL and HKPSG requirement.

A Public Transport Interchange (PTI) is planned within Site 1. The proposed PTI will be designed with due consideration to the HKPSG to avoid direct line of sight to all planned and existing sensitive uses in the proximity. Provision of podium decking with full height side walls and installation of acoustic louvers and silencers on the exhausts would minimize the potential nuisance.

The current scheme has allowed for setback distances to meet the minimum requirement as stipulated in HKPSG. No chimney is identified within 500m of the subject site. It is concluded that no adverse air quality impact is anticipated. Desktop study has also revealed that there will be no adverse odour impact arising from the expanded Shek Wu Hui Sewage Treatment Works (SWHSTW) and Sheung Shui Slaughterhouses on the proposed developments.

Based on preliminary site appraisal and desktop study, there is no potential land contamination issue within Site 1 and Site 2. Site-reappraisal to review any change on land uses after the land resumption is recommended. If any potential issue is identified from the proposed site-reappraisal upon land resumption, land contamination assessment and remediation works (if any) should be completed prior to the commencement of the proposed housing development according to the prevailing guidelines.

It is concluded that with proper building layout, design and mitigation measures, there are no insurmountable environmental impacts on Sheung Shui Area 30 Site 1 and Site 2 for public housing development.

1 Introduction

1.1.1.1 Ove Arup & Partners Hong Kong Ltd (Arup) was commissioned by Hong Kong Housing Authority (HKHA) to conduct an Environmental Assessment Study (EAS) on the proposed public housing development at Sheung Shui Areas 4 & 30, Site 1 and Site 2.

1.1.1.2 The subject sites consist of two separated parts: Site 1 and Site 2. Site 1 has a total gross area of about 1.45 hectares. It is bounded by Choi Yuen Road to the southwest, Po Shek Wu Road to the east and Choi Fai Street to the north. In accordance with the Fanling/Sheung Shui OZP No. S/FSS/24, the existing land use zoning of the Site 1 is "Residential (Group A) 4" ("R(A)4"). Site 1 comprises three high rise domestic blocks, a kindergarten, Residential Care Homes for the Elderly (RCHE), Hostel for Moderately Mentally Handicapped Persons (HMMH), Estate Management Office (EMO), Integrated Vocational Rehabilitation Services Centre (IVRSC), an Ancillary Facility Block (AFB) and a Public Transport Interchange (PTI).

1.1.1.3 Site 2 has a total gross area of about 1.13 hectares. It is bounded by San Wan Road to the southwest, Po Shek Wu Road to the southeast and Ka Fu Close to the northeast. In accordance with the OZP No. S/FSS/24, the existing land use zonings of the Site 2 is "Residential (Group A) 4" ("R(A)4"). Site 2 comprises three high rise domestic blocks and a carpark block.

1.1.1.4 The previous EAS for the subject site was conducted on Scheme 17 Rev. C for Site 1 and Site 2 and the first Draft Final EAS report has been submitted to EPD in February 2017. Comments were received and the Response to Comment (RtoC) table was submitted in April 2017. For supporting the planning application, a Preliminary Environmental Assessment (PEA) Report and an Environmental Statement (ES) were prepared in 2018. Subsequently, the EAS has been updated based on Scheme dated 3rd August 2018 for Site 1 and Scheme dated 2nd August 2018 for Site 2 to take into account the minor changes on the development scheme. The PEA Report and ES have also been updated accordingly. In February 2019, EPD has confirmed that there are no further comments on the revised PEA report for rezoning purpose in view that HKHA will continue to carry out the EAS in the detailed design stage to address the potential environmental impacts with respect to the HKPSG and suitable measures will be proposed. The Town Planning Board (TPB) had announced, under Section 5 of Town Planning Ordinance (Cap. 131), the amendments of the draft Fanling/Sheung Shui OZP No. S/FSS/23 on 29 March 2019. The Chief Executive in Council subsequently approved the amendments as Fanling/Sheung Shui OZP No. S/FSS/24 on 17 January 2020.

1.1.1.5 Afterwards, HKHA has further modified the development scheme and updated the implementation programme including the population intake years. This EAS is conducted on the latest Scheme dated on 14th August 2020 for Site 1 and Site 2 provided by HKHA to evaluate the potential environmental impacts on the proposed developments with respect to guidance for environmental considerations provided in Chapter 9 – Environment of the Hong Kong Planning Standards & Guidelines (HKPSG). Road traffic noise, rail noise and fixed noise impacts are the major environmental concerns for the development. In addition,

potential noise nuisance arising from the planned PTI, potential air quality and odour impact, as well as land contamination issue have also been reviewed.

1.1.1.6 The sites are located adjacent to Po Shek Wu Road and they will interface with the planned Fanling North (FLN) New Development Area (NDA) and its associated road infrastructures (including new slip road of Fanling Highway and realigned Po Shek Wu Road) under the Agreement No. CE 61/2007 North East New Territories NDA (NENT-NDA) Planning and Engineering Study undertaken by Civil Engineering and Development Department (CEDD) and Planning Department (PlanD). As advised by CEDD, the implementation programme of Po Shek Wu Interchange improvement works shall be referred to the approved EIA Report of NENT-NDA which is planned to be commissioned between Year 2025 and 2028 tentatively. The EAS has been conducted with consideration of the proposed Po Shek Wu Interchange improvement works.

2 Site Location and Building Design

2.1 Site Location and Description

2.1.1.1 The subject sites consist of two parts (**Figure 2.1**). Site 1 has a gross site area of about 1.45 hectares. It is bounded by Choi Yuen Road to the southwest, Po Shek Wu Road to the east and Choi Fai Street to the north. Site 2 has a gross site area of about 1.13 hectares. It is bounded by San Wan Road to the southwest, Po Shek Wu Road to the southeast and Ka Fu Close to the northeast.

2.1.1.2 The East Rail Line is running parallel with San Wan Road between the two sites and the MTR Sheung Shui Station is located at approximately 530m to the southeast of the sites. There are another two public housing development sites located to the southeast across Po Shek Wu Road, i.e. Po Shek Wu Estate to the east of Site 1 which was occupied in 2019 and planned public housing development at Po Shek Wu Road which is located on existing KMB Shek Wu Hui Depot at some 60m to the southeast from Site 2 boundary.

2.1.1.3 In accordance with the Fanling / Sheung Shui OZP S/FSS/24, the existing land use zoning of the subject sites are "Residential (Group A) 4" ("R(A)4") (**Figure 2.2**). tr

Figure 2.1: Site location

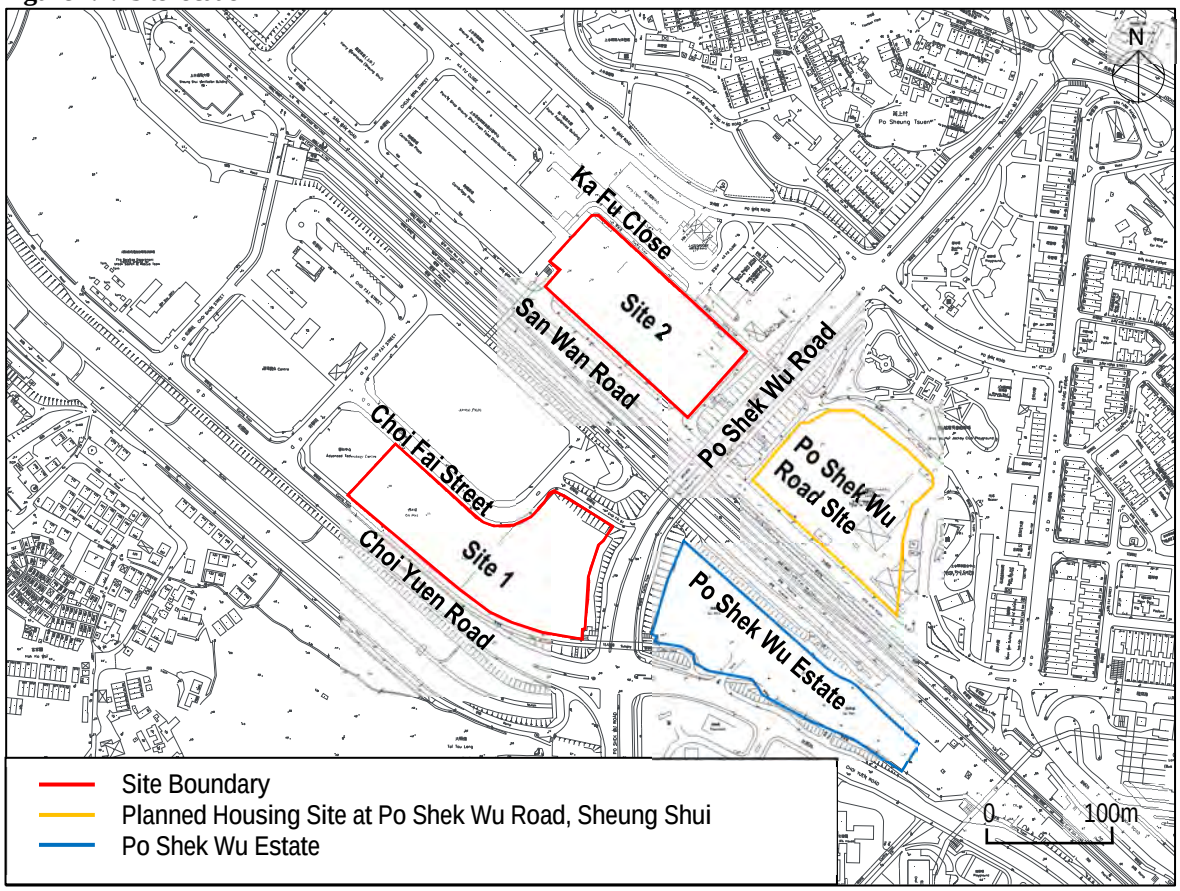
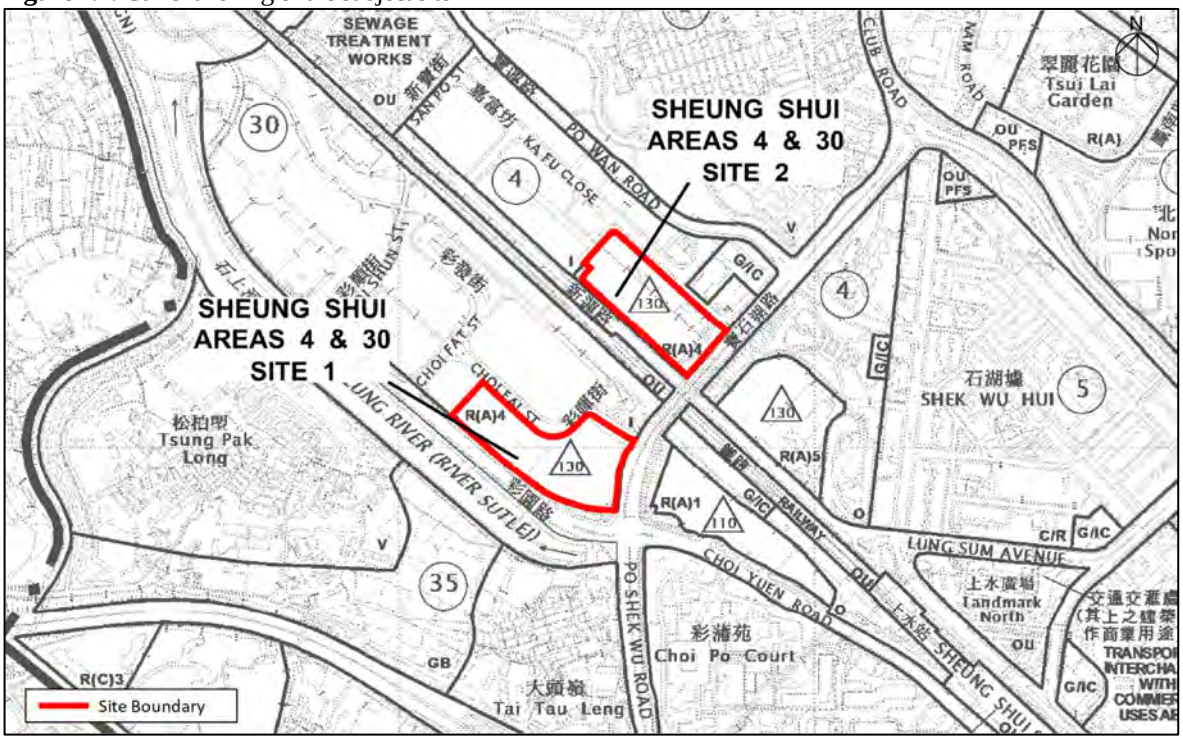


Figure 2.2: Current zoning of the subject site



2.2 Building Design

2.2.1.1 The latest site layout plans for Site 1 and Site 2 (Scheme dated on 14th August 2020) are illustrated in **Figure 2.3** and **Figure 2.4** respectively. Site 1 consists of two T-shape and one X-shape high rise domestic blocks with a total of 2,088 flats. A podium garden is proposed to connect the three domestic blocks. A kindergarten is planned on G/F of Block 1, an EMO is planned on podium floor of Block 1, a RCHE is planned on podium floors underneath Block 2, HMMH and IVRSC are planned on podium floors underneath Block 3. An AFB is located to the northeast of Block 3. The AFB will tentatively comprise district health centre (DHC), hostel for severely mentally handicapped person (HSMH) and community hall. A PTI is proposed underneath Block 3. The locations of the proposed kindergarten, EMO, RCHE, HMMH, IVRSC and AFB are shown in **Figure 2.3**. Self-protecting block design is adopted at the mid and upper floors of all residential blocks for Site 1 to avoid direct facing to the East Rail. Lower floors of Block 2 also adopt self-protecting block design to reduce exposure to the adjacent industrial sources at G/F of Jumbo Plaza. Besides, architectural features (AF) / extended structural walls (EW) (in dimension of about 1.0-1.5m long) are designed for some Type B-2, Type B-5, Type C-1(a), Type C-1(b), Type C-1(c), Type C-6(a)and Type C-6(b) flat units in Blocks 1, 2 and 3 for the current scheme. Some of these AF/ EW could provide noise screening from the East Rail and Choi Yuen Road to these flats in Block 1, Block 2 and Block 3, and from fixed noise sources to these flats in Block 1. The location of these AF /EW is indicated in **Figures 2.5** to **2.7**. The development for Site 1 will be implemented in two phases; with Phase 1 for Block 1 and 2 to be occupied in 2026, and Phase 2 for Block 3 and the AFB to be occupied in 2030. The PTI will be completed in 2027.

2.2.1.2 Site 2 consists of three L-shape high rise domestic blocks on a podium garden with a total of 1,556 flats. An EMO is planned on second floor of Block 1. The location of the proposed

EMO is shown in **Figure 2.4**. Self-protecting block design is adopted for Site 2 to avoid direct facing to the East Rail and reduce exposure to the nearby industrial sources. Blocks 2 and 3 are intentionally deposited and designed to form a "C" shape so as to provide self-screening effect. Besides, AF / EW (in dimension of about 1.0-2.5m long) are designed for some Type B-2y, Type C-8by, Type C-3, Type C-1by, Type D-3 and Type C-1a flat units in Blocks 1,2 and 3. Some of these AF/ EW could provide noise screening from the East Rail and Po Shek Wu Road to these flats in Block 1, and from fixed noise sources to these flats in Block 2. The location of these AF/ EW is indicated in **Figures 2.8** to **2.10**. A carpark block with eight storeys is proposed to the northwest next to Block 2 and Block 3. The anticipated occupation year of the proposed development at Site 2 is 2025/26.

2.2.1.3 Based in the current planning, both Site 1 and Site 2 are planned to be Public Rental Housing (PRH) and the total number of flats for the whole development is 3,644. The key development parameters for the residential blocks for Site 1 and Site 2 are given in **Table 2.1** and **Table 2.2** respectively. **Figures 2.5** to **2.10** illustrate the typical floor plans of the residential blocks. Detailed layout plans and schematic sections for Site 1 and Site 2 shall be referred to **Appendix 2.1** and **Appendix 2.2**.

2.2.1.4 The internal layout plans for other non-domestic facilities (such as Kindergarten, RCHE, IVRSC, HMMH, AFB and EMO) are yet to be available at this Section 16 planning application stage. The key development parameters for non-domestic facilities in Site 1 and Site 2 are given in **Table 2.3**.

Table 2.1: Key domestic development parameters for Site 1

Parameters	Site 1		
	Block 1	Block 2	Block 3
No. of Domestic Storeys	37	40	39
Floor to Floor Height[1]	2.75	2.75	2.75
Ground Level (mPD)	7.6	7.6	8.1
First Level (mPD)	29.6	29.6	34.75
First NSR Level (mPD)[2]	30.8	30.8	35.9
Main Roof Level (mPD)	131.35[3]	143.05[4]	142
Number of Flats per Storey	19 (4-16/F), 14 (17-40/F)	22	19 (2-11/F), 15 (12-40/F)
Refuge Floor	N.A.	23/F	N.A.
Total of Flats	583	770	625
Total Number of Flats	2,088		
Proposed Occupation Year	2026		2030

Notes:
[1] For modelling purpose, a floor-to-floor height of 2.7m is assumed for domestic block.
[2] For modelling purpose, the first NSR level is rounded down to 1 decimal place.
[3] For modelling purpose, the main roof level of 131.4 mPD is assumed for Block 1.
[4] For modelling purpose, the main roof level is 143.1mPD is assumed for Block 2.

Table 2.2: Key domestic development parameters for Site 2

Parameters	Site 2		
	Block 1	Block 2	Block 3
No. of Domestic Storeys	43	41	37
Floor to Floor Height [1]	2.75	2.75	2.75
Ground Level (mPD)	7.55	7.55	7.55

Parameters	Site 2		
	Block 1	Block 2	Block 3
First Level (mPD)	26.6	26.6	26.6
First NSR Level (mPD)	27.8	27.8	27.8
Main Roof Level (mPD)	148.34[2]	142.84[3]	128.39[4]
Number of Flats per Storey	17	12	9
Refuge Floor	24/F	24/F	N.A.
Total of Flats	731	492	333
Total Number of Flats	1,556		
Proposed Occupation Year	2025/26		

Notes:
[1] For modelling purpose, a floor-to-floor height of 2.7m is assumed for domestic block.
[2] For modelling purpose, the main roof level of 148.3 mPD is assumed for Block 1.
[3] For modelling purpose, the main roof level of 142.8 mPD is assumed for Block 2.
[4] For modelling purpose, the main roof level of 128.4 mPD is assumed for Block 3.

Table 2.3: Key parameters of non-domestic facilities for Site 1 and Site 2

Parameters	Site 1						Site 2
	Kindergarten	EMO	RCHE	HMMH	IVRSC	AFB	EMO
No. of Storeys	1	1	2	1	1	5	1
NSR Floor[1]	G/F	P3/F	P1/F – P2/F	1/F	P3/F	P/F, 1/F – 4/F	2/F
Floor Height [2][3][4]	6.2	4.5	3.85	3.65	6.0	6.0 for 1st level; 3.65 for remaining levels	4.95
First Level (mPD)	7.4	21.3	13.6	27.3	21.3	21.3	18.2
First NSR Level (mPD)	8.6	22.5	14.8	28.5	22.5	22.5	19.4
Proposed Occupation Year	2026			2030			2026

Notes:
[1] Kindergarten, RCHE, IVRSC, HMMH and EMO are located on the podium floors below the domestic floor.
[2] For modelling purpose, a floor-to-floor height of 6.2m, 3.8m, 3.6m and 6.0m are assumed for kindergarten, RCHE, HMMH and IVRSC respectively.
[3] For modelling purpose, a floor height of 6.0m and 3.6m are assumed for G/F and P1/F-4/F of AFB respectively.
[4] For modelling purpose, a floor height of 4.5m and 4.9m are assumed for EMO at Site 1 and Site 2 respectively.

Figure 2.3: Site layout plan – Site 1 (Phase 1 and 2) (Scheme dated on 14th August 2020)

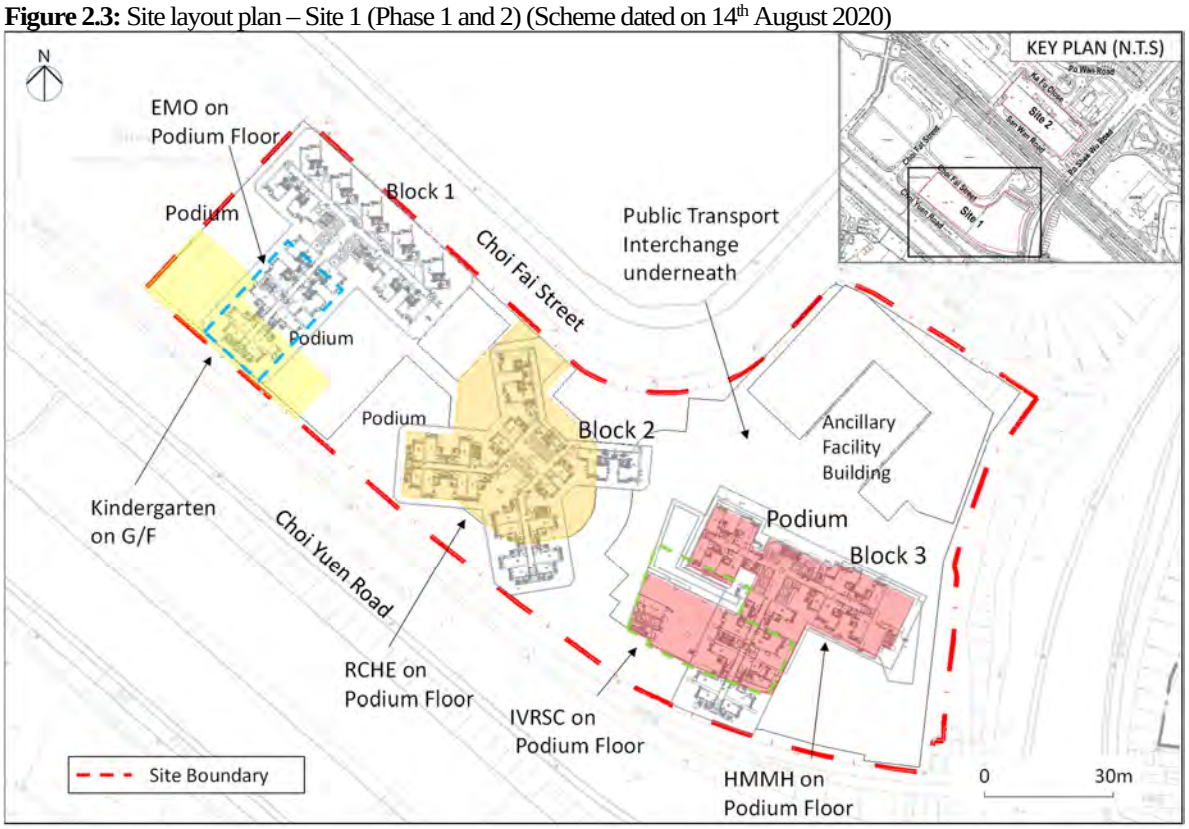


Figure 2.4: Site layout plan – Site 2 (Scheme dated on 14th August 2020)

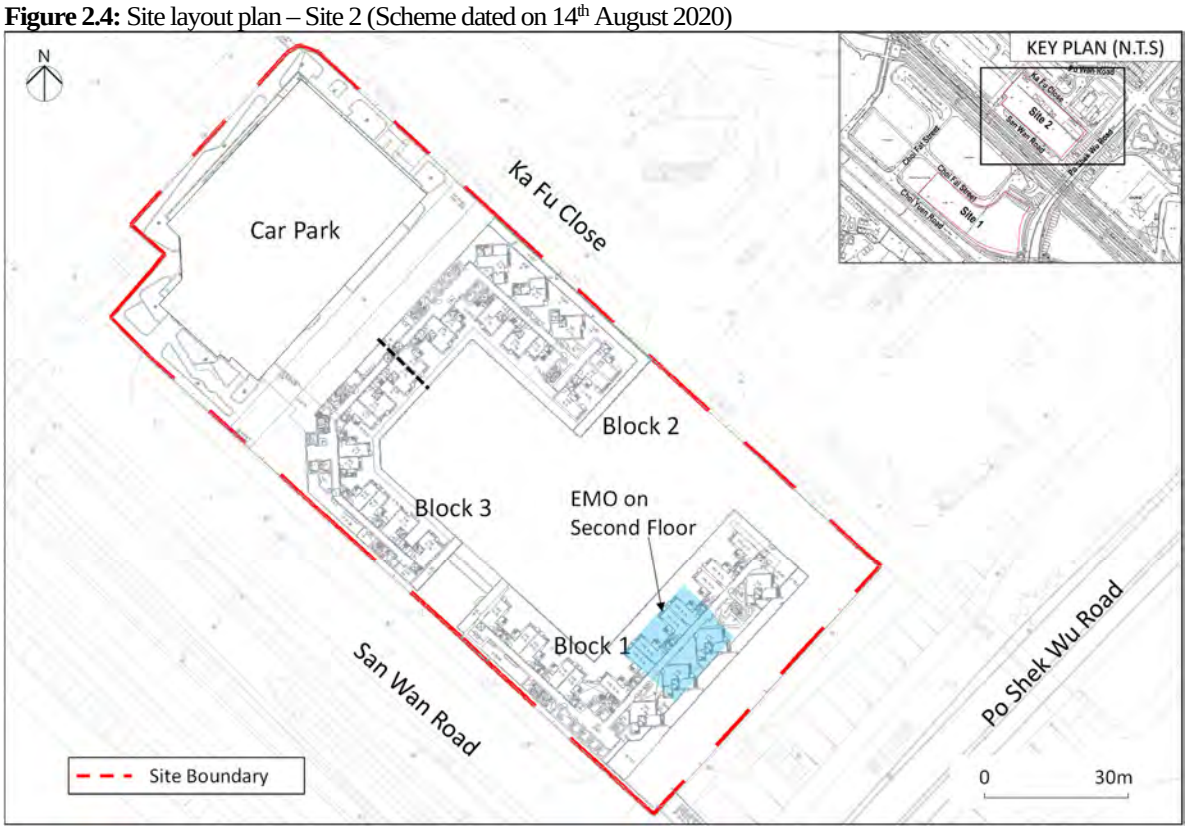


Figure 2.5: Typical floor plan of Block 1 at Site 1 (Scheme dated on 14th August 2020)

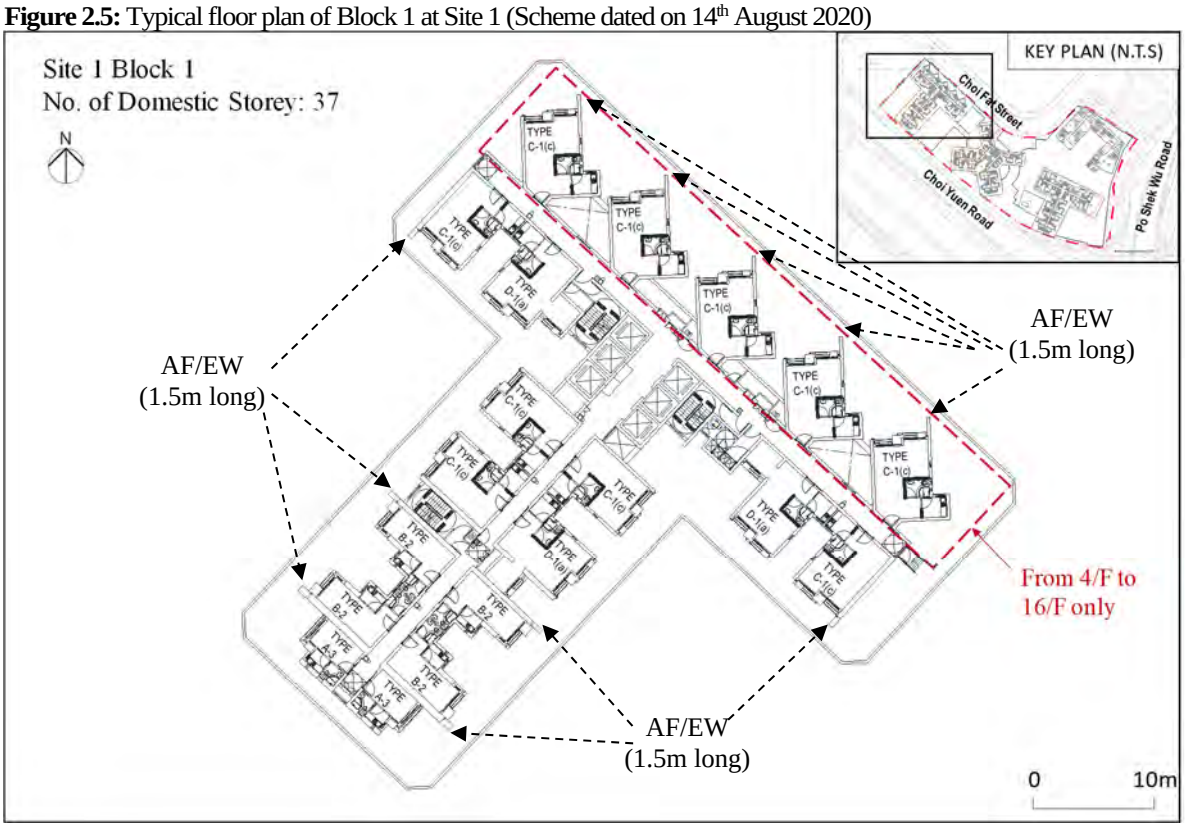


Figure 2.6: Typical floor plan of Block 2 at Site 1 (Scheme dated on 14th August 2020)

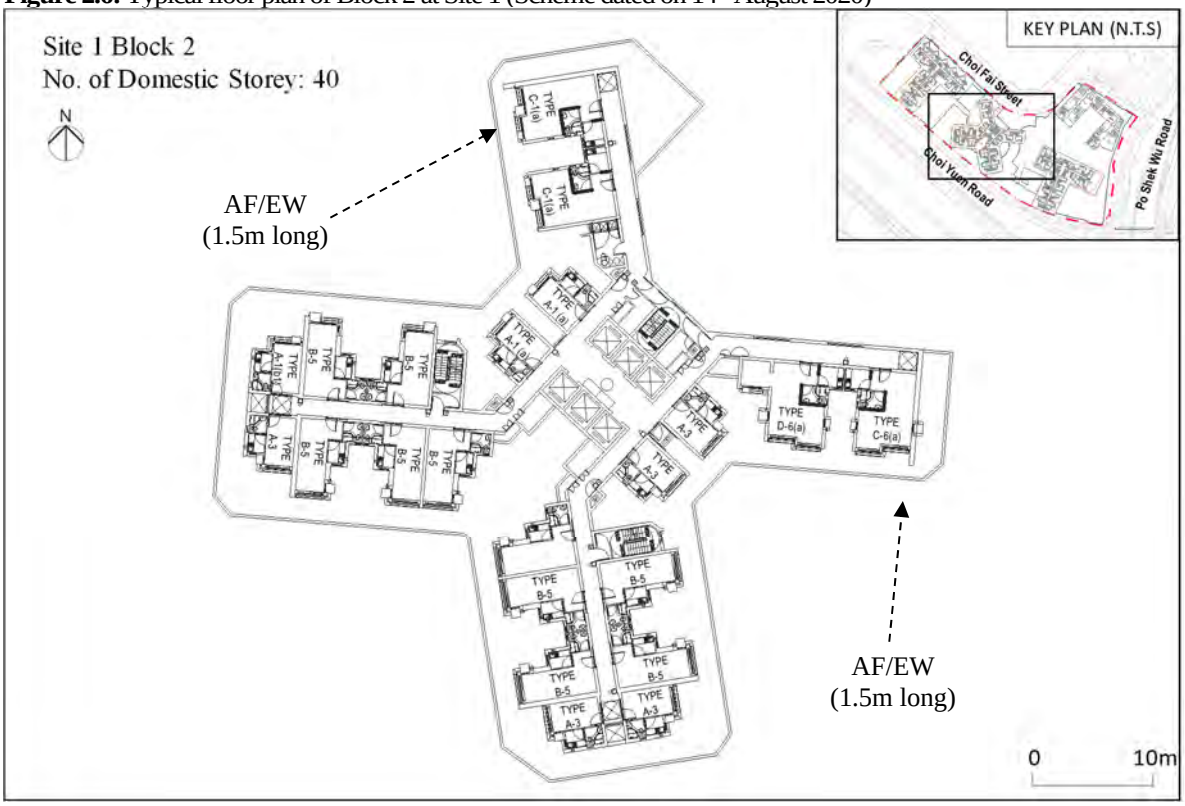


Figure 2.7: Typical floor plan of Block 3 at Site 1 (Scheme dated on 14th August 2020)

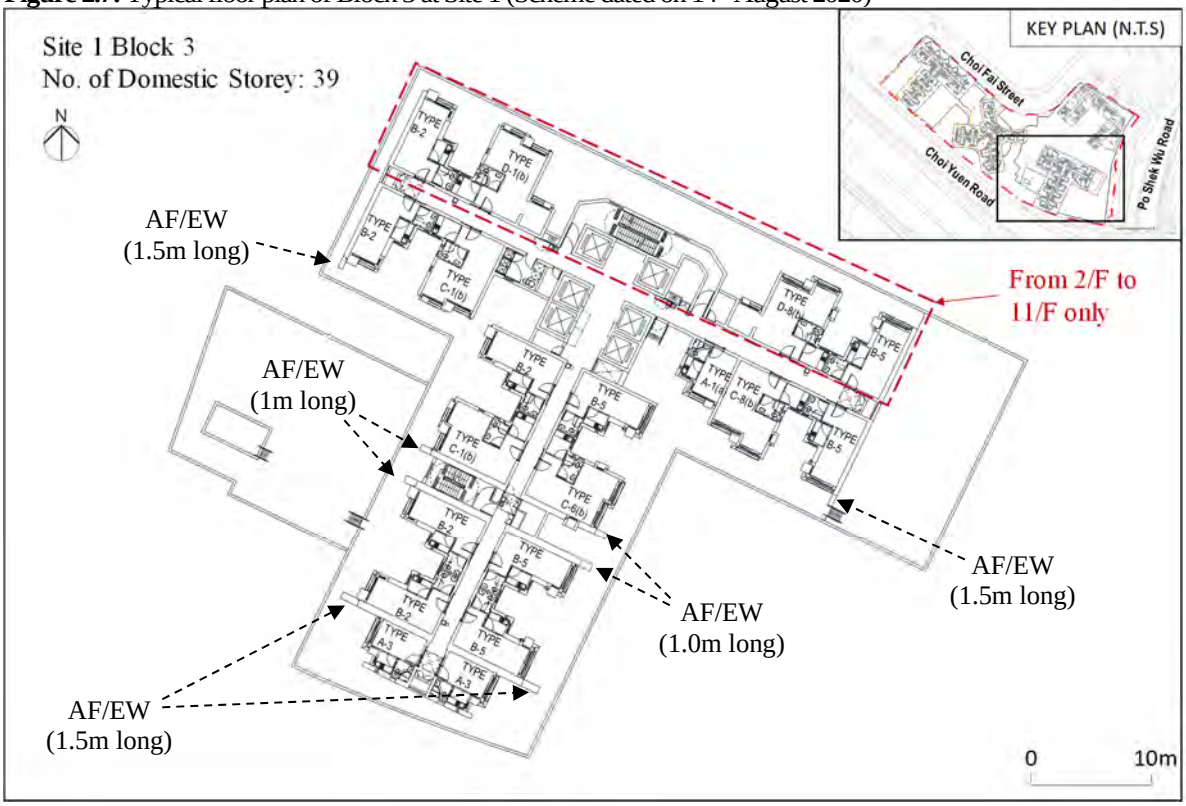


Figure 2.8: Typical floor plan of Block 1 at Site 2 (Scheme dated on 14th August 2020)

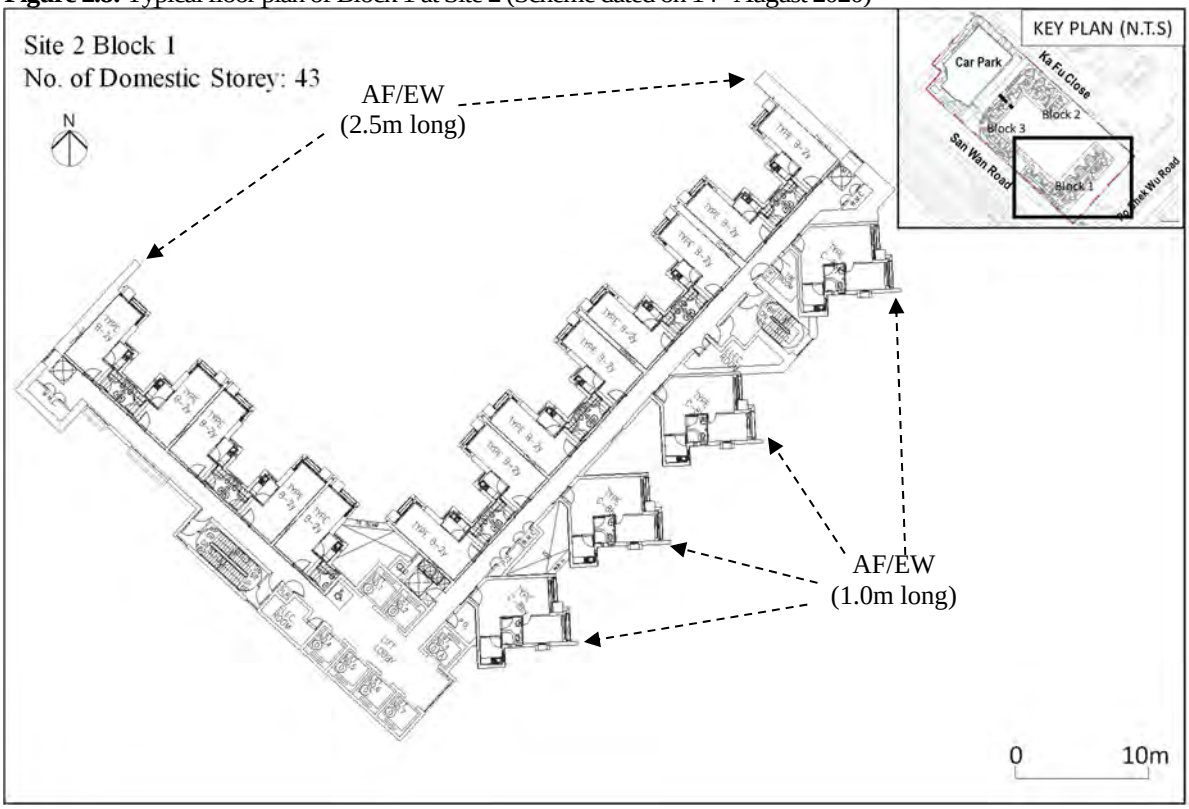


Figure 2.9: Typical floor plan of Block 2 at Site 2 (Scheme dated on 14th August 2020)

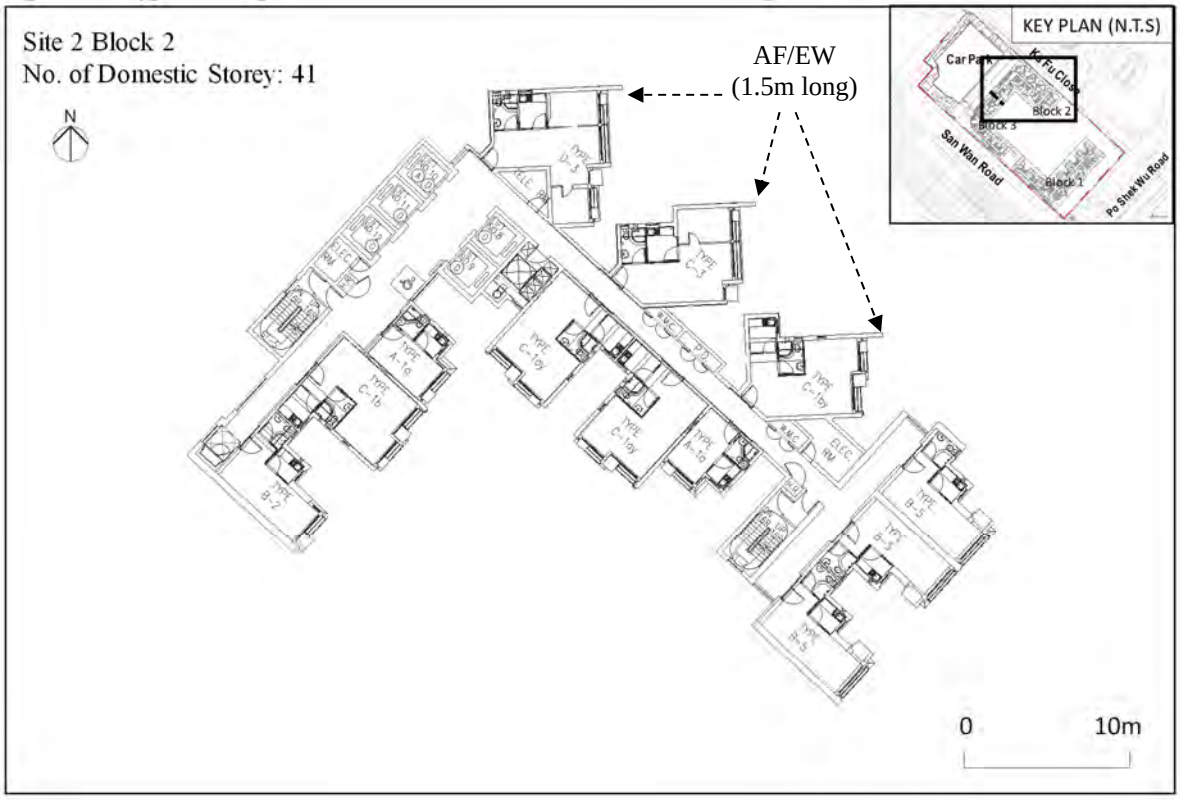
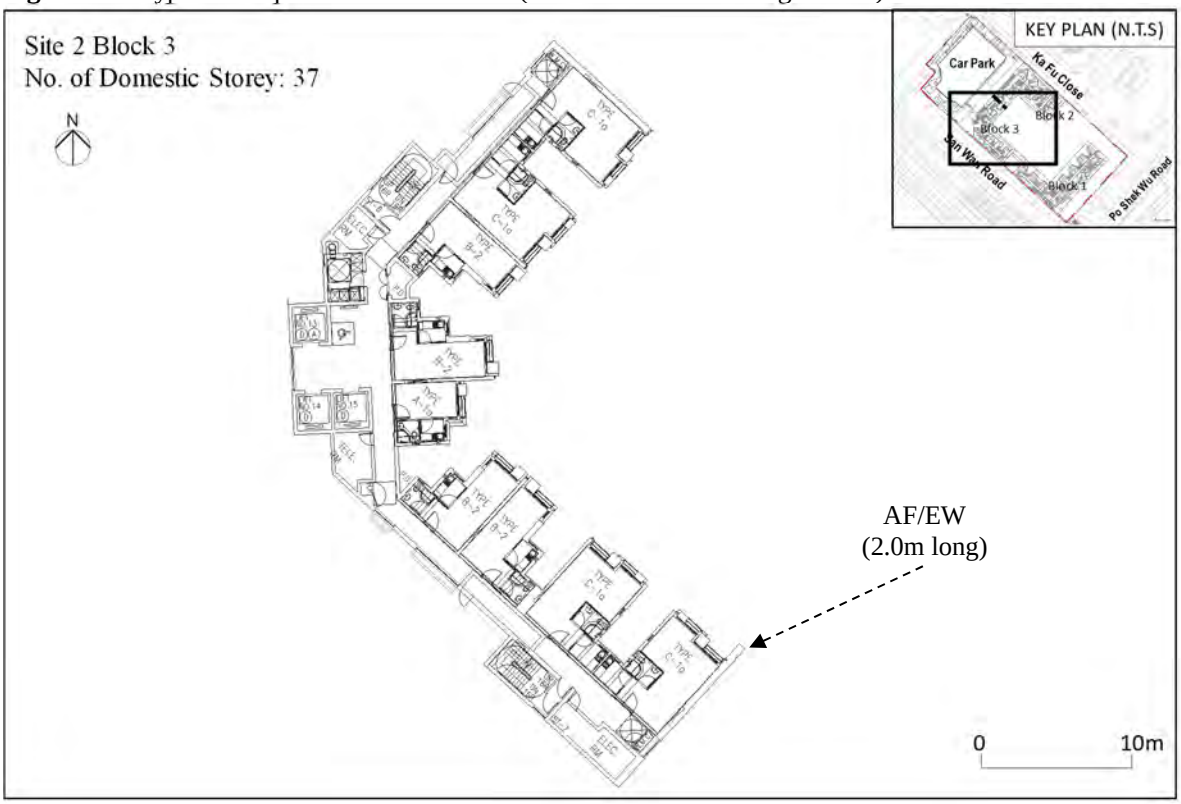


Figure 2.10: Typical floor plan of Block 3 at Site 2 (Scheme dated on 14th August 2020)



3 Site Inspection

3.1.1.1 Site visits were carried out in September 2020. Photographs taken at site and the neighbouring areas are given in **Photos 1** to **18** below.

3.1.1.2 Site 1 was currently being occupied by a public carpark and a slope of dense vegetation; while Site 2 was being occupied by a public carpark at the south-eastern portion and vacant at the north-eastern portion. There are a number of industrial and office buildings in vicinity of the sites, including Advanced Technology Centre, Jumbo Plaza, CLP North Region Office, Early Light International Centre and Cambridge Plaza, etc in vicinity of the sites. The East Rail is running along with San Wan Road between the two sites. Po Shek Wu Road is running to its south, southeast and northeast. Po Shek Wu Estate is located to the east of Site 1. Besides, KMB Shek Wu Hui Depot is located about 60m to the southeast from Site 2 boundary, which is also being planned for another public housing development. Based on site inspection, the noise climate in vicinity of Site 1 was dominated by road traffic noise from Po Shek Wu Road and Choi Yuen Road and rail noise from East Rail Line. Some activities at the vehicle repair workshop and recycling workshop in nearby Jumbo Plaza were observed but noise was not noticeable at the boundary of Site 1.

3.1.1.3 The noise climate in vicinity of Site 2 was dominated by road traffic noise from the nearby Po Shek Wu Road and San Wan Road, fixed noise from the surrounding industrial buildings and rail noise from the East Rail Line. Fixed noise from the louvers of Park'N Shop Food Distribution Centre was found noticeable at the nearest boundary of Site 2.

3.1.1.4 The Shek Wu Hui Sewage Treatment Work (SWHSTW) and Sheung Shui Slaughterhouse are located at about 300-800m to the northwest of the sites.

Photo 1: Existing site conditions of Site 1	**Photo 2:** Existing conditions of Site 2

Photo 3: Advanced Technology Centre

Photo 4: Hi-Tech Centre

Photo 5: Jumbo Plaza

Photo 6: Early Light International Centre

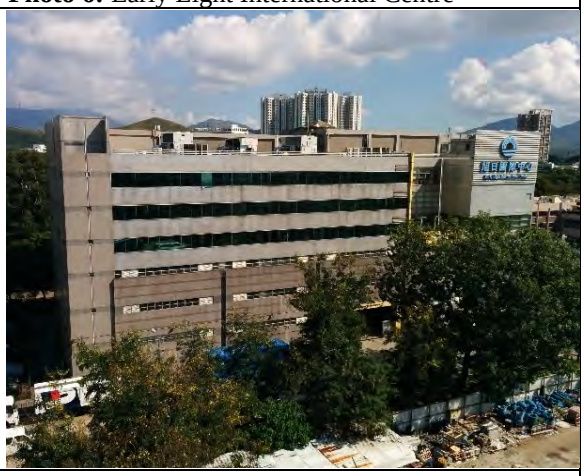


Photo 7: CLP North Region Office

Photo 8: Park'N Shop Sheung Shui Food Distribution Centre

Photo 9: Louver at Park'N Shop Sheung Shui Food Distribution Centre facing Ka Fu Close

Photo 10: Cambridge Plaza

Photo 11: Po Shek Wu Road

Photo 12: Choi Yuen Road

Photo 13: San Wan Road

Photo 14: East Rail Line

Photo 15: Po Shek Wu Estate	**Photo 16:** KMB Shek Wu Hui Depot
Photo 17: Shek Wu Hui Sewage Treatment Work (SWHSTW)	**Photo 18:** Sheung Shui Slaughter House

4 Road Traffic Noise Impact Assessment

4.1 Concerned Road Sections and Noise Sensitive Receivers

4.1.1.1 As described in the sections above, the prevailing noise environment in the vicinity of the subject site was primarily dominated by road traffic noise from the nearby Po Shek Wu Road, Choi Yuen Road and San Wan Road. Fanling Highway is located at about 250m and 450m from Site 1 and Site 2, respectively and is also a potential source.

4.1.1.2 With reference to HKPSG, Noise Sensitive Receivers (NSRs) shall include residential uses (all domestic premises including temporary housing accommodation), institutional uses (educational institutions including kindergarten, child care centres and all others where unaided voice communication is required), hotels, hostels, offices, places of public worship, courts of law, hospitals, clinics, convalescences, residential care homes for the elderly, amphitheatres, auditoria, libraries, performing arts centres and country parks. Based on the current development plan, the proposed domestic blocks, kindergarten, EMO, RCHE, IVRSC, HMMH and AFB planned within Sheung Shui Areas 4 & 30, Site 1 and Site 2 are regarded as NSRs.

4.2 Noise Criteria

4.2.1.1 In accordance with the HKPSG, the maximum permissible hourly road traffic noise levels at the external façades of different uses of NSRs for the proposed development are summarized in **Table 4.1**. These criteria apply to premises relying on open windows as primary means for ventilation.

4.2.1.2 As described in **Section 2.2.2**, the floor plans of the AFB, EMO, RCHE, IVRSC and HMMH are yet to be available at this Section 16 planning application stage. The AFB will tentatively comprise DHC, HSMH and community hall, whereas dormitories, offices and diagnostic uses are expected. HKHA has advised that should there be any rooms in AFB, IVRSC, RCHE and HMMH for educational and diagnostic uses, they would be provided with fixed glazing, mechanical ventilation and air conditioning. Thus, they will not rely on openable window for ventilation. It is therefore assumed that all rooms of these facilities relying on openable window for ventilation are for residential or office uses in the current assessment.

Table 4.1: Summary of noise criteria for road traffic noise

Proposed Developments / Facilities	Noise Sensitive Room with Openable Windows for Ventilation [1]	Uses	Noise Standards for Road Traffic Noise, $L_{10(1\ hour)}$ dB(A)
PRH Block 1 to Block 3 at Site 1	Residential Units	Domestic	70
PRH Block 1 to Block 3 at Site 2	Residential Units	Domestic	70
Kindergarten	Classroom	Educational Institution	65
	Indoor Play Area [3]	Educational Institution	65
	Reception [3]	Office	70

Proposed Developments / Facilities	Noise Sensitive Room with Openable Windows for Ventilation [1]	Uses	Noise Standards for Road Traffic Noise, $L_{10(1\ hour)}$ dB(A)
	Admin Office, Principal Office and Staff Office	Office	70
AFB	Dormitory / Office [2]	Domestic / Office [2]	70
RCHE	Dormitory / Office [2]	Domestic / Office [2]	70
IVRSC	Dormitory / Office [2]	Domestic / Office [2]	70
EMO	Office	Office	70

Notes:

[1] The type of facilities and use of noise sensitive rooms are generally determined with respect to with reference to Table 4.1 of HKPSG, unless otherwise specified. All sensitive rooms which rely on opened windows for ventilation are identified.

[2] Should there be any rooms for educational and diagnostic uses, they would be provided with fixed glazing, mechanical ventilation and air conditioning. Thus, they will not rely on openable window for ventilation. Therefore, residential or office uses are assumed and respective noise criterion is adopted in the current assessment.

[3] The end user of the kindergarten is unknown at this stage. It is assumed that the whole indoor area is used for educational uses for conservative assessment.

4.3 Representative Assessment Points

4.3.1.1 Assessment points for the residential blocks have been assigned to all operable windows of the NSRs for ventilation. Since the internal layout plans for other non-domestic facilities are yet to be available, representative assessment points along the building footprint have been therefore selected. The locations of selected assessment points are given in **Figures 4.1** to **4.13**.

Figure 4.1: Selected assessment points for Block 1 at Site 1

Figure 4.2: Selected assessment points for Block 2 at Site 1

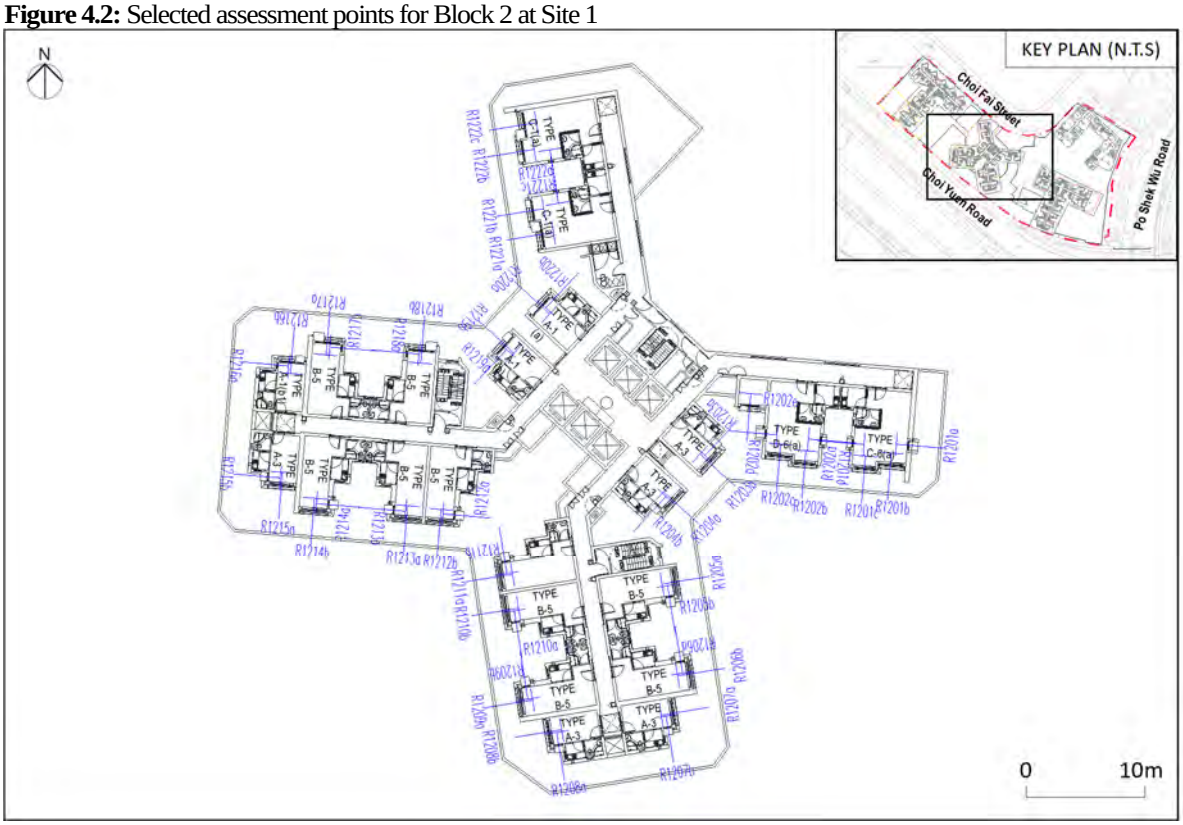


Figure 4.3: Selected assessment points for Block 3 at Site 1

Figure 4.4: Selected assessment points for Block 1 at Site 2

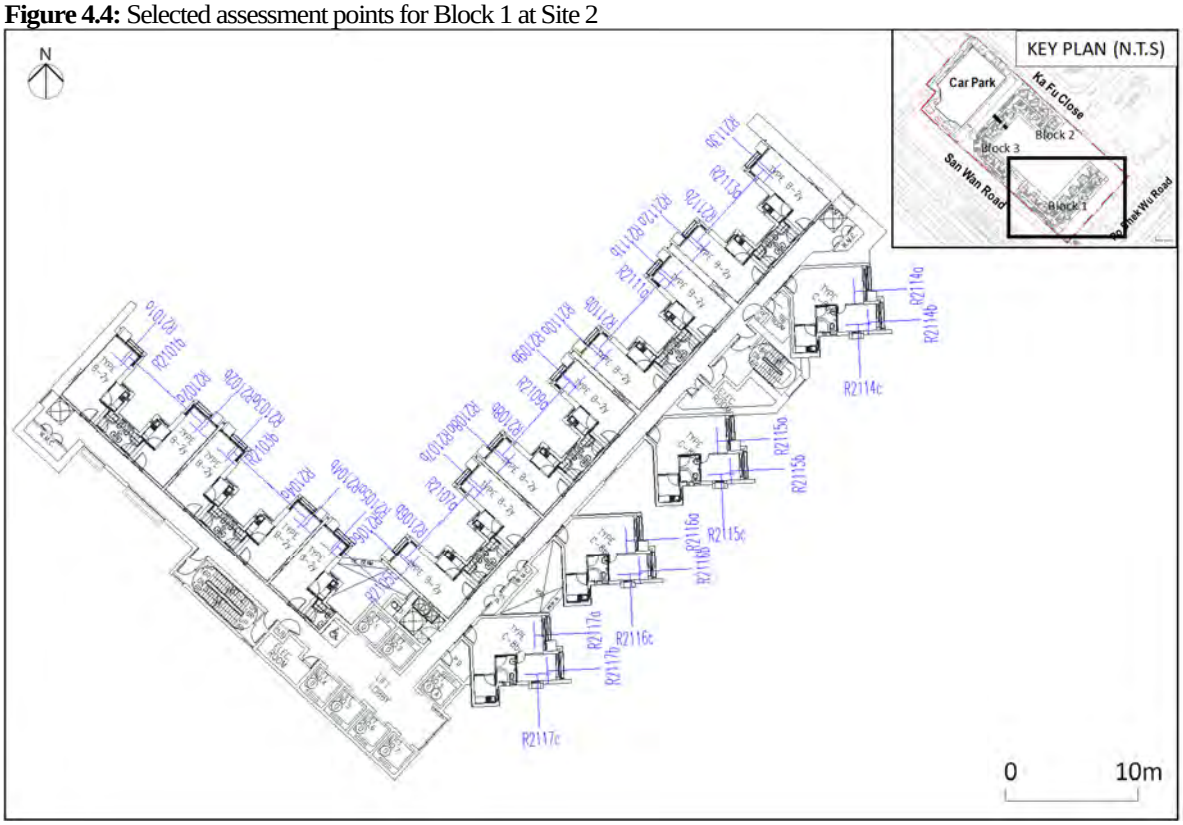


Figure 4.5: Selected assessment points for Block 2 at Site 2

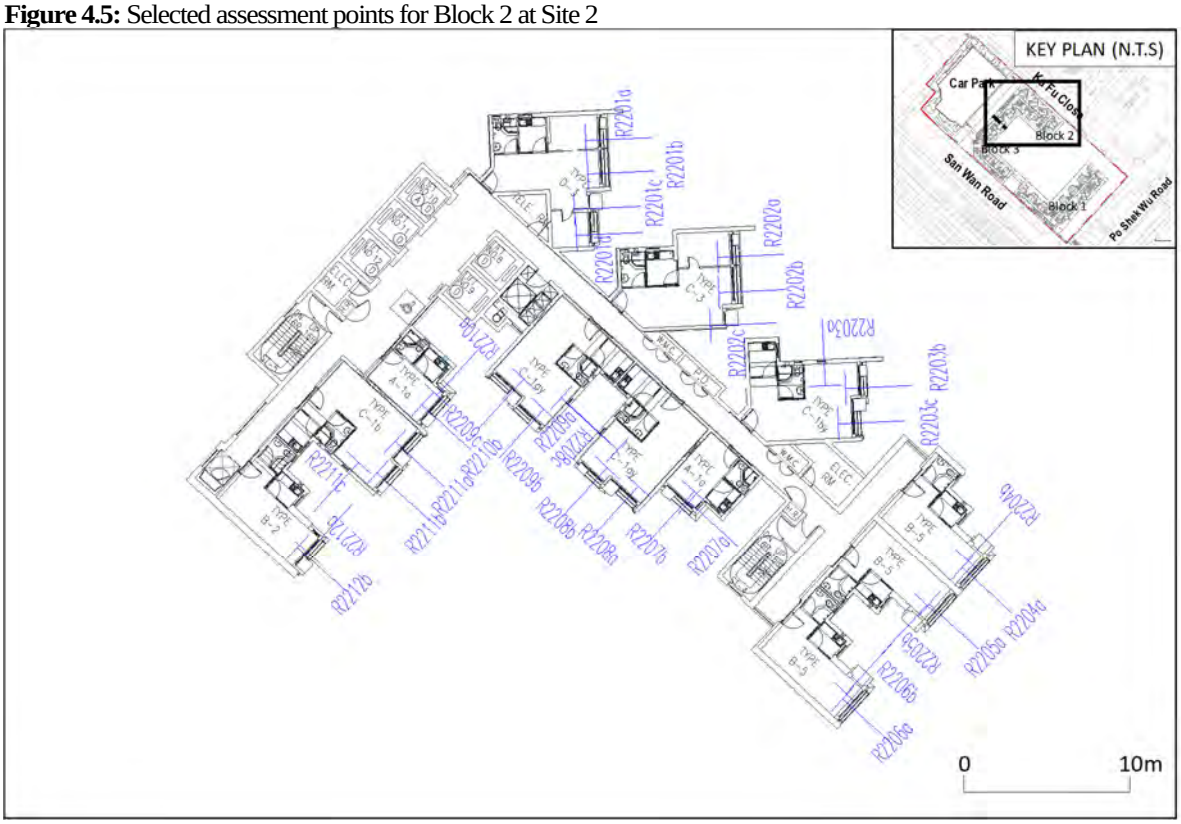


Figure 4.6: Selected assessment points for Block 3 at Site 2

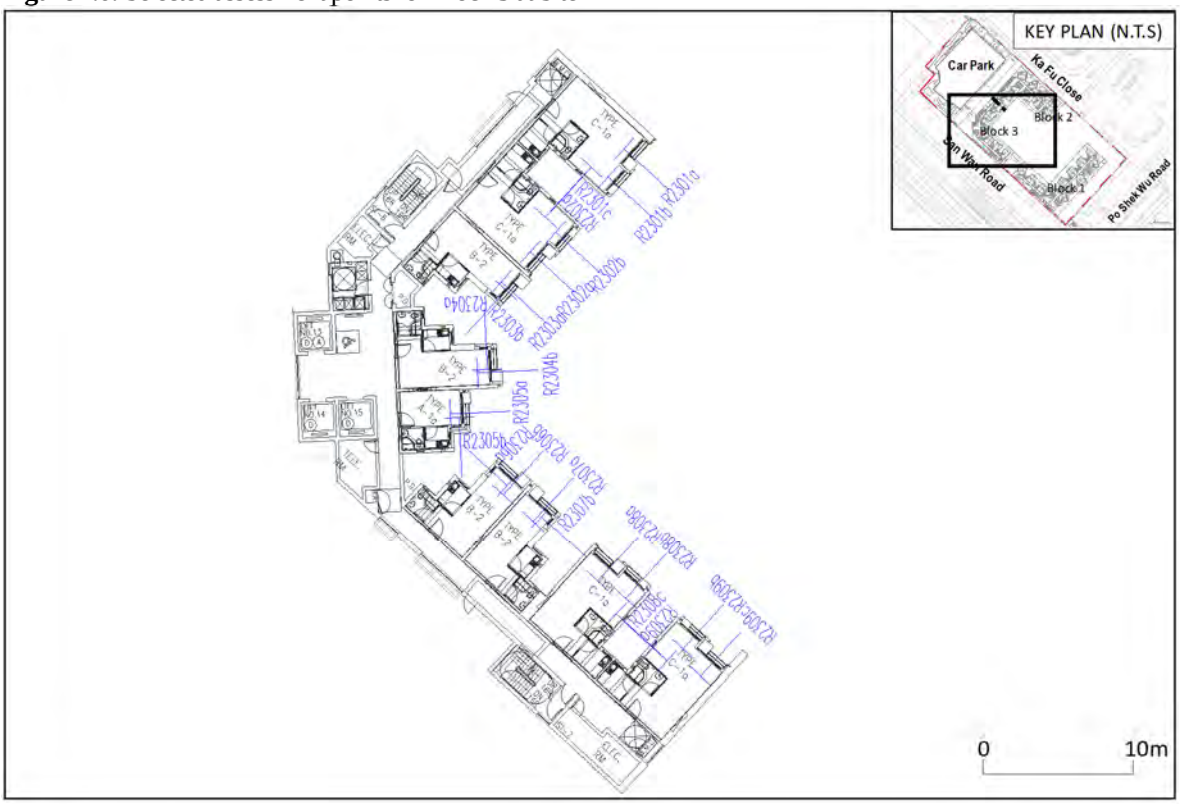


Figure 4.7: Selected assessment points for AFB at Site 1 (1/F to 3/F)

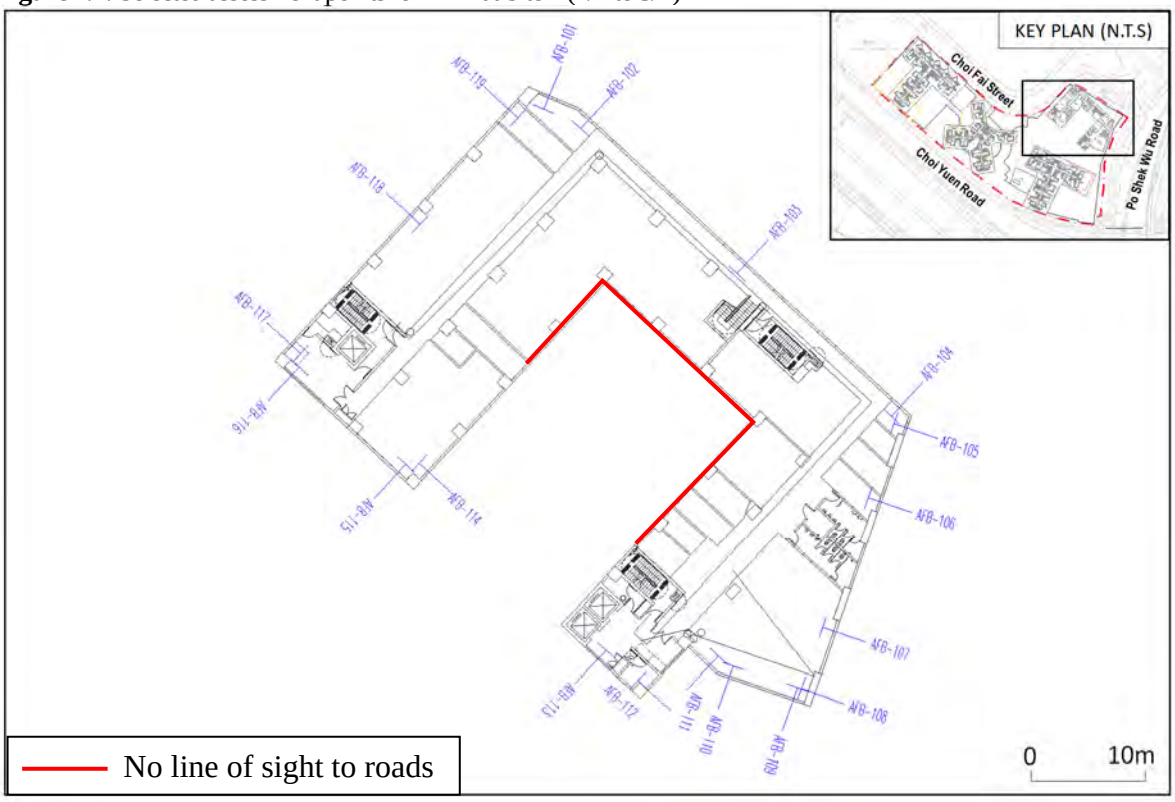


Figure 4.8: Selected assessment points for Kindergarten on G/F at Site 1

Figure 4.9: Selected assessment points for RCHE on P1/F - P2/F at Site 1

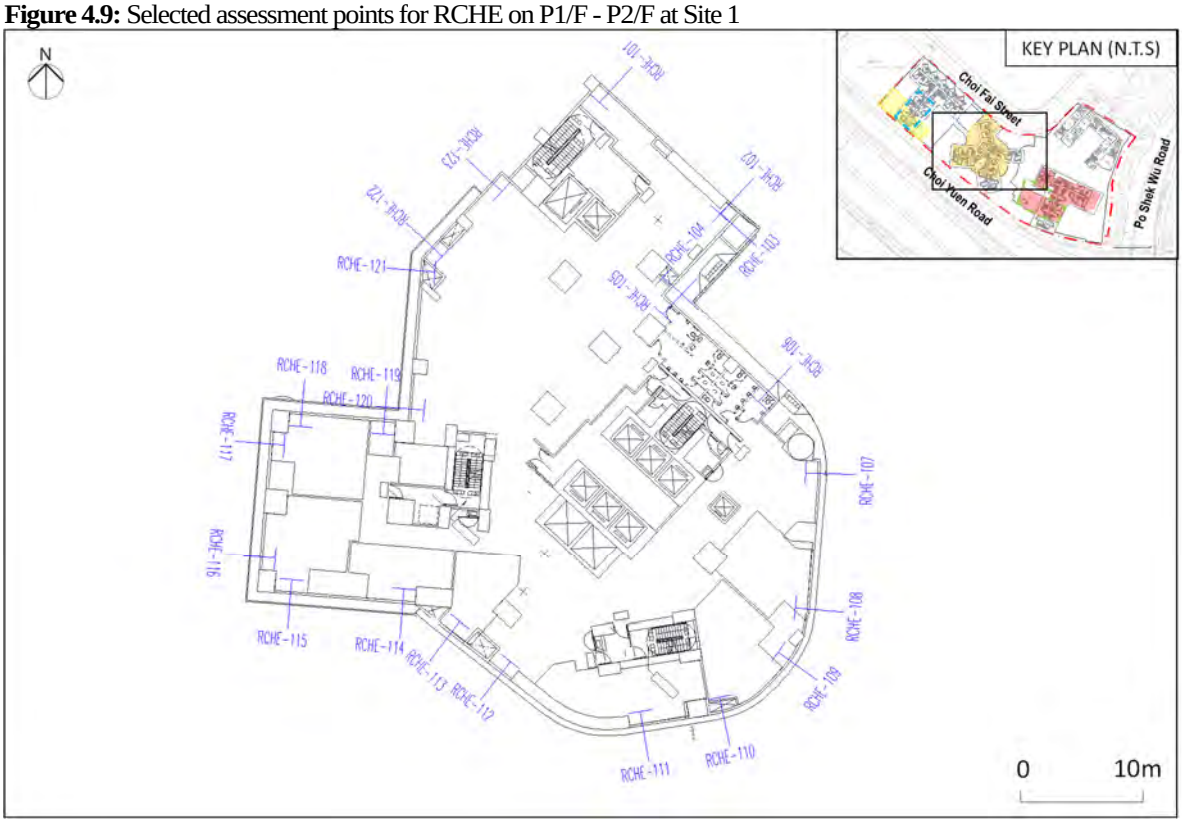


Figure 4.10: Selected assessment points for IVRSC on P3/F at Site 1

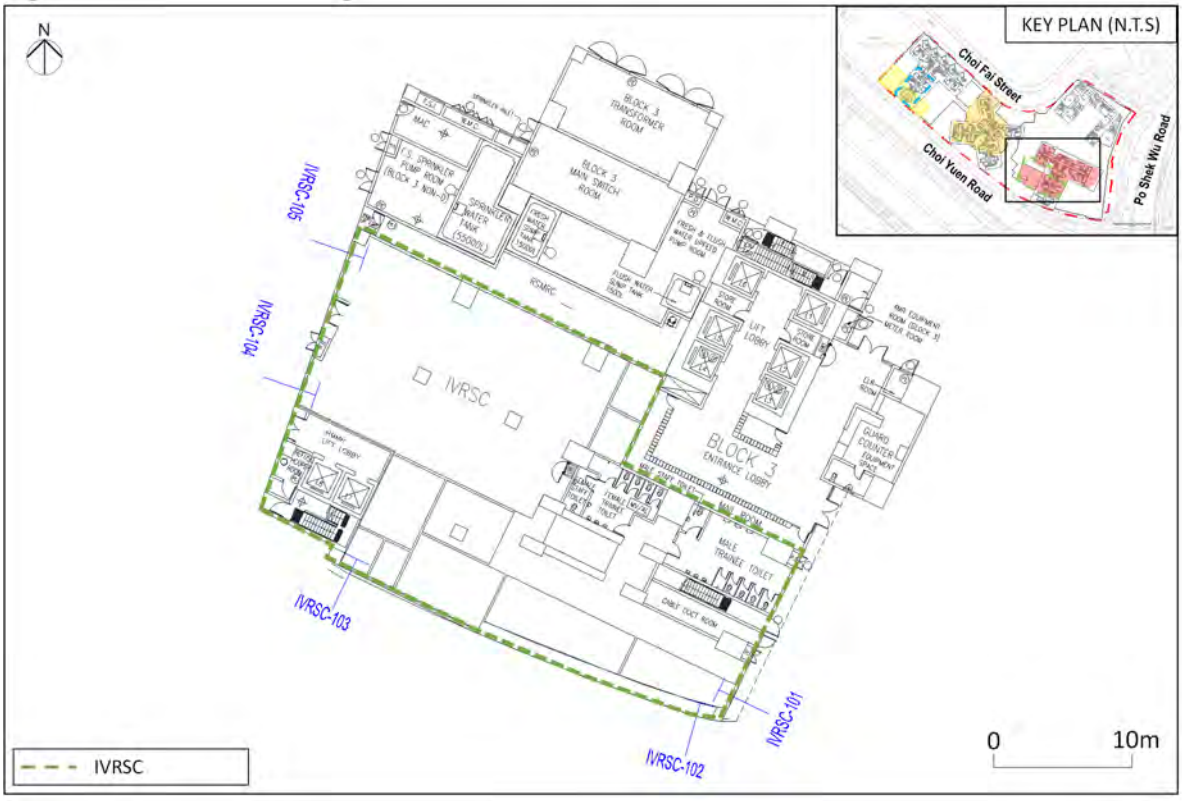


Figure 4.11: Selected assessment points for HMMH on 1/F at Site 1

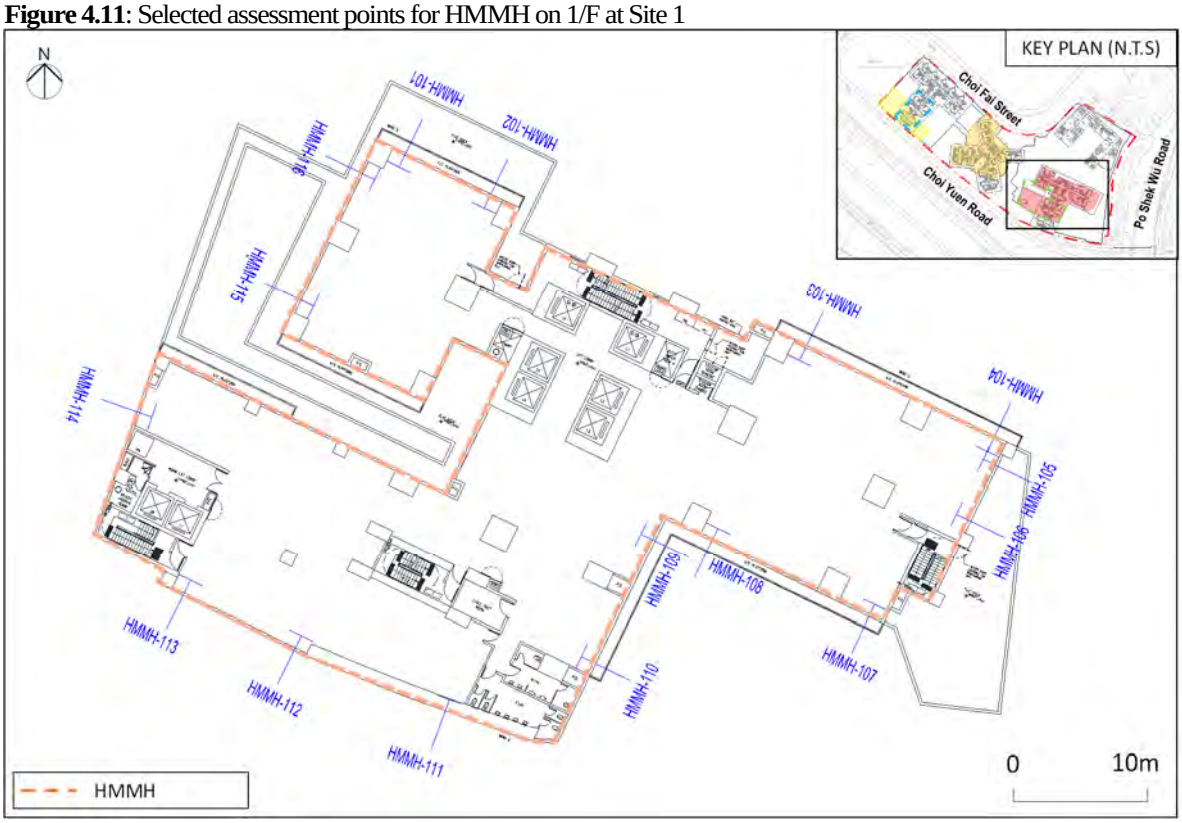


Figure 4.12: Selected assessment points for EMO on P3/F at Site 1

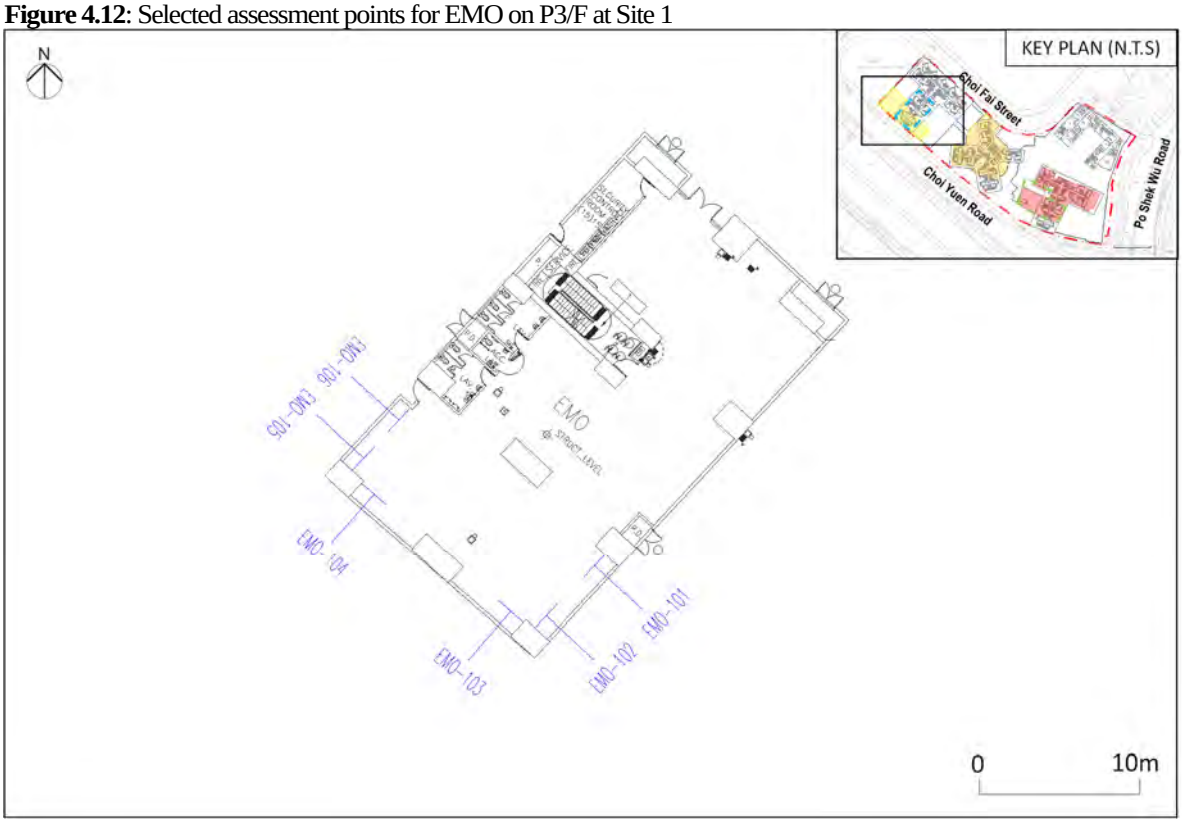
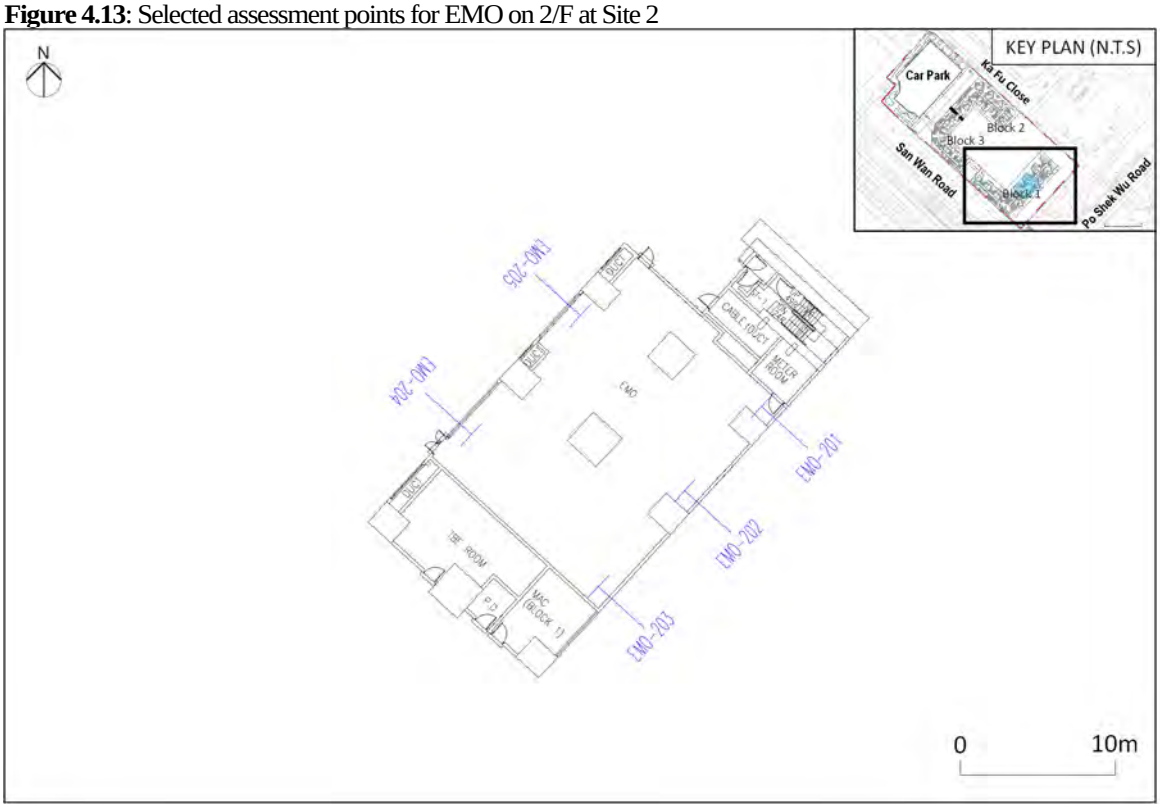


Figure 4.13: Selected assessment points for EMO on 2/F at Site 2



4.4 Assessment Methodology

4.4.1.1 The prediction is based on the calculation method in accordance with the UK Department of the Transport "Calculation of Road Traffic Noise" (CRTN). Based on the information provided by HKHA, the proposed occupation years would be Year 2030 for Site 1 (ultimate year for Phase 2) and Year 2025/26 for Site 2. Preliminary road traffic noise assessment has been carried out for two scenarios: Scenario A for Year 2028 (i.e. highest traffic flow before commissioning of the Po Shek Wu Interchange improvement works) and Scenario B for Year 2045 (i.e. maximum traffic projection within 15 years upon the occupation of the development and after Po Shek Wu Interchange improvement works in place).

4.4.1.2 For Site 1, since there is a 4 years gap between the anticipated occupation years for Phase 1 (2026) and Phase 2 (2030), the assessment for Phase 1 (i.e. Blocks 1 and 2) for Scenario A using Year 2028 traffic flow has been carried out assuming without Block 3 and AFB of Phase 2 in place for noise screening for conservative assessment.

4.4.1.3 To cater for the traffic demand from future population in the area before Po Shek Wu Interchange Improvement Work recommended under NENT NDA in place, there are proposed minor road improvement works on Junction 9 (between Po Wan Road and Po Shek Wu Road) and Junction 10 (between Choi Yuen Road and Po Shek Wu Road) to be undertaken by CEDD and Po Shek Wu Road to be undertaken by HKHA in Year 2025 prior to the occupation of the housing sites. These road improvement works have also been considered in the assessment scenarios as appropriate.

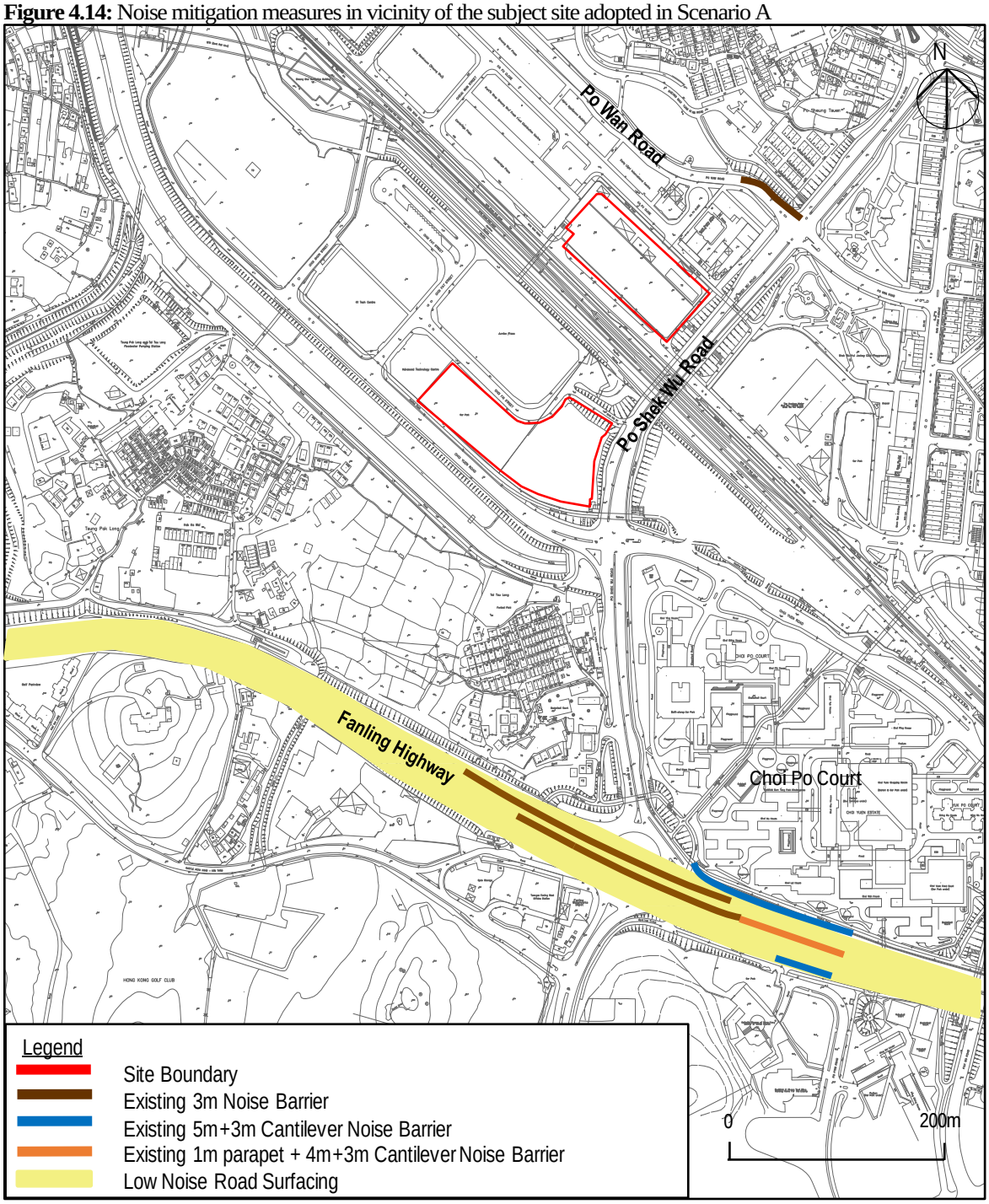
4.4.1.4 Low noise road surfacing (LNRS) is currently in place on Fanling Highway and its corresponding slip roads. Email reply from Highway Department (HyD) is attached in **Appendix 4.1**. The extent of LNRS is illustrated in **Figure 4.14**.

4.4.1.5 Some existing 3m high vertical barriers and 5m vertical barrier with 3m cantilevered barriers are found along Fanling Highway to the south of the site. The relevant as-built drawings of these noise barriers provided by HyD are given in **Appendix 4.2**. A 3m vertical barrier is currently in place along the eastbound of Po Wan Road adjacent to Po Sheung Tsuen. The locations of these existing barriers are illustrated in **Figure 4.14**.

4.4.1.6 Retrofitting of noise barriers are proposed along Po Shek Wu Road and Fanling Highway under the project of “Retrofitting of noise barriers on Po Shek Wu Road” (PWP Item No. 833TH) and “Retrofitting of noise barriers on Fanling Highway near Tsung Pak Ling” (PWP Item No. 830TH), respectively. Since there is no confirmed implementation programme for these retrofitting noise barriers, they have not been included for conservative assessment.

4.4.1.7 The at-source mitigation measures described above have been incorporated into Scenario A of the traffic noise model in the assessment and their locations are shown in **Figure 4.14**.

Figure 4.14: Noise mitigation measures in vicinity of the subject site adopted in Scenario A



4.4.1.8 In addition, the NENT-NDA EIA has also recommended some at-source noise mitigation measures on Po Shek Wu Road and Fanling Highway to relieve the noise impacts caused by its associated new road infrastructure works. Based on the approved EIA Report for NENT NDA (EIA-213/2013), the recommended mitigation measures in relation to the traffic noise environment at the development site include the following:

A. A 5m vertical barrier (absorptive) with 3m cantilevered arm at central median along the section of Po Shek Wu Road adjacent to Shek Wu Hui Jockey Club Playground;

B. A semi-enclosure along the section of Po Shek Wu Road adjacent to PRH Block 1 at Site 1 with opening on west side;

C. A semi-enclosure along the section of Po Shek Wu Road adjacent to Choi Ying House of Choi Po Court with opening on west side;

D. A 3m vertical barrier (absorptive) at the west side of the semi-enclosure along the section of Po Shek Wu Road adjacent to Choi Ying House of Choi Po Court;

E. A 5m vertical barrier (absorptive) at the west side of the semi-enclosure along the section of Po Shek Wu Road adjacent to Choi Ying House of Choi Po Court;

F. A semi-enclosure along the new slip road of Fanling Highway with opening on west side;

G. A full enclosure along the section of Po Shek Wu Road adjacent to Choi Ngai House of Choi Po Court;

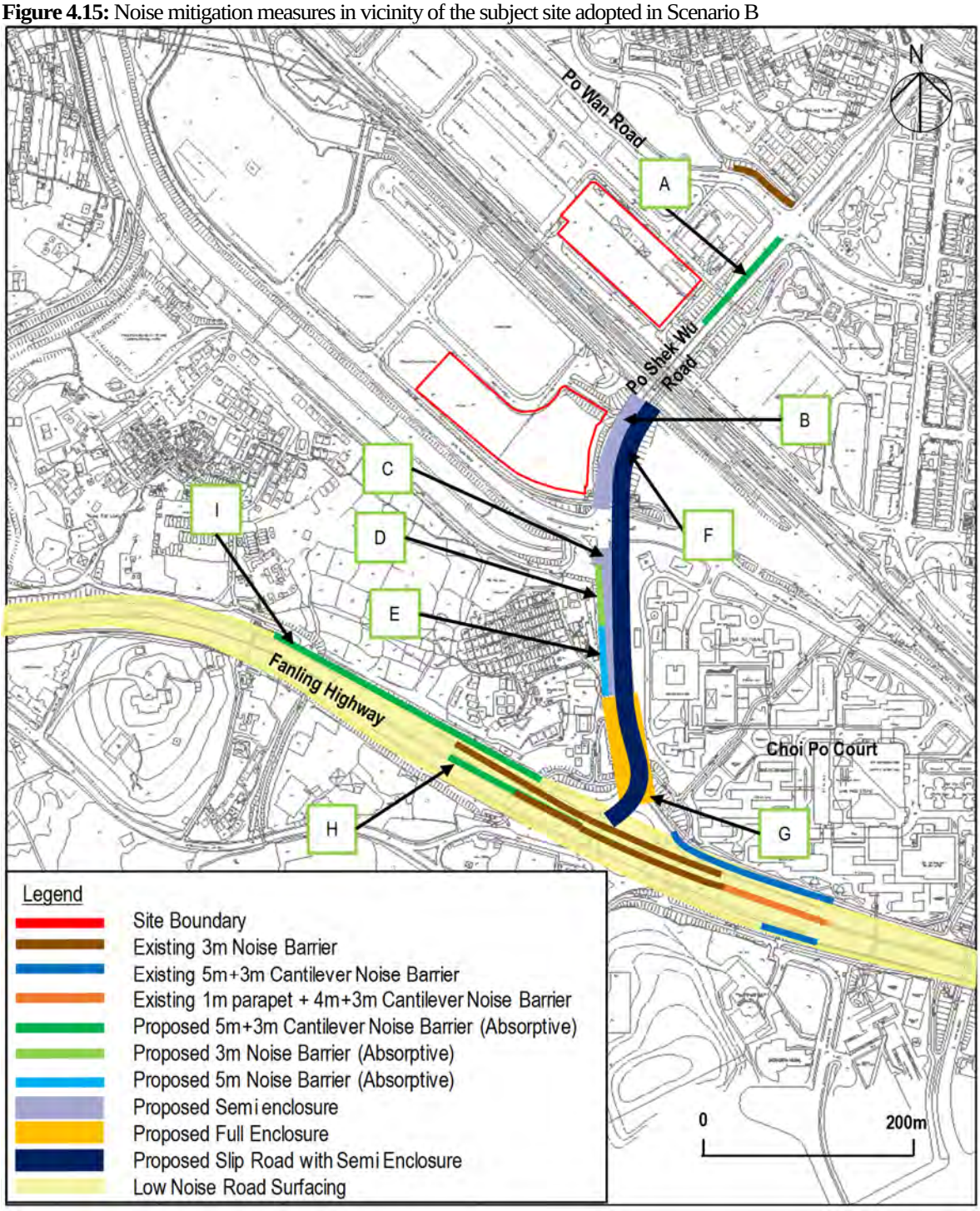
H. A 5m vertical barriers (absorptive) with 3m cantilevered arm at central divider along the section of Fanling Highway adjacent to the Tai Tau Leng Village; and

I. A 5m vertical barriers (absorptive) with 3m cantilevered arm at the near-kerb side along Fanling Highway East Bound adjacent to the Tai Tau Leng Village.

4.4.1.9 **Figure 4.15** shows the location of these proposed mitigation measures under NENT-NDA. The details are extracted from the approved EIA Report for NENT NDA (EIA-213/2013) and are given in **Appendix 4.3**.

4.4.1.10 As advised by CEDD, the NENT-NDA road junction improvement work on Po Shek Wu Road and Po Shek Wu Flyover will be tentatively completed in Year 2025 and 2028 respectively. The existing and planned at-source mitigation measures described above have been incorporated in Scenario B and their locations are shown in **Figure 4.13**.

Figure 4.15: Noise mitigation measures in vicinity of the subject site adopted in Scenario B



4.5 Traffic Flow Data for Assessment

4.5.1.1 Based on information provided by HKHA, the proposed occupation years for the proposed development would be Year 2026 for Site 1 Phase 1, Year 2025/26 for Site 2 and Year 2030 for Site 1 Phase 2. The traffic noise levels have been predicted based on the maximum traffic projection within 15 years after the proposed occupation of population year. As mentioned in previous section, two scenarios (Scenario A – before commissioning of Po Shek Wu Interchange improvement works and Scenario B – after commissioning of Po Shek Wu

improvement works) have been carried out in this EAS. The traffic projection has also been taken into account the planned housing site in Po Shek Wu Road and Po Shek Wu Estate.

4.5.1.2 As advised by the Traffic Consultant, the maximum traffic flow after the occupation of population of the housing development and before commissioning of Po Shek Wu Interchange improvement works will be Year 2028; while the maximum traffic flow after commissioning year of Po Shek Wu Interchange improvement works and within 15 years after the occupation of population of the housing developments will be Year 2045.

4.5.1.3 A separate Technical Note on the traffic forecast for EAS study has been submitted to Transport Department (TD). The endorsement from TD are given in **Appendix 4.4**. The traffic consultant had checked and confirmed the validity of the traffic data, which was derived based on the traffic forecast methodology submitted to TD.

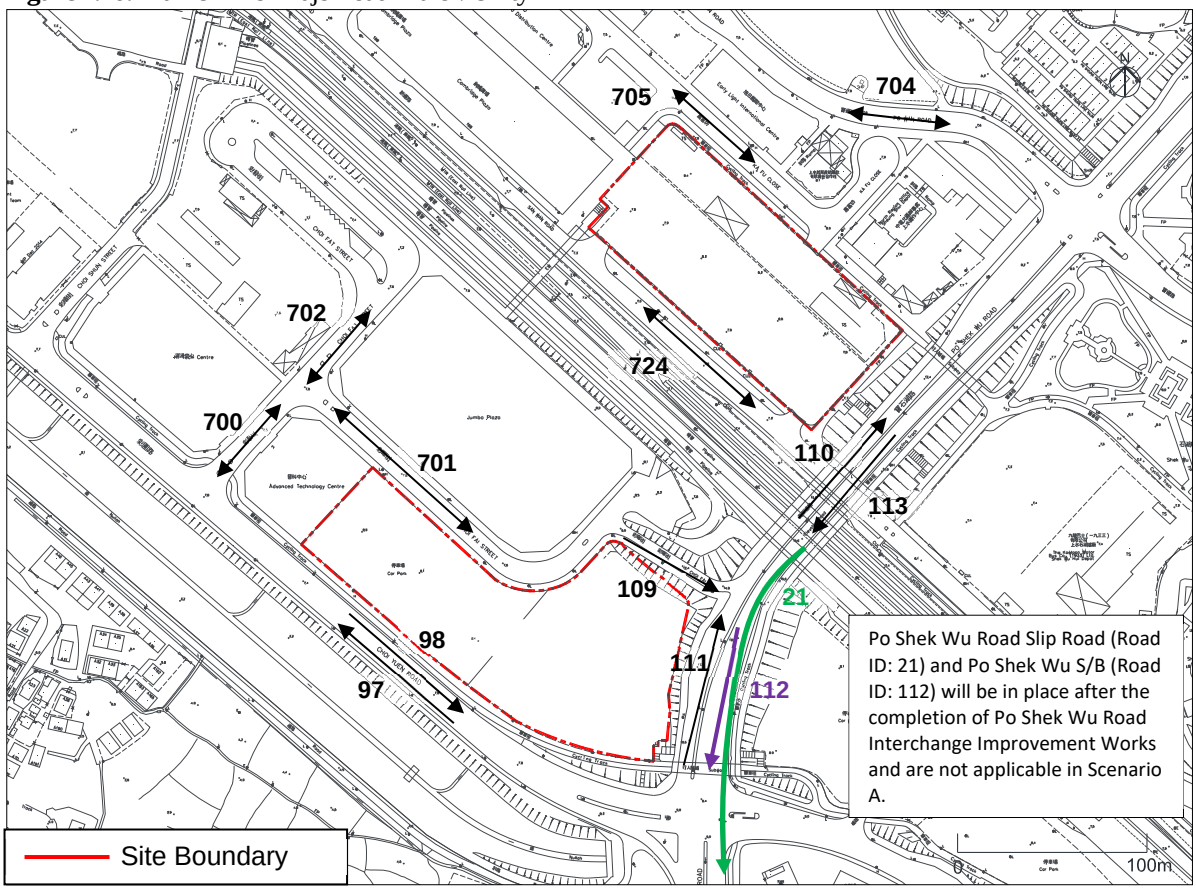
4.5.1.4 Traffic flow data for major roads surrounding the subject site is presented in **Figure 4.16** and **Table 4.2** below. Details are given in **Appendix 4.4**.

Table 4.2: Predicted peak hourly traffic flow data

Road ID [1]	Street[2]	Speed Limit (km/hr)	Year 2028		Year 2045	
			Traffic Flow (veh/hr)	% of HV	Traffic Flow (veh/hr)	% of HV
21 [3]	Po Shek Wu Road Slip Road S/B	50	-	-	1326	57.5
97	Choi Yuen Road W/B	50	321	34.6	324	34.5
98	Choi Yuen Road E/B	50	328	71.7	308	70.1
700	Choi Fat Street	50	301	49.3	292	47.8
701	Choi Fai Street	50	144	48.8	139	47.0
702	Choi Fat Street	50	160	48.6	156	46.7
109	Choi Fai Street E/B	50	183	77.3	182	75.2
110	Po Shek Wu Road N/B	50	1,717	47.5	1785	48.8
111	Po Shek Wu Road N/B	50	1,517	42.8	1583	44.8
112[3]	Po Shek Wu Road S/B	50	-	-	885	36.1
113	Po Shek Wu Road S/B	50	1,357	43.7	2210	48.9
704	Po Wan Road	50	681	42.0	678	42.7
705	Ka Fu Circuit	50	84	34.7	81	36.5
724	San Wan Road	50	321	36.4	309	34.6

Notes:
[1] Only the major roads are shown in the table above. Hence, the flow ID is not in sequential order.
[2] N/B = North bound, S/B = South bound, E/B = East bound, W/B = West bound
[3] Not applicable in Scenario A. See **Figure 4.14**.

Figure 4.16: Traffic ID for major road in the vicinity



4.6 Assessment Results for Residential Blocks

4.6.1.1 Optimised building layout, design and orientation have already been incorporated into the current layout scheme for the basecase scenario, as described below:

<u>Building Block Design, Layout and Orientation</u>

4.6.1.2 During the process of designing the development layout, due consideration has been given to avoiding noise impacts from the East Rail as much as practicable. As mentioned in Section 2, self-protecting block design is adopted at the mid and upper floors of all residential blocks for Site 1 to avoid direct facing to the East Rail and also at the lower floors of Block 2 to reduce exposure to the adjacent industrial sources at G/F of Jumbo Plaza. On the other hand, self-protecting block design is also adopted for Site 2 to avoid direct facing to the East Rail. Such self-protecting block design could also avoid direct view angle to Po Shek Wu Road and San Wan Road, thus minimising the traffic noise impacts as far as practicable. Block 3 of Site 1 is also deposited such that it could provide screening effect to Block 1 and Block 2 from Po Shek Wu Road, although Block 3 is scheduled to be implemented in Phase 2. Moreover, Block 2 and Block 3 of Site 2 are intentionally deposited and designed to form “C” and “L” shape so as to provide self-screening effect and minimize the view angle to Po Shek Wu Road and San Wan Road.

4.6.1.3 Other different block designs have been investigated. The current scheme is found to be the optimal option from perspectives of development efficiency, flat production, noise performance, scenery and angle of view, etc.

Architectural feature / extended structural walls (AF/ EW) design

4.6.1.4 AF/ EW (in dimension of about 1.0m - 2.5m long) are designed for some Type B-2, Type B-5, Type C-1(b), Type C-1(c), Type C-6(a)and Type C-6(b) flat units in Blocks 1, 2 and 3 of Site 1, and some Type B-2y, Type C-8by, Type C-3, Type C-1by , Type D-3 and Type C-1a flat units in Blocks 1, 2 and 3 of Site 2 for the current scheme which could also provide noise screening to these flat units from nearby roads.

Building Setback

4.6.1.5 The project sites have limited space available for building setback to reduce the noise impacts effectively. Nonetheless, the building blocks have been deposited with optimised setback distance from Po Shek Wu Road as far as practicable.

4.6.1.6 With the above proper designs, it is estimated that a total of 838 residential flats will be exposed to noise level in excess of the 70dB(A) criterion and the overall noise compliance rate is 72.2% for Scenario A; while for Scenario B, a total of 777 residential flats is predicted to exceed the 70dB(A) criterion with an overall noise compliance rate of 78.7%. Results of the road traffic noise assessments for the proposed residential development are summarised in **Table 4.3** and **Table 4.4**. Details are presented in **Appendices 4.5** to **4.6** for Scenario A and **Appendices 4.7** to **4.8** for Scenario B. Without these building designs, it is expected that the noise compliance rate would be lower.

Table 4.3: Road traffic noise assessment results – Residential Blocks in Scenario A (Base Case Scenario)

Site	Total No. of Flats	No. of Flats Exceeding the Noise Criteria	Max Noise Levels, dB(A)	Compliance Rate
1	1,463[1]	571	74	61.0%
2	1,556	267	78	82.8%
Total	**3,019** [1]	**838**	**78**	**72.2%**

Notes:
[1] The number of flats does not include Site 1 Phase 2 in Scenario A, which will be occupied in 2030.

Table 4.4: Road traffic noise assessment results – Residential Blocks in Scenario B (Base Case Scenario)

Site	Total No. of Flats	No. of Flats Exceeding the Noise Criteria	Max Noise Levels, dB(A)	Compliance Rate
1	2,088	567	76	72.8%
2	1,556	210	79	86.5%
Total	**3,644**	**777**	**79**	**78.7%**

4.6.1.7 Results indicate that the predicted exceedances in Site 1 are located on the facades directly facing Po Shek Wu Road (i.e. NSRs R1201 to R1207 and R1303 to R1312) and the facades directly facing Choi Yuen Road (i.e. NSRs R1112 to R1113, R1208 to R1215, R1305 to R1306 and R1312 to R1313); while in Site 2, the predicted exceedances are located on the facades facing Po Shek Wu Road (i.e. NSRs R2114 to R2117 and R2203 to R2206). With

screening by the proposed noise enclosures on southern section of Po Shek Wu Road and proposed noise barriers along Fanling Highway for Scenario B, less exceedances are predicted on the wing-end units facing south in Site 1. A comparison of the locations of the predicted exceedances is given in **Table 4.5** and **Table 4.6** below. The locations of exceedances are shown in **Figures 4.17** to **4.25** below.

Table 4.5: Location of predicted exceedances – Residential Blocks in Scenario A (Base Case Scenario)

Site	Block	Exceeded NSR	Scenario A	
			Exceeded Floor	Number of Exceedance
1	1	R1112a	6/F-27/F	22
		R1112b	6/F-17/F	
		R1113a	6/F-16/F	13
		R1113b	7/F-18/F	
	2	R1201a	6/F-44/F	38
		R1201b	13/F-27/F	
		R1201c	10/F-40/F	
		R1202b	11/F-36/F	25
		R1202c	12/F-33/F	
		R1203b	14/F-29/F	15
		R1204a	12/F-35/F	23
		R1205a	8/F-44/F	37
		R1205b	7/F-44/F	
		R1206a	16/F-30/F	39
		R1206b	5/F-44/F	
		R1207a	4/F-44/F	40
		R1207b	4/F-44/F	
		R1208a	5/F-44/F	40
		R1208b	4/F-44/F	
		R1209a	4/F-44/F	40
		R1209b	5/F-22/F	
		R1210a	5/F-42/F	40
		R1210b	4/F-44/F	
		R1211a	4/F-43/F	39
		R1211b	6/F-10/F	
		R1212b	4/F-44/F	40
		R1213a	4/F-44/F	40
		R1213b	5/F-44/F	
		R1214a	5/F-30/F	40
		R1214b	4/F-44/F	
		R1215a	4/F-44/F	40
		R1215b	4/F-44/F	
2	1	R2114a	3/F-46/F	43
		R2114b	3/F-46/F	
		R2114c	3/F-46/F	
		R2115a	3/F-46/F	43
		R2115b	3/F-46/F	
		R2115c	3/F-46/F	
		R2116a	3/F-46/F	43
		R2116b	3/F-46/F	
		R2116c	3/F-46/F	
		R2117a	3/F-46/F	43
		R2117b	3/F-46/F	
		R2117c	3/F-46/F	
	2	R2203b	6/F-26/F	20
		R2204a	4/F-38/F	36
		R2204b	3/F-39/F	

Site	Block	Exceeded NSR	Scenario A	
			Exceeded Floor	Number of Exceedance
		R2205a	5/F-32/F	27
		R2206a	10/F-21/F	12
Total Number of Exceedance			-	838

Table 4.6: Location of predicted exceedances – Residential Blocks in Scenario B (Base Case Scenario)

Site	Block	Exceeded NSR	Scenario B	
			Exceeded Floor	Number of Exceedance
1	1	R1112a	6/F-25/F	20
		R1112b	6/F-14/F	
		R1113a	6/F-17/F	14
		R1113b	7/F-19/F	
	2	R1201a	27/F-44/F	18
		R1208a	5/F-32/F	39
		R1208b	5/F-44/F	
		R1209a	4/F-34/F	30
		R1209b	5/F-16/F	
		R1210a	5/F-21/F	19
		R1210b	5/F-24/F	
		R1211a	5/F-22/F	18
		R1212b	5/F-22/F	18
		R1213a	4/F-27/F	23
		R1213b	5/F-26/F	
		R1214a	6/F-9/F	40
		R1214b	4/F-44/F	
		R1215a	5/F-44/F	39
		R1215b	5/F-44/F	
	3	R1303b	2/F-11/F	10
		R1303c	2/F-11/F	
		R1303d	3/F-11/F	
		R1304a	3/F-11/F	10
		R1304b	2/F-11/F	
		R1305a	2/F-26/F	25
		R1306a	3/F-16/F	39
		R1306b	2/F-40/F	
		R1306c	2/F-40/F	
		R1308a	2/F-40/F	39
		R1308b	2/F-40/F	
		R1309a	9/F-20/F	39
		R1309b	2/F-40/F	
		R1309c	2/F-40/F	
		R1309d	2/F-40/F	
		R1310a	2/F-40/F	39
		R1310b	2/F-40/F	
		R1311a	2/F-40/F	39
		R1311b	2/F-40/F	
		R1312a	2/F-40/F	39
		R1312b	2/F-40/F	
		R1313b	5/F-14/F	10
2	1	R2114a	3/F-46/F	43
		R2114b	3/F-46/F	
		R2114c	3/F-46/F	
		R2115a	3/F-46/F	43
		R2115b	3/F-46/F	
		R2115c	3/F-46/F	
		R2116a	3/F-46/F	43

Site	Block	Exceeded NSR	Scenario B	
			Exceeded Floor	Number of Exceedance
		R2116b	3/F-46/F	
		R2116c	3/F-46/F	
		R2117a	3/F-46/F	43
		R2117b	3/F-46/F	
		R2117c	3/F-46/F	
	2	R2204a	8/F-44/F	37
		R2204b	7/F-44/F	
		R2205a	19/F	1
Total Number of Exceedance			-	777

Figure 4.17: Location of predicted exceedances in Site 1 Block 1 in Scenario A

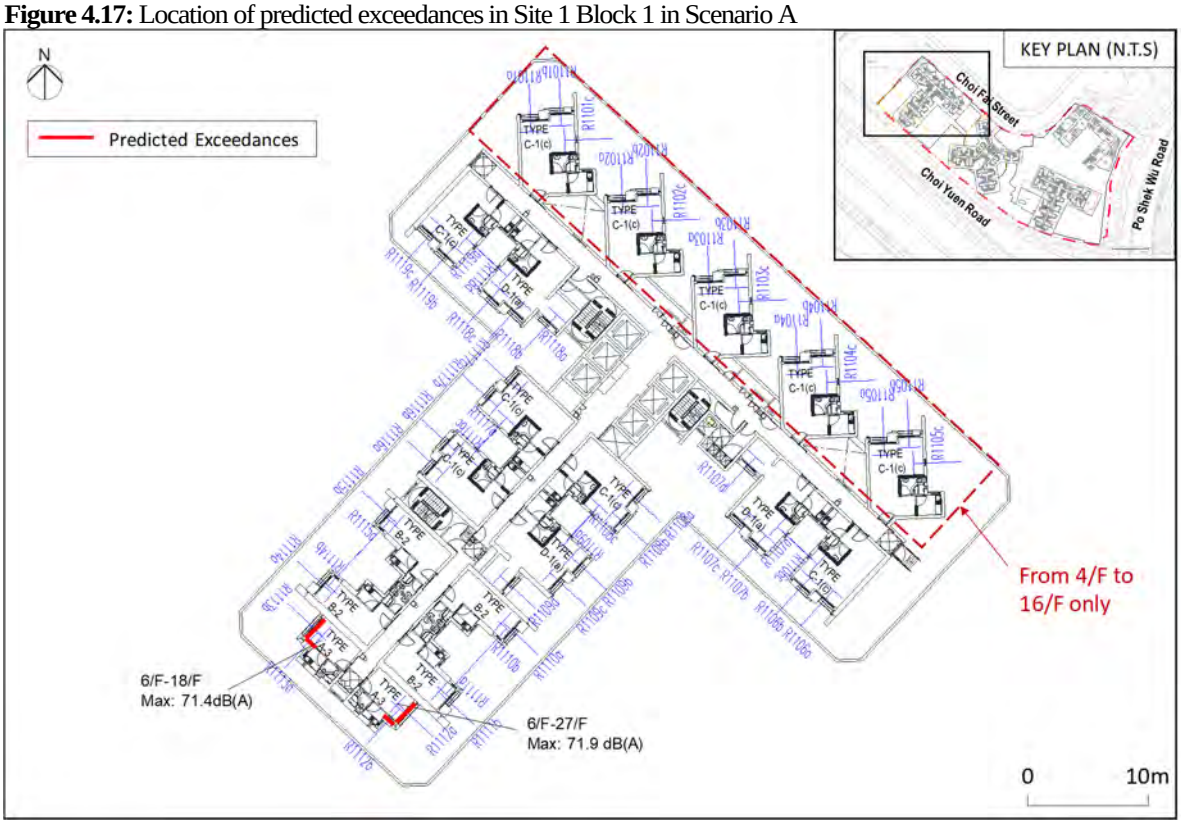


Figure 4.18: Location of predicted exceedances in Site 1 Block 2 in Scenario A

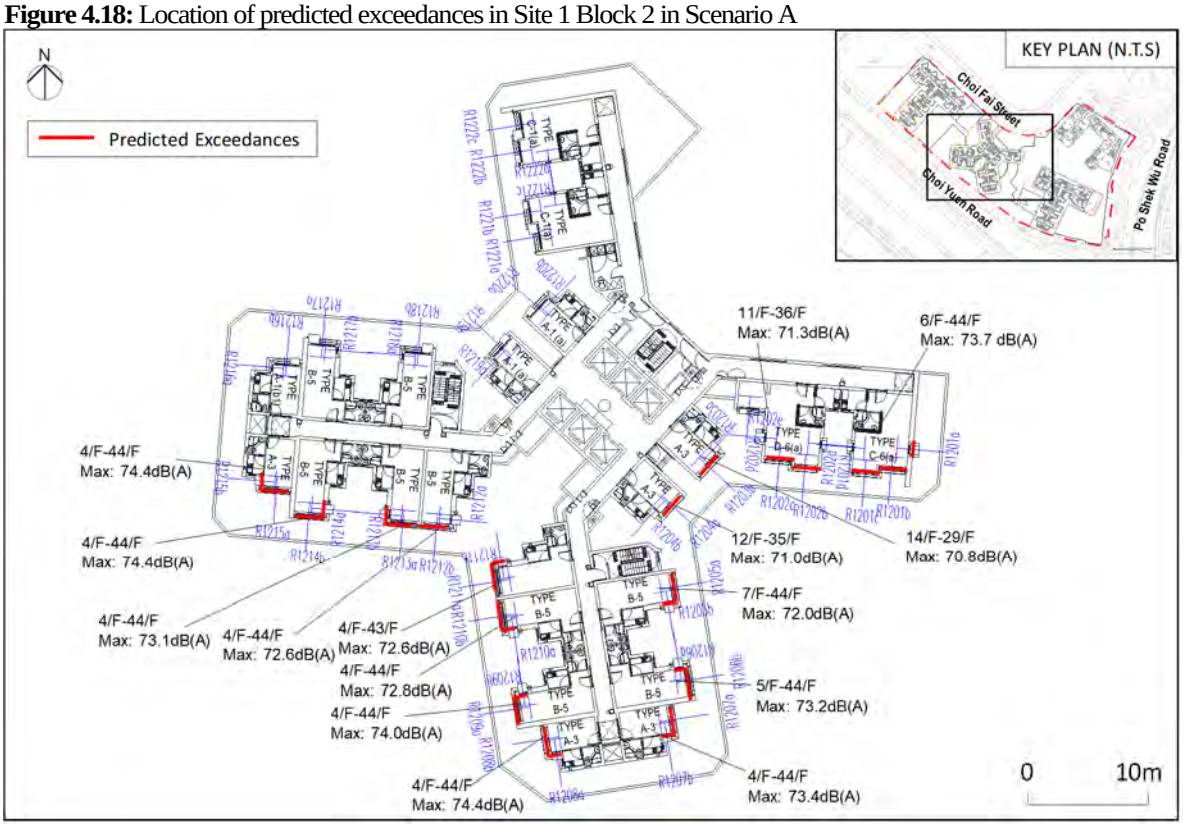


Figure 4.19: Location of predicted exceedances in Site 2 Block 1 in Scenario A

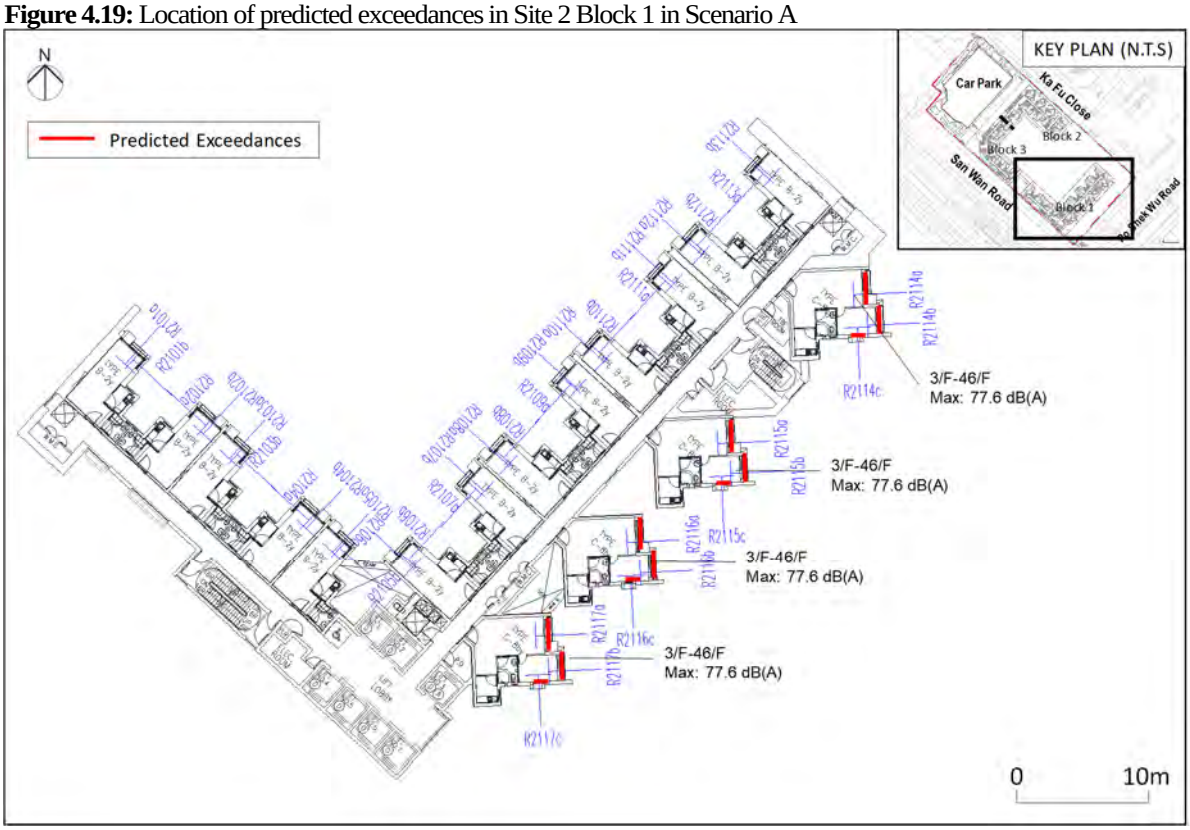


Figure 4.20: Location of predicted exceedances in Site 2 Block 2 in Scenario A

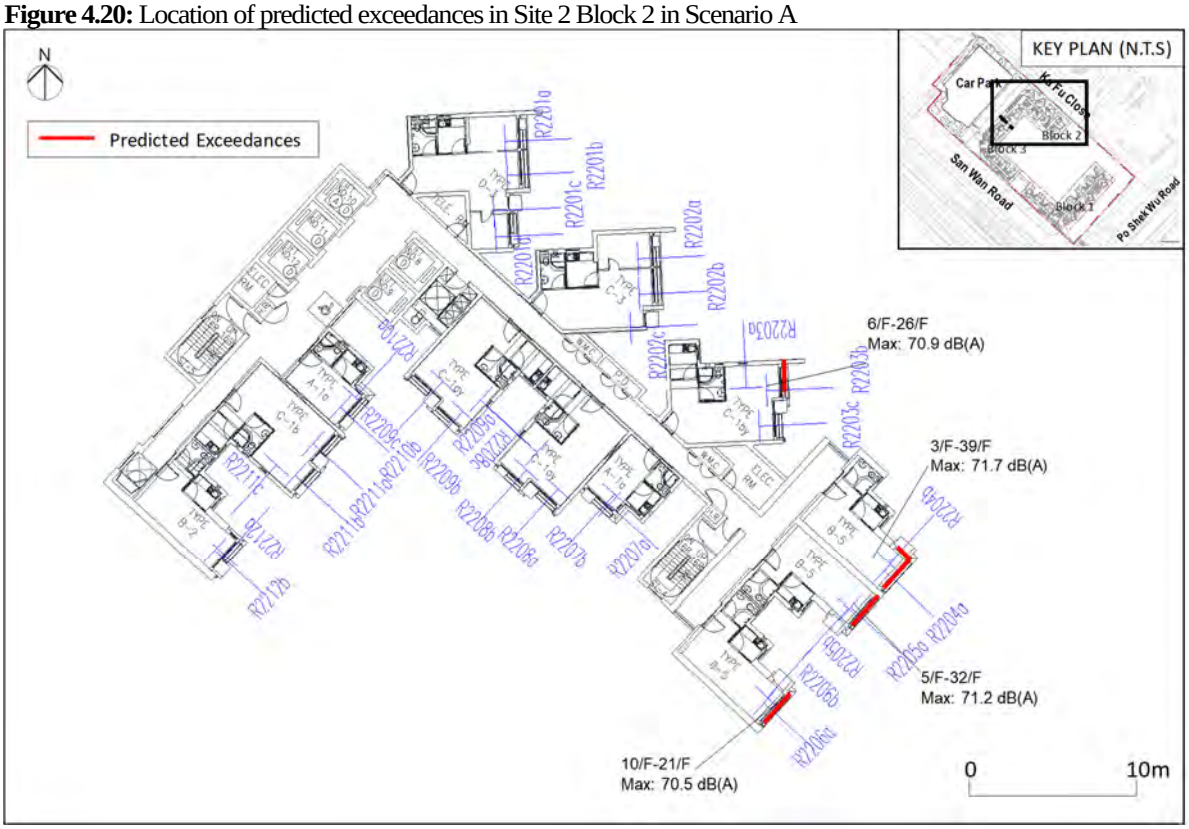


Figure 4.21: Location of predicted exceedances in Site 1 Block 1 in Scenario B

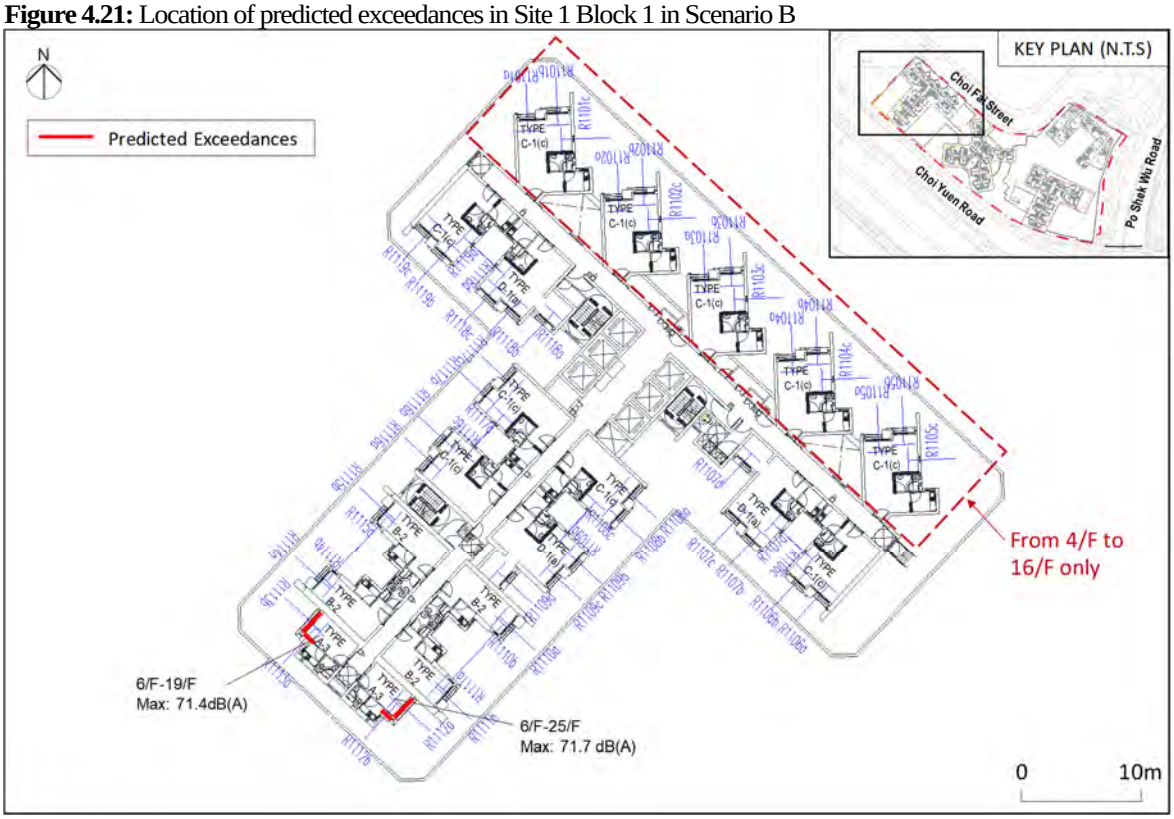


Figure 4.22: Location of predicted exceedances in Site 1 Block 2 in Scenario B

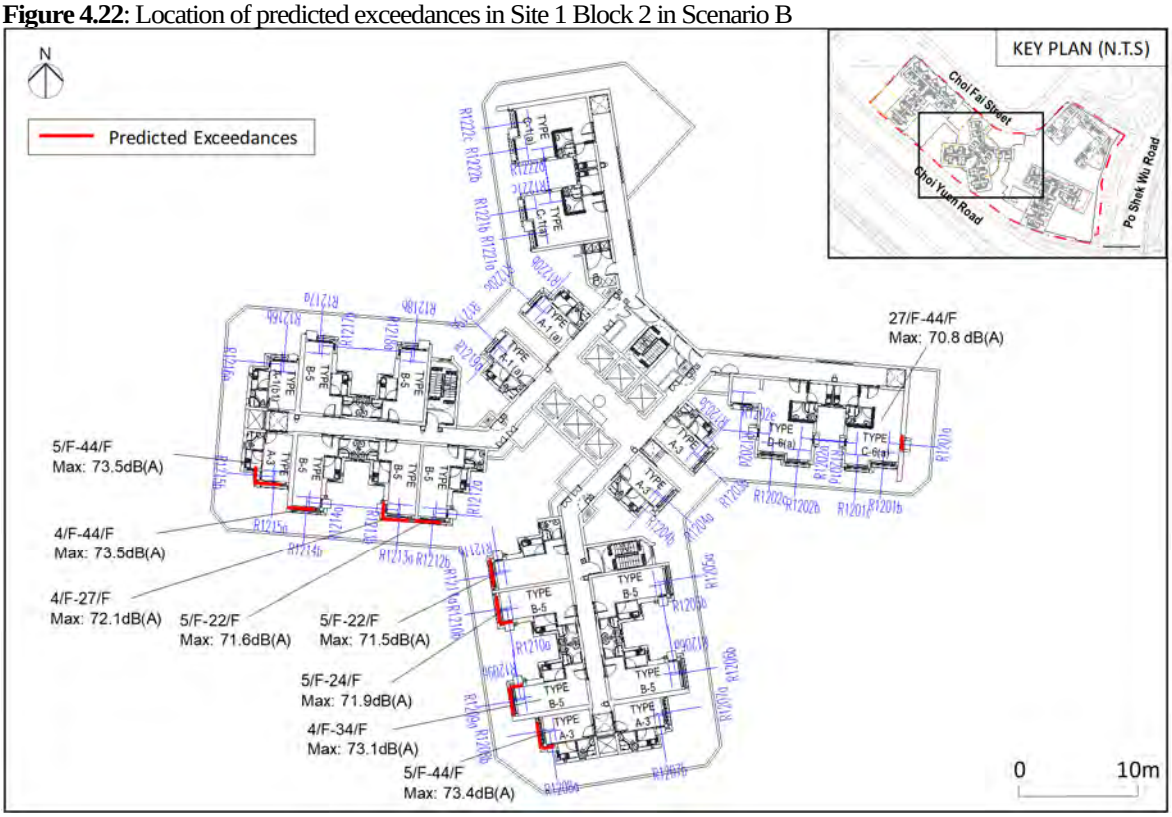


Figure 4.23: Location of predicted exceedances in Site 1 Block 3 in Scenario B

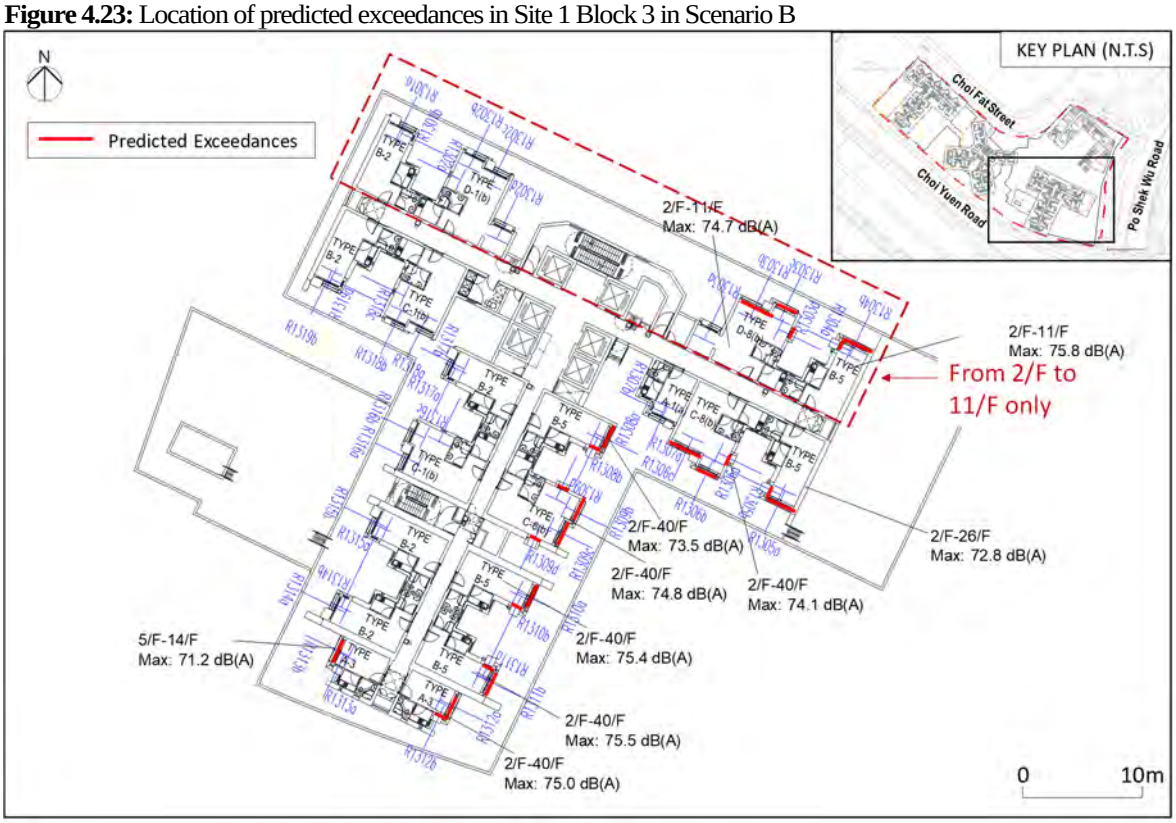


Figure 4.24: Location of predicted exceedances in Site 2 Block 1 in Scenario B

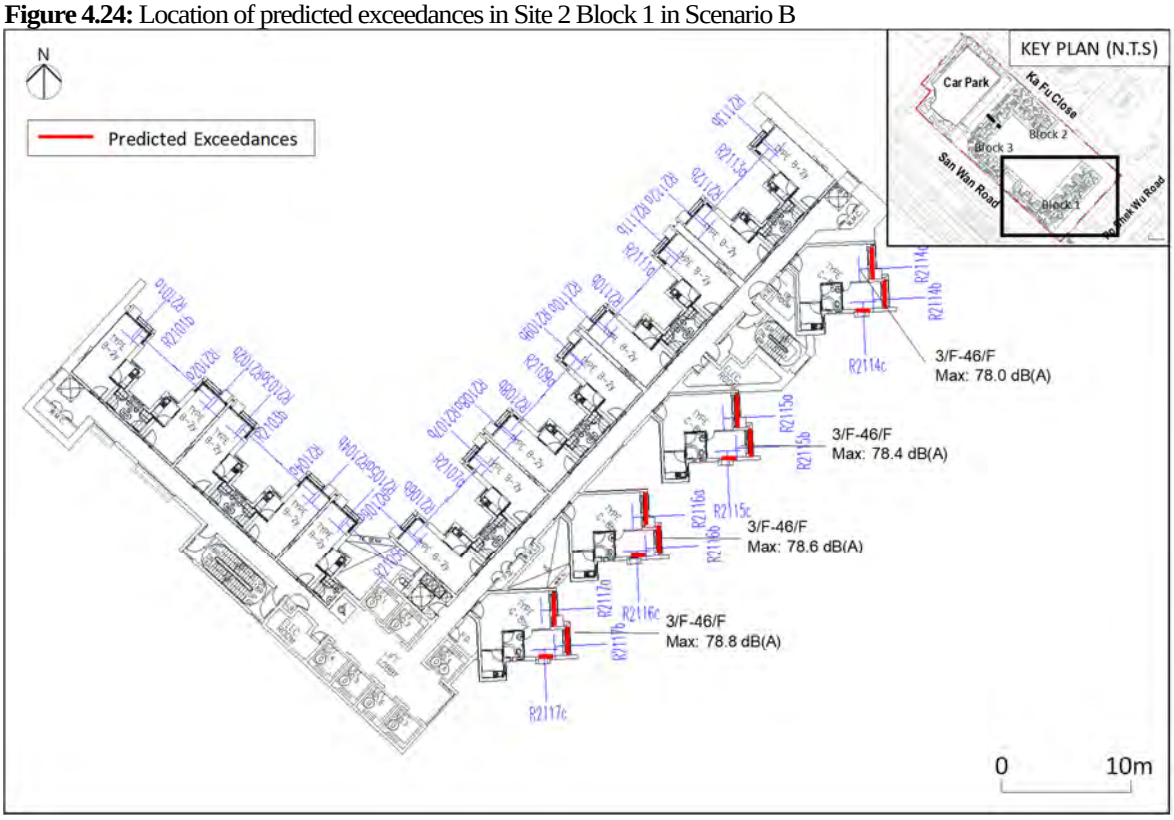
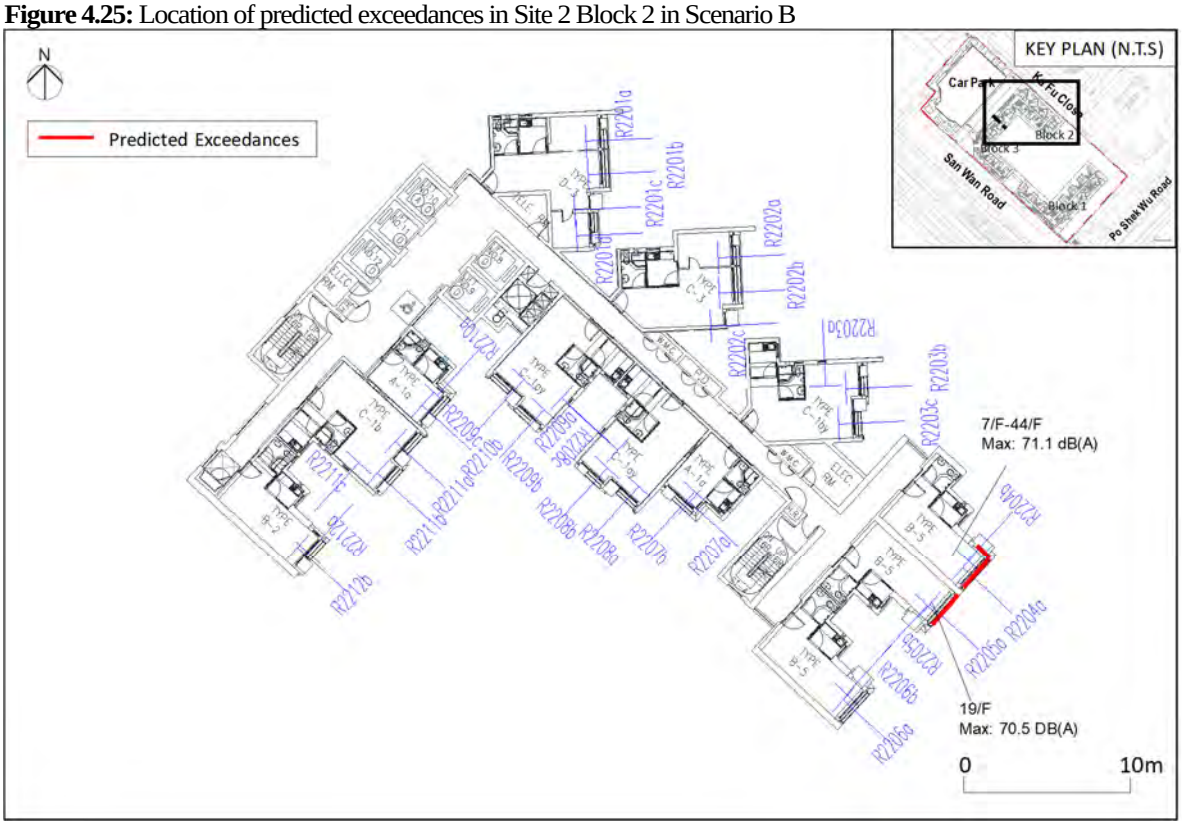


Figure 4.25: Location of predicted exceedances in Site 2 Block 2 in Scenario B



4.7 Noise Mitigation Measures for Residential Blocks

4.7.1.1 Proper building layout and design have been adopted in the current scheme as described in the section above. In addition, all other practicable noise mitigation measures have also been investigated exhaustively and the findings are discussed as follows:

Boundary Wall / Barrier

4.7.1.2 Since the affected residential units are found from low to high floors, barriers along the site boundary would not be able to provide effective screening to the upper floor units. Nonetheless, a podium garden has been designed for Site 1 and Site 2. Other forms of mitigation measures such as fixed glazing or acoustic window have been considered instead (see below sections).

Noise Shielding Building

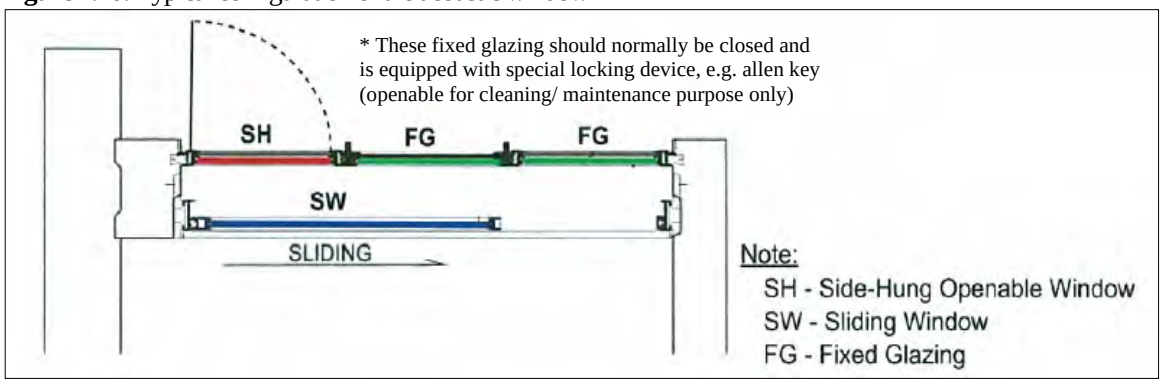
4.7.1.3 The subject site has limited space available for noise shielding building and hence will not be considered.

Acoustic Window Design

4.7.1.4 The acoustic window is designed with two layers of window including push open window at outer layer and sliding window at inner layer as illustrated in **Figure 4.24**. The design of the proposed acoustic window can meet the relevant ventilation requirement under the Building (Planning) Regulations. According to the Practice Note on Lighting and Ventilation Requirements – Performance-based Approach (APP-130) issued by Buildings Department, for optimum performance with the inner sliding glass panel in a closed position,

the air gap should have a length of not less than 100mm and a width between 100mm and 175mm. In order to achieve the intended noise reduction, the sliding window should be behind the opened side-hung window while the fixed glazing should be kept close as shown in **Figure 4.26**. The purpose of acoustic window will be stated in the Decoration Handbook to let the future occupants be well aware of its intended purpose.

Figure 4.26: Typical configuration of the acoustic window



4.7.1.5 For the affected flats facing to Po Shek Wu Road (i.e. NSRs R1201 to R1207, R1303 to R1312, R2114 to R2117 and R2203 to R2206) and Choi Yuen Road (i.e. NSRs R1112 to R1113, R1208 to R1215, R1305 to R1306 and R1312 to R1313); acoustic window is recommended to protect the affected main windows. The locations of the proposed acoustic window are summarized in **Table 4.7** and indicated in **Figures 4.27** to **4.31**.

4.7.1.6 The configurations of the proposed acoustic window to be adopted in this project are shown in **Appendix 4.9**. The flat unit and the window configurations to be adopted in the current scheme of this project are based on the latest Modular Flat Design (MFD). As advised by the HKHA, the noise attenuation of acoustic window for Modular Flat Type A-3 (for Type A-3 and A-3y), Type B-5, Type C-6 (for Type C-1by, C-6a and C-6b), Type C-8 (for Type C-8b and C-8by) , Type D-6 (for Type D-6a) and Type D-7 (for Type D-8b) should be applied in the assessment (see **Appendix 4.8** for details).

4.7.1.7 Based on the current design, 6mm window pane will be provided to the proposed acoustic window. Po Shek Wu Road and Choi Yuen Road are the major road traffic noise sources to the proposed development. The openable side-hung windows and fixed glazing of the acoustic windows are in the favourable or neutral setting for noise reduction as shown in **Figures 4.27** to **4.31**. The design of the proposed acoustic window can meet the relevant ventilation requirement under the Building (Planning) Regulations. According to the Practice Note on Lighting and Ventilation Requirements – Performance-based Approach (APP-130) issued by Buildings Department, for optimum performance with the inner sliding glass panel in a closed position, the air gap should have a length of not less than 100mm and a width between 100mm and 175mm. The length and width of the air gap of the proposed acoustic window also meet these conditions.

Table 4.7: Locations of proposed acoustic window for mitigating road traffic noise

Site	Block	Acoustic Window at NSR	Floor Requiring Acoustic Window	Type of Flat	Ref. Modular Flat Type	Acoustic Window Configurations			With / Without Absorption (W / WO)
						Gap Width, mm	Inner /Outer Window Width, mm	Overlapping Length, mm	
1	1	R1112a	6/F-27/F	A-3	A-3	175	840/870	340	WO
		R1113b	7/F-19/F	A-3	A-3	175	840/870	340	WO
	2	R1201b	10/F-40/F	C-6a (LR)	C-6 (LR)	175	980/1040	100	WO
		R1201c	10/F-40/F	C-6a (BR1)	C-6 (BR1)	175	675/600	525	WO
		R1202b	11/F-36/F	D-6a (BR1)	D-6 (BR1)	175	675/600	525	WO
		R1202c	11/F-36/F	D-6a (LR)	D-6 (LR)	175	980/1040	100	WO
		R1203b	14/F-29/F	A-3	A-3	175	840/870	340	WO
		R1204a	12/F-35/F	A-3	A-3	175	840/870	340	WO
		R1205a	8/F-44/F	B-5	B-5	175	940/1010	200	WO
		R1206b	5/F-44/F	B-5	B-5	175	940/1010	200	WO
		R1207a	4/F-44/F	A-3	A-3	175	840/870	340	WO
		R1208b	4/F-44/F	A-3	A-3	175	840/870	340	WO
		R1209a	4/F-44/F	B-5	B-5	175	940/1010	200	WO
		R1210b	4/F-44/F	B-5	B-5	175	940/1010	200	WO
		R1211a	4/F-43/F	B-5	B-5	175	940/1010	200	WO
		R1212b	4/F-44/F	B-5	B-5	175	940/1010	200	WO
		R1213a	4/F-44/F	B-5	B-5	175	940/1010	200	WO
		R1214b	4/F-44/F	B-5	B-5	175	940/1010	200	WO
		R1215a	4/F-44/F	A-3	A-3	175	840/870	340	WO
	3	R1303b	2/F-11/F	D-8b (LR)	D-7 (LR)	175	1040/1060	140	WO
		R1303c	2/F-11/F	D-8b (BR1)	D-7 (BR1)	175	575/550	525	WO
		R1304b	2/F-11/F	B-5	B-5	175	940/1010	200	WO
		R1305a	2/F-26/F	B-5	B-5	175	940/1010	200	WO
		R1306b	2/F-40/F	C-8b (BR1)	C-8(LR)	175	1060/1050	330	WO
		R1306c	2/F-40/F	C-8b (LR)	C-8 (BR1)	175	675/600	525	WO
		R1308a	2/F-40/F	B-5	B-5	175	940/1010	200	WO
		R1309b	2/F-40/F	C-6b (BR1)	C-6 (BR1)	175	600/675	525	WO
		R1309c	2/F-40/F	C-6b (LR)	C-6 (LR)	175	980/1040	100	WO
		R1310a	2/F-40/F	B-5	B-5	175	940/1010	200	WO
		R1311b	2/F-40/F	B-5	B-5	175	940/1010	200	WO
		R1312a	2/F-40/F	A-3	A-3	175	840/870	340	WO
		R1313b	5/F-14/F	A-3	A-3	175	840/870	340	WO
2	1	R2114a	3/F-46/F	C-8by(LR)	C-8(LR)	175	1060/1050	330	W
		R2114b	3/F-46/F	C-8by(BR1)	C-8 (BR1)	175	675/600	525	W
		R2115a	3/F-46/F	C-8by(LR)	C-8(LR)	175	1060/1050	330	W
		R2115b	3/F-46/F	C-8by(BR1)	C-8 (BR1)	175	675/600	525	W
		R2116a	3/F-46/F	C-8by(LR)	C-8(LR)	175	1060/1050	330	W
		R2116b	3/F-46/F	C-8by(BR1)	C-8 (BR1)	175	675/600	525	W
		R2117a	3/F-46/F	C-8by(LR)	C-8(LR)	175	1060/1050	330	W
		R2117b	3/F-46/F	C-8by(BR1)	C-8 (BR1)	175	675/600	525	W
	2	R2203b	6/F-26/F	C-1by (BR1)	C-6 (BR1)	175	675/600	525	WO
		R2203c	6/F-26/F	C-1by (LR)	C-6 (LR)	175	980/1040	100	WO
		R2204a	4/F-44/F	B-5	B-5	175	940/1010	200	WO
		R2205a	5/F-32/F	B-5	B-5	175	940/1010	200	WO
		R2206a	10/F-21/F	B-5	B-5	175	940/1010	200	WO

Note:
[1] Based on the worst case of the results of Scenario A and Scenario B

Conversion of Openable Window to Fixed Glazing at Side Window

4.7.1.8 With acoustic window at the main window of the affected flat units of R1112 to R1113, R1201, R1205 to R1211, R1213 to R1215, R1303 to R1304, R1306, R1308 to R1312, R2114 to R2117 and R2204, exceedances are still predicted at the side windows. It is proposed to convert the openable side window to fixed glazing. The proposed fixed glazing should be normally closed for noise reduction and need not to be opened for meeting the ventilation requirement. The maximum predicted noise level at the affected side windows is 78.8dB(A). According to HKPSG, 6mm window pane is considered suitable for sound insulation purpose. At least 6mm window pane will be provided to the proposed fixed glazing from noise perspective. The proposed fixed glazing is not opened normally and can reduce noise entering into the residential unit. Adverse road traffic noise impact to the indoor environment of the residential unit is therefore not anticipated. The fixed glazing window need not be opened for fulfilling natural ventilation requirement and could only be opened by Allen key and is opened occasionally for cleansing and maintenance purposes only. The purpose of fixed glazing will be stated in the Decoration Handbook to let the future occupants be well aware of its intended purpose. The locations of the proposed fixed glazing are summarized in **Table 4.8** and indicated in **Figures 4.27** to **4.31**.

Table 4.8: Location of proposed fixed glazing for mitigating road traffic noise

Site	Block	Fixed Glazing at NSR	Floor requiring Fixed Glazing
1	1	R1112b	6/F-17/F
		R1113a	6/F-17/F
	2	R1201a	6/F-44/F
		R1205b	7/F-44/F
		R1206a	16/F-30/F
		R1207b	4/F-44/F
		R1208a	5/F-44/F
		R1209b	5/F-22/F
		R1210a	5/F-42/F
		R1211b	6/F-10/F
		R1213b	5/F-44/F
		R1214a	5/F-30/F
		R1215b	4/F-44/F
	3	R1303d	3/F-11/F
		R1304a	3/F-11/F
		R1306a	3/F-16/F
		R1308b	2/F-40/F
		R1309a	9/F-20/F
		R1309d	2/F-40/F
		R1310b	2/F-40/F
		R1311a	2/F-40/F
		R1312b	2/F-40/F
2	1	R2114c	3/F-46/F
		R2115c	3/F-46/F
		R2116c	3/F-46/F
		R2117c	3/F-46/F
	2	R2204b	3/F-44/F

Note:
[1] Based on the worst case of the results of Scenario A and Scenario B

4.7.1.9 With the provision of the recommended acoustic window and fixed glazing, all residential flats will be protected and a compliance rate of 100% could be achieved for both Scenario A and Scenario B. Detailed results are attached in **Appendices 4.11** to **4.12.**

Figure 4.27: Location of proposed mitigation measures in Site 1 Block 1

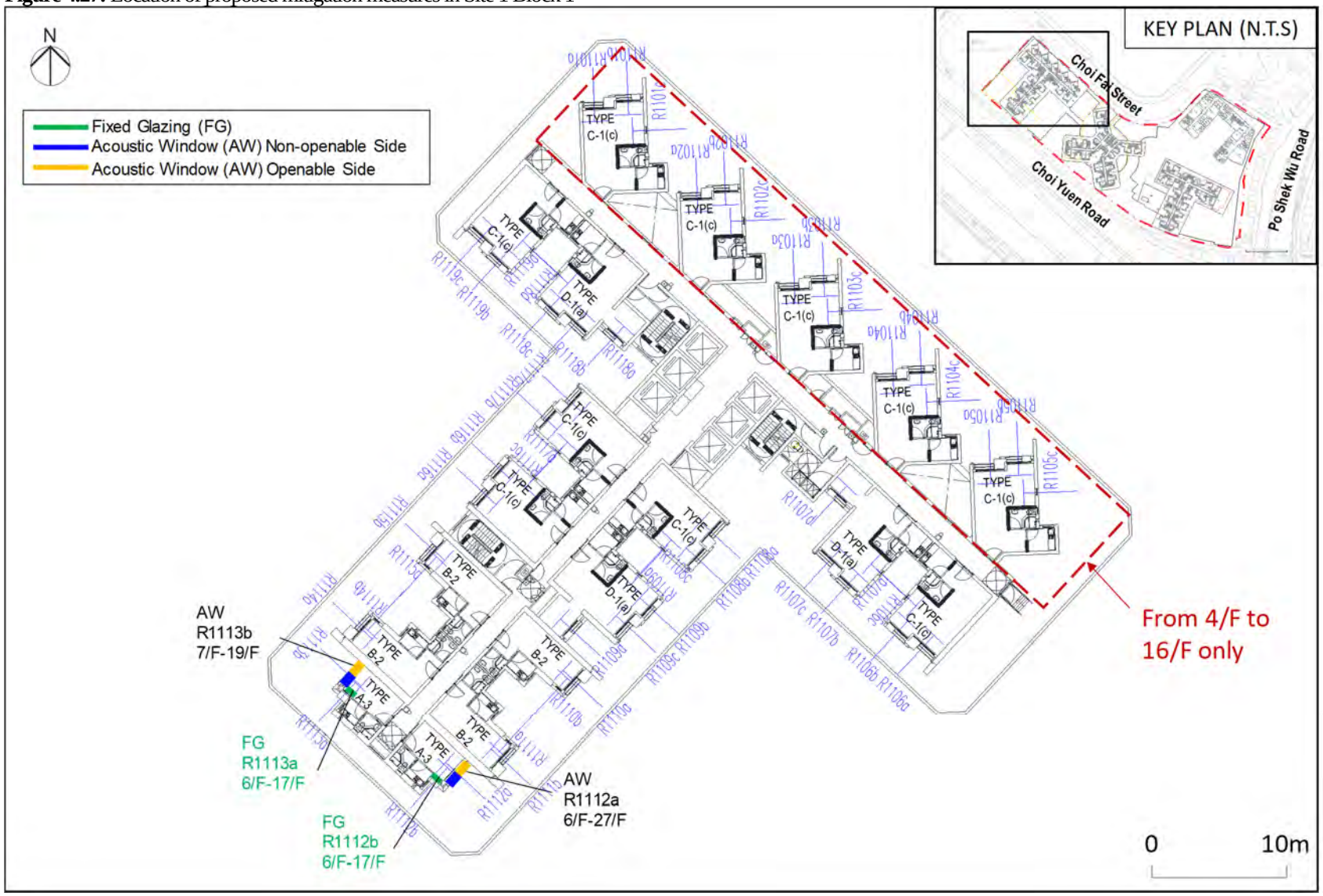


Figure 4.28: Location of proposed mitigation measures in Site 1 Block 2

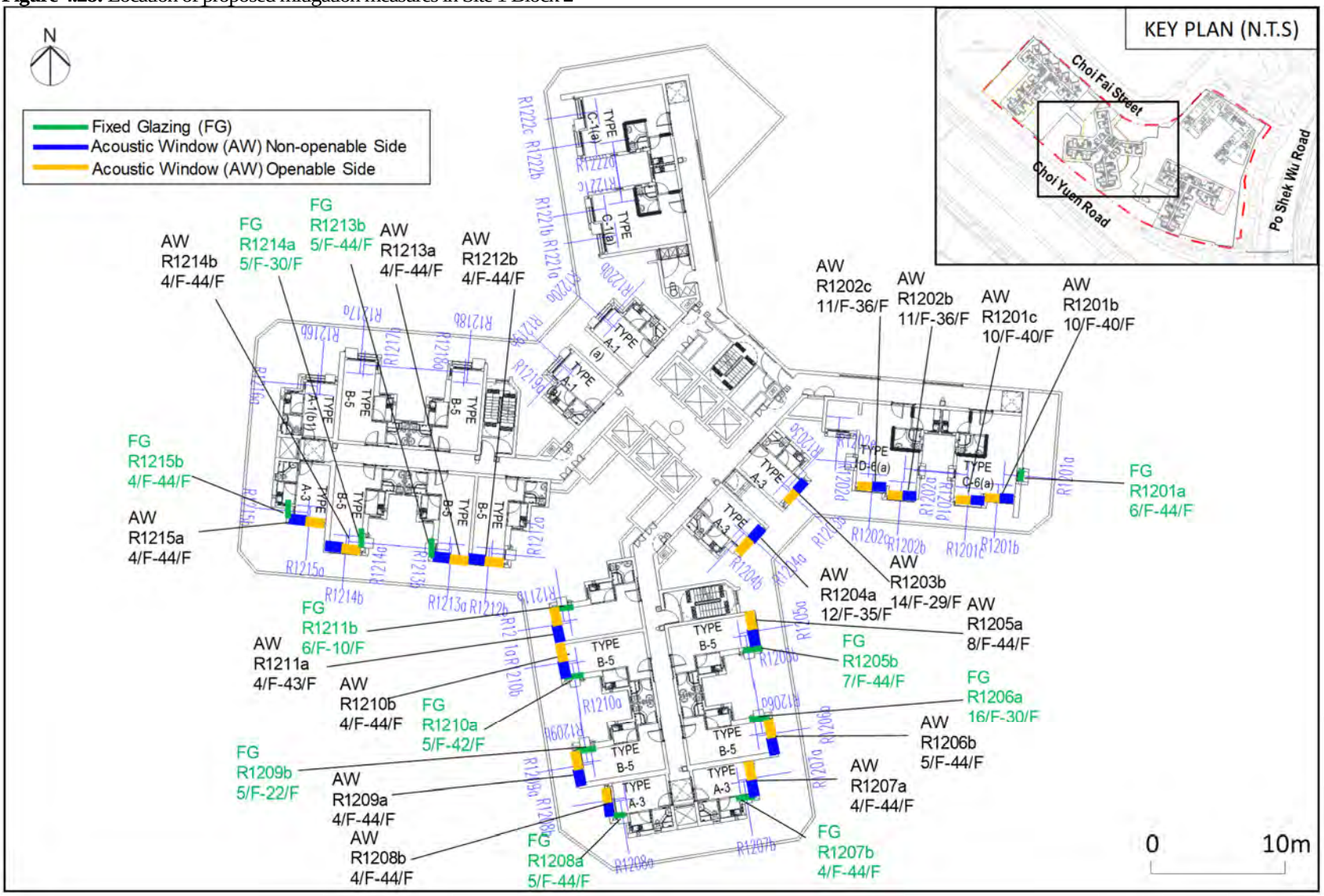


Figure 4.29: Location of proposed mitigation measures in Site 1 Block 3

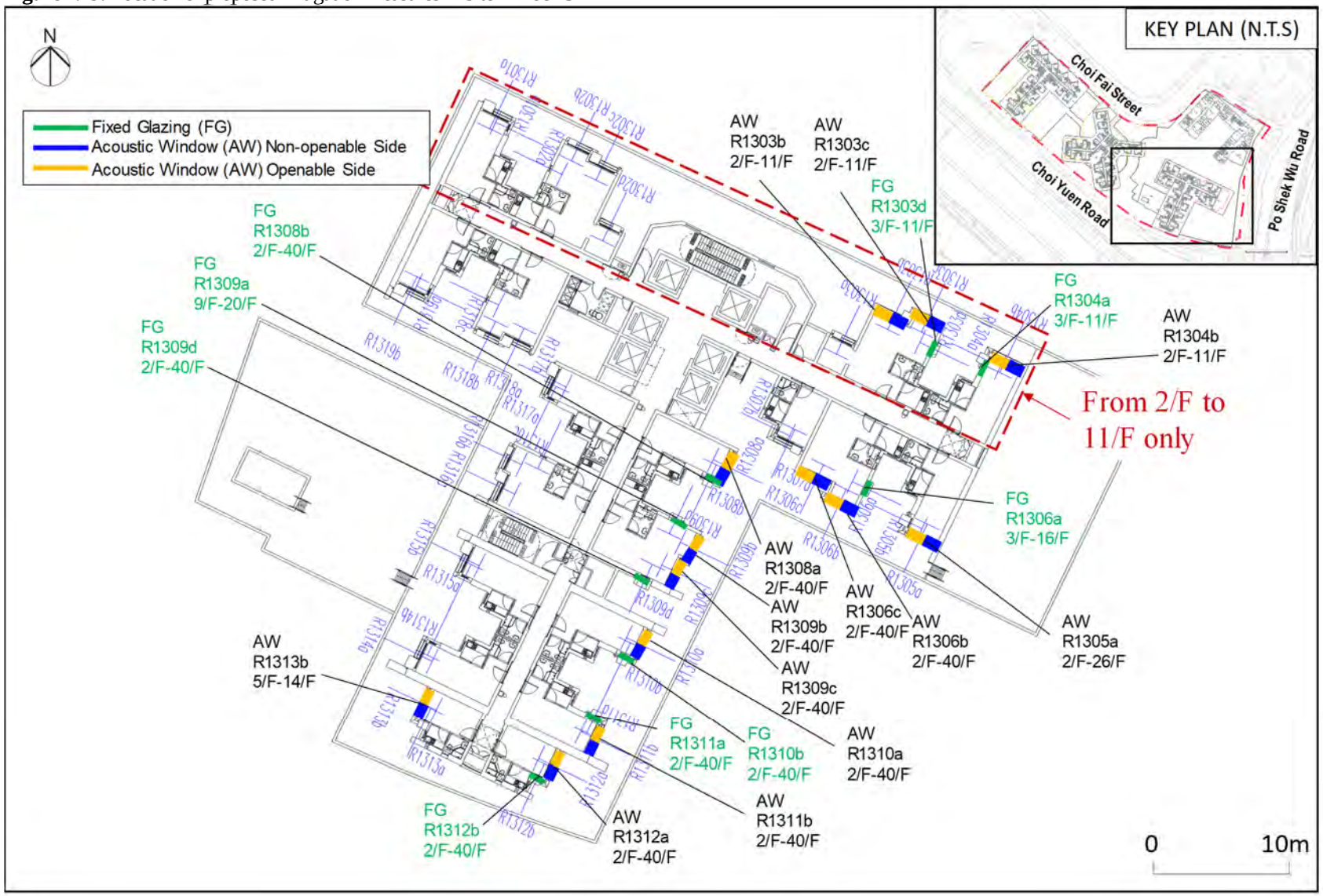


Figure 4.30: Location of proposed mitigation measures in Site 2 Block 1

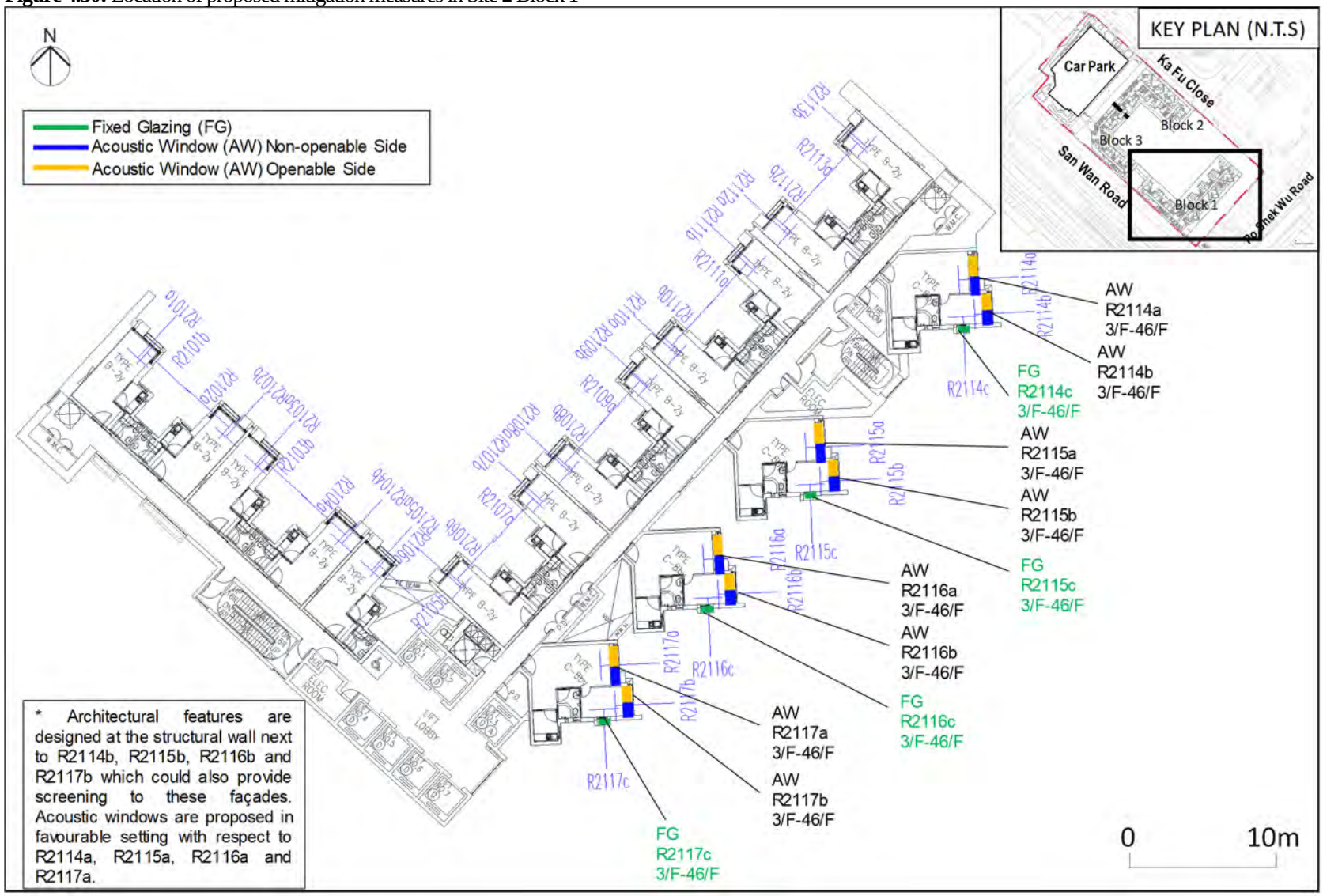
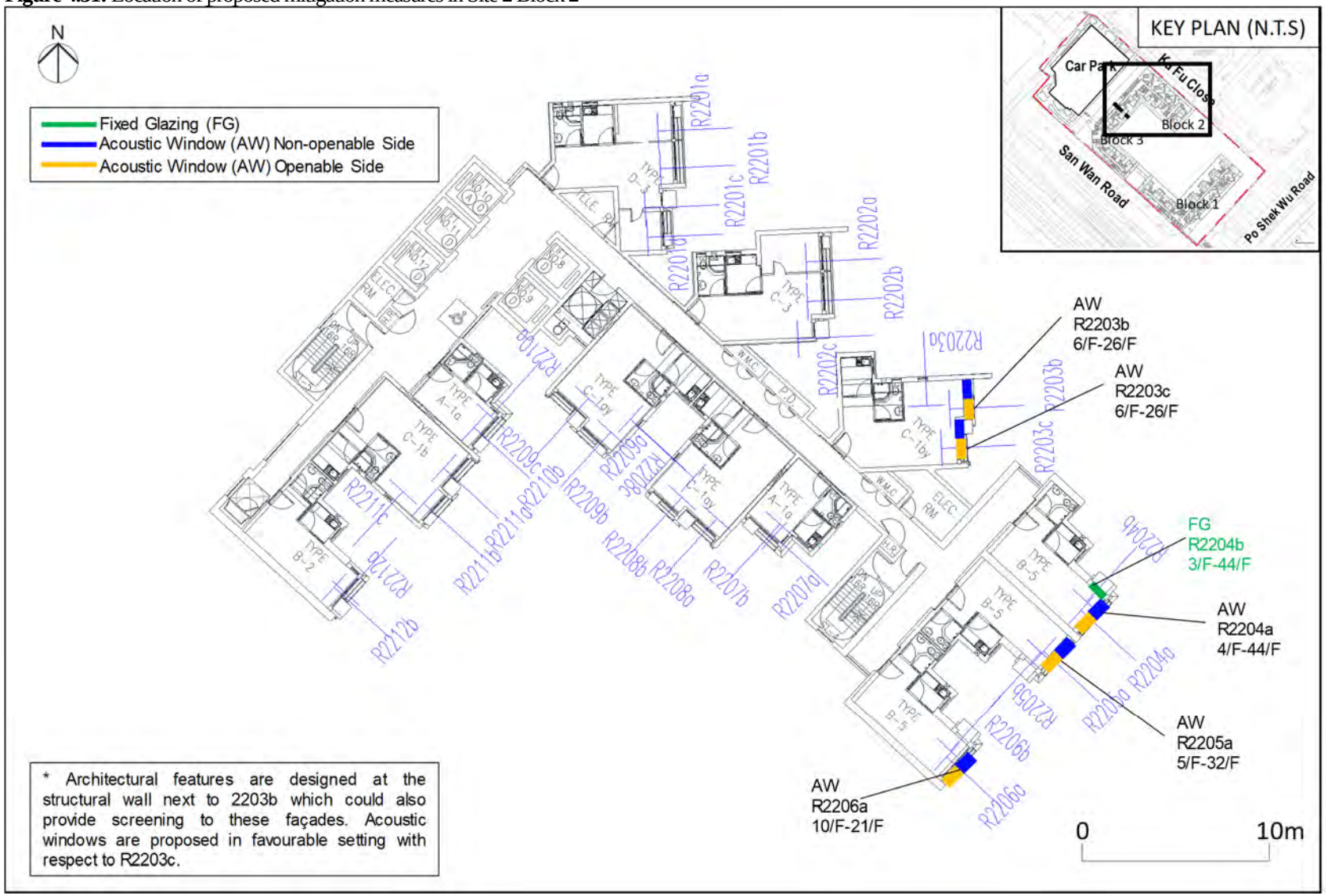


Figure 4.31: Location of proposed mitigation measures in Site 2 Block 2



4.8 Assessments Results for AFB

4.8.1.1 The layout plan of the AFB is not available at this stage. Assessment points have been therefore taken along the footprint of the buildings as shown in **Figure 4.7**. A summary of road traffic noise assessment results is given in **Table 4.9** below.

4.8.1.2 Results indicate that the noise levels at all facades will exceed the noise criterion for domestic/office uses, except part of the northwestern and southwestern facades. It is recommended that fixed glazing, mechanical ventilation and air conditioning should be provided on these affected facades or the noise sensitive rooms should be planned away from road (**Figure 4.32)**. HKHA has advised that should there be any rooms in these facilities for educational and diagnostic uses, they would be provided with fixed glazing, mechanical ventilation and air conditioning. Thus, they will not rely on openable window for ventilation.

4.8.1.3 Upon receipt of the layout plan, assessment shall be revisited and appropriate mitigation measures including provision of fixed glazing, mechanical ventilation and air conditioning or arrangement of the noise sensitive uses away from roads would need to be investigated and adopted.

Table 4.9: Road traffic noise assessment results – AFB

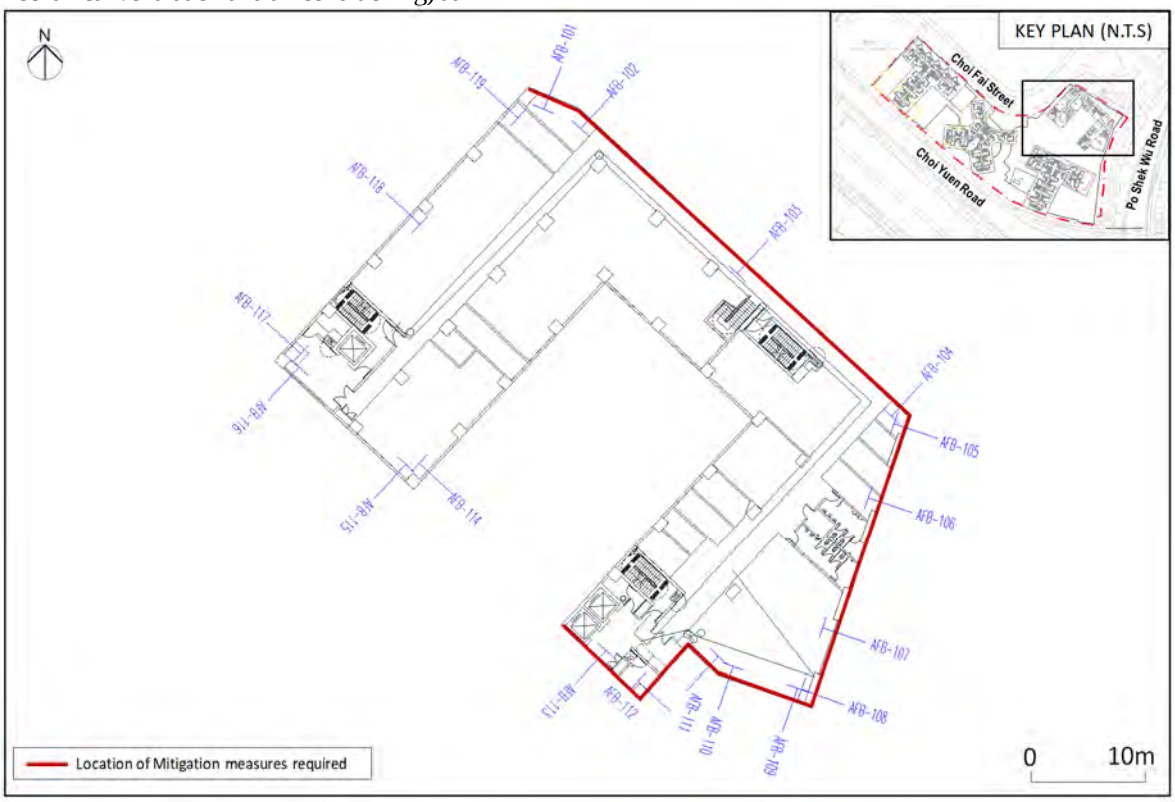
Location	NSRs	Uses	Noise Criteria, dB(A) [1]	Predicted noise levels, dB(A)		Comply [Y/N]
				Scenario A	Scenario B	
P/F AFB	AFB-101	Domestic/ Office	70	-	**77**	**N**
	AFB-102			-	**78**	**N**
	AFB-103			-	**74**	**N**
	AFB-104			-	**76**	**N**
	AFB-105			-	**79**	**N**
	AFB-106			-	**81**	**N**
	AFB-107			-	**81**	**N**
	AFB-108			-	**81**	**N**
	AFB-109			-	**76**	**N**
	AFB-110			-	**72**	**N**
	AFB-111			-	70	Y
	AFB-112			-	69	Y
	AFB-113			-	64	Y
	AFB-114			-	56	Y
	AFB-115			-	59	Y
	AFB-116			-	58	Y
	AFB-117			-	60	Y
	AFB-118			-	60	Y
	AFB-119			-	62	Y
1/F AFB	AFB-101			-	**77**	**N**
	AFB-102			-	**77**	**N**
	AFB-103			-	**78**	**N**
	AFB-104			-	**80**	**N**
	AFB-105			-	**81**	**N**
	AFB-106			-	**81**	**N**
	AFB-107			-	**81**	**N**
	AFB-108			-	**81**	**N**
	AFB-109			-	**79**	**N**
	AFB-110			-	**77**	**N**
	AFB-111			-	**76**	**N**
	AFB-112			-	**75**	**N**

Location	NSRs	Uses	Noise Criteria, dB(A) [1]	Predicted noise levels, dB(A)		Comply [Y/N]
				Scenario A	Scenario B	
	AFB-113			-	70	Y
	AFB-114			-	61	Y
	AFB-115			-	64	Y
	AFB-116			-	65	Y
	AFB-117			-	67	Y
	AFB-118			-	68	Y
	AFB-119			-	70	Y
2/F AFB	AFB-101			-	**77**	**N**
	AFB-102			-	**77**	**N**
	AFB-103			-	**78**	**N**
	AFB-104			-	**80**	**N**
	AFB-105			-	**81**	**N**
	AFB-106			-	**81**	**N**
	AFB-107			-	**81**	**N**
	AFB-108			-	**81**	**N**
	AFB-109			-	**79**	**N**
	AFB-110			-	**77**	**N**
	AFB-111			-	**77**	**N**
	AFB-112			-	**76**	**N**
	AFB-113			-	**71**	**N**
	AFB-114			-	62	Y
	AFB-115			-	65	Y
	AFB-116			-	66	Y
	AFB-117			-	67	Y
	AFB-118			-	68	Y
	AFB-119			-	70	Y
3/F AFB	AFB-101			-	**76**	**N**
	AFB-102			-	**77**	**N**
	AFB-103			-	**78**	**N**
	AFB-104			-	**80**	**N**
	AFB-105			-	**81**	**N**
	AFB-106			-	**80**	**N**
	AFB-107			-	**80**	**N**
	AFB-108			-	**80**	**N**
	AFB-109			-	**79**	**N**
	AFB-110			-	**77**	**N**
	AFB-111			-	**77**	**N**
	AFB-112			-	**77**	**N**
	AFB-113			-	**73**	**N**
	AFB-114			-	63	Y
	AFB-115			-	66	Y
	AFB-116			-	66	Y
	AFB-117			-	67	Y
	AFB-118			-	68	Y
	AFB-119			-	69	Y
4/F AFB	AFB-101			-	**76**	**N**
	AFB-102			-	**77**	**N**
	AFB-103			-	**78**	**N**
	AFB-104			-	**80**	**N**
	AFB-105			-	**80**	**N**
	AFB-106			-	**80**	**N**
	AFB-107			-	**80**	**N**
	AFB-108			-	**80**	**N**
	AFB-109			-	**78**	**N**
	AFB-110			-	**77**	**N**

Location	NSRs	Uses	Noise Criteria, dB(A) [1]	Predicted noise levels, dB(A)		Comply [Y/N]
				Scenario A	Scenario B	
	AFB-111			-	**77**	**N**
	AFB-112			-	**77**	**N**
	AFB-113			-	**74**	**N**
	AFB-114			-	64	Y
	AFB-115			-	66	Y
	AFB-116			-	66	Y
	AFB-117			-	67	Y
	AFB-118			-	68	Y
	AFB-119			-	69	Y

Note:
[1] Noise criteria shall be referred to **Table 4.1**.

Figure 4.32: Location of facades with noise exceedance where requires mitigation measures (such as fixed glazing, mechanical ventilation and air conditioning) at AFB



4.9 Assessments Results for Kindergarten

4.9.1.1 The layout plan of the kindergarten is not available at this stage. Assessment points have been therefore taken along the footprint of the building as shown in **Figure 4.8**. A summary of road traffic noise assessment results is given in **Table 4.10** below.

Table 4.10: Road traffic noise assessment results – Kindergarten

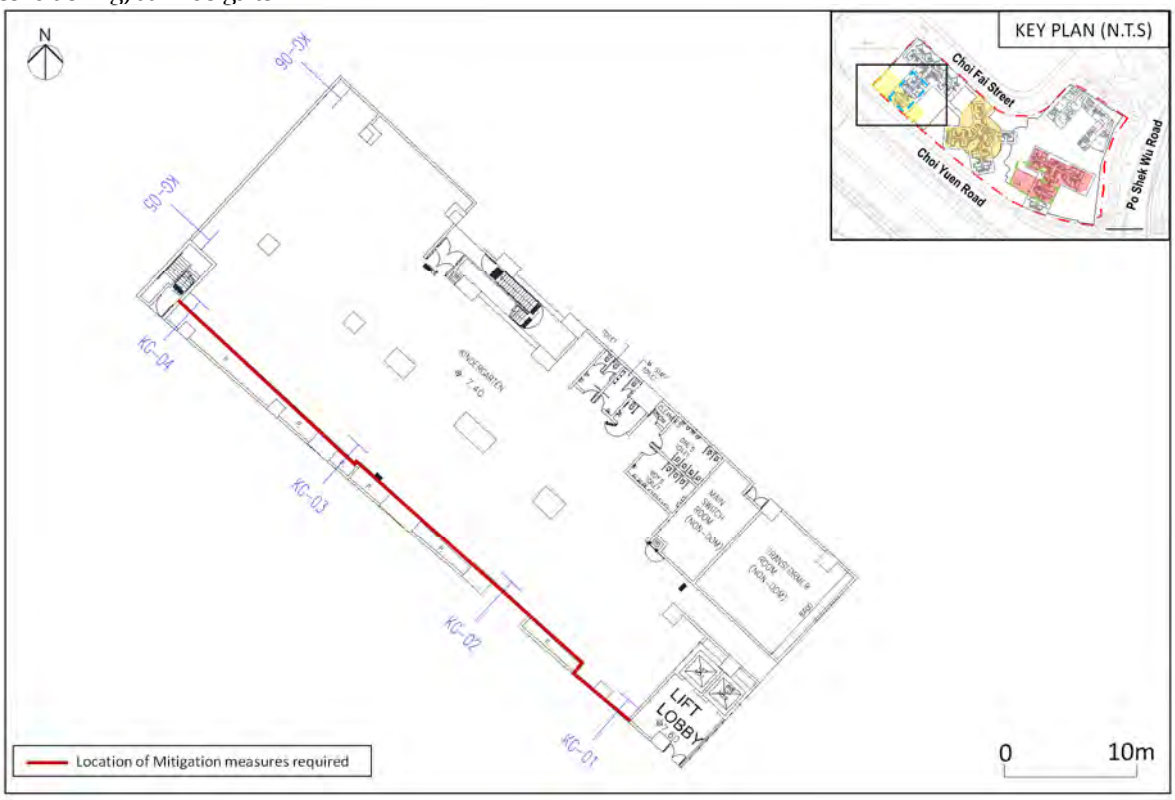
Location	NSRs	Uses	Noise Criteria, dB(A) [1]	Predicted noise levels, dB(A)		Comply [Y/N]
				Scenario A	Scenario B	
Kindergarten	KG-01	Educational institution [2]	65	**78**	**77**	**N**
	KG-02			**77**	**77**	**N**
	KG-03			**77**	**76**	**N**
	KG-04			**76**	**75**	**N**
	KG-05			44	44	Y

Location	NSRs	Uses	Noise Criteria, dB(A) [1]	Predicted noise levels, dB(A)		Comply [Y/N]
				Scenario A	Scenario B	
	KG-06			42	42	Y

Note:
[1] Noise criteria shall be referred to **Table 4.1**.
[2] All uses of the NSRs at kindergarten are assumed to be educational use for conservative assessment.

4.9.1.2 Results indicate that the predicted noise levels are in a range of 42-78dB(A). Some exceedances are predicted at the southwestern facades facing Choi Yuen Road. It is recommended to review the internal layout of the kindergarten. Alternatively, provision of fixed glazing with mechanical ventilation / air conditioning are recommended for mitigating the road traffic noise impact as shown in **Figure 4.33**. Upon receipt of the layout plan, assessment shall be revisited.

Figure 4.33: Location of proposed mitigation measures (such as fixed glazing, mechanical ventilation and air conditioning) at kindergarten



4.10 Assessments Results for RCHE, EMO, IVRSC and HMMH

4.10.1.1 The layout plan of the RCHE, EMO, IVRSC and HMMH are not available at this stage. Assessment points have been therefore taken along the footprint of the buildings. The location of the selected representative NSRs of the RCHE, EMO, IVRSC and HMMH are shown in **Figures 4.9 to 4.13**. A summary of road traffic noise assessment results is given in **Table 4.11** below.

Table 4.11: Road traffic noise assessment results – RCHE, IVRSC and HMMH

Site	Location	NSRs	Uses	Noise Criteria, dB(A) [1]	Predicted noise levels, dB(A)		Comply [Y/N]
					Scenario A	Scenario B	
1	P1/F of RCHE	RCHE-101	Domestic/ Office	70	**73**	**73**	**N**
		RCHE-102			**73**	**73**	**N**
		RCHE-103			**71**	**72**	**N**
		RCHE-104			67	69	Y
		RCHE-105			67	69	Y
		RCHE-106			68	70	Y
		RCHE-107			68	70	Y
		RCHE-108			68	**71**	**N**
		RCHE-109			69	**71**	**N**
		RCHE-110			**72**	**73**	**N**
		RCHE-111			**74**	**73**	**N**
		RCHE-112			**75**	**74**	**N**
		RCHE-113			**75**	**74**	**N**
		RCHE-114			**75**	**74**	**N**
		RCHE-115			**76**	**75**	**N**
		RCHE-116			**75**	**74**	**N**
		RCHE-117			**72**	**71**	**N**
		RCHE-118			61	61	Y
		RCHE-119			50	49	Y
		RCHE-120			39	39	Y
		RCHE-121			65	65	Y
		RCHE-122			66	65	Y
		RCHE-123			66	66	Y
	P2/F of RCHE	RCHE-101			**72**	**72**	**N**
		RCHE-102			**72**	**73**	**N**
		RCHE-103			**72**	**73**	**N**
		RCHE-104			70	**71**	**N**
		RCHE-105			70	**71**	**N**
		RCHE-106			70	**72**	**N**
		RCHE-107			70	**72**	**N**
		RCHE-108			70	**72**	**N**
		RCHE-109			**71**	**73**	**N**
		RCHE-110			**74**	**74**	**N**
		RCHE-111			**75**	**74**	**N**
		RCHE-112			**75**	**74**	**N**
		RCHE-113			**75**	**74**	**N**
		RCHE-114			**75**	**74**	**N**
		RCHE-115			**76**	**75**	**N**
		RCHE-116			**75**	**74**	**N**
		RCHE-117			**72**	**71**	**N**
		RCHE-118			61	61	Y
		RCHE-119			50	50	Y
		RCHE-120			41	40	Y
		RCHE-121			65	65	Y
		RCHE-122			66	65	Y
		RCHE-123			66	66	Y
	P3/F of IVRSC	IVRSC-101			-	51	Y
		IVRSC-102			-	**71**	**N**
		IVRSC-103			-	**72**	**N**
		IVRSC-104			-	62	Y
		IVRSC-105			-	58	Y
	1/F HMMH	HMMH-101			-	61	Y
		HMMH-102			-	64	Y

Site	Location	NSRs	Uses	Noise Criteria, dB(A) [1]	Predicted noise levels, dB(A)		Comply [Y/N]
					Scenario A	Scenario B	
		HMMH-103			-	**71**	**N**
		HMMH-104			-	**79**	**N**
		HMMH-105			-	**78**	**N**
		HMMH-106			-	**76**	**N**
		HMMH-107			-	**73**	**N**
		HMMH-108			-	**71**	**N**
		HMMH-109			-	**71**	**N**
		HMMH-110			-	**73**	**N**
		HMMH-111			-	**75**	**N**
		HMMH-112			-	**75**	**N**
		HMMH-113			-	**75**	**N**
		HMMH-114			-	67	Y
		HMMH-115			-	60	Y
		HMMH-116			-	56	Y
	P3/F of EMO	EMO-101	Office		62	62	Y
		EMO-102			66	66	Y
		EMO-103			**76**	**75**	**N**
		EMO-104			**76**	**75**	**N**
		EMO-105			65	66	Y
		EMO-106			63	63	Y
2	2/F of EMO	EMO-201			**78**	**78**	**N**
		EMO-202			**77**	**78**	**N**
		EMO-203			**77**	**78**	**N**
		EMO-204			52	52	Y
		EMO-205			53	52	Y

Note:
[1] Noise criteria shall be referred to **Table 4.1**.

4.10.1.2 Results indicate that the predicted noise levels at the façade of RCHE, EMO, IVRSC and HMMH facing Choi Yuen Road, Po Shek Wu Road and Choi Fai Street will exceed the noise criterion of 70 dB(A) for residential and office uses. It is recommended that fixed glazing, mechanical ventilation and air conditioning should be provided on the affected facade or the noise sensitive rooms should be planned away from road (**Figures 4.34** to **4.38**). Upon receipt of the layout plan, assessment shall be revisited.

Figure 4.34: Location of facades with noise exceedance where requires mitigation measures (such as fixed glazing, mechanical ventilation and air conditioning) at RCHE at Site 1

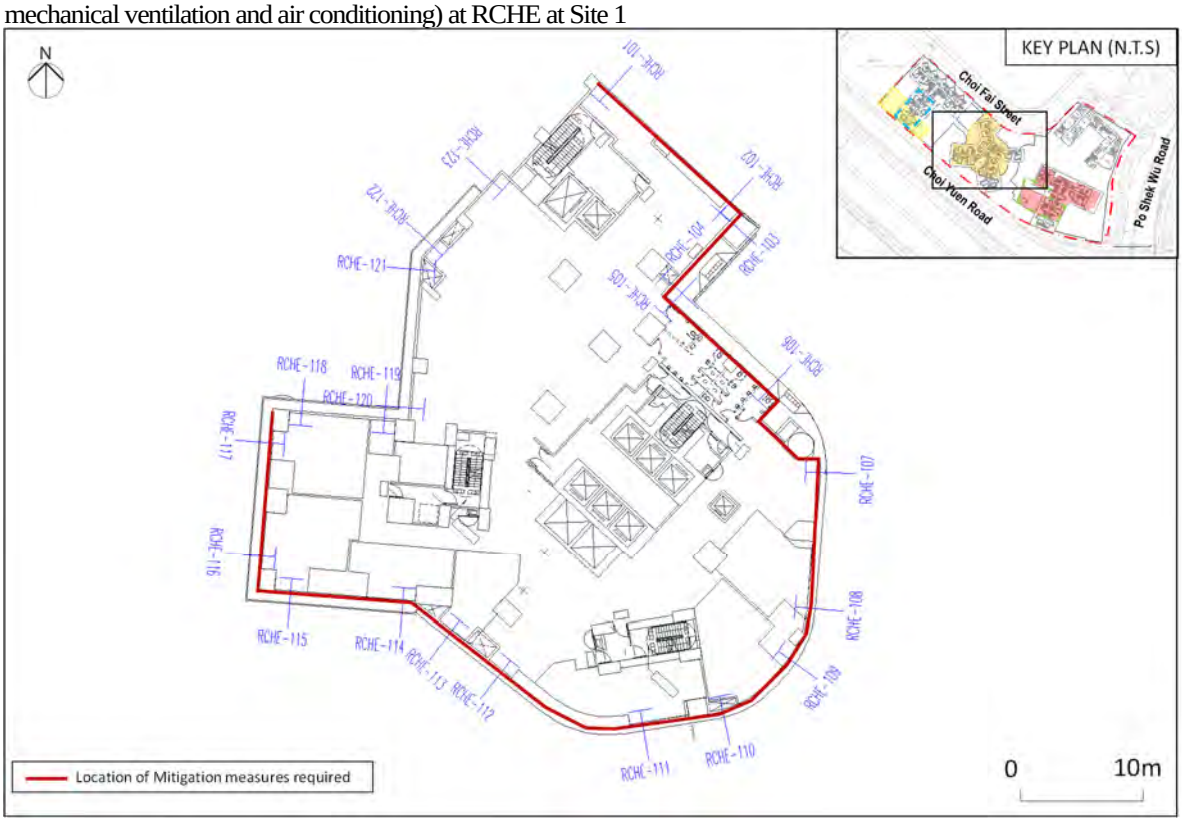


Figure 4.35: Location of facades with noise exceedance where requires mitigation measures (such as fixed glazing, mechanical ventilation and air conditioning) at IVRSC at Site 1

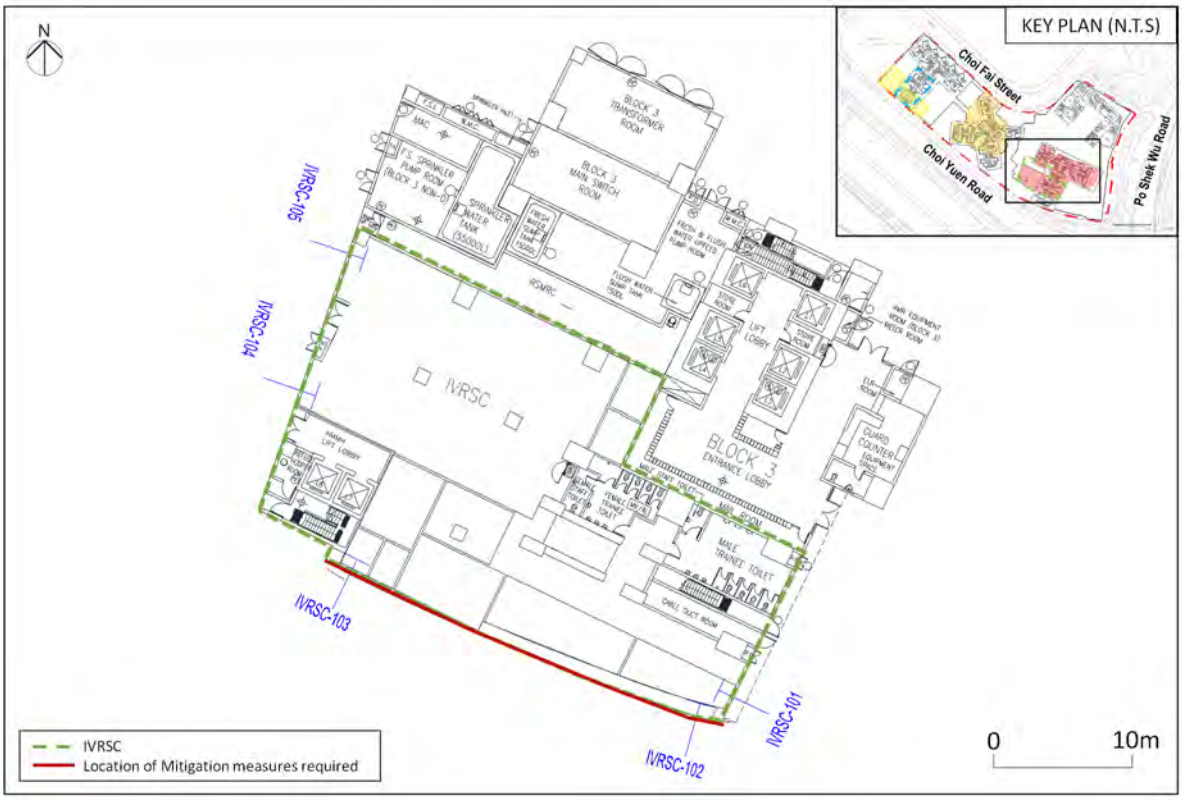


Figure 4.36: Location of facades with noise exceedance where requires mitigation measures (such as fixed glazing, mechanical ventilation and air conditioning) at HMMH at Site 1

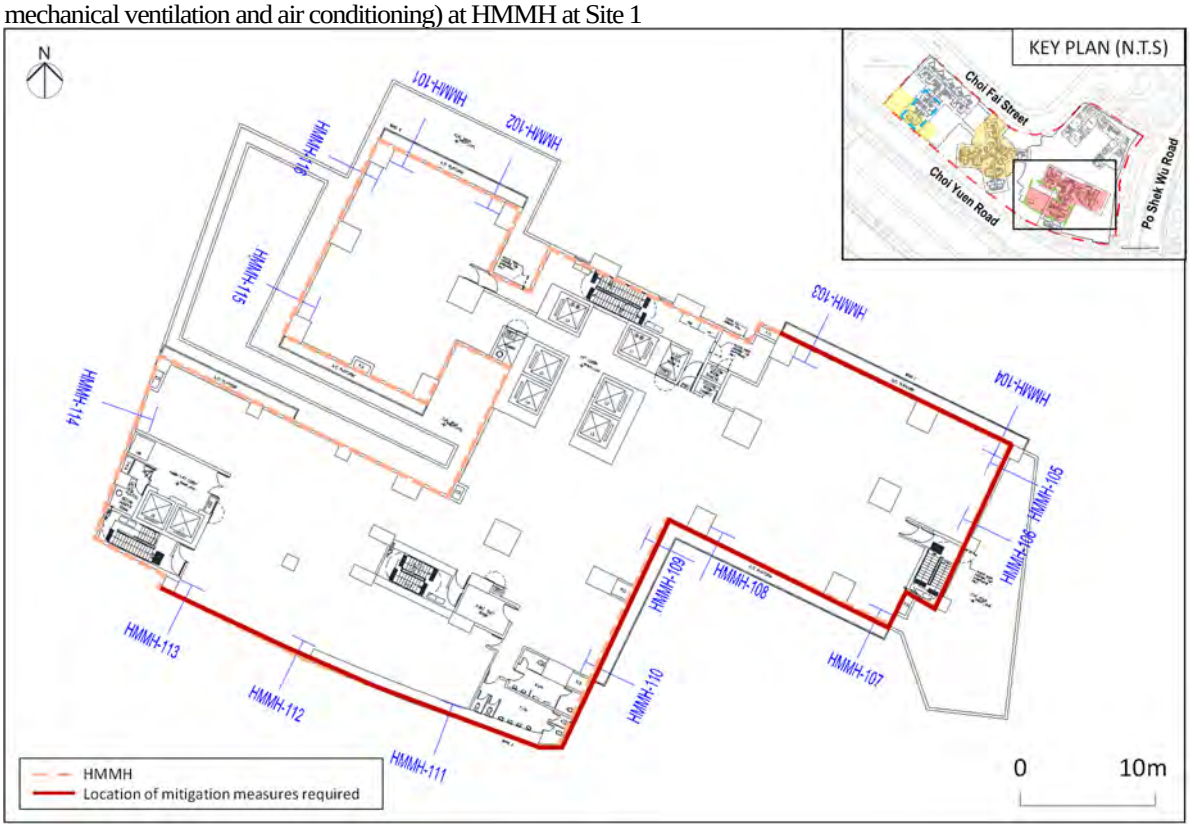


Figure 4.37: Location of facades with noise exceedance where requires mitigation measures (such as fixed glazing, mechanical ventilation and air conditioning) at EMO at Site 1

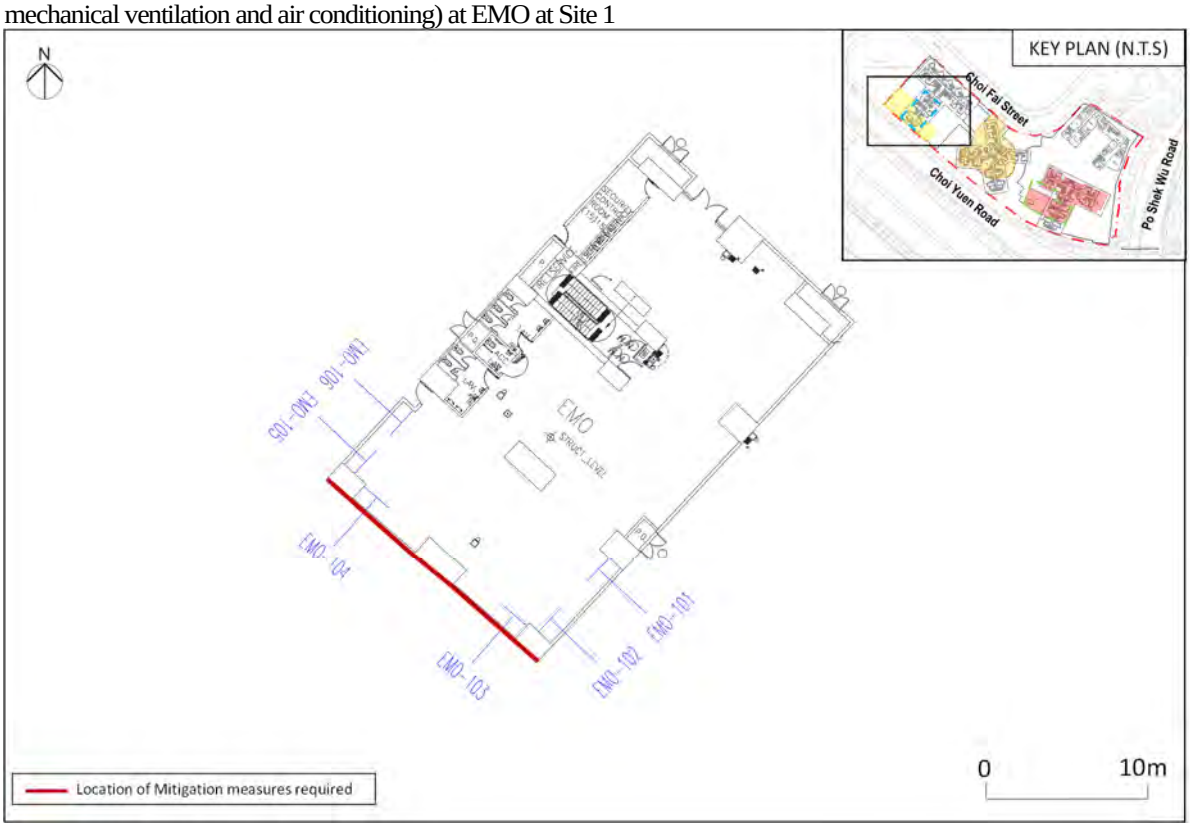
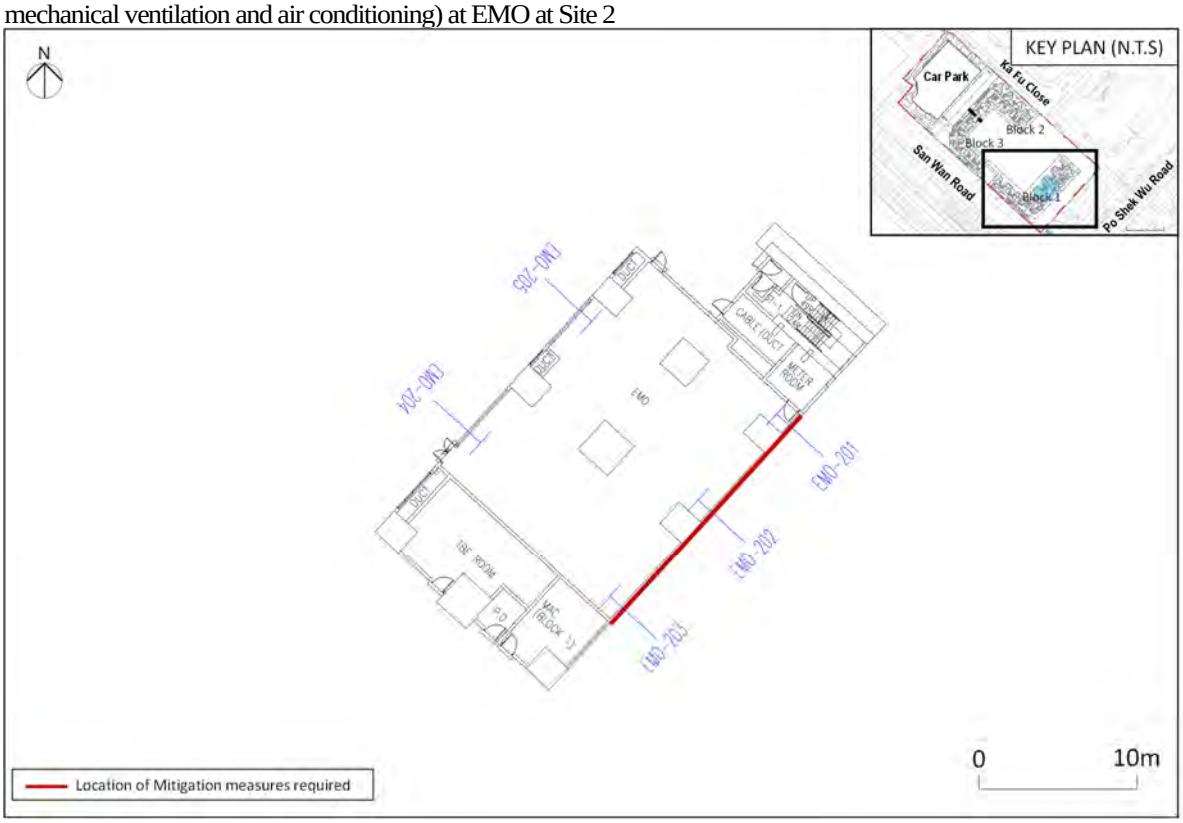


Figure 4.38: Location of facades with noise exceedance where requires mitigation measures (such as fixed glazing, mechanical ventilation and air conditioning) at EMO at Site 2



5 Rail Noise Impact Assessment

5.1 Rail Noise Criteria

5.1.1.1 Noise planning standards for rail noise have been specified in Table 4.1 of the HKPSG Chapter 9, i.e. $L_{eq(24hr)}$ of 65 dB(A) and $L_{max(2300\text{-}0700hours)}$ of 85 dB(A). Besides, Acceptable Noise Levels (ANL) are also stipulated in the Technical Memorandum for Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Sites (TM-Places) issued under the Noise Control Ordinance as shown in **Table 5.1**. Rail noise impact is assessed according to the recommendation of the HKPSG, which include compliance with the relevant requirement of the NCO.

Table 5.1: Noise criteria for rail noise

Area Sensitivity Rating	Time Period [1]	Acceptable Noise Levels, $Leq_{(30\ mins)}$ dB(A) under TM-Places	Maximum A-weighted SPL, $L_{max\ (2300\text{-}0700hrs)}$ dB(A) under HKPSG	24 hours Equivalent SPL, $Leq_{(24\ hr)}$ dB(A) under HKPSG
A	Daytime & Evening	60	85	65
	Night-time	50		
B	Daytime & Evening	65		
	Night-time	55		
C	Daytime & Evening	70		
	Night-time	60		

Note:
[1] Daytime: 0700 to 1900 hours, Evening: 1900 to 2300 hours, Night-time: 2300 to 0700 hours

5.1.1.2 The site is planned for high rise residential developments. The subject site is surrounded immediately by high density developments including the Po Shek Wu Estate to the southeast, planned housing development at Po Shek Wu Road to the east and various industrial and commercial buildings to the west and to the northwest. The types of area (i) rural area; (ii) low density residential area consisting of low-rise or isolated high-rise developments; and (iii) urban area according to TM-Places cannot reflect the future environs of the subject site and are all not applicable. Thus, the whole site shall fall into type (iv) “Area other than those above" according to TM-Places.

5.1.1.3 Review of the Annual Traffic Census (ATC) for Year 2018 indicates that Po Shek Wu Road had an AADT of 36,460, which is considered as an Influencing Factor (IF) under the TM-Places. For the facades having a relatively open view angle facing Po Shek Wu Road, these NSRs are at such a location that noise generated by the IF is readily noticeable at the NSR and is dominant feature of the noise climate of the NSR. They are considered to be directly affected by the IF and hence an Area Sensitivity Rating (ASR) of C is assigned. The Acceptable Noise Level (ANL) for ASR of “C” should be 70dB(A) and 60dB(A) for daytime and night-time respectively.

5.1.1.4 According to TM-Places, any NSR shall be assigned an ASR of "C" if it is within 100m of a zone designated as "Industrial" or "Industrial Estate" on a statutory Outline Zoning Plan, or an ASR of "B" if it is between 100m and 25m from such a zone (Industrial). Site 1 and Site 2 are entirely within 100m of "Industrial" zone in accordance with Fanling/Sheung Shui OZP S/FSS/22. Therefore, the ASR of "C" shall be applied to NSR. The ANL for ASR of "C" should be 70 dB(A) and 60 dB(A) for daytime and night-time respectively. The proposed ASRs for the NSRs are identified in **Figures 5.1** to **5.2** below.

Figure 5.1: Proposed ASRs for Site 1 NSRs

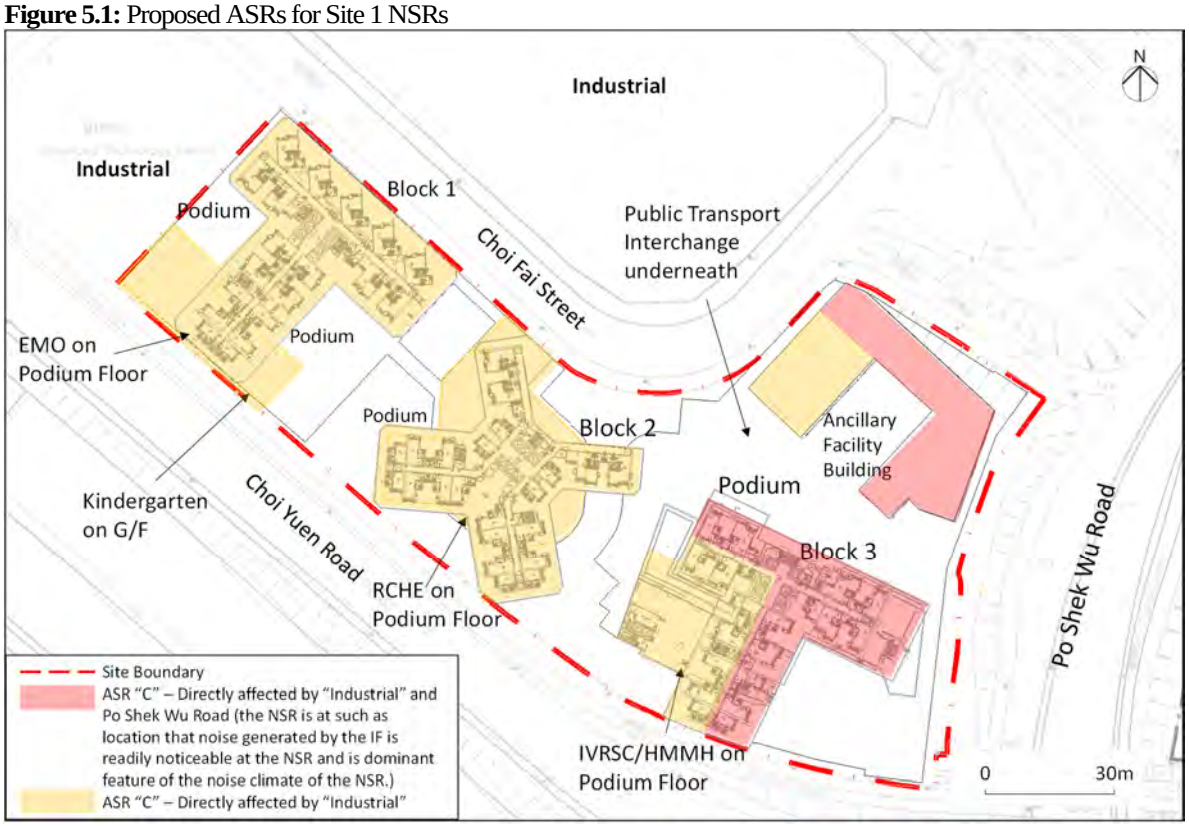
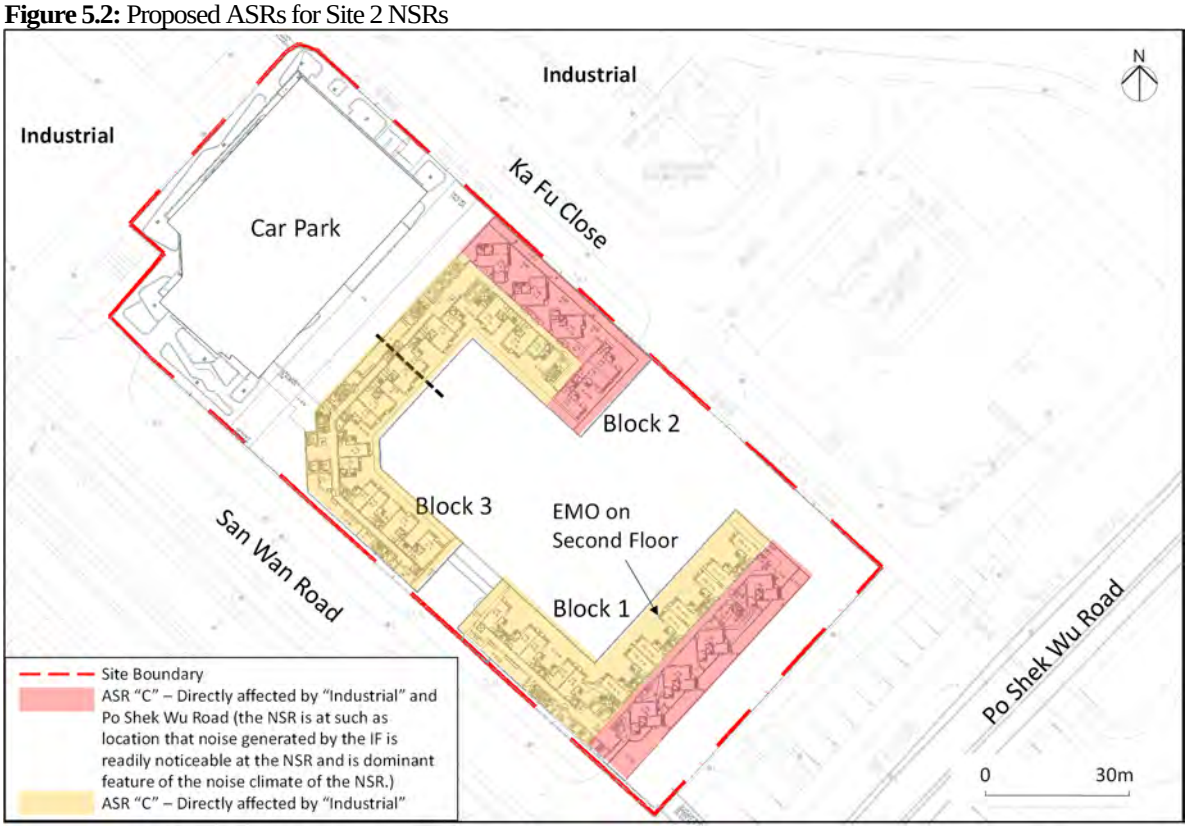


Figure 5.2: Proposed ASRs for Site 2 NSRs



5.2 Assessment Methodology

5.2.1.1 All possible locations along the section between Sheung Shui Station and Po Shek Wu Road for rail noise measurement have been considered. The subject site is currently occupied by car park and noise measurement was not allowed by the operator. Trackside barriers are erected along both sides of the rail section from Sheung Shui Station to Po Shek Wu Road. Noise measurements along this rail section would not be representative. In addition, the noise environs near San Wan Road next to Site 2 is dominated by road traffic noise. Also, there are retaining walls, 5m high vertical noise barrier (opposite to the nearby Po Shek Wu Road Site) and 1.3m concrete barrier wall along this rail section. Noise measurements along this rail section would not be representative.

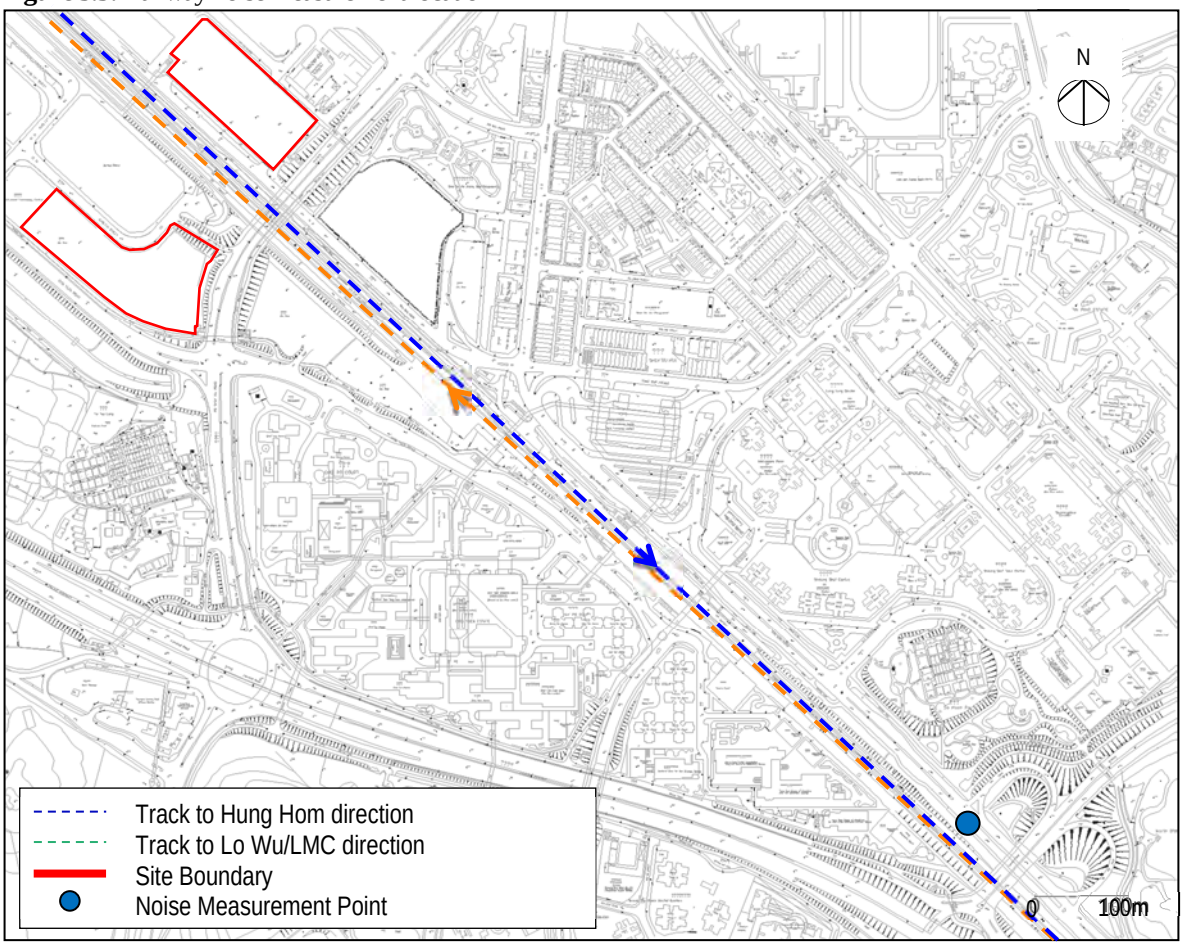
5.2.1.2 In addition, trial noise measurements have been conducted near the Cambridge Plaza, however, the measured sound exposure level (SEL) was found not representative due to noise reflection from the existing 1.3m concrete barrier along the pavement next to San Wan Road. Measurement near Cambridge Plaza would therefore need to be considered at high level (e.g. the footbridge) such that the measured SEL is not affected by noise reflection from the existing concrete barrier. However, with short separation from the rail tracks, the vertical directivity might result in over estimation of the SEL. Besides, it is also considered not suitable to carry out the measurement at Cambridge Plaza due to the loading & unloading activities at the nearby vegetable wholesale store. In consideration of all these constraints, noise measurement near the subject development site is not practical.

5.2.1.3 In view of the similar site condition to the Po Shek Wu Estate which is located adjacent to the subject site, noise source measurement data extracted from the Final EAS Report for the HKHA housing development at Po Shek Wu Estate has been adopted in this assessment.

The rail noise measurements were taken at an open ground where there is no trackside barrier and with view directly overlooking the rail tracks. The measurement location is illustrated in **Figure 5.3**. The track form and operational characteristics at the selected measurement point are very similar to that of the development site. Hence, the measured SEL of train event are considered representative for assessment on the subject site.

5.2.1.4 According to the Final EAS Report for the HKHA housing development at Po Shek Wu Estate, the average SEL corrected to 25m are 85.1dB(A) and 86.1dB(A) for EMU to Hung Hom direction and Lo Wu/Lok Ma Chau (Lo Wu/LMC) direction; and 86.5dB(A) and 87.9dB(A) for intercity through train to Hung Hom direction and China direction, respectively. The measurement results for the representative train events (i.e. without significant influence by other noise sources) extracted from the Final EAS Report are presented in **Appendix 5.1**.

Figure 5.3: Railway noise measurement location

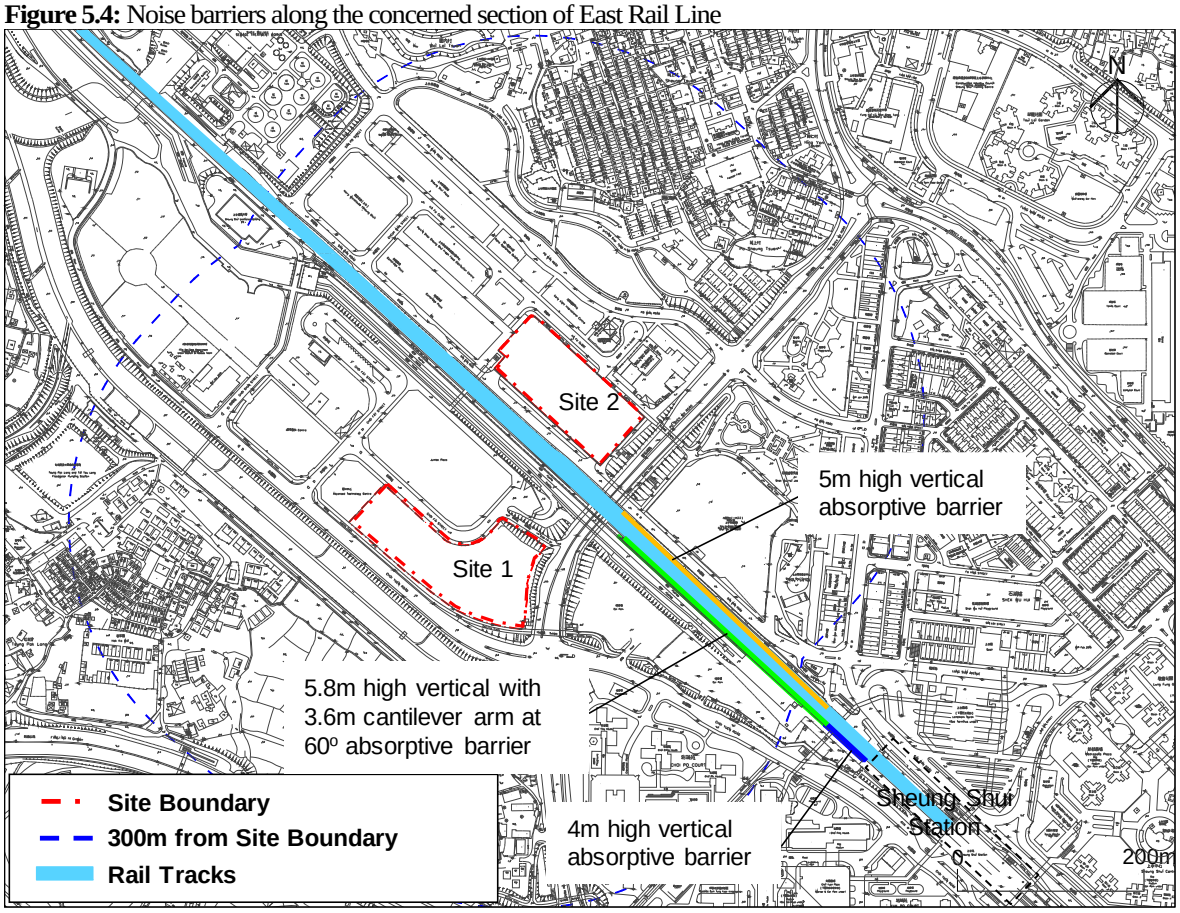


5.2.1.5 With reference to the latest information provided by MTRC, the train operation may change upon the completion of Shatin to Central Link (SCL) in future. As advised by MTRC, the train frequency shall be made reference to the SCL EIA Report (AEIAR-165/2012). For a conservative approach, the number of train cars has been assumed to be the same as that of the current operation, which is more than that of the SCL in future operation.

5.2.1.6 A 5m high vertical absorptive barrier (**Figure 5.4**) is currently installed along the track for direction to Hung Hom for the section between Sheung Shui Station and Po Shek Wu Road.

The barrier would provide screening effect to the proposed development in Site 2 and has been taken into account in the calculations. Two sections of absorptive barriers including one 4m high vertical barrier and one 5.8m high vertical with 3.6m cantilever arm at 60° barrier (**Figure 5.4**) are installed on the track for direction to Lo Wu or LMC direction. These barriers would provide screening effect to the proposed development in Site 1 and has been taken into account in the calculations. Since all these barriers are installed with absorptive panels, noise reflection is not anticipated.

Figure 5.4: Noise barriers along the concerned section of East Rail Line



5.2.1.7 Considering the confidentiality issue of the information, the letter of reply on operation parameter and as-built drawings of the noise barrier from MTRC will be provided to EPD separately upon request. The Consultant has confirmed that the information was valid and the best available information to be incorporated into the assessment.

5.2.1.8 Railway noise impact is predicted according to "Calculation of Railway Noise (1995)" by the UK Department of Transport. Predicted sound pressure levels ($L_{eq(30min)}$) at receivers are calculated based on the measured SEL with corrections for barrier screening, rail deterioration, distance attenuation, angle of view, no. of train frequency and façade effect. The predicted L_{max} at the selected receiver is determined from the measured L_{max} of each track; and the calculation has taken into account the rail deterioration, distance attenuation and façade effect. The assumptions adopted for the assessment are detailed in **Appendix 5.2.**

5.3 Representative Assessment Points

5.3.1.1 During the process of designing the development layout, due consideration has been given to avoiding noise impacts from the East Rail as much as practicable. Self-protecting block design has been therefore adopted in both sites. As mentioned in the previous sections, AF/ EW are designed for some Type C-1(a), Type C-1(c) and Type C-6(a) flat units in Block 1 and 2 of Site 1 and Type C-8by flat units in Block 1 of Site 2. The AF/ EW could also benefit some of these flat units from East Rail. With the AF/ EW, the main windows of these flat units have reduced line of sight to the rail tracks. Without the adoption of self-protecting building design and AF/ EW, noise exceedance is anticipated on the facades facing the rail tracks.

5.3.1.2 Taking into account the AF/ EW as well as the fixed glazing proposed for road traffic noise in **Section 4**, representative NSRs at the residential blocks, AFB, HMMH and RCHE with line of sight to the rail are selected for the assessment. For EMO and IVRSC, those facades with openable windows do not have line of sight to the rail. The locations of the selected representative assessment points are illustrated in **Figures 5.5** to **5.6**.

Figure 5.5: Selected representative assessment points for rail noise impact assessment (Site 1)

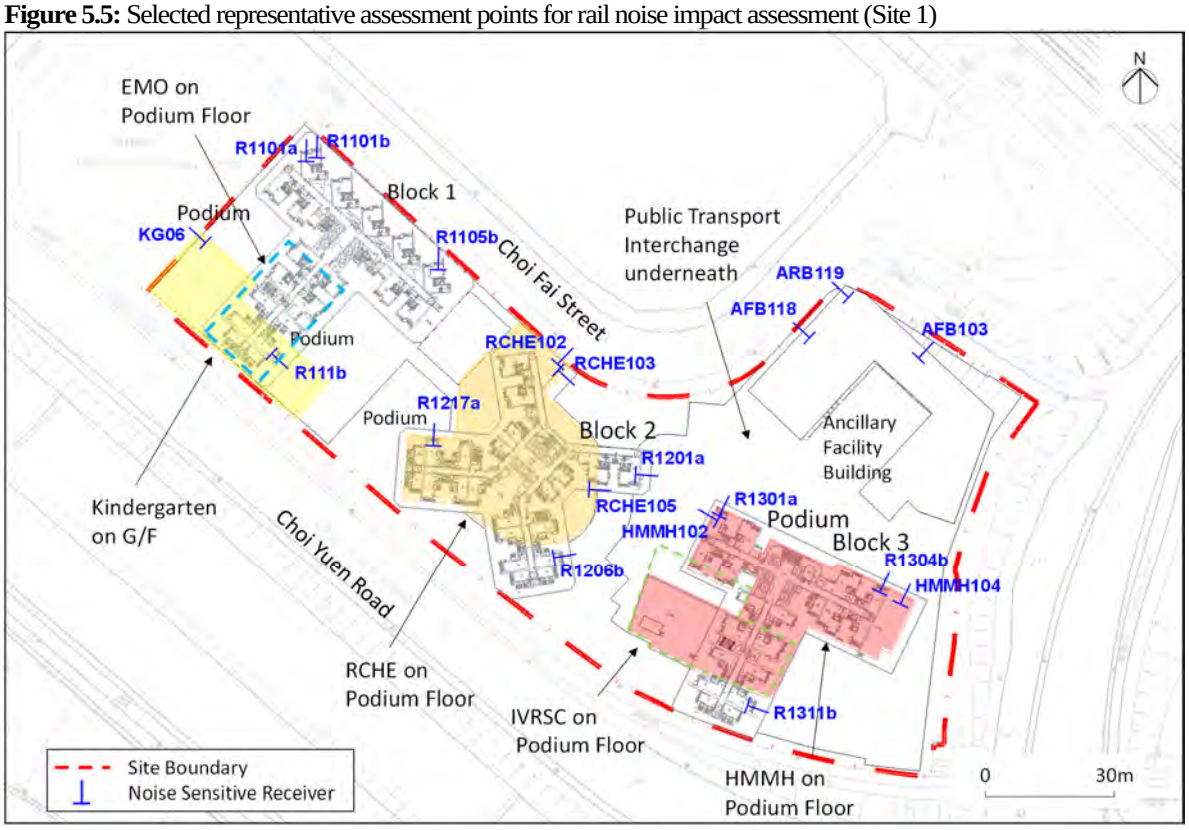
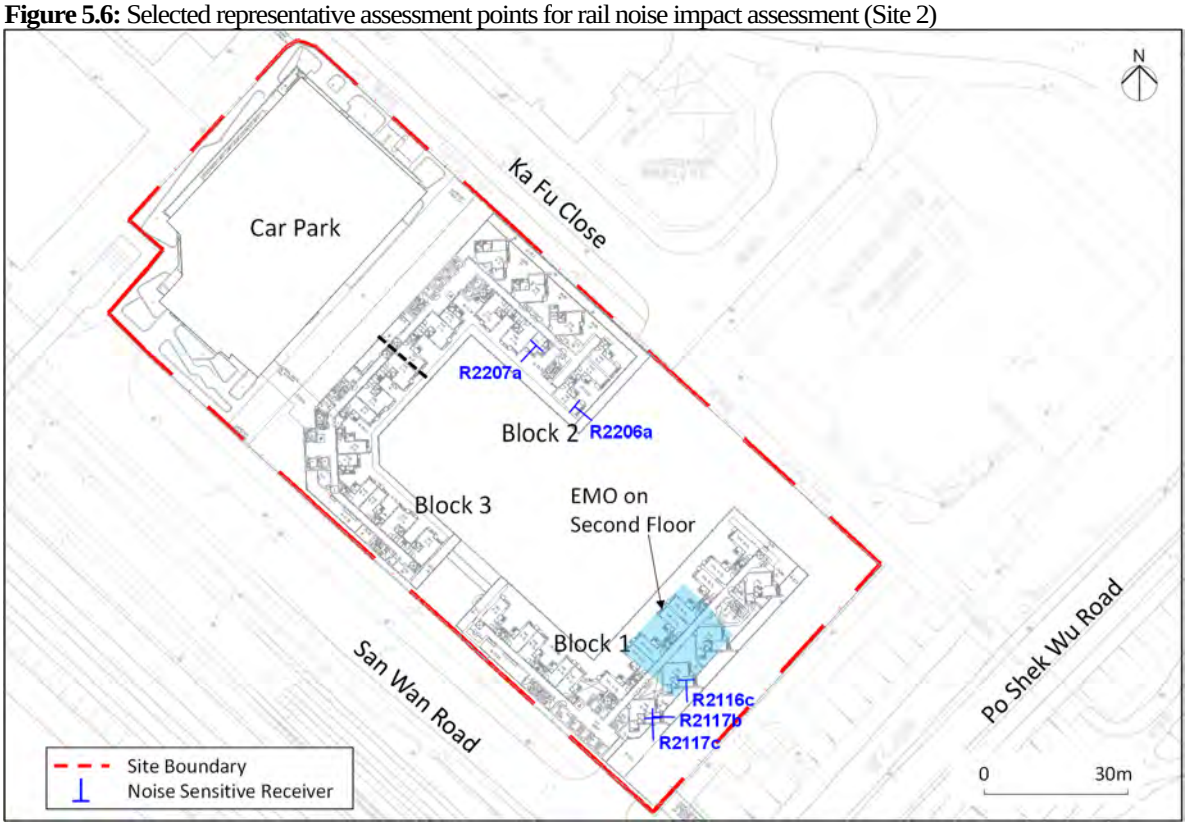


Figure 5.6: Selected representative assessment points for rail noise impact assessment (Site 2)



5.4 Predicted Rail Noise Level for Residential Blocks

5.4.1.1

The results are summarised in **Table 5.2** for daytime and **Table 5.3** for night-time. Detailed calculations are given in **Appendix 5.3**.

Table 5.2: Daytime railway noise impact assessment results for residential blocks (Basecase Scenario)

Site	Block	NSR ID	Proposed ASRs	Predicted Noise Level [1], $L_{eq\ 30min}$ dB(A)	Daytime Noise Criterion, dB(A)	Comply [Y/N]
1	1	R1101a	C	60	70	Y
		R1101b		60		Y
		R1105b		59		Y
		R1111b		52		Y
	2	R1217a		59		Y
		R1206b		58		Y
		R1201a		64		Y
	3	R1301a		53		Y
		R1304b		60		Y
		R1311b		49		Y
2	1	R2116c		65		Y
		R2117b		55		Y
		R2117c		67		Y
	2	R2206a		59		Y
		R2207a		56		Y

Note:
[1] Only the predicted noise levels for the worst floor are presented. Details shall be referred to **Appendix 5.3**.

Table 5.3: Night-time railway noise impact assessment results for residential blocks (Basecase Scenario)

Site	Block	NSR ID	Proposed ASRs	Predicted Noise Level [1], $L_{eq\ 30min}$ dB(A)	Night-time Noise Criterion, dB(A)	Comply [Y/N]
1	1	R1101a	C	60	60	Y
		R1101b		60		Y
		R1105b		58		Y
		R1111b		51		Y
	2	R1217a		58		Y
		R1206b		57		Y
		R1201a		**63**		**N**
	3	R1301a		52		Y
		R1304b		59		Y
		R1311b		48		Y
2	1	R2116c		**64**		**N**
		R2117b		54		Y
		R2117c		**67**		**N**
	2	R2206a		58		Y
		R2207a		55		Y

Note:
[1] Only the predicted noise levels for the worst floor are presented. Details shall be referred to **Appendix 5.3**.

5.4.1.2 As shown in **Table 5.3**, exceedances are predicted on the side windows of some flats in Site 2 directly facing the East Rail (i.e. NSRs R1201a, R2116c and R2117c). With predicted noise level of 64dB(A) at R2116c during night-time, it is expected that the side windows at R2114c and R2115c with the same orientation facing rail line will also exceed the noise criterion. As discussed in **Section 4**, fixed glazing has already been proposed for NRSs R1201a, R2114c, R2115c, R2116c and R2117c to mitigate road traffic noise impact, they could also mitigate rail noise impact. The locations of the proposed fixed glazing for rail noise are summarized in **Table 5.4** and indicated in **Figures 5.7** and **Figure 5.8**.

5.4.1.3 Fixed glazing provided to the affected side windows at R1201a, R2114c, R2115c and R2116c, will be designed to openable well-gasketted window of 6mm pane. With this configuration, significant noise transmitted into the NSR through the fixed glazing pane is not expected.

5.4.1.4 For R2117c, the fixed glazing provided will be designed to openable well-gasketted window of 8mm pane. With this configuration, significant noise transmitted into the NSR through the fixed glazing pane is not expected.

5.4.1.5 The proposed fixed glazing should be normally closed for noise reduction and needs not to be opened for ventilation. These fixed glazing windows could only be opened by Allen key for cleansing and maintenance purposes. The purpose of fixed glazing will be stated in the Decoration Handbook to let the future occupants be well aware of its intended purpose.

Table 5.4: Location of fixed glazing

Site	Block	Fixed Glazing NSR	Floor requiring Fixed Glazing	Width of Openable Well-gasketted Window
1	2	R1201a	21/F – 44/F	6mm
2	1	R2114c	3 - 46/F [1]	6mm
		R2115c	3 - 46/F [1]	6mm
		R2116c	3 - 46/F	6mm
		R2117c	3 - 46/F	8mm

Note:
[1] Fixed glazing has already been proposed in the road traffic noise assessment.

Figure 5.7: Location of fixed glazing for Site 1

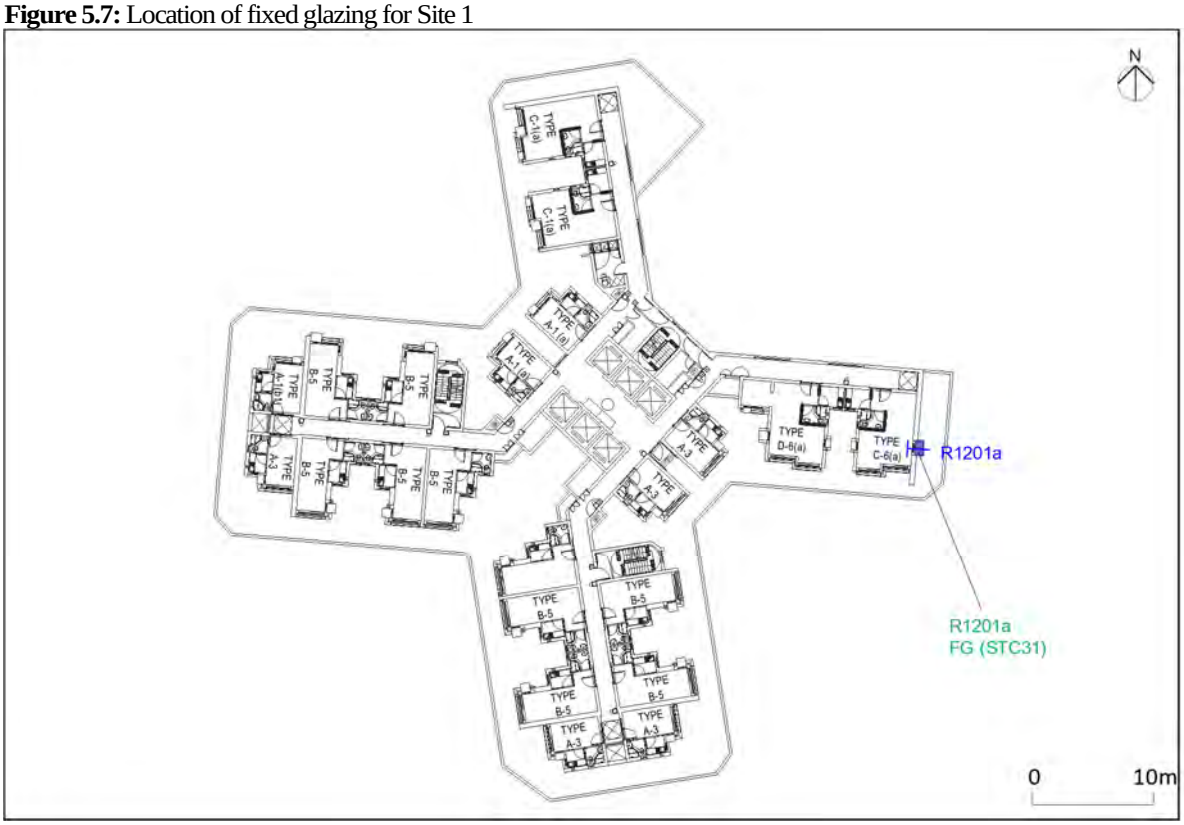
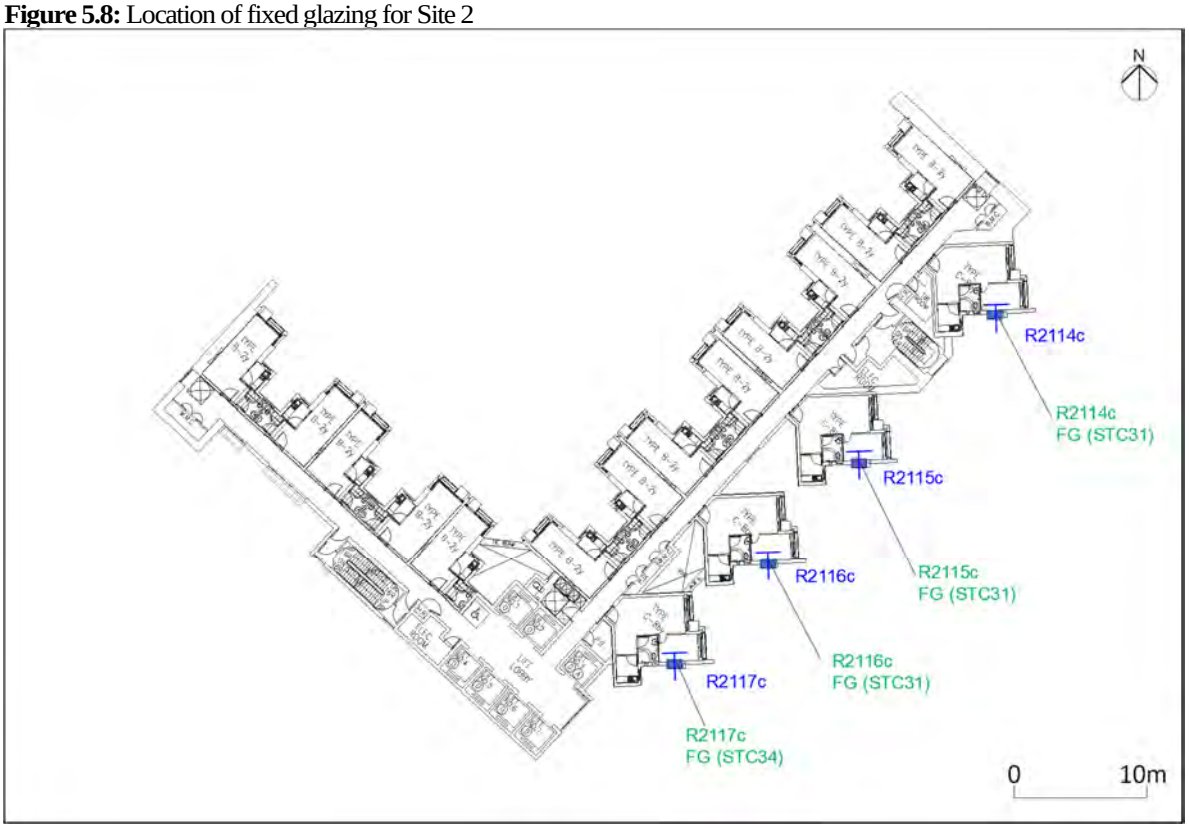


Figure 5.8: Location of fixed glazing for Site 2



5.4.1.6 With the provision of fixed glazing, the side windows need not to be openable for ventilation such that the respective noise criteria are no longer applicable. All NSRs would comply with both the daytime and night-time noise criteria.

5.4.1.7 According to the MTRC's train schedule, the operation hours of East Rail are from 05:30 to 01:12. The predicted $L_{eq(24hour)}$ is calculated based on the assumptions of 16 hours daytime operation (i.e. 07:00 to 23:00) with daytime $L_{eq(30min)}$, 4 hours (i.e. 05:30-07:00 and 23:00-01:30) with night-time $L_{eq(30min)}$ and 4 non-service hours (i.e. 01:30-05:30) at the selected representative NSRs. The predicted $L_{eq(24hour)}$ at the representative NSRs are summarised in **Table 5.5** below.

Table 5.5: Predicted $L_{eq(24\,hours)}$ at the representative assessment points for residential blocks (Basecase Scenario)

Site	Block	Representative NSR ID	Predicted Noise Level, $L_{eq\ 30mins}$, dB(A)		Predicted Noise Level, $L_{eq\ 24\ hours}$, dB(A)	Noise Criterion, dB(A)	Comply [Y/N]
			Daytime	Night-time			
1	1	R1101a	60	60	60	65	Y
		R1101b	60	60	59		Y
		R1105b	59	58	58		Y
		R1111b	52	51	51		Y
	2	R1217a	59	58	58		Y
		R1206b	58	57	57		Y
		R1201a	64	63	63		Y
	3	R1301a	53	52	53		Y
		R1304b	60	59	59		Y
		R1311b	49	48	48		Y
2	1	R2116c	65	64	64		Y
		R2117b	55	54	54		Y
		R2117c	67	67	**66**		**N**
	2	R2206a	59	58	58		Y
		R2207a	56	55	55		Y

5.4.1.8 Results indicate that the predicted $L_{eq(24hour)}$ at the representative NSRs comply with the noise criterion of 65dB(A), except R2117c in Site 2. As fixed glazing of not less than TL of 32dB in 250Hz octave-band and STC 34 has already been proposed, no significant noise transmitted into the NSR through the fixed glazing pane is expected. No additional mitigation measures are required.

5.4.1.9 Detailed calculation of the maximum rail noise level (L_{max}) is shown in **Appendix 5.4**. Results indicate that the worst predicted L_{max} is 82dB(A) at R2117b and the predicted L_{max} at all representative NSRs would comply the noise criterion of 85dB(A). No additional mitigation measures are required.

5.5 Predicted Rail Noise Level for AFB

5.5.1.1 As mentioned above, the layout plans of the AFB are not available at this stage. Assessment points have been therefore taken along the footprint of the buildings. Upon receipt of the layout plan, assessment shall be revisited. The locations of the selected representative NSRs at the AFB are illustrated in **Figure 5.5**.

5.5.1.2 Since the AFB are located within 100m from the "Industrial" zone, an ASR of C is assigned. The Acceptable Noise Level (ANL) for ASR of "C" should be 70 dB(A) and 60 dB(A) for daytime and night-time respectively. The predicted rail noise levels ($L_{eq\ (30mins)}$) for daytime and nighttime are summarised in **Table 5.6** and **Table 5.7**.

Table 5.6: Daytime railway noise impact assessment results for AFB (Basecase Scenario)

NSR ID	Proposed ASRs	Predicted Noise Level [1], $L_{eq\ 30min}$ dB(A)	Daytime Noise Criterion, dB(A)	Comply [Y/N]
AFB103	C	66	70	Y
AFB118		59		Y
AFB119		63		Y

Note:
[1] Only the predicted noise levels for the worst floor are presented. Details shall be referred to **Appendix 5.5**.

Table 5.7: Nighttime railway noise impact assessment results for AFB (Basecase Scenario)

NSR ID	Proposed ASRs	Predicted Noise Level [1], $L_{eq\ 30min}$ dB(A)	Night-time Noise Criterion, dB(A)	Comply [Y/N]
AFB103	C	**65**	60	**N**
AFB118		58		Y
AFB119		**62**		**N**

Note:
[1] Only the predicted noise levels for the worst floor are presented. Details shall be referred to **Appendix 5.5**.

5.5.1.3 Results indicate that the predicted noise levels at AFB103 and AFB119 exceed the criterion of 60dB(A) during night-time. Mitigation measures are therefore required. Provision of fixed glazing, mechanical ventilation and air conditioning at the affected façades are recommended. Alternatively, the noise sensitive uses with night-time operation should be planned away from rail tracks. Upon receipt of the layout plan, assessment shall be revisited.

5.5.1.4 The predicted $L_{eq(24hour)}$ at the representative NSRs of AFB are summarised in **Table 5.8** below. Results indicate that the predicted $L_{eq(24hour)}$ at the representative worst affected NSRs would comply with the noise criterion of 65dB(A).

Table 5.8: Predicted $L_{eq(24\ hours)}$ at the representative assessment points for AFB (Basecase Scenario)

Representative NSR ID	Predicted Noise Level, $L_{eq\ 30mins}$, dB(A)		Predicted Noise Level, $L_{eq\ 24\ hours}$, dB(A)	Noise Criterion, dB(A)	Comply [Y/N]
	Daytime	Night-time			
AFB103	66	65	65	65	Y
AFB118	59	58	58		Y
AFB119	63	62	62		Y

5.5.1.5 The worst predicted maximum rail noise level (L_{max}) is 76dB(A) at AFB103 and AFB119 and is within the noise criterion of 85dB(A). Detailed calculation is shown in **Appendix 5.6**. No adverse noise impact is anticipated.

5.6 Predicted Rail Noise Level for Kindergarten

5.6.1.1 As mentioned above, the layout plan of the Kindergarten is not available at this stage. Assessment points have been therefore taken along the footprint of the building. Upon

receipt of the layout plan, assessment shall be revisited. The locations of the selected representative NSR at kindergarten are illustrated in **Figure 5.5**.

5.6.1.2 Since the kindergarten are located within 100m from the "Industrial" zone, an ASR of C is assigned. The Acceptable Noise Level (ANL) for ASR of "C" should be 70 dB(A) and 60 dB(A) for daytime and night-time respectively. Since there is no night-time operation at the kindergarten, the night-time criterion is not applicable.

5.6.1.3 The predicted rail noise levels ($L_{eq\ (30mins)}$) are summarised in **Table 5.9** and detailed calculation is shown in **Appendix 5.7**. Results indicate that the predicted noise levels at the selected representative NSRs of kindergarten would comply with the daytime criterion and hence no mitigation measures for rail noise impact is therefore required.

Table 5.9: Daytime railway noise impact assessment results for kindergarten (Basecase Scenario)

Location	NSR ID	Uses	Proposed ASRs	Predicted $L_{eq\ 30mins}$, dB(A)	Criterion, dB(A)	Comply [Y/N]
Kindergarten	KG06	Educational institution	C	48	70	Y

5.6.1.4 The $L_{eq(24hour)}$ is also predicted at the kindergarten. Since there is daytime operation at the kindergarten only, the predicted $L_{eq(24hour)}$ is calculated based on the assumptions of 12 hours daytime operation (i.e. 07:00 to 19:00) with daytime $L_{eq(30min)}$ and 12 non-operation hours (i.e. 19:00 to 07:00) at the selected representative NSR at the kindergarten. The predicted $L_{eq(24hour)}$ at the selected representative NSR at the kindergarten is shown in **Table 5.10** below.

Table 5.10: Predicted $L_{eq(24\ hours)}$ at the representative assessment point for kindergarten (Basecase Scenario)

Representative NSR ID	Predicted Noise Level, $L_{eq\ 30mins}$, dB(A)		Predicted Noise Level, $L_{eq\ 24\ hours}$, dB(A)	Noise Criterion, dB(A)	Comply [Y/N]
	Daytime	Night-time			
KG06	48	-	47	65	Y

5.6.1.5 Results indicate that the predicted $L_{eq(24hour)}$ at the kindergarten would comply with the noise criterion of 65dB(A) and hence no mitigation measures for rail noise impact is required.

5.6.1.6 The worst predicted maximum rail noise level (L_{max}) is 69dB(A) at KG06 and is within the noise criterion of 85dB(A). Detailed calculation is shown in **Appendix 5.8**. Hence no mitigation measures for rail noise impact is required.

5.7 Predicted Rail Noise Level for HMMH and RCHE

5.7.1.1 As mentioned above, the layout plans of the HMMH and RCHE are not available at this stage. Assessment points have been therefore taken along the footprint of the buildings. Upon receipt of the layout plan, assessment shall be revisited. The locations of the selected representative NSRs at the HMMH and RCHE are illustrated in **Figure 5.5** to **Figure 5.6**.

5.7.1.2 Offices will be provided with fixed glazing, mechanical ventilation and air conditioning and hence will not rely on opened window for ventilation. Therefore, the noise criteria under NCO is not applicable and the assessment shall follow the noise criterion in HKPSG if the office relies on openable windows for ventilation.

5.7.1.3 Since the HMMH and RCHE are located within 100m from the "Industrial" zone, an ASR of C is assigned. The Acceptable Noise Level (ANL) for ASR of "C" should be 70 dB(A) and 60 dB(A) for daytime and night-time respectively.

5.7.1.4 The predicted rail noise levels ($L_{eq\ (30mins)}$) for daytime and night-time are summarised in **Table 5.11** and **Table 5.12**. Results indicate that the predicted noise levels at the selected representative NSRs of HMMH and RCHE would comply with the both daytime and night-time criterion and hence no mitigation measures for rail noise impact is required.

Table 5.11: Daytime railway noise impact assessment results for HMMH and RCHE (Basecase Scenario)

Site	Facility	NSR ID	Proposed ASRs	Predicted Noise Level [1], $L_{eq\ 30min}$ dB(A)	Daytime Noise Criterion, dB(A)	Comply [Y/N]
1	RCHE	RCHE102	C	50	70	Y
		RCHE103		50		Y
		RCHE105		53		Y
	HMMH	HMMH102		43		Y
		HMMH104		58		Y

Note:
[1] Only the predicted noise levels for the worst floor are presented. Details shall be referred to **Appendix 5.9**.

Table 5.12 Night-time railway noise impact assessment results for HMMH and RCHE (Basecase Scenario)

Site	Facility	NSR ID	Proposed ASRs	Predicted Noise Level [1], $L_{eq\ 30min}$ dB(A)	Night-time Noise Criterion, dB(A)	Comply [Y/N]
1	RCHE	RCHE102	C	49	60	Y
		RCHE103		49		Y
		RCHE105		52		Y
	HMMH	HMMH102		42		Y
		HMMH104		57		Y

Note:
[1] Only the predicted noise levels for the worst floor are presented. Details shall be referred to **Appendix 5.9**.

5.7.1.5 The predicted $L_{eq(24hour)}$ at the representative NSRs are summarised in **Table 5.13** below. Results indicate that the predicted $L_{eq(24hour)}$ would comply with the noise criterion of 65dB(A) and hence no mitigation measures for rail noise impact is required.

Table 5.13: Predicted $L_{eq(24\ hours)}$ at the representative assessment points for HMMH and RCHE (Basecase Scenario)

Site	Block	Representative NSR ID	Predicted Noise Level, $L_{eq\ 30mins}$, dB(A)		Predicted Noise Level, $L_{eq\ 24\ hours}$, dB(A)	Noise Criterion, dB(A)	Comply [Y/N]
			Daytime	Night-time			
1	RCHE	RCHE102	50	49	49	65	Y
		RCHE103	50	49	49		Y
		RCHE105	53	52	52		Y
	HMMH	HMMH102	43	42	42		Y
		HMMH104	58	57	57		Y

5.7.1.6 The worst predicted maximum rail noise level (L_{max}) is 72dB(A) at HMMH104 and is within the noise criterion of 85dB(A). Detailed calculation is shown in **Appendix 5.10**. Hence no mitigation measures for rail noise impact is required. Upon receipt of the layout plan, assessment shall be revisited.

6 Fixed Noise Impact Assessment

6.1 Identification of Fixed Noise Sources

6.1.1.1 Site visits have identified a number of major fixed noise sources within 300m from the boundary of the subject sites. **Figure 6.1** indicates the locations of the major identified fixed noise sources.

6.1.1.2 There are a number of industrial and commercial buildings within the existing "I" zone around the subject sites, including Jumbo Plaza, Hi-Tech Centre, CLP North Region Office, Early Light International Centre, Park'n Shop Sheung Shui Fresh Food Distribution Centre, Kerry Warehouse (Sheung Shui), Sheung Shui Plaza and Bank of China (HK) Sheung Shui Branch etc. The major fixed noise sources include chillers and condensers on the rooftop, as well as louvers and exhaust fans on facades of these industrial and commercial buildings.

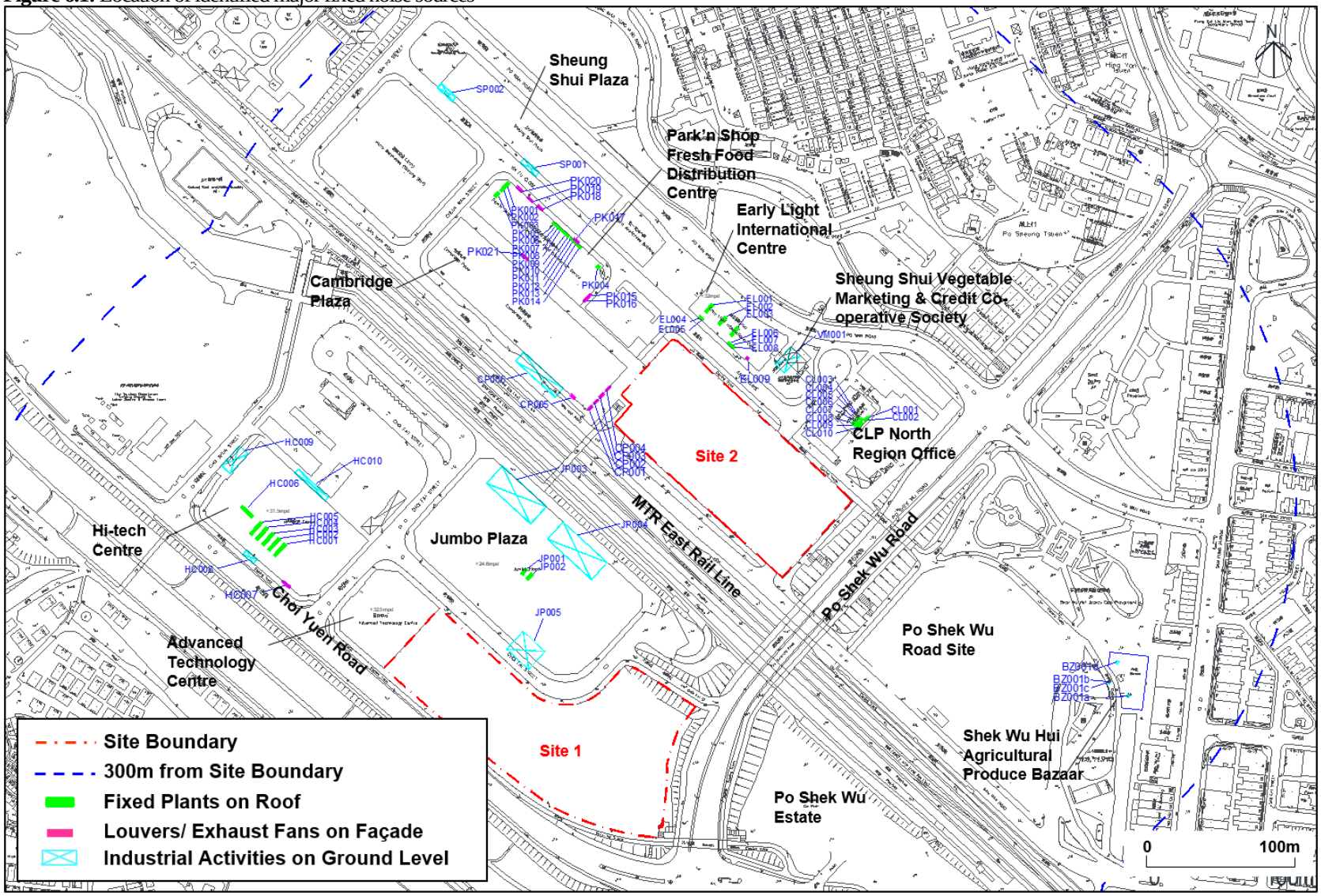
6.1.1.3 Besides, site observation also identified some industrial activities at the ground level within the "I" zone, such as warehouse, water bottle warehouse, vegetable retail business, vehicles/tyre repairing workshops and recycling workshop.

6.1.1.4 The KMB Bus Depot site at Po Shek Wu Road is being planned for another public housing development with tentative occupation of population in 2027/2028. Hence at that time of occupation of population for Sheung Shui Areas 4 & 30, Site 1 and Site 2, the bus depot will no longer exist and potential fixed noise impact is therefore not anticipated.

6.1.1.5 Shek Wu Hui is located at more than 200m from the subject sites. The major noise sources include fixed plants on the roof / podium / louvers at side wall of commercial building scattered at Shek Wu Hui. Given the large separation, significant noise contribution to the proposed developments are not anticipated. In addition, Shek Wu Hui Agricultural Produce Bazaar is also located near Shek Wu Hui Jockey Club Playground. By site observation, the noisy sources at the bazaar are mainly the loading and unloading activities, selling inside the bazaar and cleansing works. According to the notice posted by Food and Environmental Hygiene Department, the bazaar is open daily from 06:00 to 10:00 in the morning. The bazaar is closed after 10:00 and cleansing works are carried out along with a street-sweeping truck until approximately 12:00. The bazaar is also located at some 200m away and it will be largely screened by the planned housing development at Po Shek Wu Road. Hence significant noise contribution to the proposed housing sites is also not anticipated.

6.1.1.6 All identified major and significant fixed noise sources are included in the assessment. **Appendix 6.1** summarises the noise sources based on site observation, together with the photographs taken on site.

Figure 6.1: Location of identified major fixed noise sources



6.2 Fixed Noise Criteria

6.2.1.1 According to Section 4.2.13 in Chapter 9 of the HKPSG, noise assessments for fixed noise sources would normally be conducted in accordance with the Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites (TM-Places) under the Noise Control Ordinance. The TM-Places lays down statutory Acceptable Noise Levels (ANL). The HKPSG also states that in order to plan for a better environment, all planned fixed noise sources should be so located and designed that when assessed in accordance with the TM, the level of the intruding noise at the facade of the nearest sensitive use should be at least 5 dB(A) below the appropriate ANL shown in Table 3 of the TM-Places or, in the case of the background being 5 dB(A) lower than the ANL, should not be higher than the background.

6.2.1.2 The proposed ASRs and respective ANLs for the development are described in **Section 5.1** above. An ASR of "C" shall be applied to all NSRs at which the ANL for ASR of "C" should be 70dB(A) and 60dB(A) for daytime and night-time respectively. There is no planned fixed noise source and hence the criteria of ANL-5dB(A) are not applicable to this site.

6.3 Assessment Methodology

6.3.1.1 A number of noise measurements had been conducted to establish the Sound Pressure Level (SPL) of the identified industrial noise sources. Measurements were taken at locations where influences from other noisy activities were as minimal as possible. Noise measurements have been taken at the worst location (e.g. fronting the exhaust) for all identified fixed noise sources and no correction for directivity is applied at receiver-end for conservative assessment.

6.3.1.2 Where possible, enquires were directly made to premises' owners/employee to obtain the information on operation for each identified fixed plant as far as practicable. Operational details for the noise sources are given in **Appendix 6.1**

6.3.1.3 Noise measurements for the identified noise sources were conducted in November 2015, December 2015, September 2016, October 2016, August 2018 and updated where necessary in August 2020. The measurement details including measurement date, time and equipment are given in **Appendix 6.2**. During the measurement, some premises were not in operation or site access was not allowed. Reference has therefore been made to other plant of similar mode, nature and scale for this assessment. **Appendix 6.2** presents all the measured SPLs at reference distance for all the noise sources.

6.3.1.4 The tonal, impulsive and intermittent characteristics of the identified noise sources were investigated and considered in accordance with TM-Places. No impulsive or intermittent character has been identified for all noise sources. Tonal character has been identified at the measurement location at Site 2 and therefore a +3dB(A) correction has been applied at the NSRs at Site 2. Tonal characteristic has not been identified for Site 1.

6.3.1.5 Based on the measured SPLs at reference distance for all the fixed noise sources, fixed noise levels are predicted at selected representative NSRs using standard acoustic principles. The assessment has taken into account the distance attenuation, screening effect and facade effect

etc. where appropriate. The noise measurement result could represent the worst scenario based on the site observation during several site visits during both daytime and night-time. A summary of the corrections and assumptions adopted in the calculation are presented in **Appendix 6.3**.

6.3.1.6 AF/ EW (in dimension of 1.5m long) are designed at some Type C-1(c) flat units in Block 1 of Site 1. AF/ EW (in dimension of 1.5-2.5m long) are designed at some Type B-2y, Type C-1by, Type C-3 and Type D-3 flat units in Blocks 1 and 2 of Site 2. These AF/ EW could also provide noise screening from some fixed noise sources such as the chillers located at the rooftop of the Early Light International Centre and CLP North Region Office to the northeastern facades of these flat units. Taking into account the fixed glazing proposed for road traffic noise and rail noise in **Section 4** and **Section 5**, representative NSRs at the first domestic floors of the residential blocks are selected for the assessment. Additional representative floors, i.e. 5/F for some NSRs in Site 1 and 4/F for some NSRs in Site 2, which is located at the same level of the nearby dominant noise sources on rooftop of buildings, such as chillers on Jumbo Plaza for Site 1 and Early Light International Centre for Site 2, are also selected for the assessment. The locations of the selected representative NSRs for the residential blocks are shown in **Figure 6.2** and **Figure 6.3.**

6.3.1.7 Since the internal layout plans of other non-domestic facilities are yet to be available, assessment points along the building footprints have been therefore selected. The locations of the selected worst representative NSRs of other non-domestic facilities are shown in **Figure 6.2** and **Figure 6.3**. Upon receipt of the layout plan, assessment shall be revisited.

Figure 6.2: Selected representative assessment points (Site 1) for fixed noise impact assessment

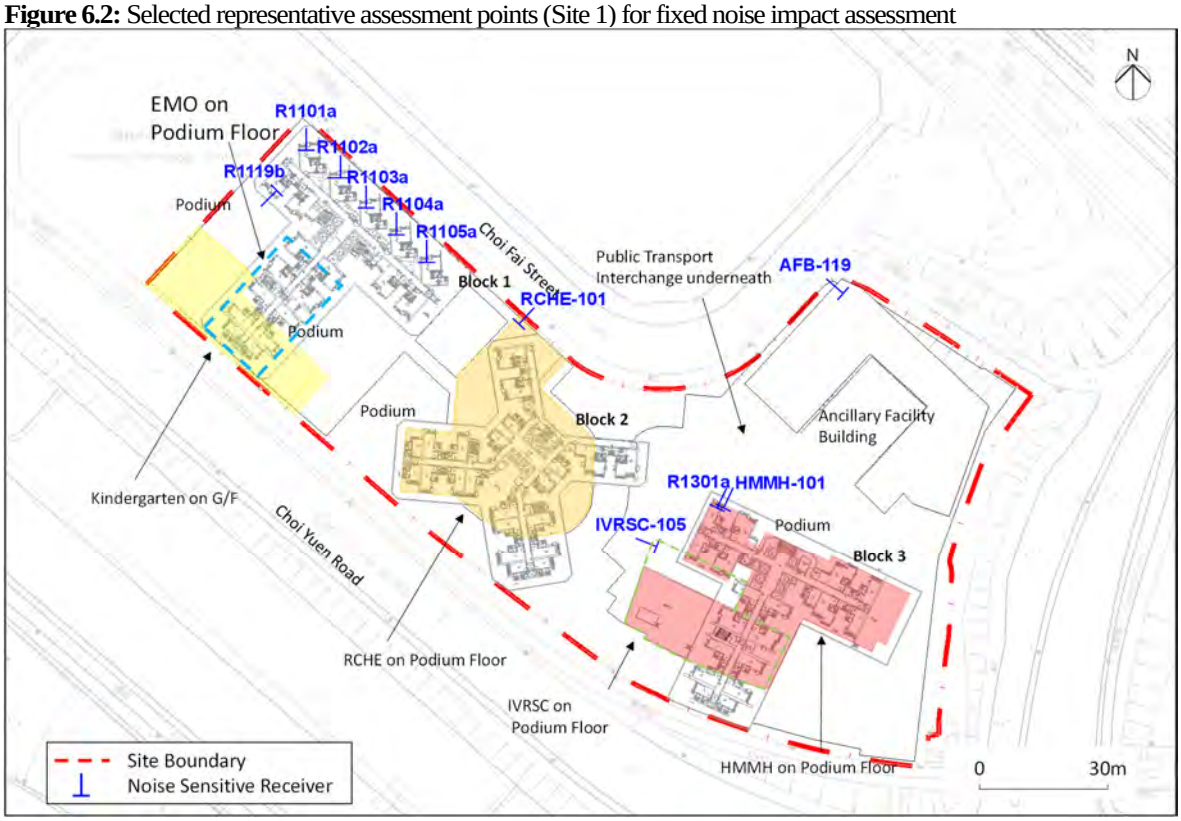
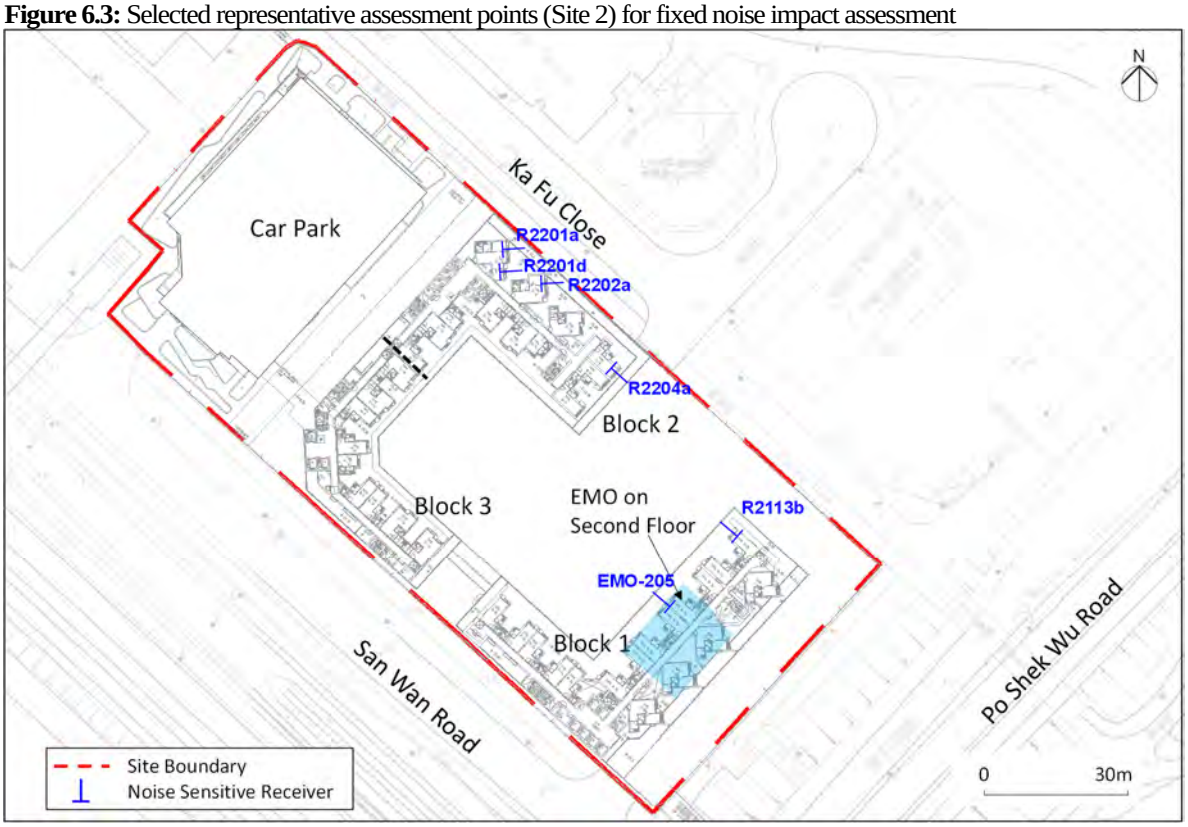


Figure 6.3: Selected representative assessment points (Site 2) for fixed noise impact assessment



6.4 Predicted Fixed Noise Impact for Residential Blocks

6.4.1.1 The predicted fixed noise levels at selected representative NSRs for residential blocks of Site 1 and Site 2 are summarized in **Table 6.1** and **Table 6.2**. Detailed calculations are given in **Appendix 6.4**. Results indicate that all representative NSRs are predicted to be in compliance with the ANL. Hence, no adverse fixed noise impact on the proposed residential blocks is anticipated and mitigation measures for fixed noise impacts are not required.

Table 6.1: Predicted fixed noise assessment results for residential blocks of Site 1

NSRs	Predicted Noise Level, dB(A) [1]		ASR	ANL, dB(A)		Comply with ANL, (Y/N)	
	Daytime & Evening	Night-time		Daytime & Evening	Night-time	Daytime & Evening	Night-time
R1101a	69	51	C	70	60	Y	Y
R1102a	68	51				Y	Y
R1103a	68	51				Y	Y
R1104a	68	51				Y	Y
R1105a	68	51				Y	Y
R1119b	65	N/A[2]				Y	N/A [2]
R1301a	63	49				Y	Y

Notes:
[1] Only the predicted noise levels for the worst floor are presented.
[2] N/A – Not applicable since no fixed noise source will be affecting the NSR during night-time.

Table 6.2: Predicted fixed noise assessment results for residential blocks of Site 2

NSRs	Predicted Noise Level, dB(A) [1]		ASR	ANL, dB(A)		Comply with ANL (Y/N)	
	Daytime & Evening	Night-time		Daytime & Evening	Night-time	Daytime & Evening	Night-time
R2113b	66	54	C	70	60	Y	Y
R2201a	66	57				Y	Y
R2201d	65	57				Y	Y
R2202a	64	57				Y	Y
R2204a	59	55				Y	Y

Note:
[1] Only the predicted noise levels for the worst floor are presented.

6.5 Predicted Fixed Noise Impact for AFB

6.5.1.1 The predicted fixed noise levels at selected representative NSRs for the AFB are summarized in **Table 6.3**. Detailed calculations are given in **Appendix 6.5**. Results indicate that all representative NSRs are predicted to be in compliance with the ANL. Hence, no adverse fixed noise impact on the proposed AFB is anticipated and mitigation measures are not required.

Table 6.3: Predicted fixed noise assessment results for AFB of Site 1

NSRs	Predicted Noise Level, dB(A) [1]		ASRs	ANL, dB(A)		Comply with ANL, (Y/N)	
	Daytime & Evening	Night-time		Daytime & Evening	Night-time	Daytime & Evening	Night-time
AFB-119	66	50	C	70	60	Y	Y

Note:
[1] Only the predicted noise levels for the worst floor are presented.

6.6 Predicted Fixed Noise Impact for RCHE, IVRS, HMMH and EMO

6.6.1.1 A summary of fixed noise assessment results for the RCHE, IVRSC and HMMH of Site 1 and EMO of Site 2 is given in **Table 6.4** below. Detailed calculations are given in **Appendix 6.5**. Results indicate that all representative NSRs are predicted to be in compliance with the ANL. Hence, no adverse fixed noise impact on the proposed RCHE, IVRSC and HMMH of Site 1 and EMO of Site 2 is anticipated and mitigation measures are not required.

Table 6.4: Predicted fixed noise assessment results for RCHE, IVRSC, HMMH and EMO

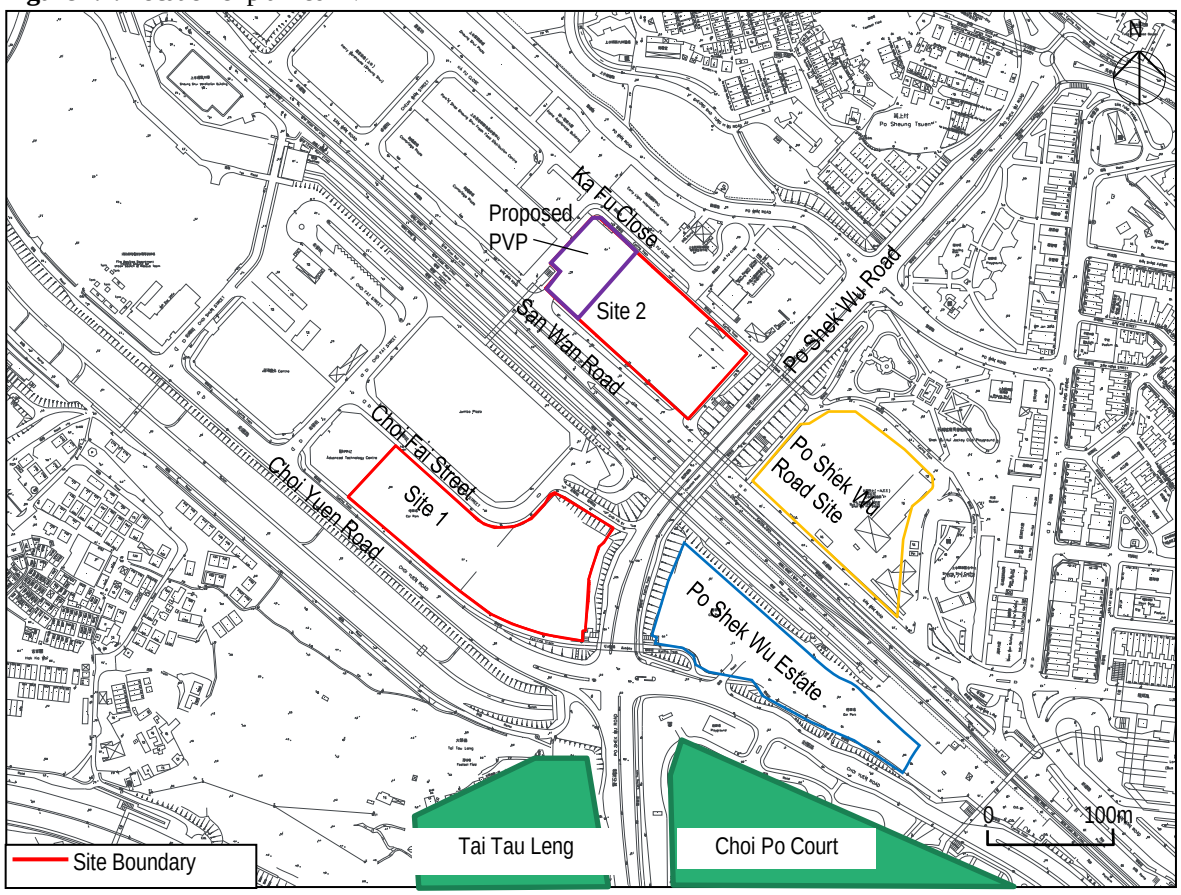
Site	NSRs	Predicted Noise Level, dB(A) [1]		ASRs	ANL, dB(A)		Comply with NCO ANL, (Y/N)	
		Daytime & Evening	Night-time		Daytime & Evening	Night-time	Daytime & Evening	Night-time
1	RCHE-101	65	N/A [2]	C	70	60	Y	N/A [2]
	IVRSC-105	51	48				Y	Y
	HMMH-101	62	49				Y	Y
2	EMO-205	58	N/A [2]				Y	N/A [2]

Notes:
[1] Only the predicted noise levels for the worst floor are presented.
[2] N/A – Not applicable since no fixed noise source will be affecting the NSR during night-time.

7 Review of Potential Noise Nuisance Arising from the Proposed Public Vehicle Park and the Proposed Public Transport Interchange

7.1.1.1 An 8.5-storey public vehicle park (PVP) is planned within Site 2 **(Figure 7.1).** It is located at about 180 m to the north-east of Site 1 and 15 m to Block 2 and Block 3 of Site 2. It will provide about 320 parking spaces for Private Car and 6 parking spaces for Light Goods Vehicles.

Figure 7.1: Location of planned PVP



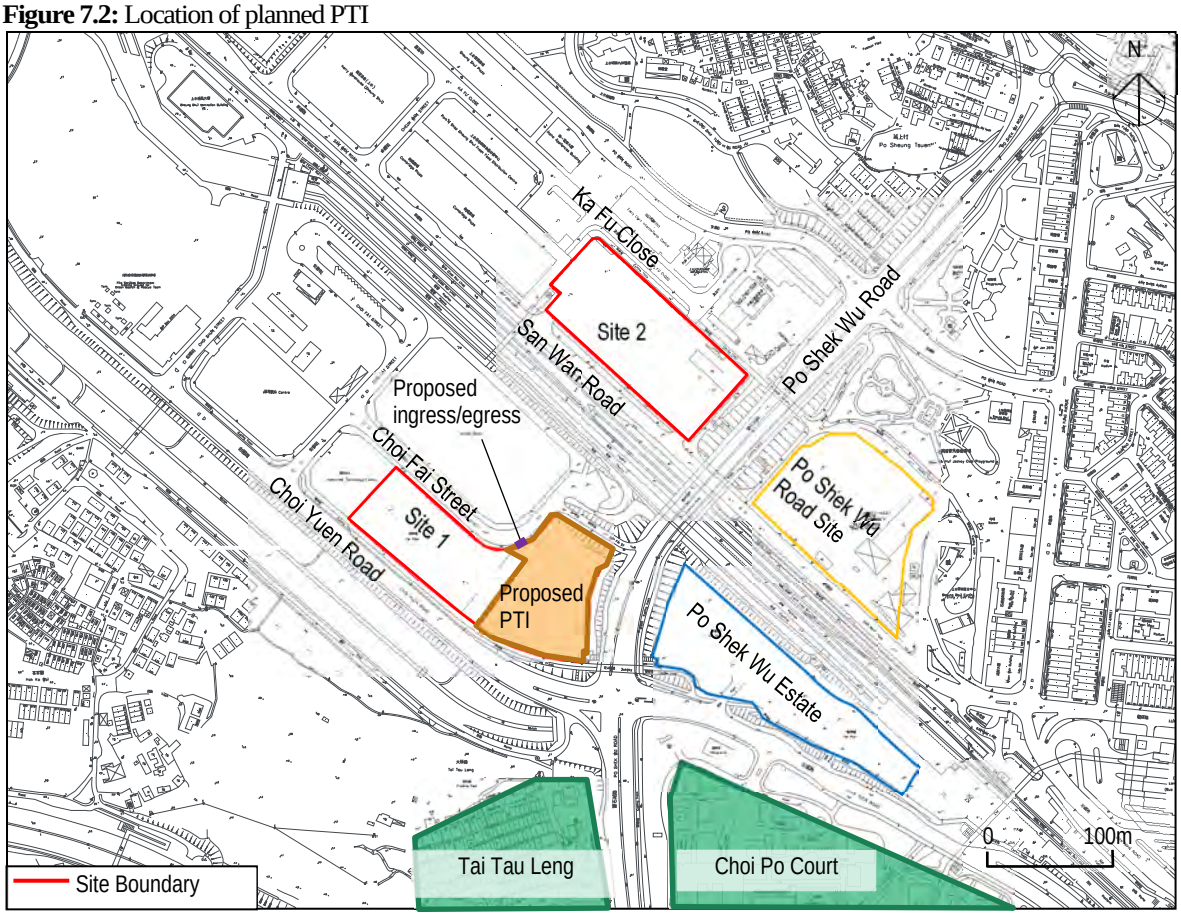
7.1.1.2 Review of potential noise nuisance arising from the PVP at Site 2 can be referred to a separate Preliminary Environmental Review (PER) report which was already submitted and no further comment was received from EPD.

7.1.1.3 According the the PER report, since the nearest NSRs with openable windows facing the PVP are located far away with more than 100m and they are also screened by nearby buildings. All fixed noise source such as pumps and generator at the PVP will also be fully enclosure by plant room structure. With such large separation distance from the PVP and screening structures, potential noise impacts are not anticipated during operational phase.

7.1.1.4 A PTI is planned underneath Block 3 within Site 1 (**Figure 7.2**). It is located at about 110m to the south of Site 2, 130m to the southwest of the planned housing development at Po Shek

Wu Road, 70m to the west of the Po Shek Wu Estate, 100m to the north of the existing village houses at Tai Tau Leng and 120m to the northwest of the existing Choi Po Court.

Figure 7.2: Location of planned PTI



7.1.1.5 Existing noise climate is dominated by road traffic noise from Po Shek Wu Road. As advised by HKHA, the proposed PTI will be designed with due consideration to the HKPSG.

7.1.1.6 The PTI is planned within the housing site and is unavoidably close to the residential blocks. Based on the tentative design, the proposed ingress/egress of PTI will be connecting to Choi Fai Street facing to an existing industrial building (i.e. Jumbo Plaza) and is away from all noise sensitive receivers. The nearest residential block (i.e. Block 2) in Site 1 has been designed with blank façades facing the proposed ingress/egress of PTI and thus has no direct line of sight and potential noise nuisance is avoided.

7.1.1.7 In addition, the nearby Po Shek Wu Estate has adopted self-protecting building design with blank facade facing the planned PTI, and thus they have no direct line of sight. Potential noise nuisance arising from the planned PTI is also not anticipated.

7.1.1.8 To avoid open-form PTI in proximity to other noise sensitive receivers, the proposed PTI will also be covered under a podium decking with full height side walls as far as practicable. This design will avoid line of sights of the PTI to the planned and existing noise sensitive uses in the proximity. With full height side walls and podium decking, the noise sensitive uses within the planned housing development at Po Shek Wu Road, Po Shek Wu Estate, existing Choi Po Court and village houses in Tai Tau Leng will also have no direct line of sight to the proposed PTI.

7.1.1.9 In case there are any opening or exhaust on the side walls of the PTI, louvers and silencers will be provided if necessary to ensure the noise level at nearby NSRs including the subject development in compliance with the relevant noise standards. Furthermore, the proposed PTI shall be designed to locate the opening or exhaust (if any) to minimize line of sight of both existing and planned NSR.

7.1.1.10 Further, absorptive lining will be provided on ceiling and interior walls of the PTI as far as practicable to minimise the reverberance. Potential noise nuisance arising from the planned PTI on the subject sites and other planned and existing noise sensitive receivers in the proximity is therefore not anticipated.

8 Review of Potential Air Quality Impact

8.1 Vehicular Emissions

8.1.1.1 HKPSG provides environmental guidance for residential developments on air quality. The guidelines recommend the minimum buffer distance required for active and passive recreational uses.

8.1.1.2 The buffer distances between the sensitive uses of the current development scheme and the surrounding major roads are summarised in **Table 8.1** and illustrated in **Figure 8.1** and **Figure 8.2** below.

Table 8.1: Separation distances between sensitive uses and nearby major roads

Name of Road	Type of Road[1]	HKPSG Recommended Buffer Distance for Active and Passive Recreational Use	Shortest Horizontal Distance from the Residential Block to Road Kerb
Po Shek Wu Road[2]	PD	>20m	20m
Po Wan Road[2]	DD	>10m	60m
San Wan Road[2]	DD	>10m	10m
Choi Yuen Road[2]	DD	>10m	10m
Ka Fu Close[3]	LD	>5m	10m
Choi Fai Street[3]	LD	>5m	6m

Notes:
[1] In accordance with AADT 2019: LD - Local Distributor Road; DD - District Distributor Road; PD - Primary Distributor Road.
[2] The respective road type make reference to AADT 2019.
[3] The respective road type is not available in AADT. The road type is determined from the road configuration by traffic engineer and submitted to TD for confirmation in the separate Technical Note on the traffic forecast for EAS study.

Figure 8.1: Separation distances between sensitive uses and nearby major roads (Site 1)

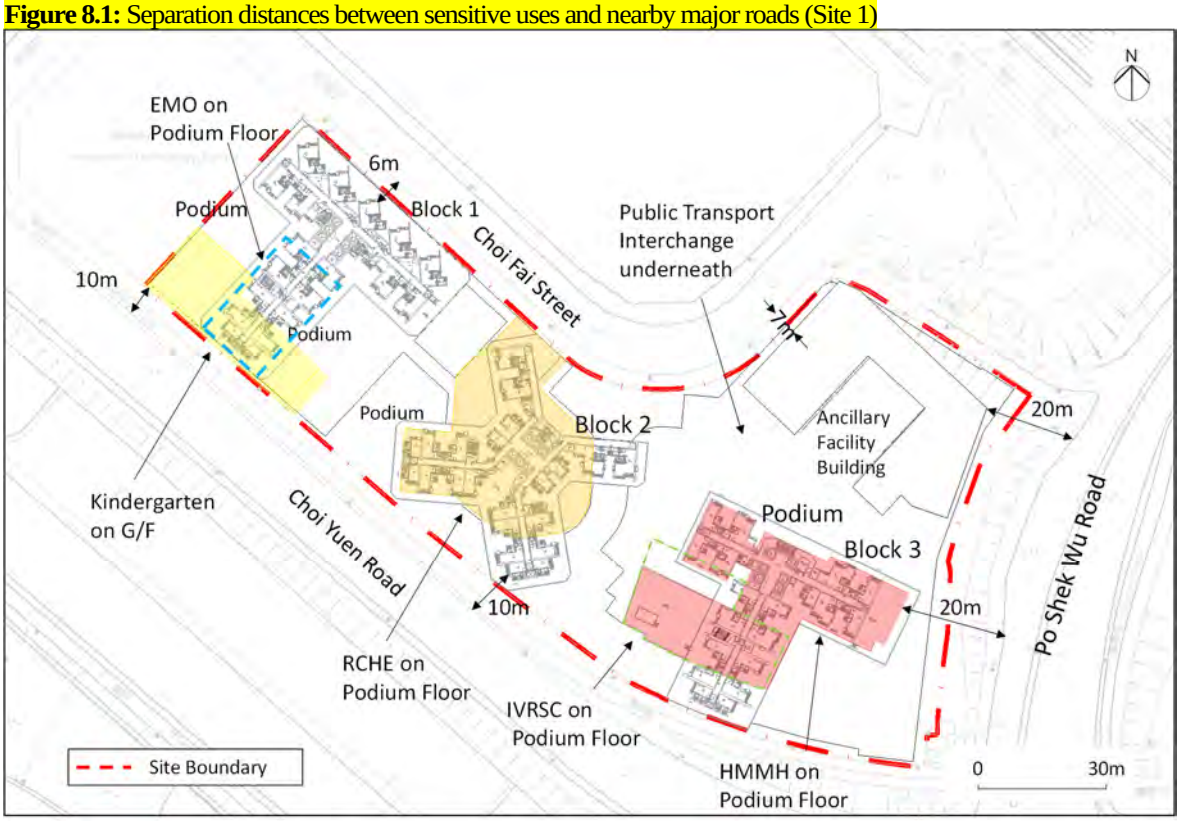
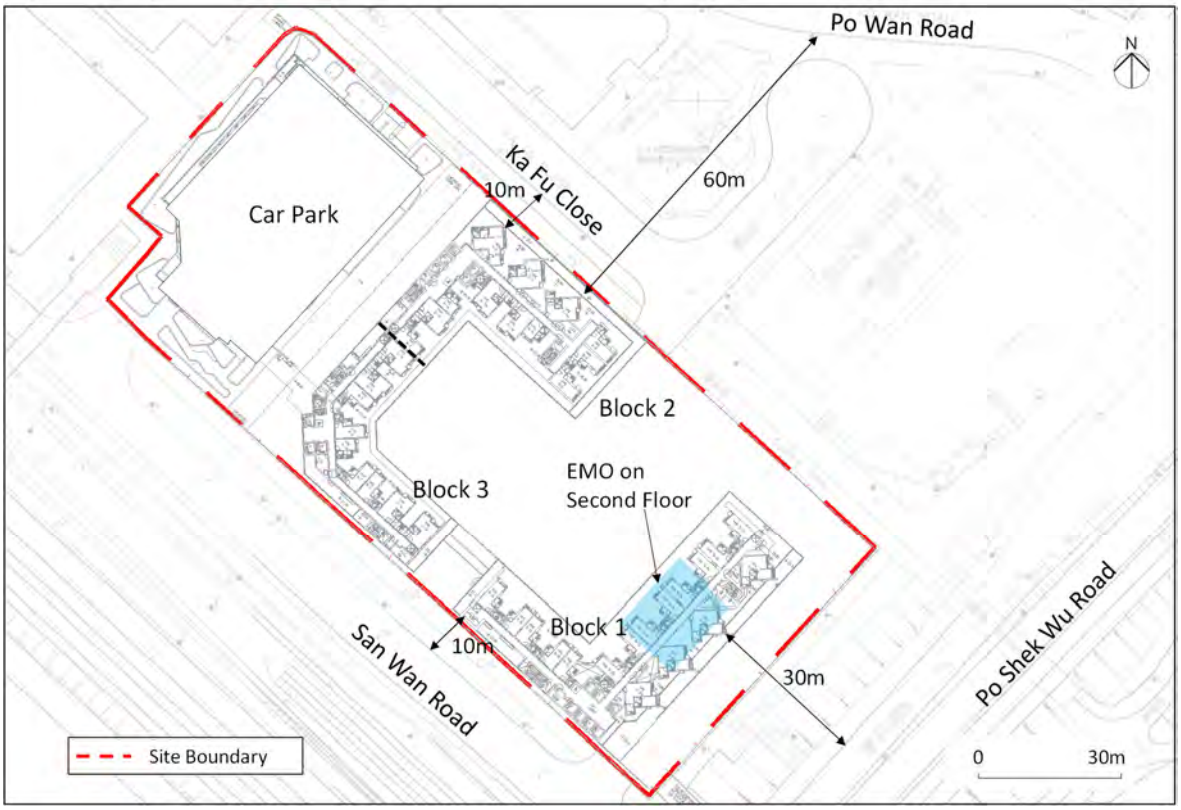


Figure 8.2: Separation distances between sensitive uses and nearby major roads (Site 2)



8.1.1.3 It can be found that the current scheme can satisfy the setback distance requirements as stipulated in HKPSG. No sensitive active and passive uses at kindergarten, RCHE, IVRSC,

EMO, HMMH and AFB will be planned within the minimum buffer zone. Adverse vehicular emission impacts on the proposed development are therefore not anticipated.

8.2 Chimney Survey

8.2.1.1 According to HKPSG, the recommended minimum buffer distance required for active and passive recreational uses depends on the difference in height between industrial chimney exit and the site as indicated in **Table 8.2** below.

Table 8.2: Separation distances between sensitive uses and industrial chimneys

Pollution Source	Difference in Height between Industrial Chimney Exit and the Subject Site	Buffer Distance	Permitted Uses
Industrial Areas	<20m	>200m	Active and passive recreational uses
		5 - 200m	Passive recreational uses
	20 - 30m	>100m	Active and passive recreational uses
		5 - 100m	Passive recreational uses
	30m - 40m	>50m	Active and passive recreational uses
		5 - 50m	Passive recreational uses
	>40m	>10m	Active and passive recreational uses

8.2.1.2 A chimney survey was conducted on a walk-over basis within 500m from the site boundary where site access is allowed and practicable on 12th November 2015 and 2nd August 2018 and revisited on 21st August 2020. No chimney has been found within 500m. Hence, the buffer distance requirement recommended by HKPSG could well satisfy satisfied and no adverse air quality due to chimney is anticipated.

8.3 Odour Impact

8.3.1.1 The Shek Wu Hui Sewage Treatment Works (SWHSTW) is located within 500m of the site boundary; while Sheung Shui Slaughterhouse is located next to SWHSTW at more than 800m from the site boundary. They are potential odour sources. A qualitative review has been carried out to evaluate any potential odour impacts on the proposed housing development.

Identification of Potential Odour Sources

8.3.1.2 A desktop study which includes review of various publications such as approved EIA report, approved Environmental Review Report (ERR), public consultation documents etc has been conducted to examine the odorous emissions from the identified potential sources, design of the facilities, mitigation measures and odour removal system currently adopted and planned to be implemented in these facilities, as well as the potential odour impacts on existing sensitive uses. Relevant government departments have also been approached to collate information about the expansion scheme of the SWHSTW. A list of relevant reports/reference materials that has been reviewed is summarised below and the findings of the desktop review have been presented in the following sections:

Approved EIA Study

- AEIAR-175/2013 - North East New Territories New Development Areas Planning and Engineering Study – Investigation

Approved Environmental Review Study

- CE 9/2014 (DS) - "Shek Wu Hui Sewage Treatment Works – Further Expansion Phases 1A and 1B – Design and Construction"

Report on Public Consultations

- CE 40/2012 (DS) - Shek Wu Hui Sewage Treatment Works Final - Further Expansion Phase 1A – Investigation

Reply Letter from DSD

- Reply on expansion scheme for SWHSTW (**Appendix 8.1**)

8.3.1.3 SWHSTW has an area of about 10 hectares. It is a secondary sewage treatment plant which is designed to handle 93,000 m^3 sewage flow per day. The treated effluent is discharged via River Indus to Deep Bay. According to the approved ERR in the Agreement No. CE 9/2014 (DS) "Shek Wu Hui Sewage Treatment Works – Further Expansion Phases 1A and 1B – Design and Construction", SWHSTW is planned to be expanded and the treatment will be upgraded to tertiary level to cater for the increase in sewage due to the NENT NDA. The upgrading work will be implemented in 3 phases:

- Work Stage 1 – for completion in year 2024 (the total designed capacity will be increased to 140,000 m^3/day)
- Work Stage 2 – for completion in year 2028 (the total designed capacity will be increased to 160,000 m^3/day)
- Work Stage 3 – for completion in year 2033 (the total designed capacity will be increased to 190,000 m^3/day)

8.3.1.4 The proposed layout for the expansion of SWHSTW is illustrated in approved EIA study on "North East New Territories New Development Areas Planning and Engineering Study – Investigation" (AEIAR-175/2013) (NENT NDA EIA) and extracted in **Appendix 8.2**. According to the approved ERR, the major odour sources including inlet works, skip storage building, sidestream treatment facility, primary sedimentation tank, bioreactors, sludge digesters, dewatering building etc are located in the middle and northern portions of the facilities (i.e. northwest of Shek Sheung River). The newly constructed and retrofitted odour sources will be covered and provided with deodourization equipment with 70 - 95% odour removal efficiency. The deodourization equipment (27 nos. of units in total) was proposed to be placed at each treatment facility. The nearest deodourization equipment is located at about 580m and 510m away from Site 1 and Site 2 respectively. The southern portion of SWHSTW (i.e. southeast of Shek Sheung River) are accommodated by the administration building, E&M workshop and auxiliary facilities only and they are not odour sources.

8.3.1.5 According to NENT NDA EIA report, the Sheung Shui Slaughter House covers an area of about 57,800m^2, which can accommodate 12,000 pigs, 2,200 cattle and 300 goats, and the designed daily production throughput is 5,000 pigs, 400 cattle and 300 goats. The major

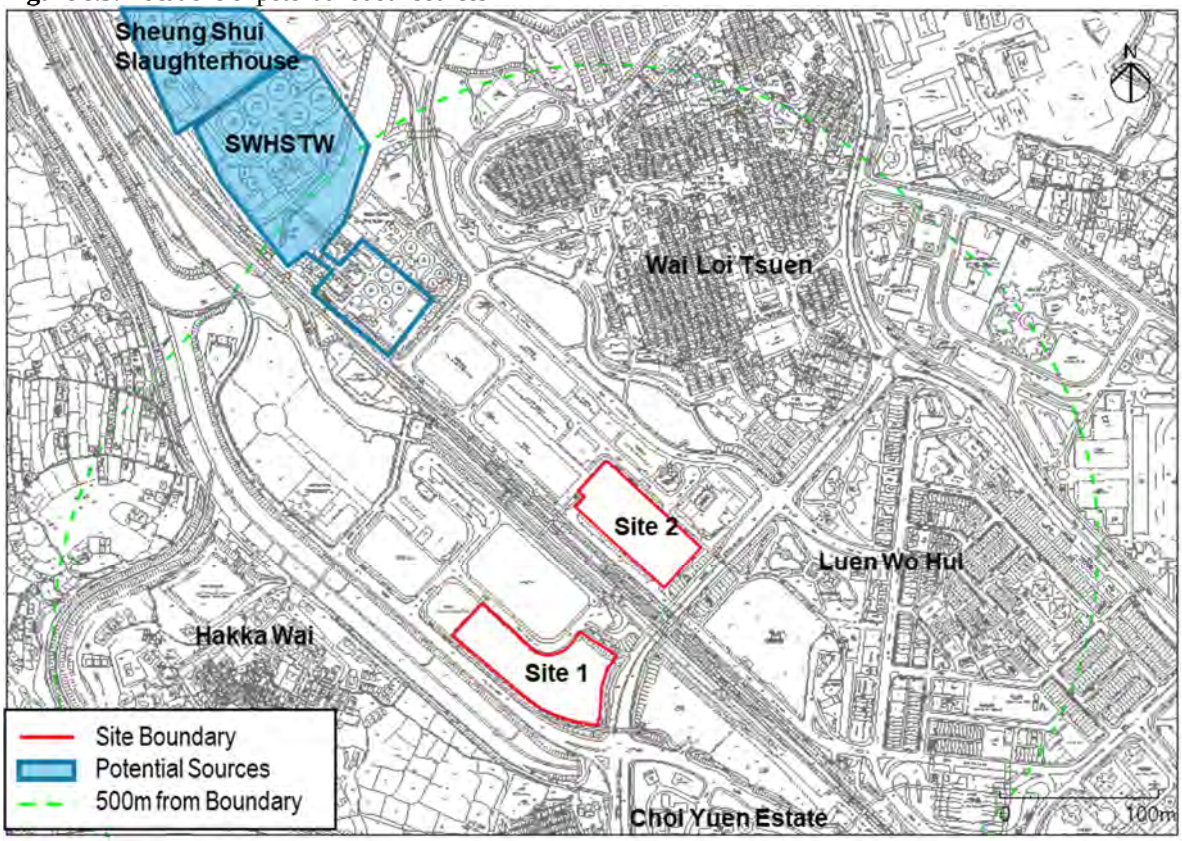
odour sources include pig lairage, manure collection rooms, wastewater treatment plant, livestock transit pens, livestock truck loading area etc. A number of mitigation measures have been implemented in the slaughterhouse to reduce the potential odour impact, including wet scrubbers, ozone systems and neutralising agent systems etc.

8.3.1.6 The identified odour sources are summarized in **Table 8.3** below and its location is illustrated in **Figure 8.3**.

Table 8.3: Potential odour sources

Potential Sources	General description	Nearest distance to the existing sensitive uses	Nearest distance to the boundary of the proposed site
SWHSTW	The existing SWHSTW is a secondary sewage treatment plant which is designed to handle 93,000 m^3 sewage flow per day. There is a proposed expansion work of SWHSTW. The ultimate designed capacity will be increased to 190,000 m^3/day and the treatment will be upgraded to tertiary level. The proposed expansion work will provide a number of deodourization equipment with 70- 95% odour removal efficiency to cover the newly constructed and retrofitted odour sources to minimize the odour nuisance.	About 110m to Fu Tei Au Tsuen	580m to Site 1 and 510m to Site 2 from the odour sources
Sheung Shui Slaughterhouse	Sheung Shui Slaughterhouse can accommodate 12,000 pigs, 2,200 cattle and 300 goats, and the designed daily production throughput is 5,000 pigs, 400 cattle and 300 goats. A number of mitigation measures have been implemented to reduce the potential odour impact, including wet scrubbers, ozone systems and neutralising agent systems etc.	About 130m to a village house along Ng Tung River	890m to Site 1 and 820m to Site 2 from the slaughterhouse

Figure 8.3: Locations of potential odour sources



Relevant Guidelines and Criteria

8.3.1.7 In accordance with the Annex 4 of the Technical Memorandum on Environmental Impact Assessment Process (EIAO-TM), odour level at an air sensitive receiver shall meet 5 odour units based on an averaging time of 5 seconds.

8.3.1.8 The HKPSG mentions that the required buffer distance for sewage treatment works varies considerably, depending on the types of treatment facilities and whether or not the treatment works are enclosed.

8.3.1.9 The HKPSG also recommends that the minimum buffer between slaughterhouses and any residential areas, hospitals, schools and commercial areas is 300m with a rendering plant or 200m without a rendering plant.

Evaluation of Potential Odour Impacts

8.3.1.10 The proposed development site is located at more than 500m from SWHSTW and 800 from Sheung Shui Slaughterhouse. The latter could meet the minimum setback distance recommended in HKPSG. There are also some existing air sensitive receivers located much closer to these sources.

8.3.1.11 According to the approved NENT NDA EIA study (AEIAR-174/2013), a quantitative odour assessment has been conducted for the worst case based on the odour emission sampling undertaken by the Odour Research Laboratory of The Hong Kong Polytechnic University. The assessment has assumed the ultimate upgraded capacity of the total sewage flow of 190,000 m^3/day at tertiary level and a centralized odour removal system with an overall

removal efficiency of 90%. The assessment has also taken into account the odour impact from Sheung Shui Slaughterhouses based on the odour emission inventory adopted in the approved EIA study "Supplementary EIA Study for Sheung Shui Slaughterhouses" (EIA-069/BC). Due to the design changes of the deodorization facilities for the treatment capacity increased to 190,000m^3/day, an Environmental Review Report (ERR) under the Agreement No. CE 9/2014 (DS) "Shek Wu Hui Sewage Treatment Works – Further Expansion Phases 1A and 1B – Design and Construction" was prepared and approved by EPD in 2020.

8.3.1.12 In the ERR, results have predicted that there will be no adverse odour impact arising from the expanded SWHSTW and slaughterhouse on the nearest air sensitive receivers. The predicted contours of odour concentration at the worst hit levels (1.5m and 5m above ground) presented in the ERR are shown in **Figure 8.4** and **Figure 8.5** respectively.

8.3.1.13 As shown in **Figure 8.4** and **Figure 8.5**, the predicted odour concentration at the worst hit levels (1.5m and 5m above ground) at the proposed development site would be lower than 2OU, thus complying with the odour criterion. Hence, adverse odour impacts on the proposed development site are not anticipated.

Figure 8.4: Predicted Contour of Odour Concentration at 1.5m Above Ground, [Source: ERR for Agreement No. CE 9/2014 (DS) Shek Wu Hui Sewage Treatment Works – Further Expansion Phases 1A and 1B – Design and Construction]

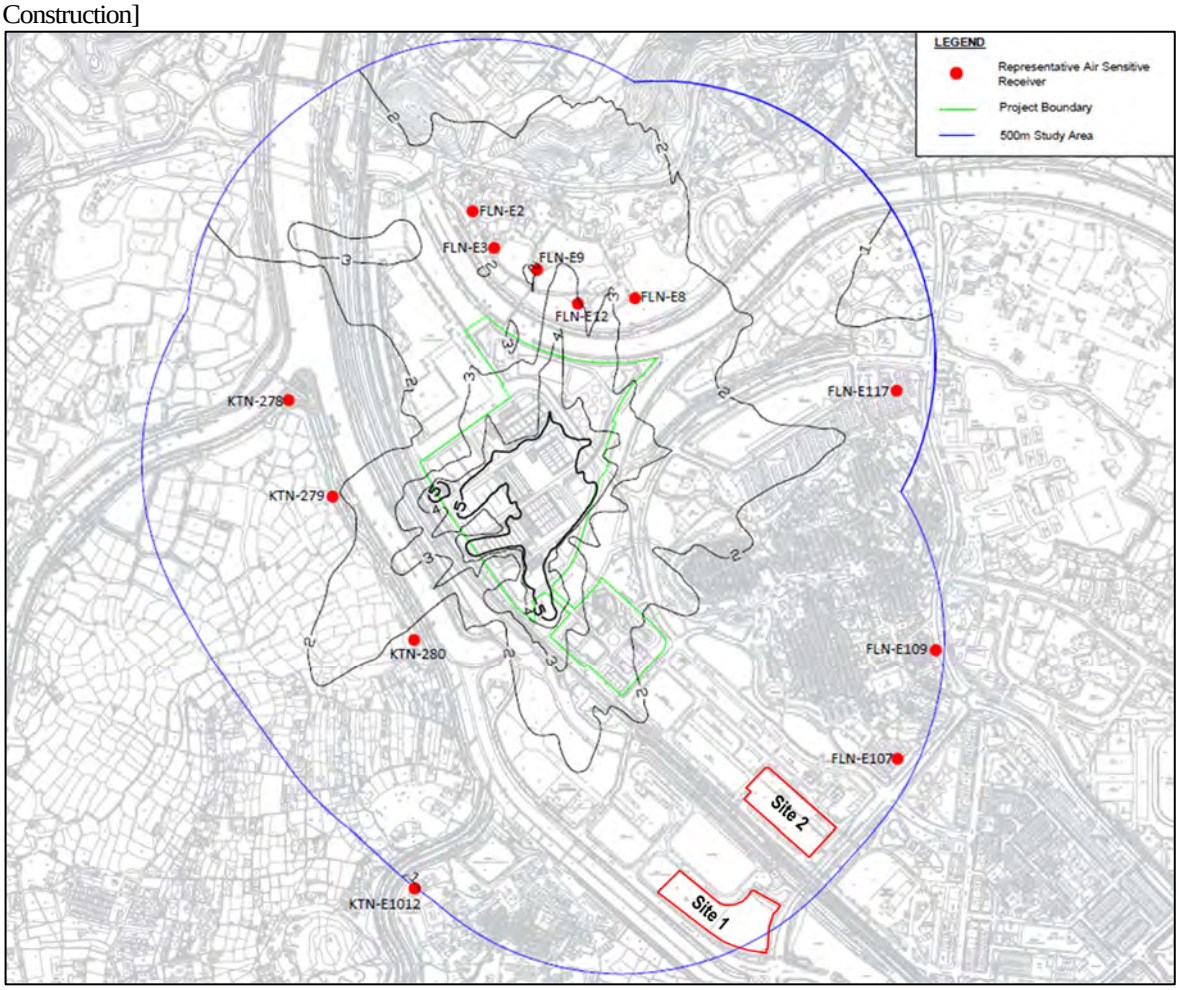
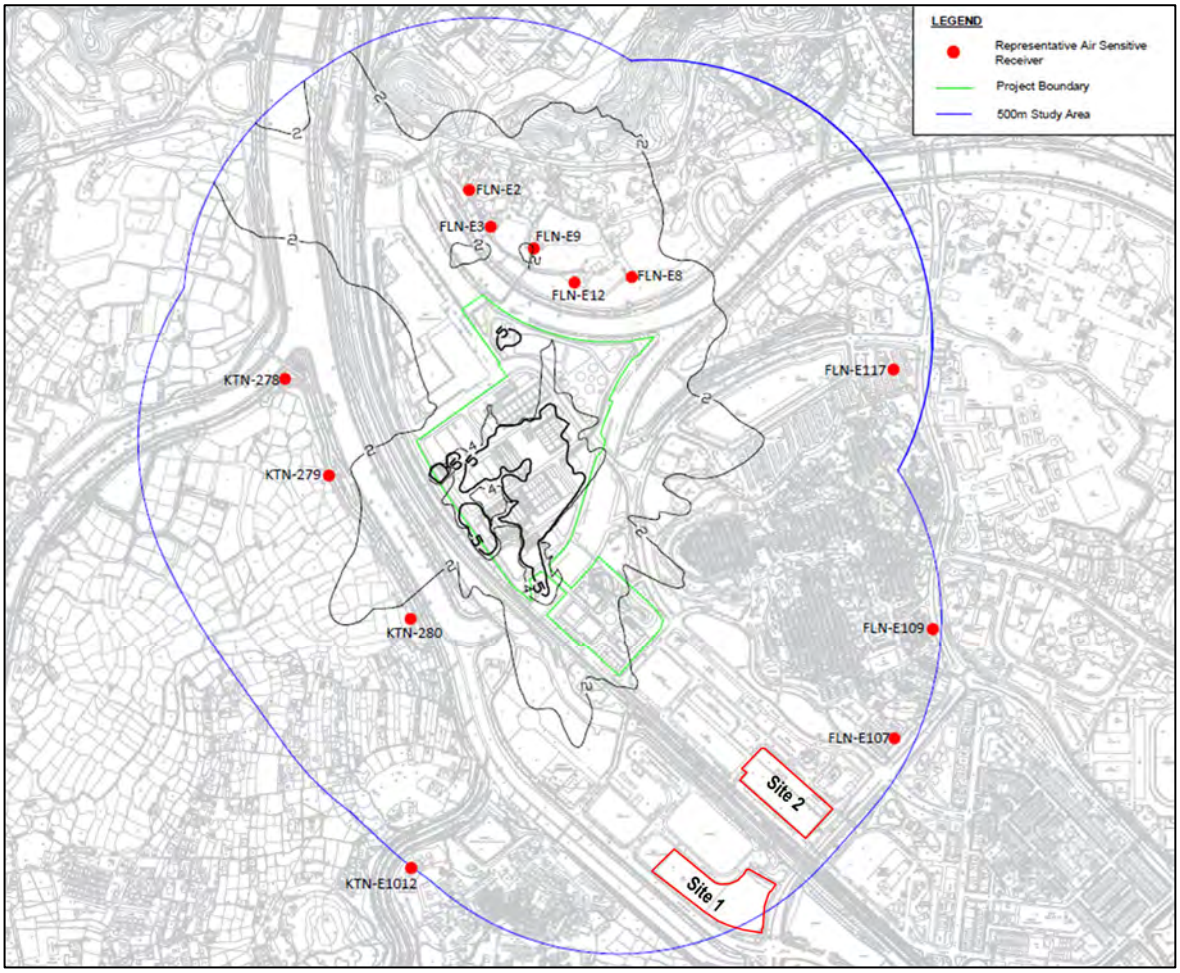


Figure 8.5: Predicted Contour of Odour Concentration at 5m Above Ground, [Source: ERR for Agreement No. CE 9/2014 (DS) Shek Wu Hui Sewage Treatment Works – Further Expansion Phases 1A and 1B – Design and Construction]



8.4 Public Transport Interchange

8.4.1.1 A Public Transport Interchange (PTI) is proposed at Site 1 to support the proposed development site (see **Figure 7.2**). The proposed PTI will be covered with openings on the sides for ingress and egress. The proposed PTI will be designed with no line of sight design to the nearby sensitive receivers in accordance with HKPSG. The PTI will follow the latest guidelines stipulated in Practice Note for Professional Persons (ProPECC PN) 1/98 "Control of Air Pollution in Semi-Confined Public Transport Interchanges" as appropriate for designing and operating the PTI to meet the air quality guidelines inside the PTI. The air quality guidelines inside the PTI are shown in **Table 8.4** below. Furthermore, the proposed PTI will be designed to locate the exhaust air outlet away from nearby ASRs in accordance to ProPECC PN 1/98 to avoid causing any air pollutant nuisance. Therefore, adverse air quality impact arising from the PTI to the proposed development site is not anticipated.

Table 8.4: Air Quality Guidelines inside the PTI

Air Pollutant	Averaging Time	Maximum Concentration [1] Not to be Exceeded (µg/m^3)
Carbon monoxide (CO)	1 hour	30,000
Sulphur dioxide (SO_2)	10 minutes	500

Air Pollutant	Averaging Time	Maximum Concentration [1] Not to be Exceeded (µg/m^3)
Nitrogen dioxide (NO_2)	1 hour	200

Notes:
[1] Expressed at the reference condition of 293K and 101.325kPA (one atmosphere).

8.5 Public Vehicle Park

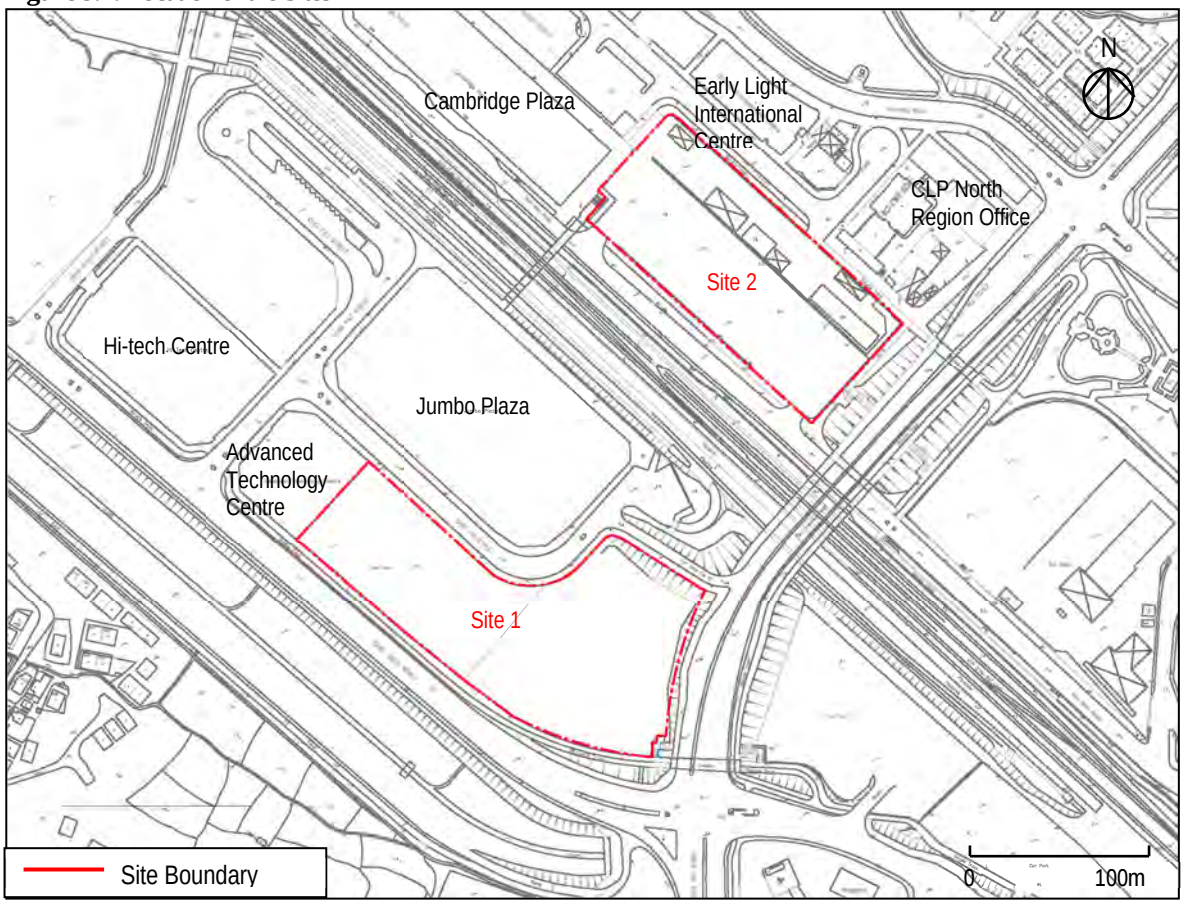
8.5.1.1 A Public Vehicle Park (PVP) is proposed at Site 2 to re-provision the affected public carpark on the proposed development site (see **Figure 7.1**). A separate Preliminary Environmental Review (PER) report was prepared to address the potential air quality impact induced from the PVP. The design of PVP will follow ProPECC PN 2/96 "Control on Air Pollution in Car Parks" as far as practicable. The PVP run in/out will not face directly towards the proposed development site. In addition, as compared to existing facilities, the proposed carpark at Site 2 would not induce additional increase in traffic and no parking provision for heavy good vehicles is expected. No adverse air quality impact is anticipated from the PVP. The PER report has been approved by EPD in 2020.

9 Land Contamination

9.1 Site Description

9.1.1.1 The sites are located at the northwest of Sheung Shui Station. Site 1 is located next to Advanced Technology Centre and Jumbo Plaza; while Site 2 is surrounded by Cambridge Plaza, Early Light International Centre and CLP North Region Office Sheung Shui Depot. The locations of the Sites are shown in **Figure 9.1** below and details are described in **Section 2.1**.

Figure 9.1: Location of the Sites



9.2 Guidelines and Evaluation Criteria

9.2.1.1 Land contamination assessment is conducted in accordance with the following Guidance Notes:

- Guidance Manual for Use of Risk-Based Remediation Goals (RBRGs) for Contaminated Land Management, EPD, 2007;
- Guidance Note for Contaminated Land Assessment and Remediation, Environmental Protection Department (EPD), 2007; and
- Practice Guide for Investigation and Remediation of Contaminated Land, EPD, 2011.

9.2.1.2 The EPD's *Guidance Manual for Use of Risk-Based Remediation Goals for Contaminated Land Management* introduces the background of RBRGs and provides guidelines for comparison of soil and groundwater data to RBRGs. The RBRGs have been designed to protect the health of people who could potentially be exposed to land contaminated by chemicals. They are intended to be used as site assessment criteria that will be appropriate on a stand-alone basis for the majority of sites in Hong Kong, where human health is the only significant receptor that needs to be protected.

9.2.1.3 In accordance with EPD's *Guidance Note for Contamination Land Assessment and Remediation*, a contamination assessment evaluation should:

- provide a clear and detailed account of the present land use and the relevant past land history, in relation to possible land contamination;
- identify areas of potential contamination and associated impacts, risks or hazards; and
- submit a plan to evaluate the actual contamination conditions for soil and/or groundwater, if required.

9.2.1.4 The EPD's *Practice Guide for Investigation and Remediation of Contaminated Land* outlines the process for conducting land contamination assessment and remediation in Hong Kong. It sets out the requirements for:

- planning and implementation of the contaminated land investigation;
- interpretation of the investigation results using the RBRGs;
- reporting the contaminated land assessment;
- planning and implementation of remediation actions; and
- reporting the remediation works.

9.3 Review of Aerial Photographs and Historical Landuse

9.3.1.1 A total of ten historical aerial photographs taken from 1963 to 2019 have been reviewed and the key findings are summarised in **Table 9.1** for Site 1 and **Table 9.2** for Site 2 below. The historical aerial photographs are shown in **Appendix 9.1**.

Table 9.1: Description of historical aerial photographs of Site 1

Year	Photo No.	Height (ft.)	Site Description
1963	9977	3900	The site area comprised agricultural lands.
1973	7781	2000	No change of landuse compared to Year 1963.
1982	44147	4000	The agricultural lands were replaced by squatter huts.
1993	CN3742	3000	The squatter huts were removed and the land became vacant. There was only one simple structure in the vacant land with no access connection linking up to it. Suspected industrial activity was not observed in vicinity of the simple structure.
2000	A51047	3000	The north-western portion of the site became a car park for private vehicles and trucks, while the south-eastern portion of the site was filled with vegetation. There was a structure located in the middle of a densely vegetated area with no access. Similar to that in Year 1993, suspected activity was also not observed in vicinity of the structure.

Year	Photo No.	Height (ft.)	Site Description
2003	CW49007	3000	The north-western portion of the site became vacant, while the south-eastern portion of the site was still filled with vegetation.
2006	CW72182	4000	The north-western portion of the site was used as a car park for private vehicles and trucks again, while the south-eastern portion of the site was filled with vegetation.
2012	CW93583	2000	No significant change was observed compared to Year 2006.
2015	CS61695	3000	No significant change was observed compared to Year 2012.
2019	E070461C	6900	No significant change was observed compared to Year 2015.

Table 9.2: Description of historical aerial photographs of Site 2

Year	Photo No.	Height (ft.)	Site Description
1963	9977	3900	The site area comprised mainly agricultural lands with scattered village houses.
1973	7781	2000	No significant change of landuse compared to Year 1963, but with more village house developments.
1982	44147	4000	No significant change of landuse was observed compared to Year 1973.
1993	CN3742	3000	The agricultural land were replaced by a car park, where was mainly used by trucks.
2000	A51047	3000	The site was occupied by a car park for private vehicles and trucks.
2003	CW49007	3000	Site office for Lok Ma Chau Spur Line by KCRC was identified. The site was occupied as a construction material storage. Temporary structure was also observed.
2006	CW72182	4000	No significant change was observed compared to Year 2003.
2012	CW93583	2000	The site was divided into two portions. The north-eastern portion was occupied by WSD as temporary site office and general equipment storage. The south-eastern portion was converted into a car park.
2015	CS61695	3000	No significant change was observed compared to Year 2012.
2019	E070461C	6900	The north-eastern portion was vacant. The south-eastern portion remained the same as Year 2015.

9.4 Information from Government Authorities

Information from Environmental Protection Department (EPD)

9.4.1.1 Information request on any Chemical Waste Producer (CWP) registered, and any records of chemical spillage / leakage incidents within the site were made to EPD. Based on the information provided by EPD on 21 August 2020, there has been no record of accidents of spillage/leakage. Chemical waste producer record was inspected in EPD's office on 29 September 2020, no chemical waste producer registered within the subject sites. The correspondence with EPD is attached in **Appendix 9.2**.

Information from Fire Services Department (FSD)

9.4.1.2 Information request on any Dangerous Goods (DG) license registered, any information related to the use and/or storage of DGs and any records of DG spillage / leakage incidents within the site were made to FSD. Based on the information provided by FSD on 16 September 2020, there has been no records of DG license nor spillage/leakage of DGs within

the subject sites for the period from past to 16 September 2020. Potential land contamination issues are thus not anticipated. The correspondence with FSD is attached in **Appendix 9.2**.

9.5 Site Visit

9.5.1.1 Site visits were conducted in November 2015, January 2017 and August 2018, and revisited in August and September 2020 to identify the existing landuse within the two Sites which may have potential land contamination issues. The findings are described in the following sections. The site photos are shown in **Appendix 9.3**.

Site 1

9.5.1.2 The south-eastern side of the site was occupied by dense vegetation (**Photo 9.1.1**). Potential land contamination is unlikely.

9.5.1.3 A car park was observed in the north-western portion of the site. Private vehicles were parked inside (**Photo 9.1.2** and **Photo 9.1.3**). Partially paved ground surface was observed. No oil stains, no transformers/ generators and no underground structures were observed. No signs of potentially contaminated activities such as repairing or maintenance activity was observed. Potential land contamination issue is unlikely.

Site 2

9.5.1.4 A car park was observed in the south-eastern portion of the site. Private vehicles were parked inside (**Photo 9.2.1 and Photo 9.2.3**). Partially paved ground surface, no oil stains, no transformers/ generators and no underground structures were observed. No signs of potentially contaminated activities such as repairing or maintenance activity was observed. Potential land contamination issue is unlikely.

9.5.1.5 The north-eastern portion of the site was occupied by a site office under Water Supply Department (WSD) and for construction material storage as observed during the site visits taken in November 2015 and January 2017. According to the site visit in September 2020, the temporary structure of the site office and the construction material storage were removed. Vacant land was observed at the north-eastern portion of the site (**Photo 9.2.2**). No oil stains, no transformers/ generators and no underground structures were observed. No signs of potentially contaminated activities such as repairing or maintenance activity was observed. Potential land contamination issue is unlikely.

9.6 Recommendation

9.6.1.1 Based on the recent site survey findings, potential land contamination activities were not identified within Site 1 and Site 2.

9.6.1.2 Based on the review of historical aerial photographs, the land uses were agriculture land, squatter huts, vegetation and car park. No signs of potentially contaminated activities were identified. The potential of land contamination within Site 1 is unlikely. It was observed that entire Site 2 was previously occupied as village houses, agriculture land and carpark before Year 2000. They are not considered as potentially contaminated activities. A construction material storage with temporary structures were observed within the site in Year 2003 and

Year 2006. According to Figure 12.7b of the approved EIA report for Sheung Shui to Lok Ma Chau Spur Line (AEIAR-052/2002), Site 2 was previously used as temporary works area for Lok Ma Chau Spur Line by KCRC from Year 2002 to Year 2007. Figure 12.7b of the approved EIA report is shown in **Appendix 9.4**. It was then handed over to WSD as site office and general equipment storage until Year 2017 as informed by WSD officer. Email confirmation by Housing Department and site photos taken in Year 2017 showing the occupation by WSD are shown in **Appendix 9.4**. As Site 2 was only previously occupied as temporary works area for general storage and site office uses by MTRC and WSD, no land contamination activity is anticipated during the occupation period.

9.6.1.3 The records from FSD and EPD also proved that there was no DG license and DG spillage/leakage incident for the period from past to 16 September 2020, as well as no chemical spillage/leakage accident for the period of past to 21 August 2020. Chemical waste producer record was inspected in EPD's office on 29 September 2020, no chemical waste producer registered within the subject sites. Potential of land contamination is therefore not anticipated.

9.6.1.4 Since both Site 1 and Site 2 were still being partially occupied, site-reappraisal to review any change on land uses after the land resumption is recommended. If any potential issue is identified from the proposed site-reappraisal upon land resumption, land contamination assessment and remediation works (if any) should be completed prior to the commencement of the proposed housing development according to the prevailing guidelines.

10 Conclusion

10.1.1.1 An EAS has been conducted for the proposed housing development at Sheung Shui Areas 4 & 30, Site 1 and Site 2.

10.1.1.2 During the process of designing the development layout, self-protecting block design has been adopted in all residential blocks to avoid noise impacts from the East Rail and reduce exposure to the nearby industrial sources. Besides, AF/ EW (in dimension of about 1.0-1.5m long) are designed for some Type B-2, Type B-5, Type C-1(a), Type C-1(b), Type C-1(c), Type C-6(a)and Type C-6(b) flat units in Blocks 1, 2 and 3 in Site 1 while AF / EW (in dimension of about 1.0-2.5m long) are designed for some Type B-2y, Type C-8by, Type C-3, Type C-1by, Type D-3 and Type C-1a flat units in Blocks 1, 2 and 3 in Site 2 for the current scheme. These AF / EW could also provide noise screening from the East Rail, Po Shek Wu Road and fixed noise sources to some of these flats for both Site 1 and Site 2.

10.1.1.3 Despite these special building block design, layout and orientation, the facades directly facing Po Shek Wu Road would still inevitably be exposed to adverse road traffic noise. Acoustic window and fixed glazing are recommended in order to achieve the 100% noise compliance rate. Assessments also indicate that the southern façade of the kindergarten in Site 1 will likely be affected by road traffic noise. Noise exceedances are also predicted at some façades of the planned AFB, EMO, RCHE, HMMH and IVRSC in Site 1 for domestic and office uses. It is recommended to review the internal layouts of these facilities to avoid sensitive uses facing the Choi Yuen Road, Po Shek Wu Road and San Wan Road. Alternatively, fixed glazing with mechanical ventilation / air conditioning could be considered at the affected façades of the kindergarten, AFB, EMO, RCHE, HMMH and IVRSC for mitigating the road noise impact. With the provision of these mitigation measures, adverse road traffic noise impacts on the proposed development are not anticipated.

10.1.1.4 Rail noise assessments indicate that the proposed residential blocks would generally comply with respective criteria, except for side windows of the residential flats along the eastern façade of Block 2 in Site 1 and south-eastern facade of Block 1 in Site 2 directly facing East Rail. It is proposed to convert the openable side windows to fixed glazing for mitigating the rail noise impact. Noise exceedances are also predicted at the north-western and north-eastern facades of AFB in Site 1 directly facing East Rail. Fixed glazing with mechanical ventilation / air conditioning or re-arrangement of the noise sensitive rooms away from the East Rail should be considered at the affected facade for mitigating the rail noise impact. With the provision of these mitigation measures, adverse rail noise impacts on the proposed development are not anticipated. Besides, the kindergarten, RCHE, EMO, HMMH and IVSRC could meet the relevant criteria on rail noise impact.

10.1.1.5 A number of fixed sources are identified within the existing industrial zone in vicinity of the sites, including fixed plants on rooftop and façade, industrial workshop operation and loading and unloading activities at ground level. Fixed noise impact assessment indicates that the proposed residential development, kindergarten, AFB, RCHE, EMO, IVRSC and HMMH could comply with the respective noise criterion and hence no mitigation measures are required.

10.1.1.6 A summary of mitigation measures recommended in the current scheme to minimise and mitigate the noise impacts (including road traffic, rail and fixed noise) is given below and illustrated in **Figures 10.1** to **10.11**:

- Provision of acoustic window at selected flats in both Sites;
- Provision of fixed glazing (6mm window pane for road traffic noise) at selected flats in both Sites;
- Provision of fixed glazing (6mm window pane) at R1201a, R2114c, R2115c and R2116c for mitigating rail noise;
- Provision of fixed glazing (8mm window pane) at R2117c of Block 1 in Site 2 for mitigating rail noise;
- Provision of fixed glazing, mechanical ventilation and air conditioning at facades facing Po Shek Wu Road of the AFB in Site 1 or proper arrangement of internal layouts;
- Provision of fixed glazing, mechanical ventilation and air conditioning at facades facing Choi Yuen Road of the kindergarten in Site 1 or proper arrangement of internal layouts;
- Provision of fixed glazing, mechanical ventilation and air conditioning at facades facing Choi Yuen Road, Po Shek Wu Road and Choi Fai Street of RCHE in Site 1 or proper arrangement of internal layouts;
- Provision of fixed glazing, mechanical ventilation and air conditioning at facades facing Choi Yuen Road and Po Shek Wu Road of IVRSC in Site 1 or proper arrangement of internal layouts; and
- Provision of fixed glazing, mechanical ventilation and air conditioning at facades facing Choi Yuen Road and Po Shek Wu Road of HMMH in Site 1 or proper arrangement of internal layouts.

10.1.1.7 Upon receipt of the confirmed layout plan of kindergarten, AFB, EMO, RCHE, IVSRC and HMMH, assessment shall be revisited.

10.1.1.8 A PTI is planned underneath Block 3 within Site 1. As advised by HKHA, the proposed PTI will be semi-confined with due consideration to the HKPSG to avoid direct line of sight to all planned and existing sensitive uses in the proximity including the subject developments. The PTI will follow the guidelines stipulated in Practice Note for Professional Persons (ProPECC PN) 1/98 “Control of Air Pollution in Semi-Confined Public Transport Interchanges” as appropriate for designing and operating the PTI to meet the air quality guidelines inside the PTI.

10.1.1.9 A PVP is proposed at Site 2 to re-provision the affected public carpark on the proposed development site. A separate PER report was prepared to address the potential environmental impacts induced from the PVP. No adverse environmental impact is anticipated from the PVP and the PER report has been approved by EPD in November 2020.

10.1.1.10 The current schemes have allowed sufficient setback distances from the surrounding roads to meet the minimum requirement for active and passive recreational uses as stipulated in HKPSG. Moreover, there is no chimney identified within 500m assessment area. Hence, potential air quality impact is not anticipated. With reference to the approved NENT NDA

EIA study (AEIAR-174/2013), approved ERR under the Agreement No. CE 9/2014 (DS) "Shek Wu Hui Sewage Treatment Works – Further Expansion Phases 1A and 1B – Design and Construction" and EIA study "Supplementary EIA Study for Sheung Shui Slaughterhouses" (EIA-069/BC), no adverse odour impact arising from the expanded SWHSTW and Sheung Shui Slaughterhouses on the proposed developments is anticipated.

10.1.1.11 Based on the preliminary site appraisal and desktop study, land contamination activities were not identified within both Site 1 and Site 2. Site-reappraisal to review any change on land uses after land resumption is recommended. If any potential issue is identified from the proposed site-reappraisal upon land resumption, land contamination assessment and remediation works (if any) should be completed prior to the commencement of the proposed housing development according to the prevailing guidelines.

10.1.1.12 It is concluded that with proper building layout, design and mitigation measures, there are no insurmountable environmental impacts on the proposed developments at Sheung Shui Areas 4 & 30, Site 1 and Site 2.

Figure 10.1: Location of proposed mitigation measures in Site 1 Block 1

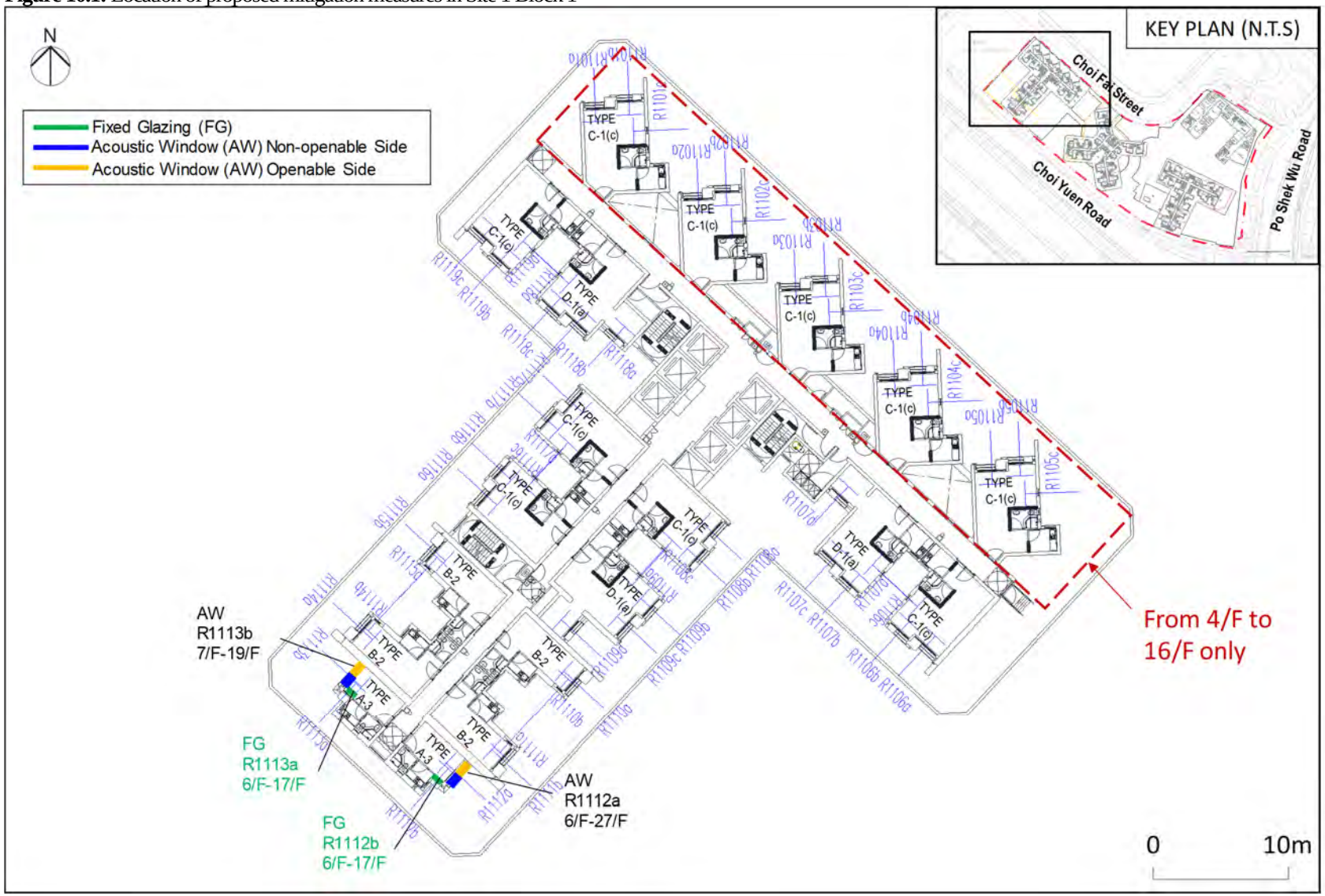


Figure 10.2: Location of proposed mitigation measures in Site 1 Block 2

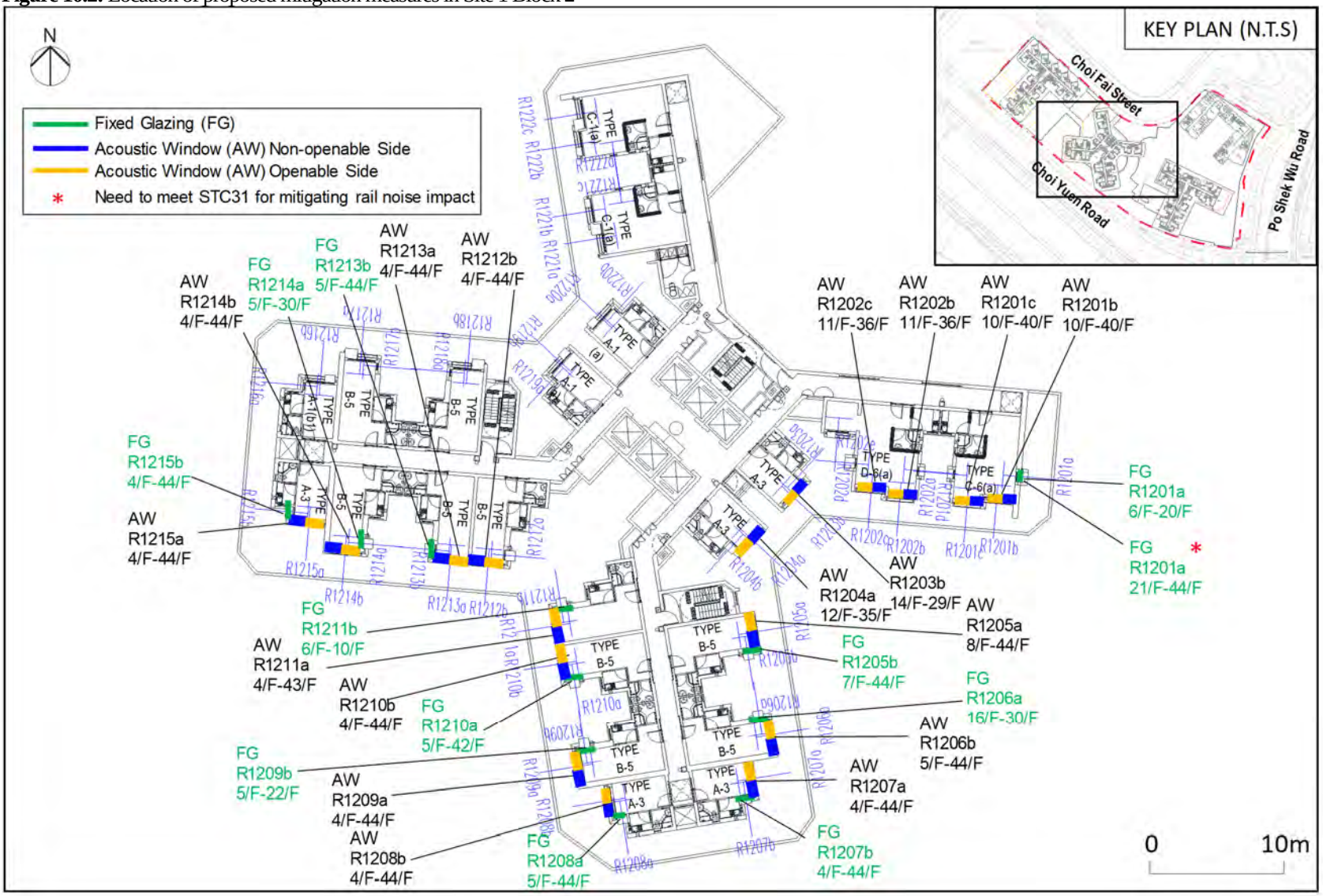


Figure 10.3: Location of proposed mitigation measures in Site 1 Block 3

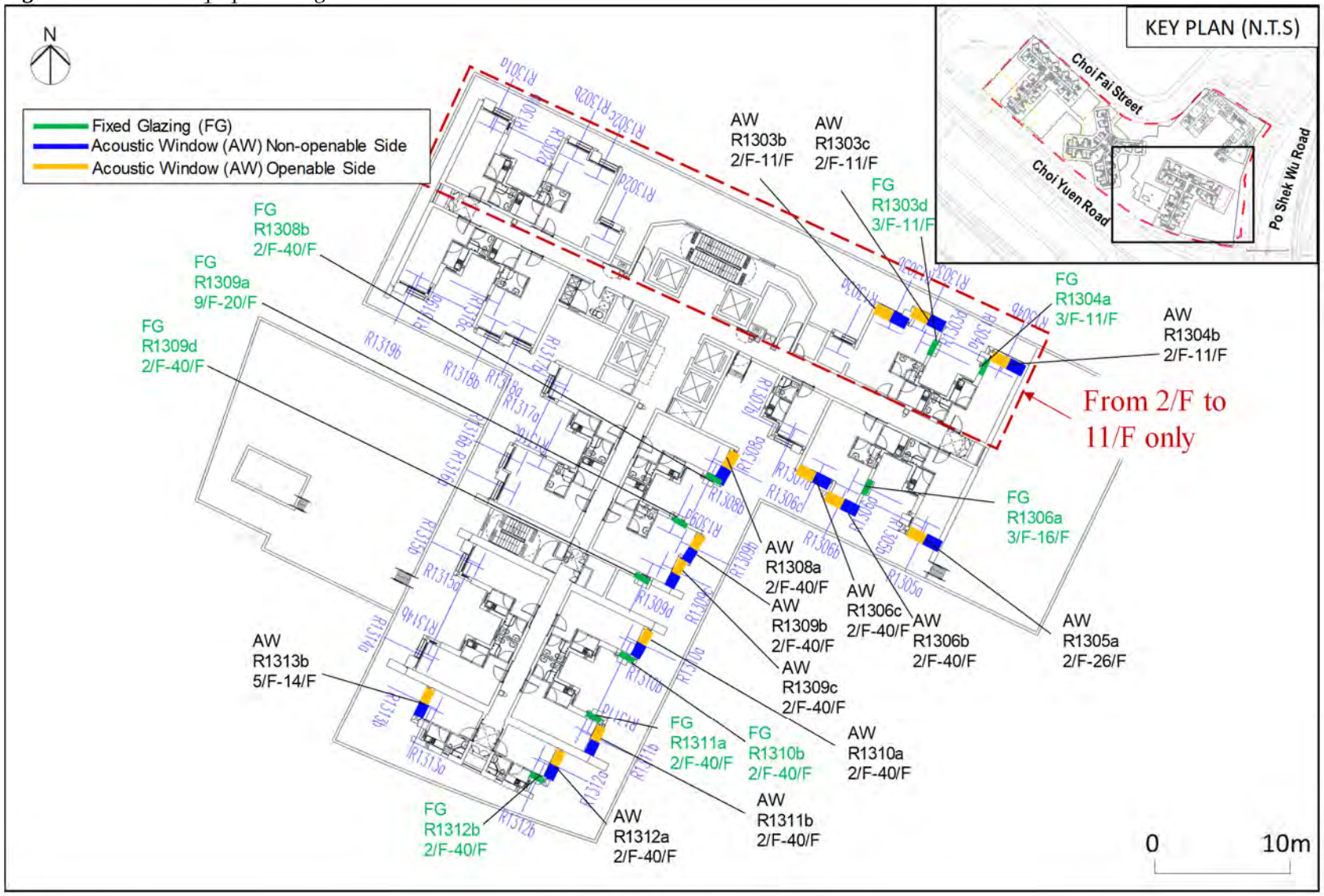


Figure 10.4: Location of proposed mitigation measures in Site 2 Block 1

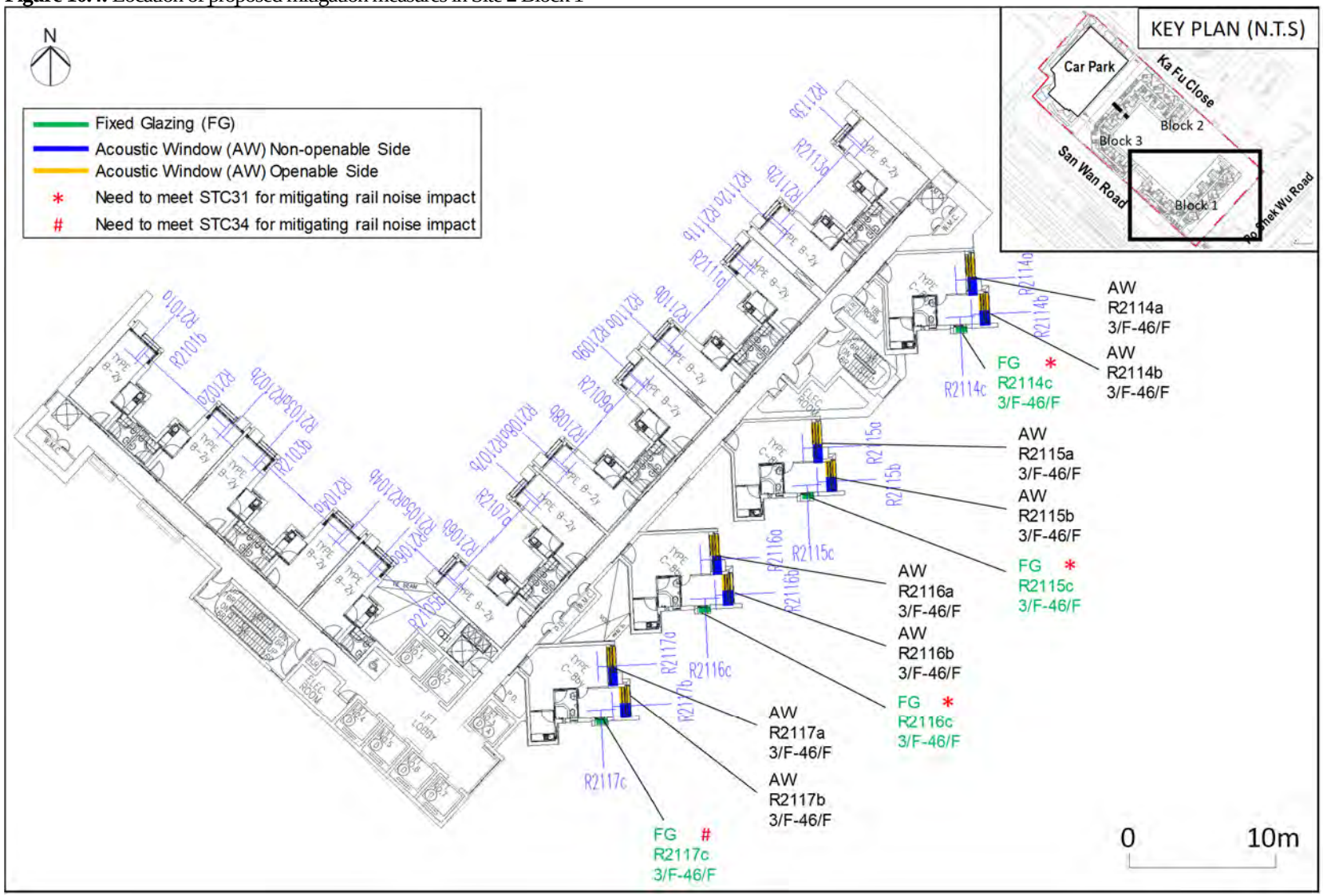


Figure 10.5: Location of proposed mitigation measures in Site 2 Block 2

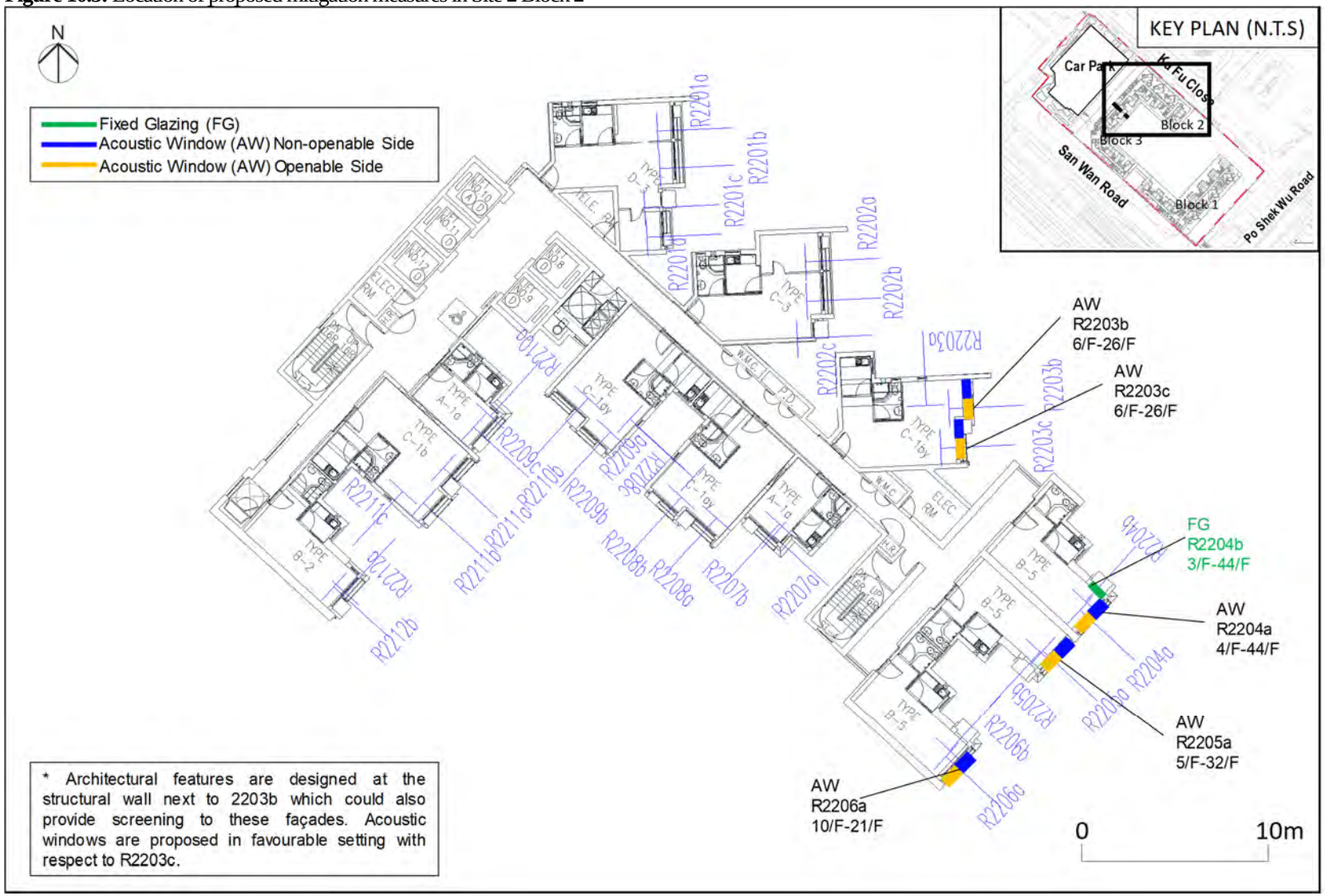


Figure 10.6: Location of proposed mitigation measures (such as fixed glazing, mechanical ventilation and air conditioning) at AFB

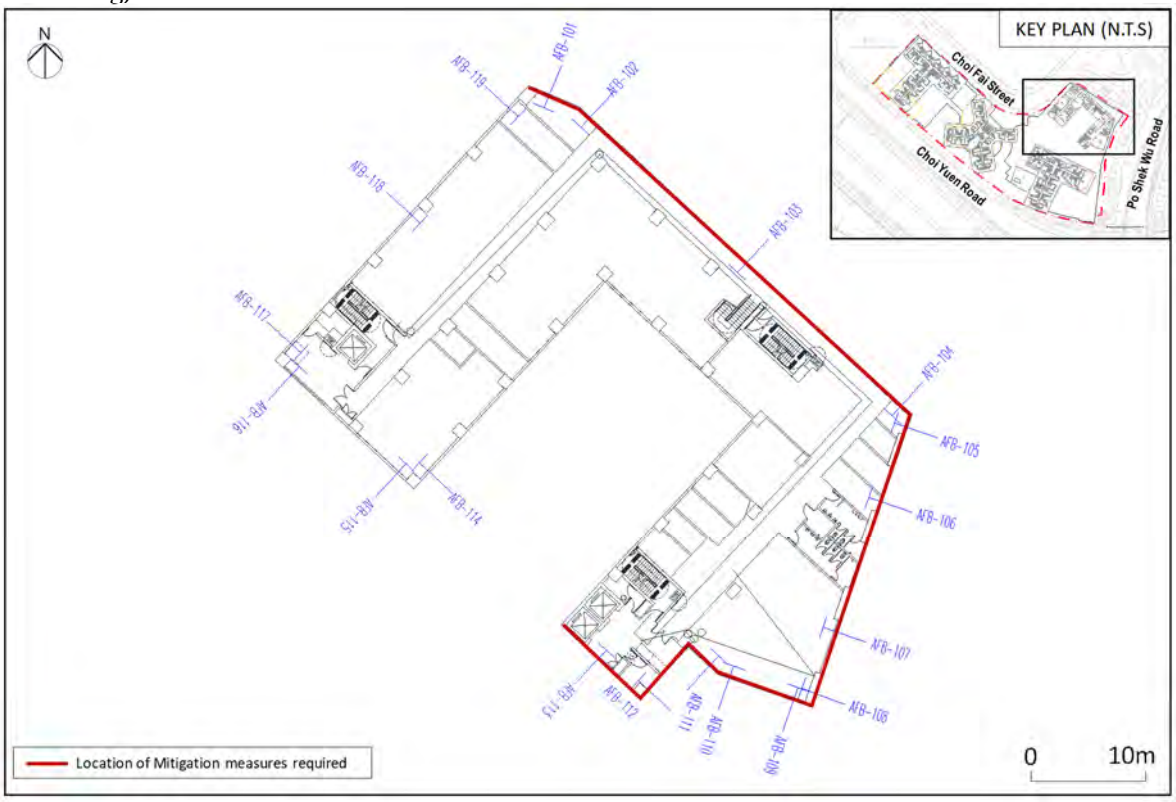


Figure 10.7: Location of proposed mitigation measures (such as fixed glazing, mechanical ventilation and air conditioning) at kindergarten

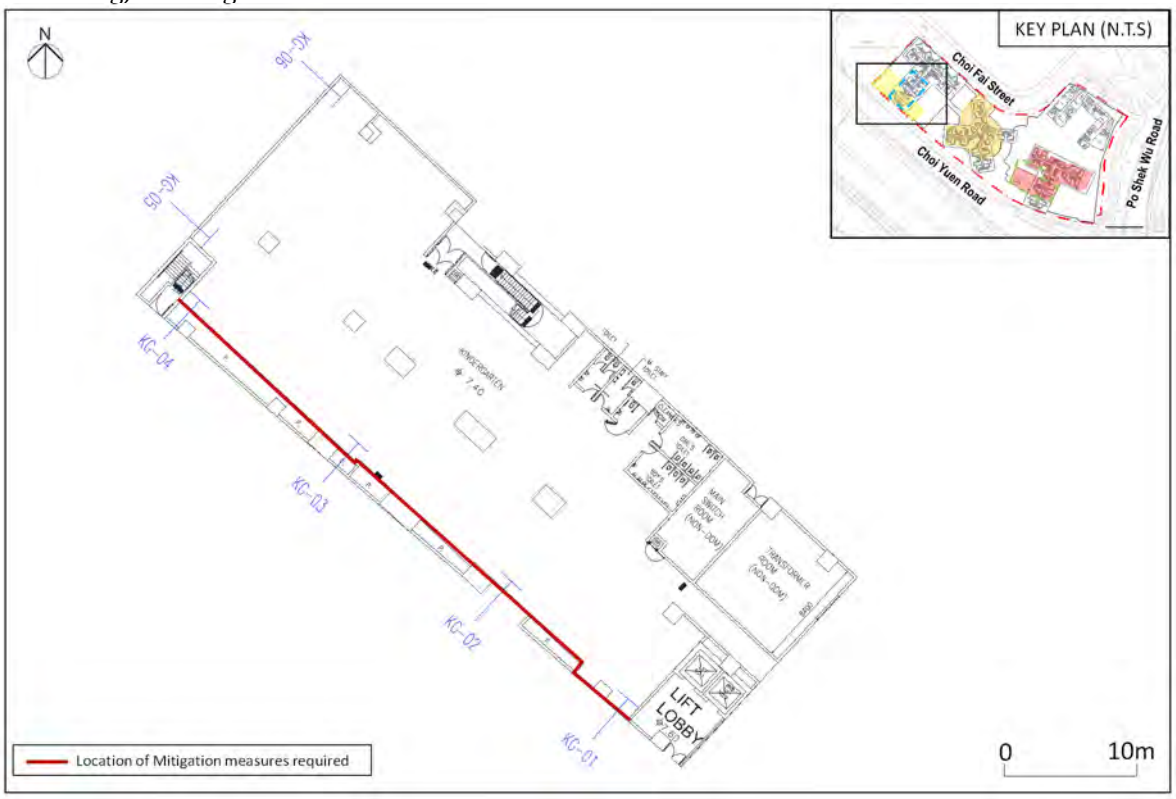


Figure 10.8: Location of proposed mitigation measures (such as fixed glazing, mechanical ventilation and air conditioning) at RCHE in Site 1

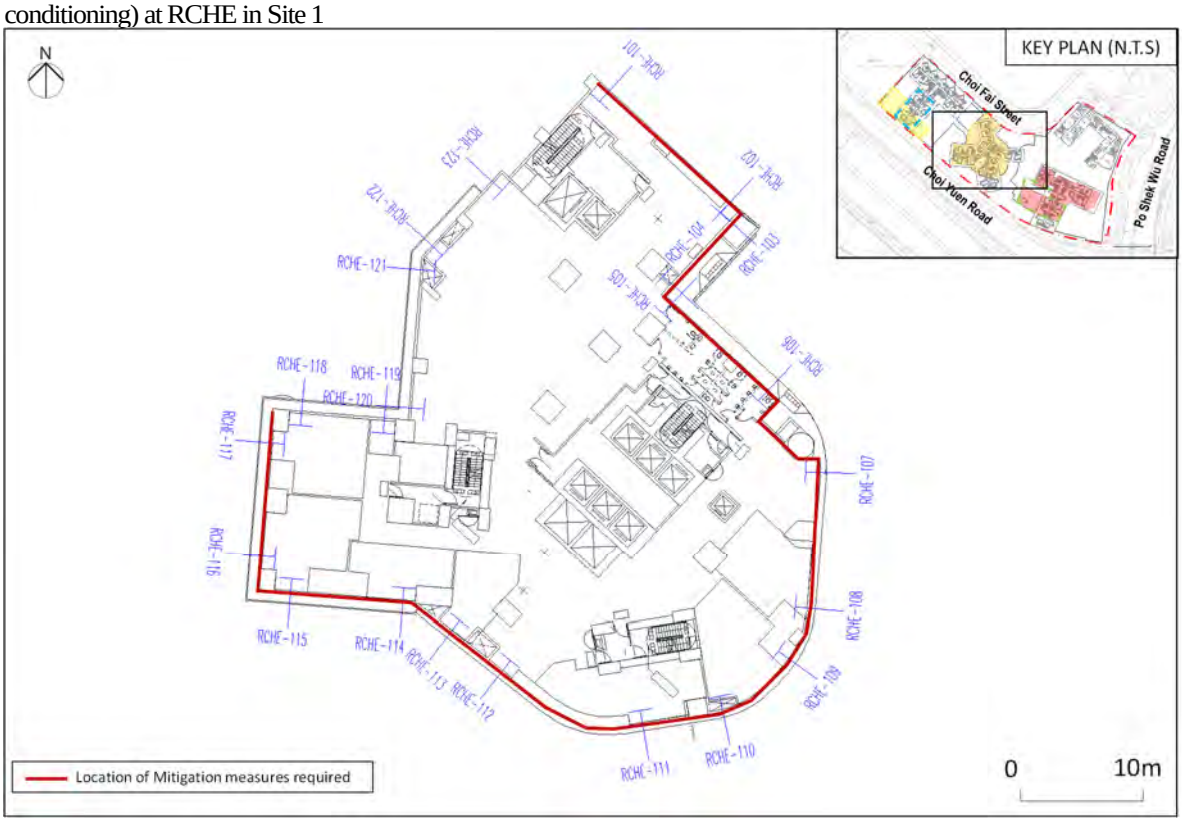


Figure 10.9: Location of proposed mitigation measures (such as fixed glazing, mechanical ventilation and air conditioning) at IVRSC in Site 1

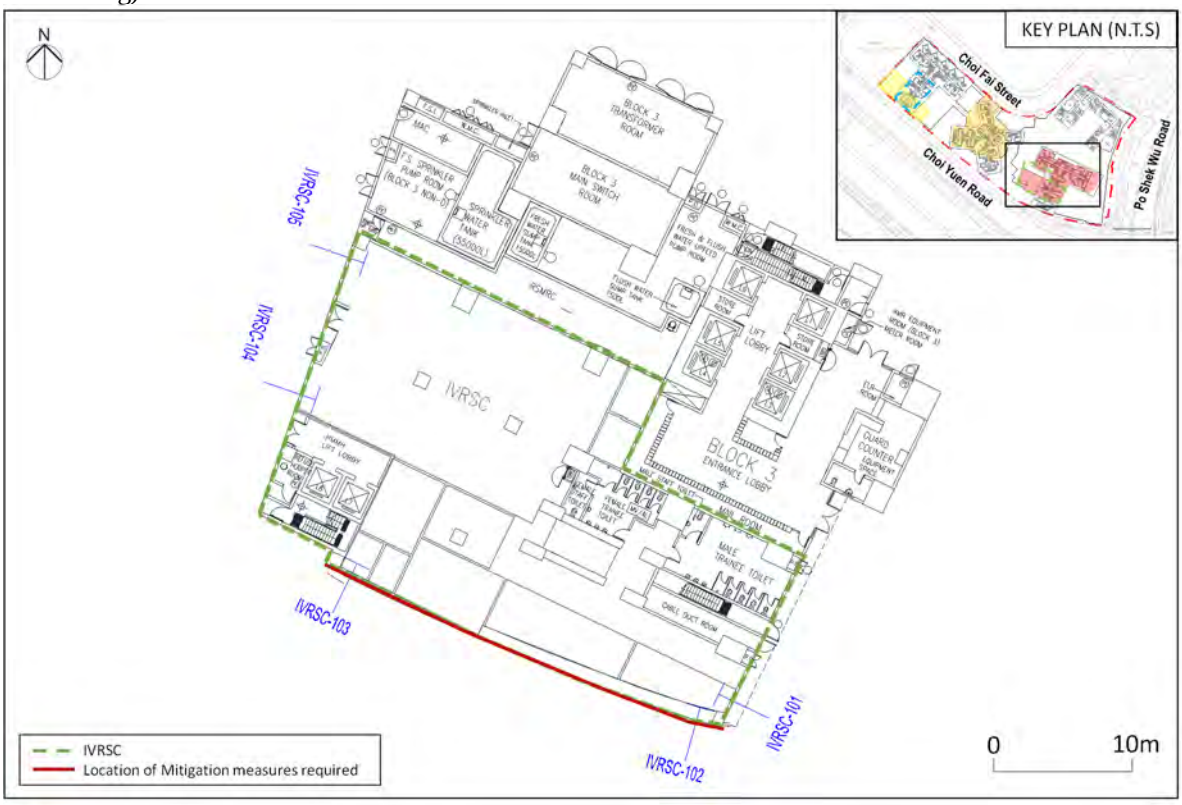


Figure 10.10: Location of proposed mitigation measures (such as fixed glazing, mechanical ventilation and air conditioning) at HMMH in Site 1

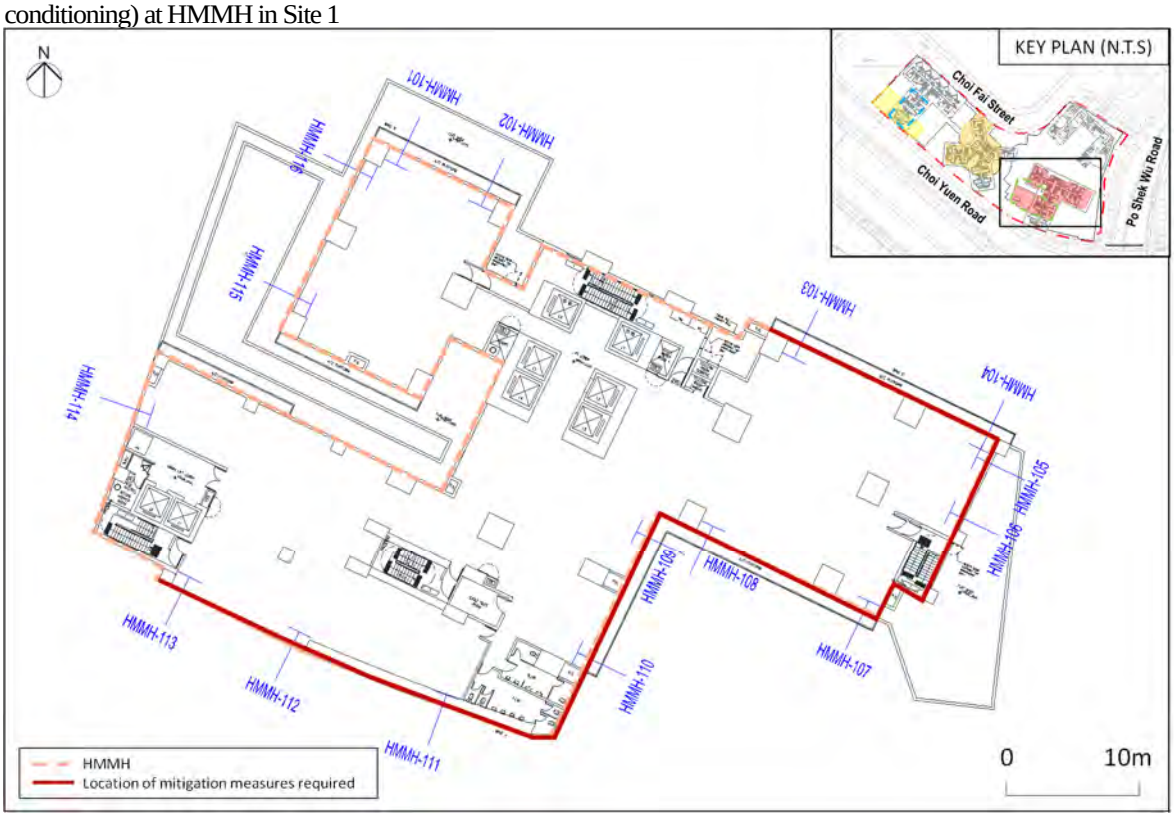


Figure 10.11: Location of proposed mitigation measures (such as fixed glazing, mechanical ventilation and air conditioning) at EMO in Site 1

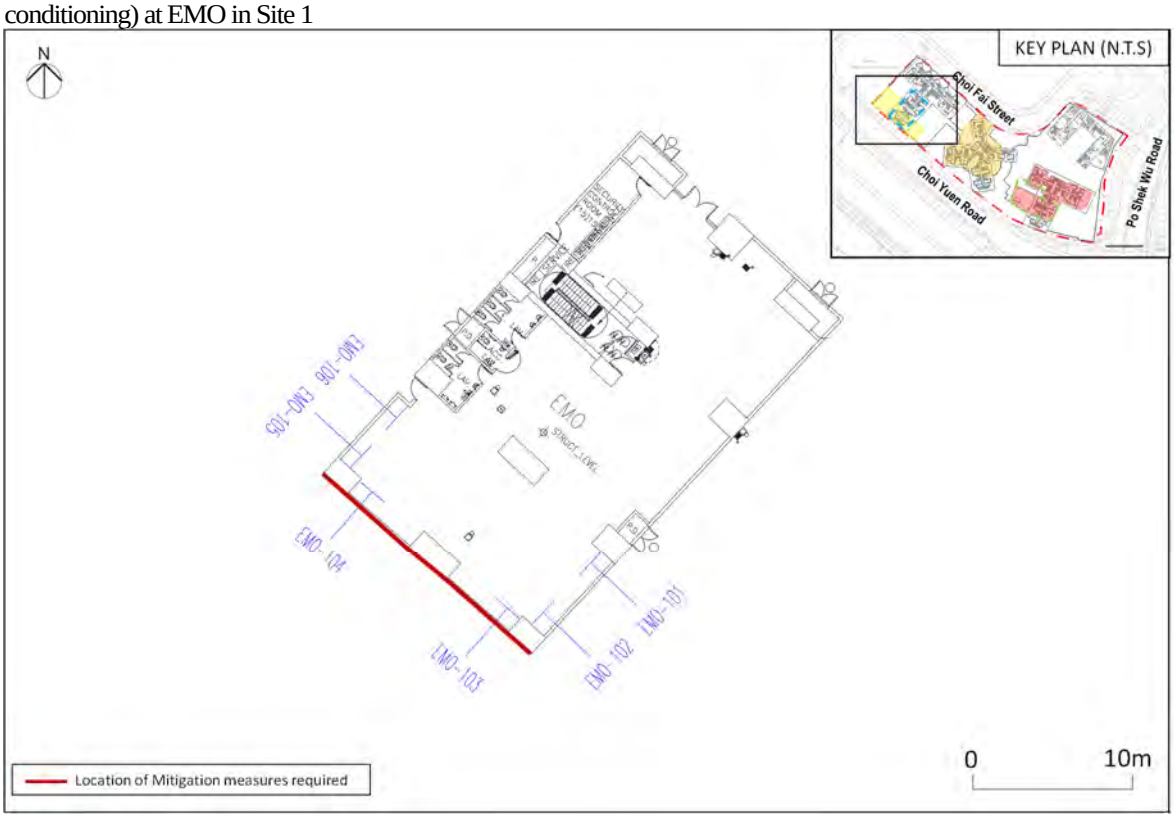
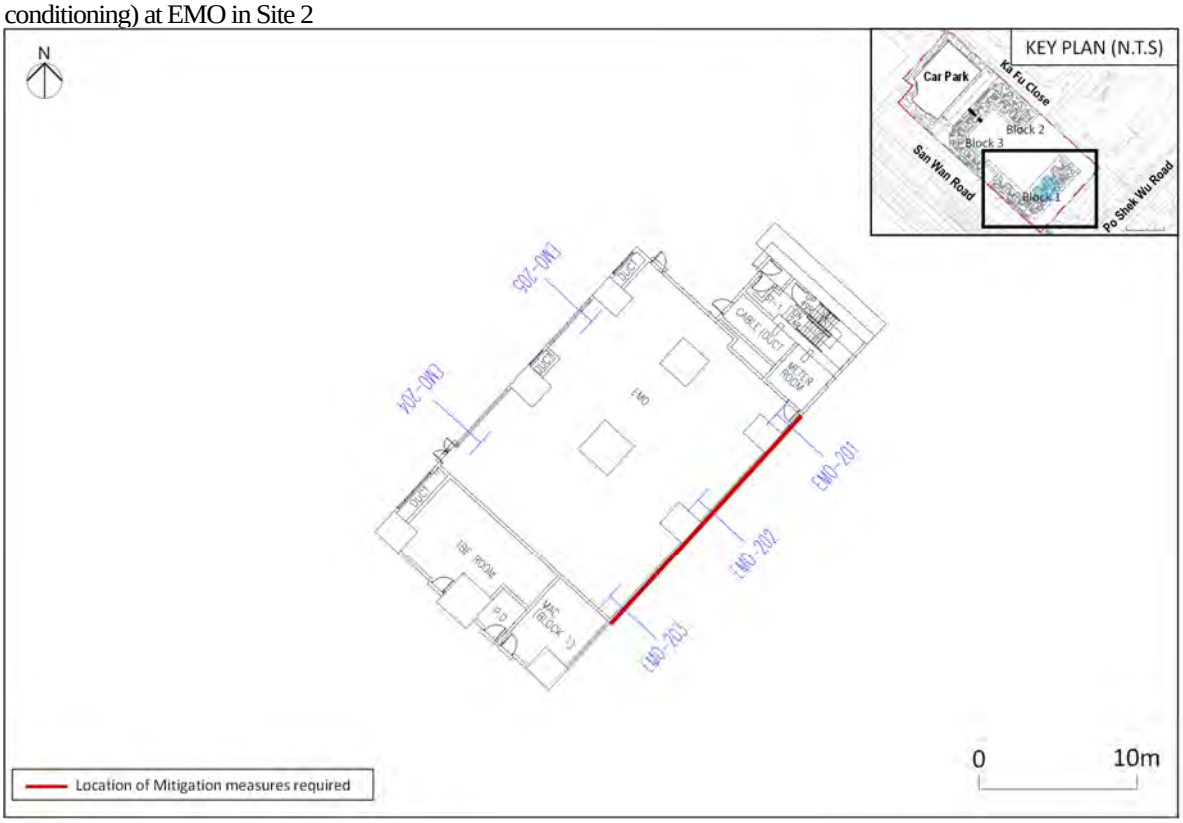


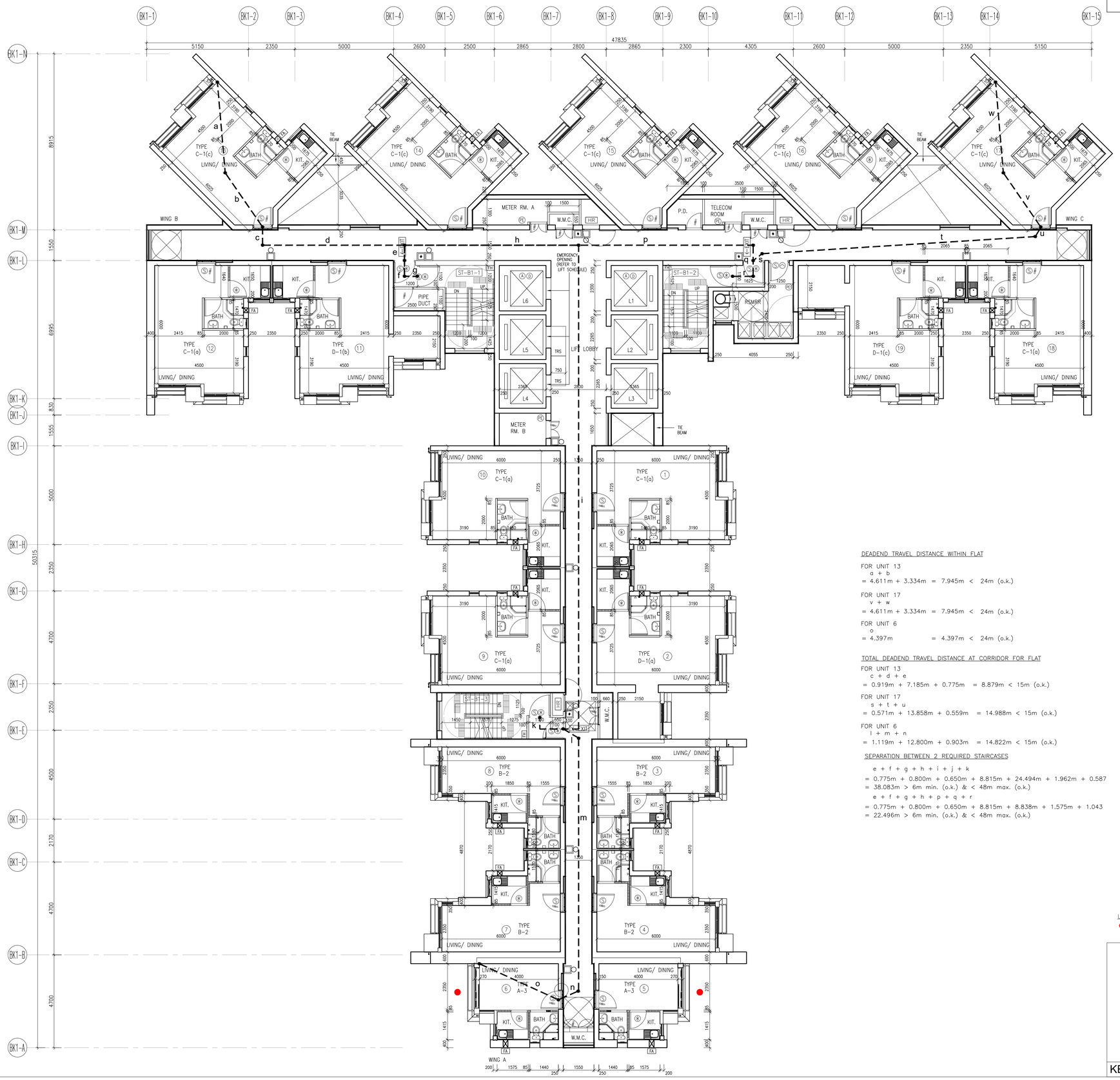
Figure 10.12: Location of proposed mitigation measures (such as fixed glazing, mechanical ventilation and air conditioning) at EMO in Site 2



Appendix 2.1

Detailed Layout Plan and Schematic Section for Site 1

ICU Ref. : HD(ICU) _____



DEADEND TRAVEL DISTANCE WITHIN FLAT

FOR UNIT 13
a + b
= 4.611m + 3.334m = 7.945m < 24m (o.k.)

FOR UNIT 17
v + w
= 4.611m + 3.334m = 7.945m < 24m (o.k.)

FOR UNIT 6
o
= 4.397m = 4.397m < 24m (o.k.)

TOTAL DEADEND TRAVEL DISTANCE AT CORRIDOR FOR FLAT

FOR UNIT 13
c + d + e
= 0.919m + 7.185m + 0.775m = 8.879m < 15m (o.k.)

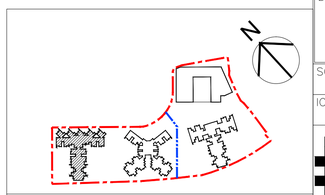
FOR UNIT 17
s + t + u
= 0.571m + 13.858m + 0.559m = 14.988m < 15m (o.k.)

FOR UNIT 6
l + m + n
= 1.119m + 12.800m + 0.903m = 14.822m < 15m (o.k.)

SEPARATION BETWEEN 2 REQUIRED STAIRCASES

e + f + g + h + i + j + k
= 0.775m + 0.800m + 0.650m + 8.815m + 24.494m + 1.962m + 0.587
= 38.083m > 6m min. (o.k.) & < 48m max. (o.k.)
e + f + g + h + p + q + r
= 0.775m + 0.800m + 0.650m + 8.815m + 8.838m + 1.575m + 1.043
= 22.496m > 6m min. (o.k.) & < 48m max. (o.k.)

LEGEND
● MODULAR FLAT WITH ACOUSTIC WINDOW



KEY PLAN SCALE: 1:3000

Signature of Applicant (HD / PSP) :

ICU Approval Signature :

Signature for Record Plan :

REVISIONS		INITIAL AND DESIGNATION		
NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

	NAME AND POSITION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Mr. Max Wong CA/3		
P&T Architects and Engineers Ltd 巴馬丹拿建築及工程師有限公司			
AUTHORISED	JANETTE CHAN (Design Director)		
ENDORSED	JASON NG (Senior Design Professional)		
CHECKED	JAE LEE (Design Professional)		
DRAWN	MA SIU WA (Drawing Office Team Leader)		

PROJECT
PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE
BLOCK 1 - TYPICAL FLOOR PLAN (5/F TO 16/F)

SCALE 1:100 (A1)

DRAWING NO.
NR07/1/B1/A/FS-06

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

COPY FOR ☐ Contractor ☐ R.E. ☐ IOW/COW ☐ Architect ☐ B.S.E. ☐ C.E. ☐ Q.E. ☐ Q.S. ☐ FILE / OFFICE ☐ OTHERS: _____ DATE OF ISSUE :

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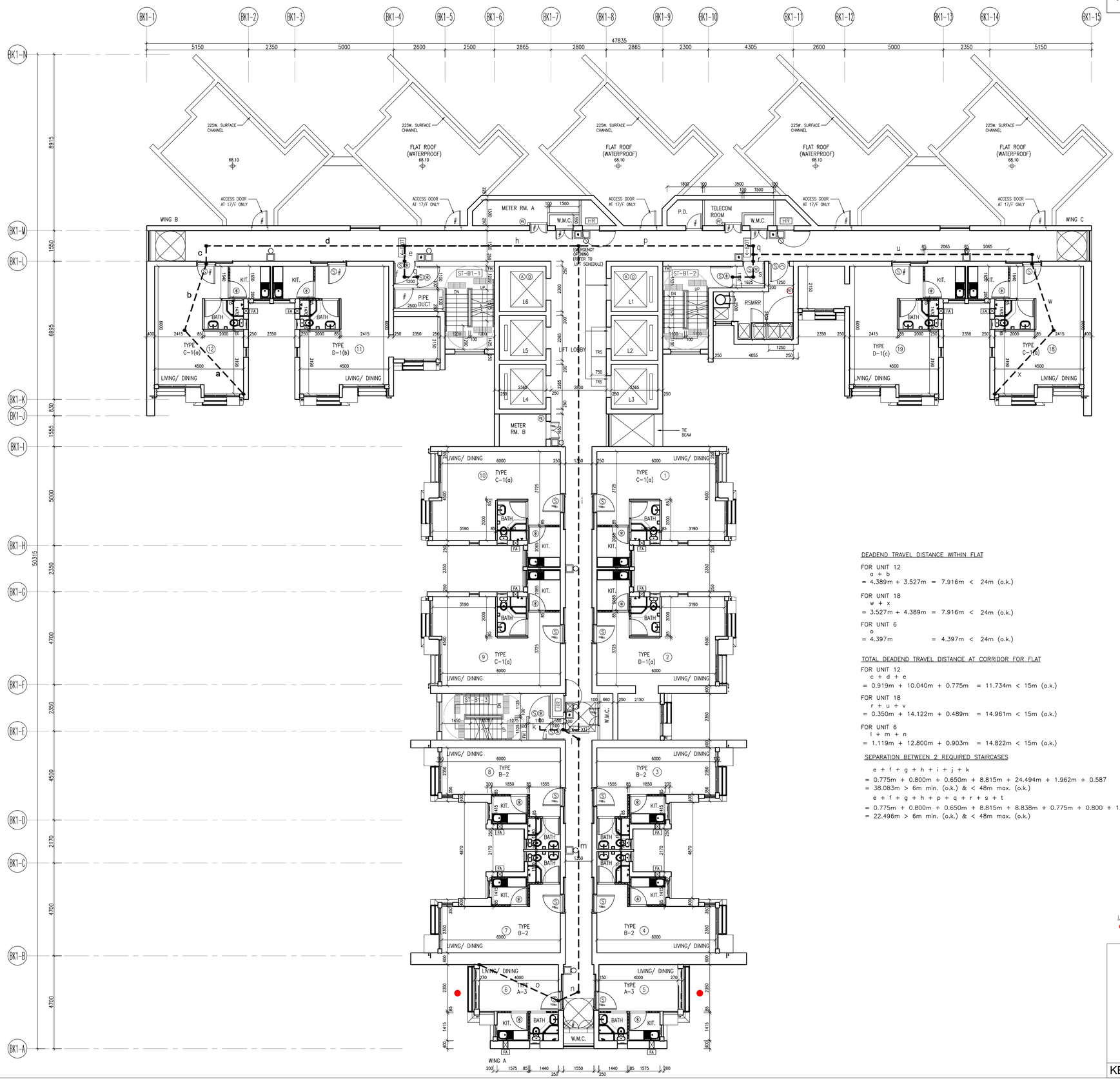
ICU Ref. : HD(ICU) _____



DEADEND TRAVEL DISTANCE WITHIN FLAT

FOR UNIT 12
a + b
= 4.389m + 3.527m = 7.916m < 24m (o.k.)

FOR UNIT 18
w + x
= 3.527m + 4.389m = 7.916m < 24m (o.k.)

FOR UNIT 6
o
= 4.397m = 4.397m < 24m (o.k.)

TOTAL DEADEND TRAVEL DISTANCE AT CORRIDOR FOR FLAT

FOR UNIT 12
c + d + e
= 0.919m + 10.040m + 0.775m = 11.734m < 15m (o.k.)

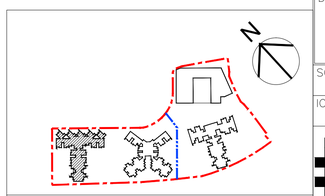
FOR UNIT 18
r + u + v
= 0.350m + 14.122m + 0.489m = 14.961m < 15m (o.k.)

FOR UNIT 6
l + m + n
= 1.119m + 12.800m + 0.903m = 14.822m < 15m (o.k.)

SEPARATION BETWEEN 2 REQUIRED STAIRCASES

e + f + g + h + i + j + k
= 0.775m + 0.800m + 0.650m + 8.815m + 24.494m + 1.962m + 0.587
= 38.083m > 6m min. (o.k.) & < 48m max. (o.k.)
e + f + g + h + p + q + r + s + t
= 0.775m + 0.800m + 0.650m + 8.815m + 8.838m + 0.775m + 0.800 + 1.043
= 22.496m > 6m min. (o.k.) & < 48m max. (o.k.)

LEGEND
● MODULAR FLAT WITH ACOUSTIC WINDOW



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CHECKED	JAE LEE (Design Professional)		
DRAWN	MA SIU WA (Drawing Office Team Leader)		

PROJECT
PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE
BLOCK 1 - TYPICAL FLOOR PLAN (17/F TO 40/F)

SCALE 1:100 (A1)

DRAWING NO.
NR07/1/B1/A/FS-07

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

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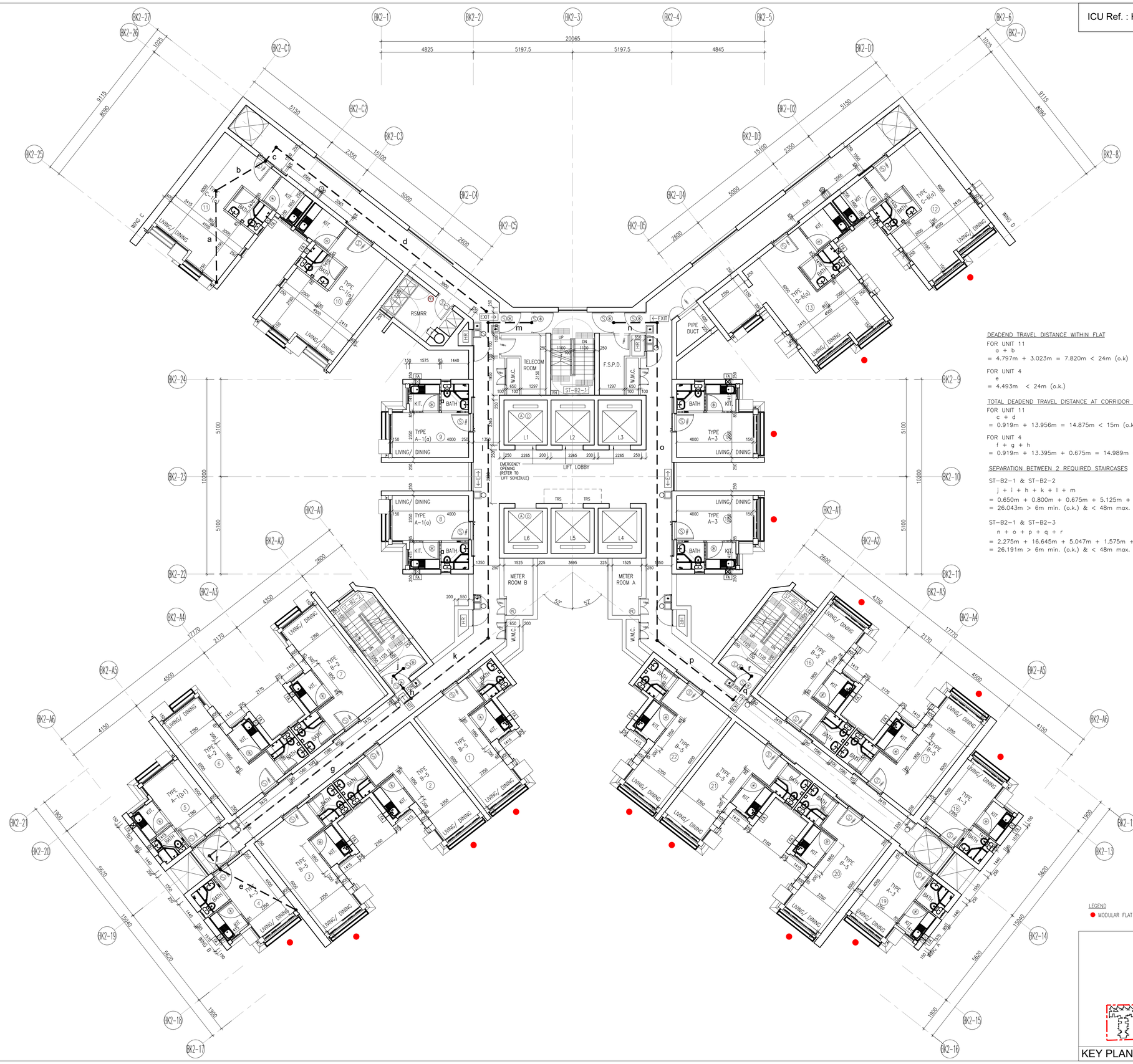
ICU Ref. : HD(ICU) _____



DEADEND TRAVEL DISTANCE WITHIN FLAT

FOR UNIT 11
a + b
= 4.797m + 3.023m = 7.820m < 24m (o.k)

FOR UNIT 4
e
= 4.493m < 24m (o.k.)

TOTAL DEADEND TRAVEL DISTANCE AT CORRIDOR FOR FLAT

FOR UNIT 11
c + d
= 0.919m + 13.956m = 14.875m < 15m (o.k.)

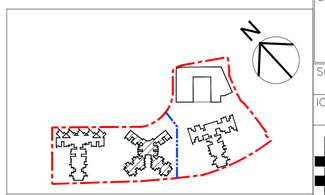
FOR UNIT 4
f + g + h
= 0.919m + 13.395m + 0.675m = 14.989m < 15m (o.k.)

SEPARATION BETWEEN 2 REQUIRED STAIRCASES

ST-B2-1 & ST-B2-2
j + i + h + k + l + m
= 0.650m + 0.800m + 0.675m + 5.125m + 16.518m + 2.275m
= 26.043m > 6m min. (o.k.) & < 48m max. (o.k.)

ST-B2-1 & ST-B2-3
n + o + p + q + r
= 2.275m + 16.645m + 5.047m + 1.575m + 0.650m
= 26.191m > 6m min. (o.k.) & < 48m max. (o.k.)

LEGEND
● MODULAR FLAT WITH ACOUSTIC WINDOW



KEY PLAN SCALE: 1:3000

Signature of Applicant (HD / PSP) :

ICU Approval Signature :

Signature for Record Plan :

REVISIONS

NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

INITIAL AND DESIGNATION

	NAME AND POSITION	INITIAL	DATE
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P&T Architects and Engineers Ltd 巴馬丹拿建築及工程師有限公司			
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ENDORSED	JASON NG (Senior Design Professional)		
CHECKED	JAE LEE (Design Professional)		
DRAWN	MA SIU WA (Drawing Office Team Leader)		

PROJECT
PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE
BLOCK 2 - TYPICAL FLOOR PLAN (5/F TO 44/F, EXCEPT 23/F)

SCALE 1:100 (A1)

DRAWING NO.
NR07/1/B2/A/FS-06

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

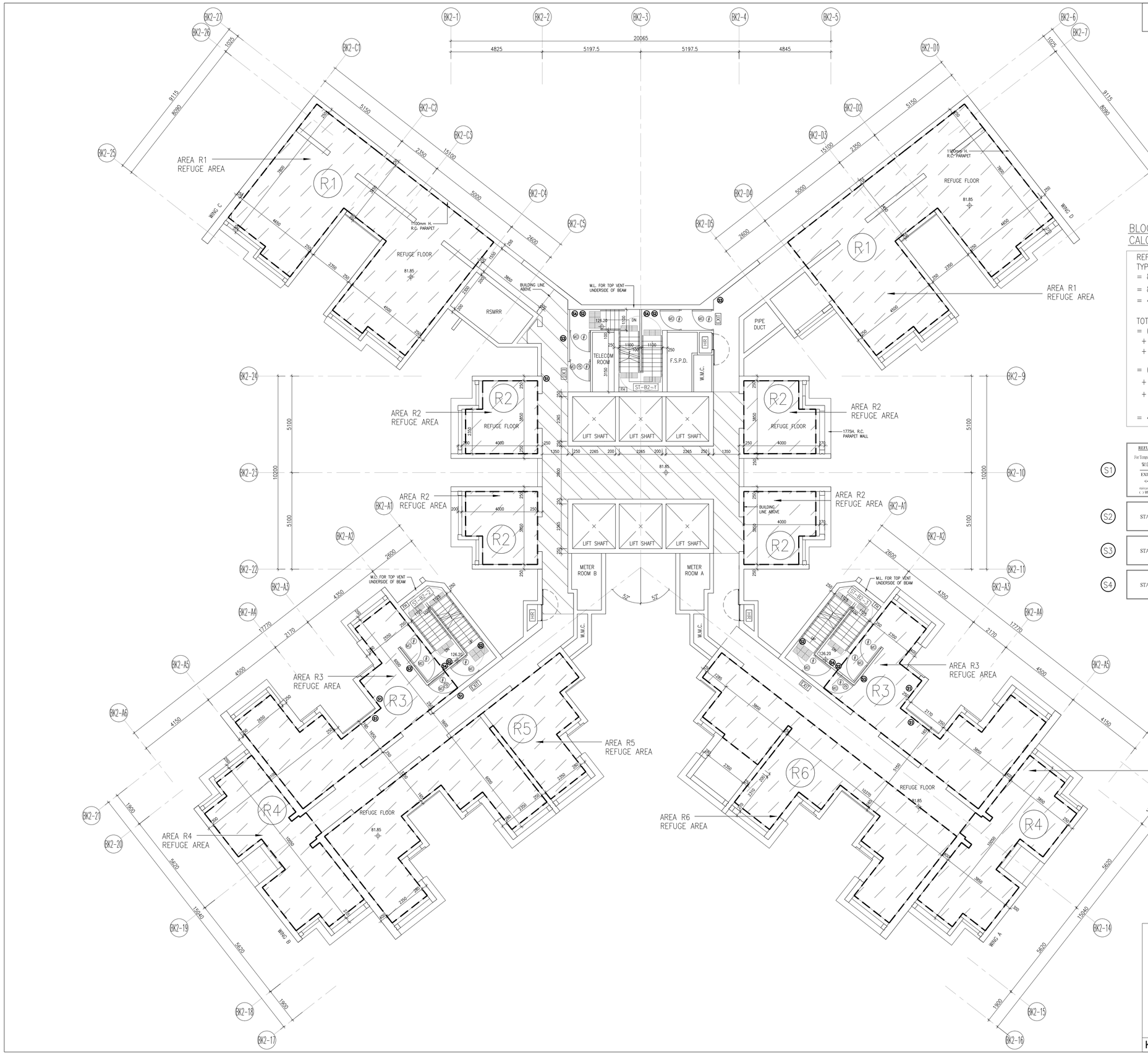
HOUSING DEPARTMENT

COPY FOR ☐ Contractor ☐ R.E. ☐ IOW/COW ☐ Architect ☐ B.S.E. ☐ C.E. ☐ Q.S. ☐ FILE / OFFICE ☐ OTHERS

DATE OF ISSUE :

COUNTERCHECKED ☑

ICU Ref. : HD(ICU) _____



BLOCK 1 – REFUGE FLOOR CALCULATION

REFUGE AREA REQUIRED :
TYPICAL FLOOR G.F.A.
= 882.110m²
= 882.110 x 50%
= 441.055m² (REQUIRED)

TOTAL REFUGE PROVIDED :
= (AREA R1 x 2) + (AREA R2 x 4)
+ (AREA R3 x 2) + (AREA R4 x 2)
+ AREA R5 + AREA R6

= (80.112 x 2) + (13.280 x 4)
+ (41.835 x 2) + (31.596 x 2)
+ 62.437 + 57.009

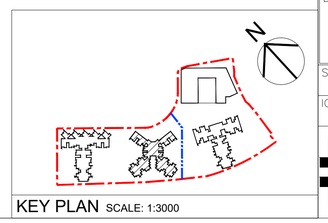
= 479.652m² > 441.055m²

S1	REFUGE FLOOR 在海關 For Temporary Roof During Emergency Escape 緊急逃生時供暫時歇息用 EXITS TO STREET LEVEL <---- 往街道出口 ----> staircase (no.) ( ) 號樓梯 staircase (no.) ( ) 號樓梯	SIGN PANEL FOR STAIRCASE NUMBER
S2	STAIRCASE (NO.) ( ) 號樓梯	SIGN PANEL FOR REFUGE FLOOR
S3	------> STAIRCASE (NO.) ( ) 號樓梯	DIRECTIONAL SIGN PANEL FOR EXIT TO STAIRCASE
S4	<------> STAIRCASE (NO.) ( ) 號樓梯	DIRECTIONAL SIGN PANEL FOR EXIT TO REFUGE FLOOR

LEGEND

REFUGE AREA

NON-OBSTRUCTED AREA/ PASSAGE AT REFUGE ROOF AREA



KEY PLAN SCALE: 1:3000

Signature of Applicant (HD / PSP) :

ICU Approval Signature :

Signature for Record Plan :

REVISIONS

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ENDORSED	JASON NG (Senior Design Professional)		
CHECKED	JAE LEE (Design Professional)		
DRAWN	MA SIU WA (Drawing Office Team Leader)		

PROJECT
PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE
BLOCK 2 -
REFUGE ROOF PLAN (23/F)

SCALE 1:100 (A1)

DRAWING NO.
NR07/1/B2/A/FS-07

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

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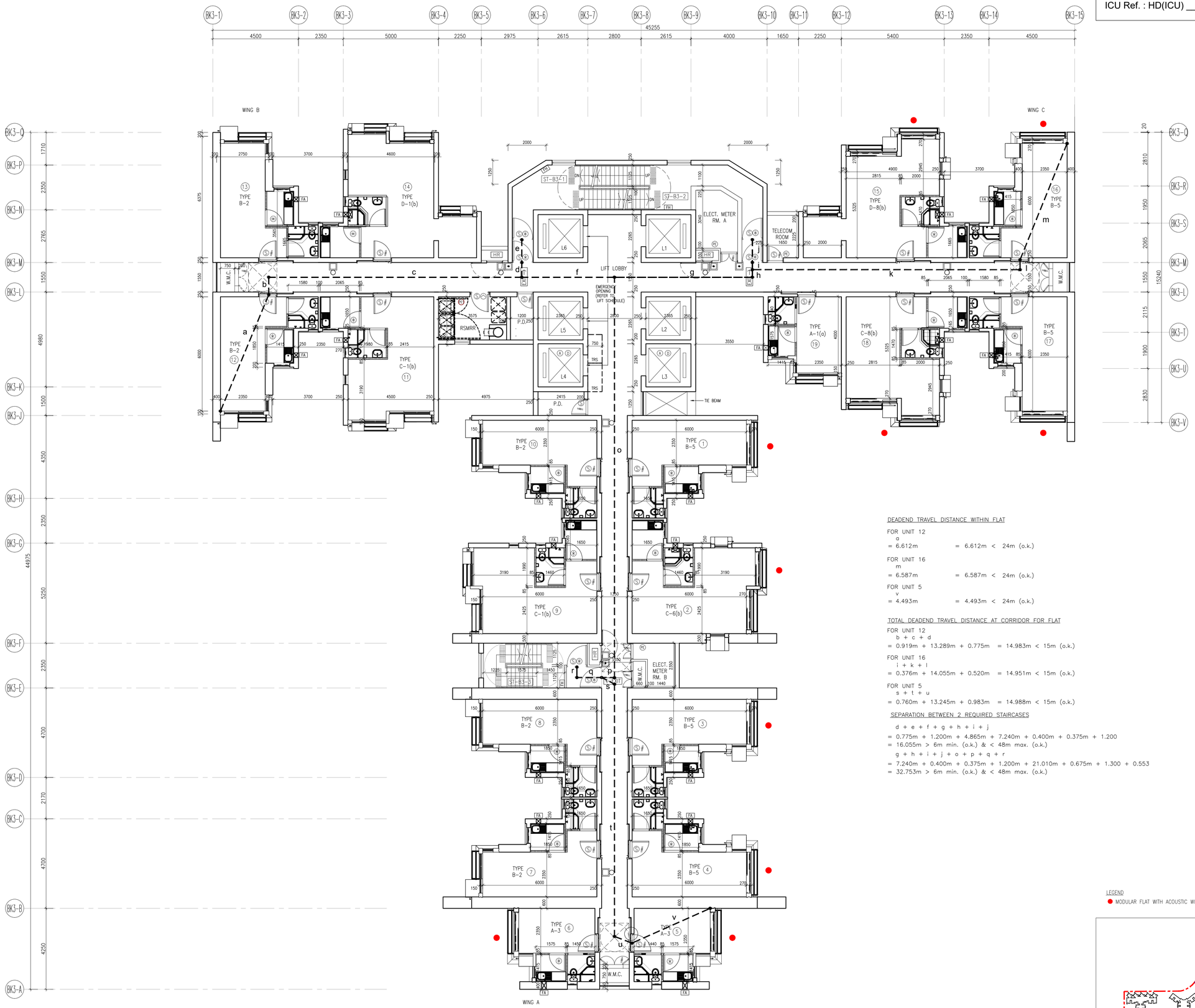
DATE OF ISSUE :

COUNTERCHECKED ☑



DEADEND TRAVEL DISTANCE WITHIN FLAT

FOR UNIT 12
a
= 6.612m = 6.612m < 24m (o.k.)

FOR UNIT 16
m
= 6.587m = 6.587m < 24m (o.k.)

FOR UNIT 5
v
= 4.493m = 4.493m < 24m (o.k.)

TOTAL DEADEND TRAVEL DISTANCE AT CORRIDOR FOR FLAT

FOR UNIT 12
b + c + d
= 0.919m + 13.289m + 0.775m = 14.983m < 15m (o.k.)

FOR UNIT 16
i + k + l
= 0.376m + 14.055m + 0.520m = 14.951m < 15m (o.k.)

FOR UNIT 5
s + t + u
= 0.760m + 13.245m + 0.983m = 14.988m < 15m (o.k.)

SEPARATION BETWEEN 2 REQUIRED STAIRCASES

d + e + f + g + h + i + j
= 0.775m + 1.200m + 4.865m + 7.240m + 0.400m + 0.375m + 1.200
= 16.055m > 6m min. (o.k.) & < 48m max. (o.k.)
g + h + i + j + o + p + q + r
= 7.240m + 0.400m + 0.375m + 1.200m + 21.010m + 0.675m + 1.300 + 0.553
= 32.753m > 6m min. (o.k.) & < 48m max. (o.k.)

LEGEND
● MODULAR FLAT WITH ACOUSTIC WINDOW

KEY PLAN SCALE: 1:3000

ICU Ref. : HD(ICU) _____

Signature of Applicant (HD / PSP) :

ICU Approval Signature :

Signature for Record Plan :

REVISIONS

NO	DESCRIPTION AND DATE	INITIAL AND DESIGNATION DWN	CKD	AUTH

	NAME AND POSITION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Mr. Max Wong CA/3		
P&T Architects and Engineers Ltd 巴馬丹拿建築及工程師有限公司			
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ENDORSED	JASON NG (Senior Design Professional)		
CHECKED	JAE LEE (Design Professional)		
DRAWN	MA SIU WA (Drawing Office Team Leader)		

PROJECT
PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE
BLOCK 3 - TYPICAL FLOOR PLAN (3/F TO 11/F)

SCALE 1:100 (A1)

DRAWING NO.
NR07/ 2/B3/A/FS-04

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

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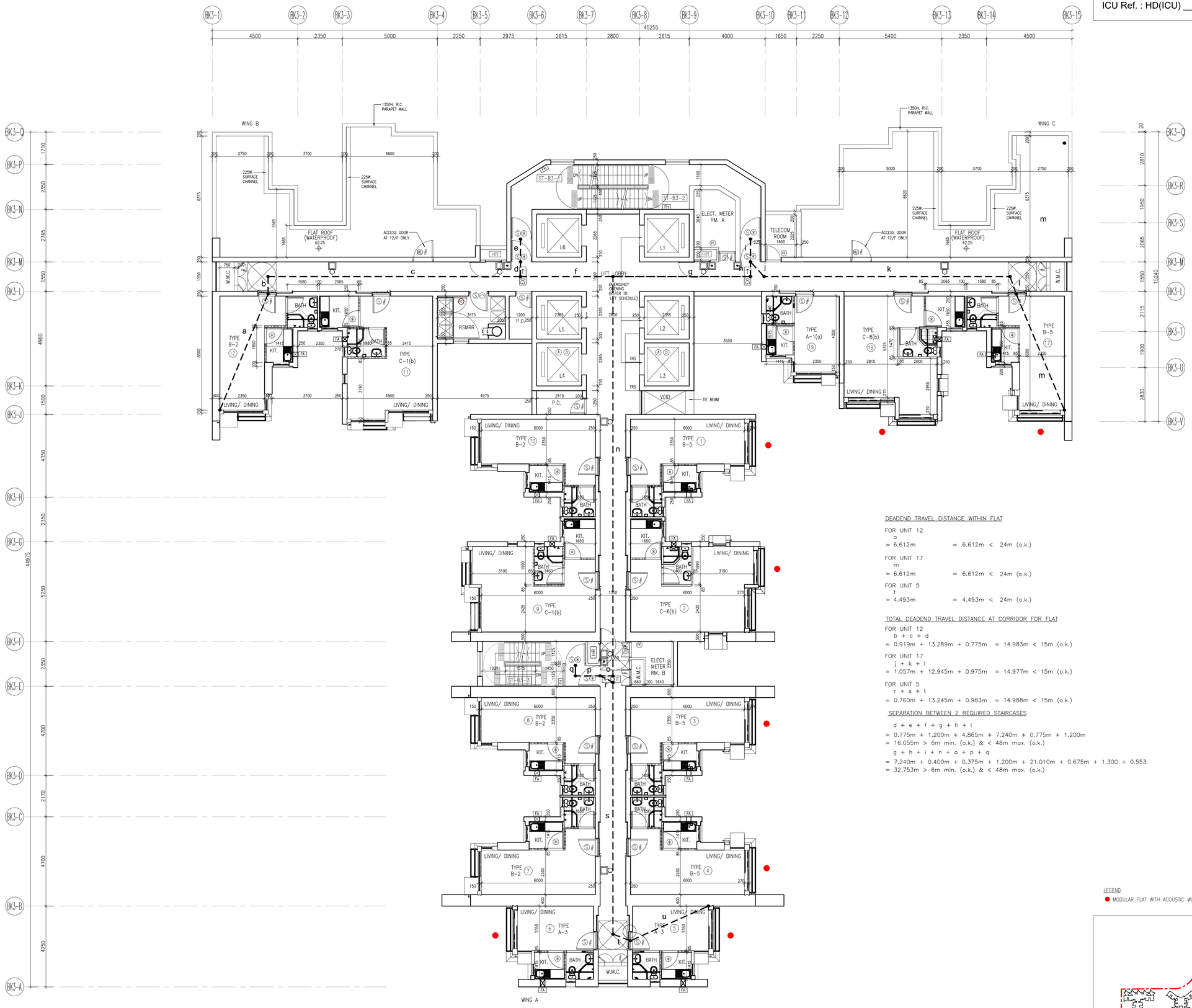
ICU Ref. : HD(ICU) _____



DEADEND TRAVEL DISTANCE WITHIN FLAT

FOR UNIT 12
a
= 6.612m = 6.612m < 24m (o.k.)

FOR UNIT 17
m
= 6.612m = 6.612m < 24m (o.k.)

FOR UNIT 5
t
= 4.493m = 4.493m < 24m (o.k.)

TOTAL DEADEND TRAVEL DISTANCE AT CORRIDOR FOR FLAT

FOR UNIT 12
b + c + d
= 0.919m + 13.289m + 0.775m = 14.983m < 15m (o.k.)

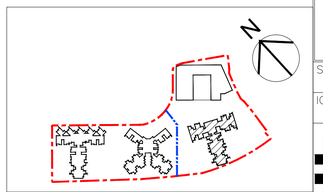
FOR UNIT 17
j + k + l
= 1.057m + 12.945m + 0.975m = 14.977m < 15m (o.k.)

FOR UNIT 5
r + s + t
= 0.760m + 13.245m + 0.983m = 14.988m < 15m (o.k.)

SEPARATION BETWEEN 2 REQUIRED STAIRCASES

d + e + f + g + h + i
= 0.775m + 1.200m + 4.865m + 7.240m + 0.775m + 1.200m
= 16.055m > 6m min. (o.k.) & < 48m max. (o.k.)
g + h + i + n + o + p + q
= 7.240m + 0.400m + 0.375m + 1.200m + 21.010m + 0.675m + 1.300 + 0.553
= 32.753m > 6m min. (o.k.) & < 48m max. (o.k.)

LEGEND
● MODULAR FLAT WITH ACOUSTIC WINDOW



KEY PLAN SCALE: 1:3000

Signature of Applicant (HD / PSP) :

ICU Approval Signature :

Signature for Record Plan :

REVISIONS

NO	DESCRIPTION AND DATE	INITIAL AND DESIGNATION DWN	CKD	AUTH

	NAME AND POSITION	INITIAL	DATE
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CHECKED	JAE LEE (Design Professional)		
DRAWN	MA SIU WA (Drawing Office Team Leader)		

PROJECT
PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE
BLOCK 3 - TYPICAL FLOOR PLAN (12/F TO 40/F)

SCALE 1:100 (A1)

DRAWING NO.
NR07/ 2/B3/A/FS-05

SOURCE

ICU NO.

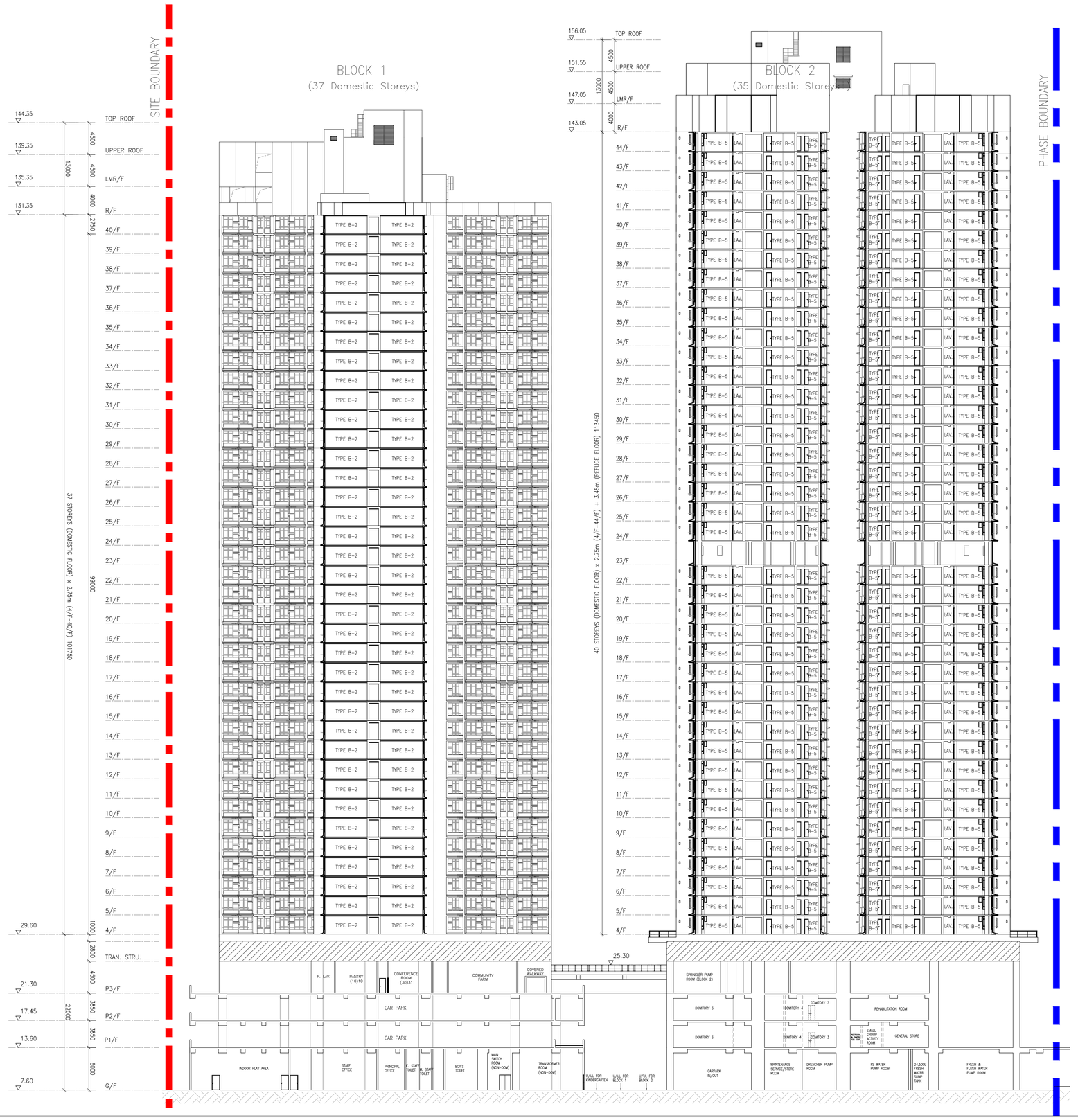
AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

COPY FOR ☐ Contractor ☐ R.E. ☐ ICW/COW ☐ Architect ☐ B.S.E. ☐ C.E. ☐ G.E. ☐ Q.S. ☐ FILE / OFFICE ☐ OTHERS. ____ DATE OF ISSUE :

COUNTERCHECKED ☑

ICU Ref. : HD(ICU) _____



KEY PLAN SCALE: 1:3000

Signature of Applicant (HD / PSP) :

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Signature for Record Plan :

REVISIONS

NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

INITIAL AND DESIGNATION

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DRAWN	MA SIU WA (Drawing Office Team Leader)		

PROJECT

PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE

SECTION A-A (1)

SCALE 1:300 (A1) , 1:600 (A3)

DRAWING NO.

NR07/ 1&2/SITE/A/FS-15

SOURCE

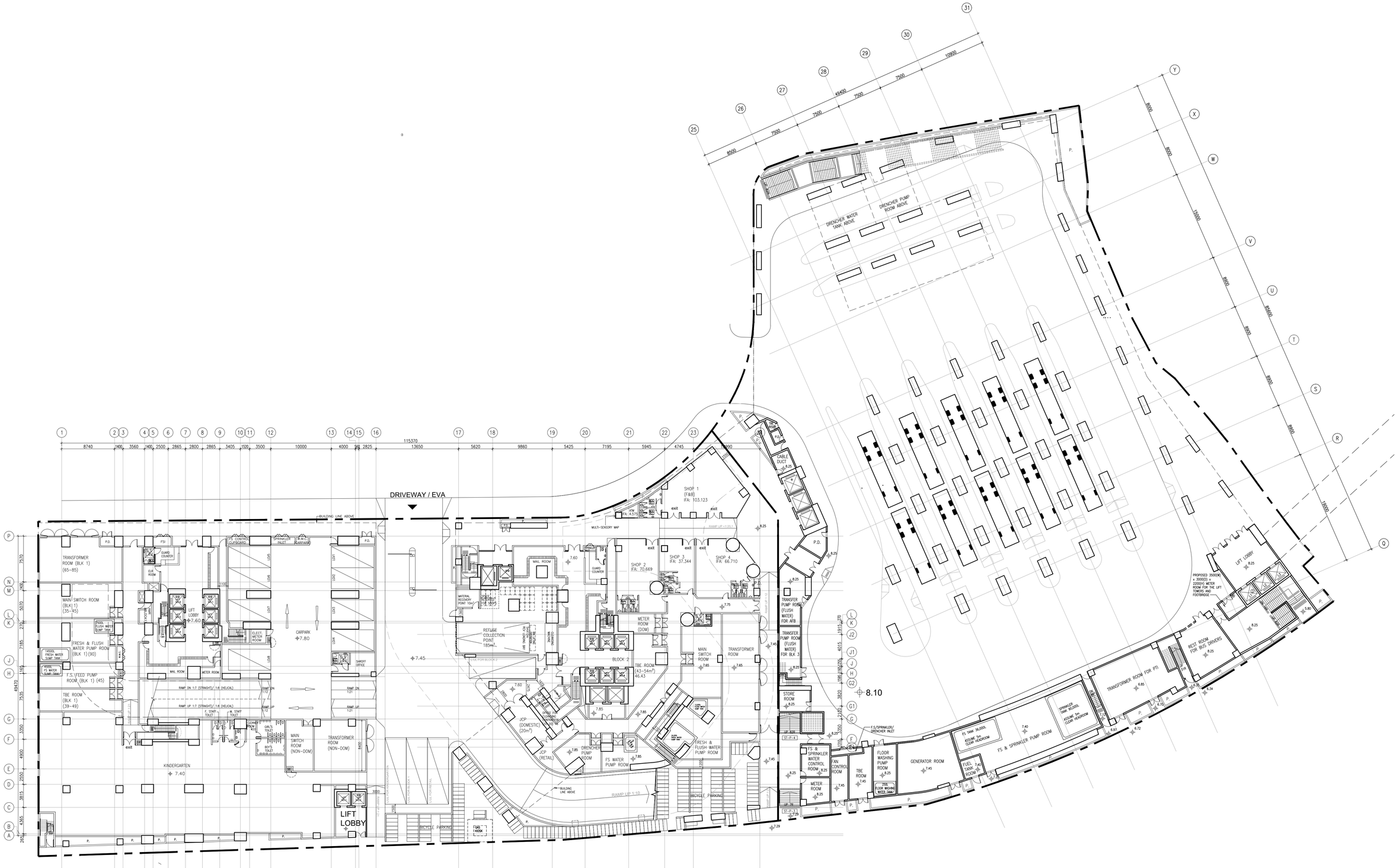
ICU NO.

AutoCAD 2000 A1 594 x 841

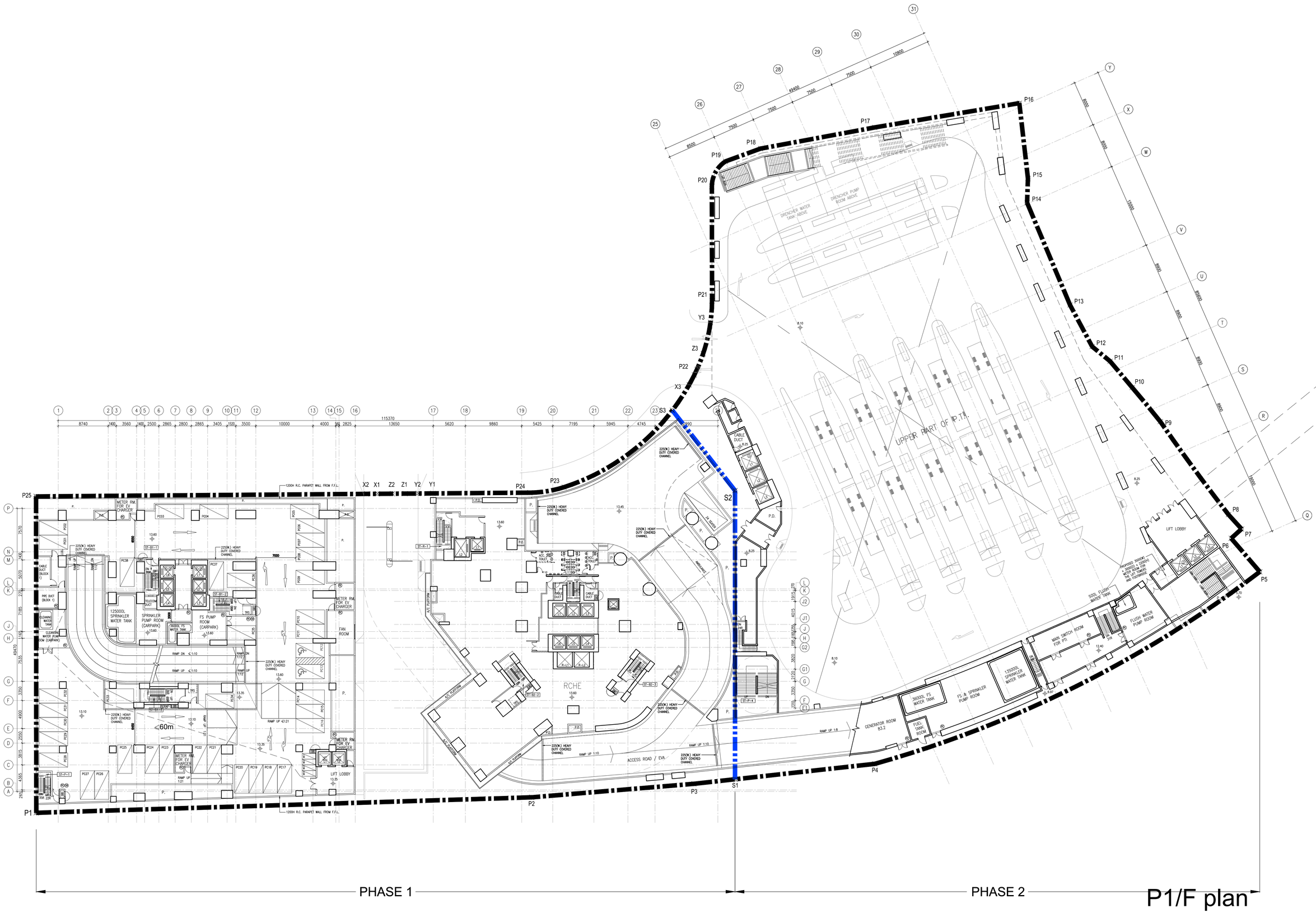
HOUSING DEPARTMENT

COPY FOR ☐ Contractor ☐ R.E. ☐ DW/COW ☐ Architect ☐ B.S.E. ☐ C.E. ☐ G.E. ☐ Q.S. ☐ FILE / OFFICE ☐ OTHERS: _____ DATE OF ISSUE

COUNTERCHECKED ☑



G/F plan
1:300 @ A1



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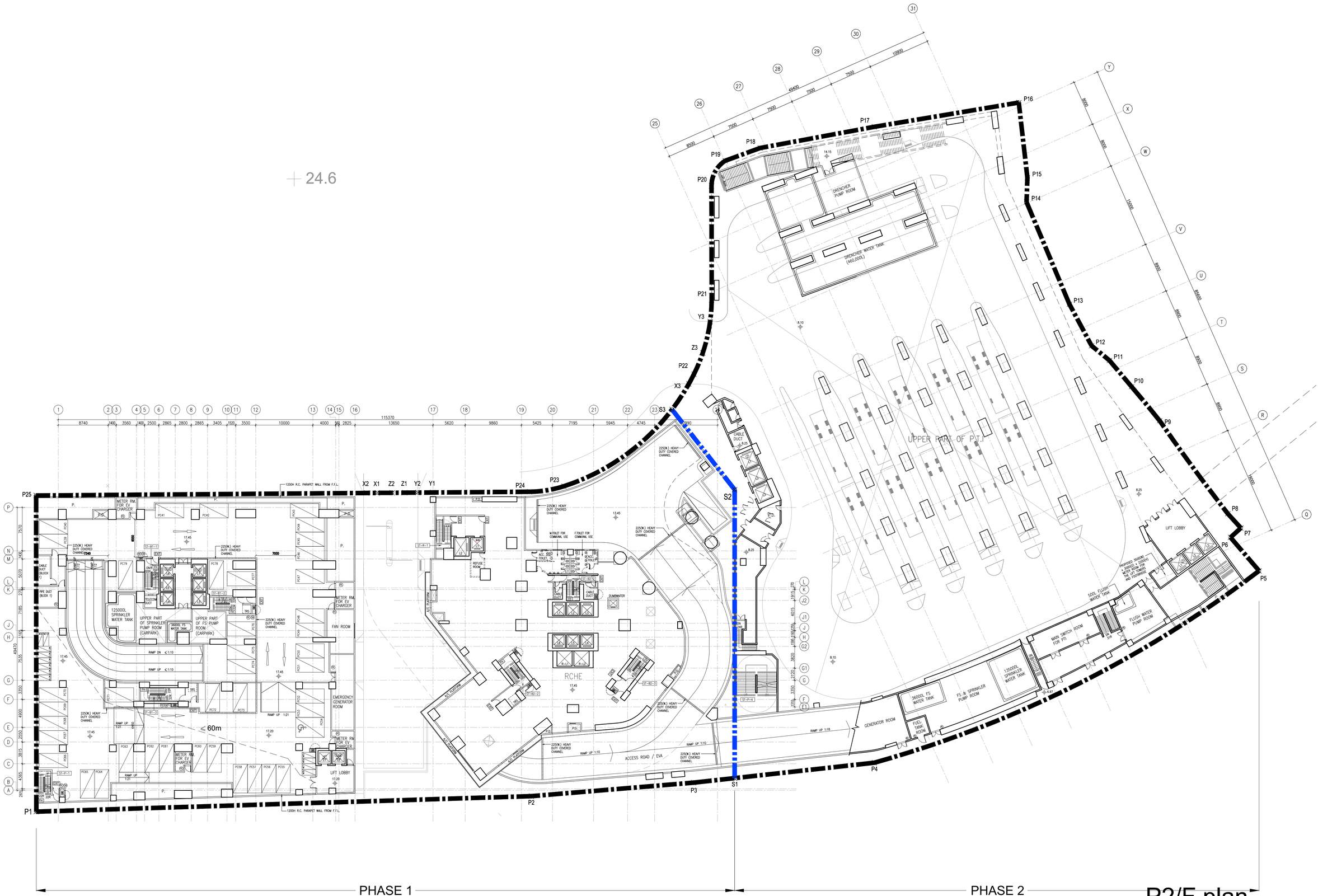

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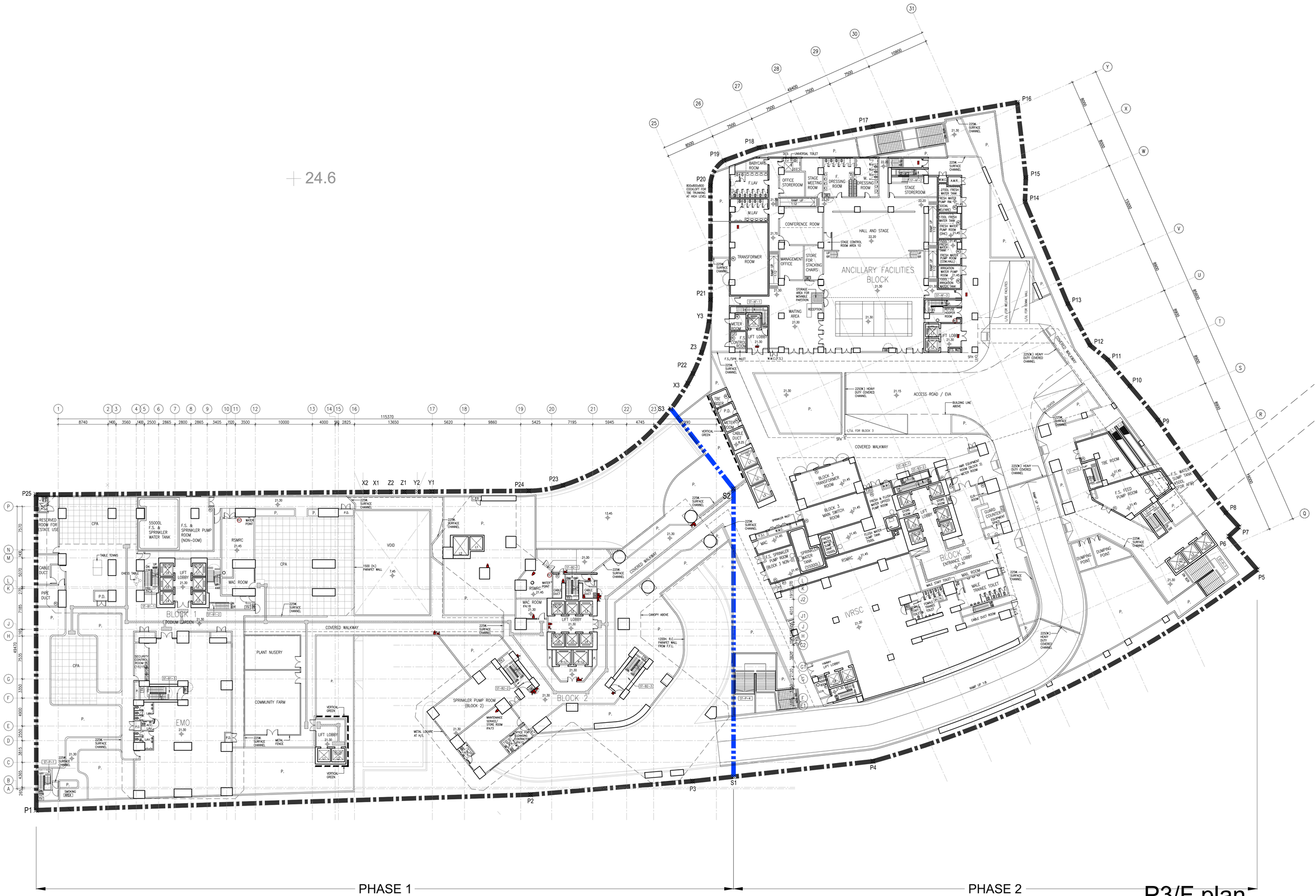

P3/F plan
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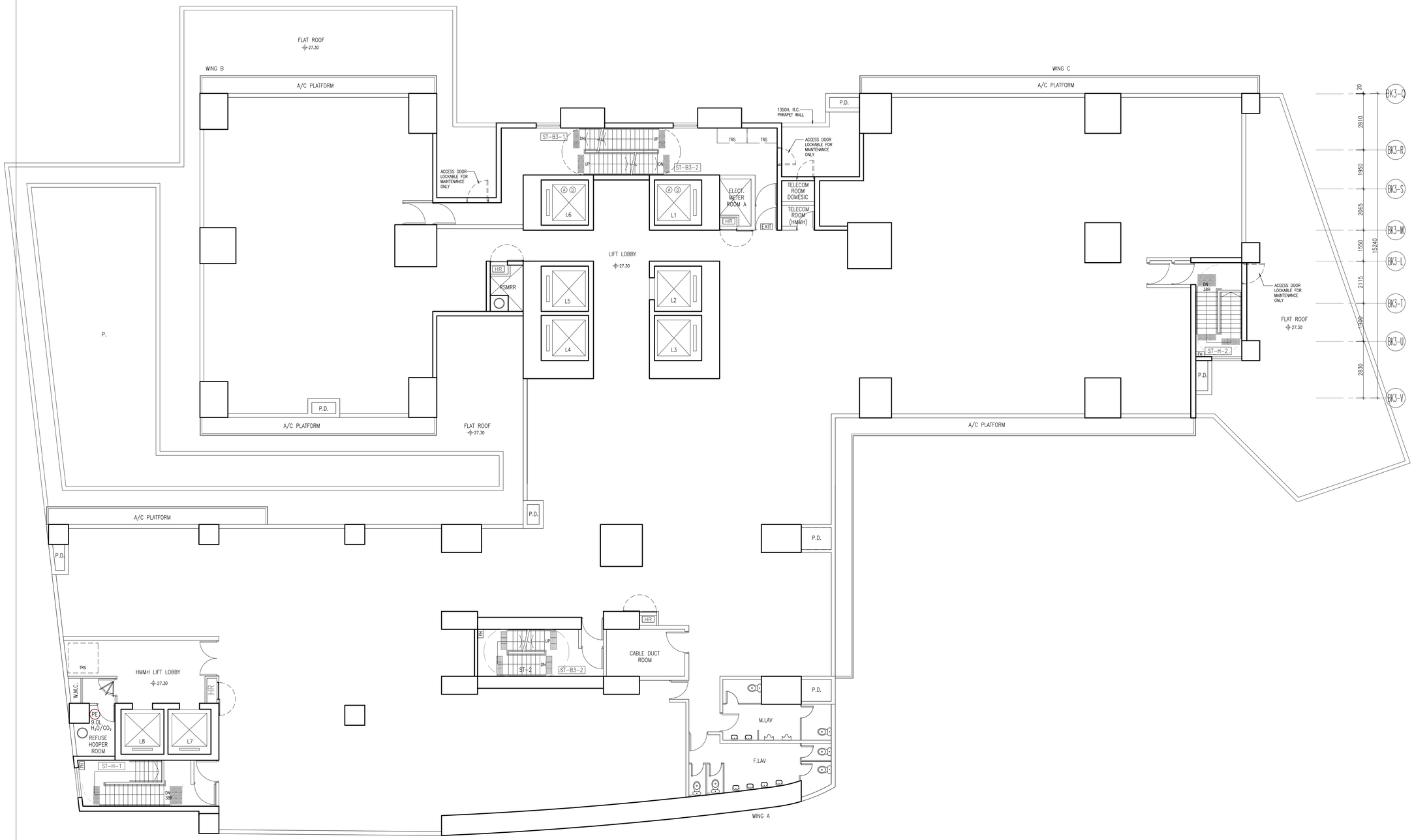
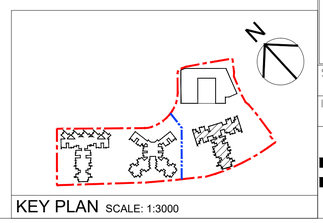
ICU Ref. : HD(ICU) _____



50P HOSTEL FOR THE MODERATELY MENTALLY HANDDICAPPED PERSONS (HMMH) LAYOUT PLAN



KEY PLAN SCALE: 1:3000

Signature of Applicant (HD / PSP) :

ICU Approval Signature :

Signature for Record Plan :

REVISIONS		INITIAL AND DESIGNATION		
NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

	NAME AND POSITION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Mr. Max Wong CA/3		
P&T Architects and Engineers Ltd 巴馬丹拿建築及工程師有限公司			
AUTHORISED	JANETTE CHAN (Design Director)		
ENDORSED	JASON NG (Senior Design Professional)		
CHECKED	JAE LEE (Design Professional)		
DRAWN	MA SIU WA (Drawing Office Team Leader)		

PROJECT

PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE

BLOCK 3 - FIRST FLOOR PLAN

SCALE 1:100 (A1)

DRAWING NO.

NR07/ICU/A/GBP-41

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

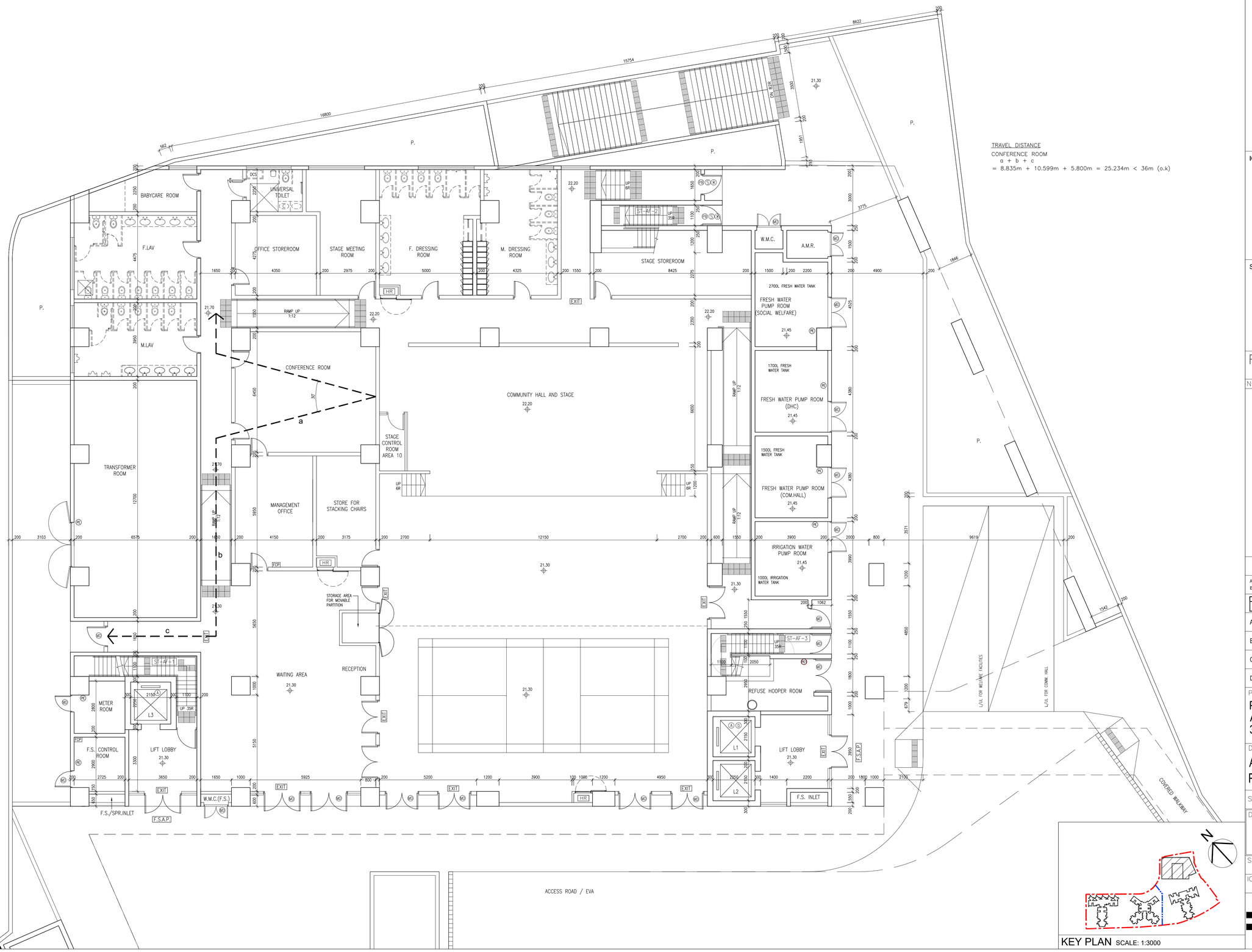
HOUSING DEPARTMENT

DATE OF ISSUE :

COPY FOR ☐ Contractor ☐ R.E. ☐ IOW/CCW ☐ Architect ☐ B.S.E. ☐ C.E. ☐ G.E. ☐ Q.S. ☐ FILE / OFFICE ☐ OTHERS:

COUNTERCHECKED ☑

ICU Ref. : HD(ICU) _____



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NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

DATE OF ISSUE:

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DRAWN	MA SIU WA (Drawing Office Team Leader)		

PROJECT

PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE

ANCILLARY FACILITIES BLOCK - PODIUM FLOOR PLAN

SCALE 1:100 (A1)

DRAWING NO.

NR07/ 2/AFB/A/FS-01

SOURCE

ICU NO.

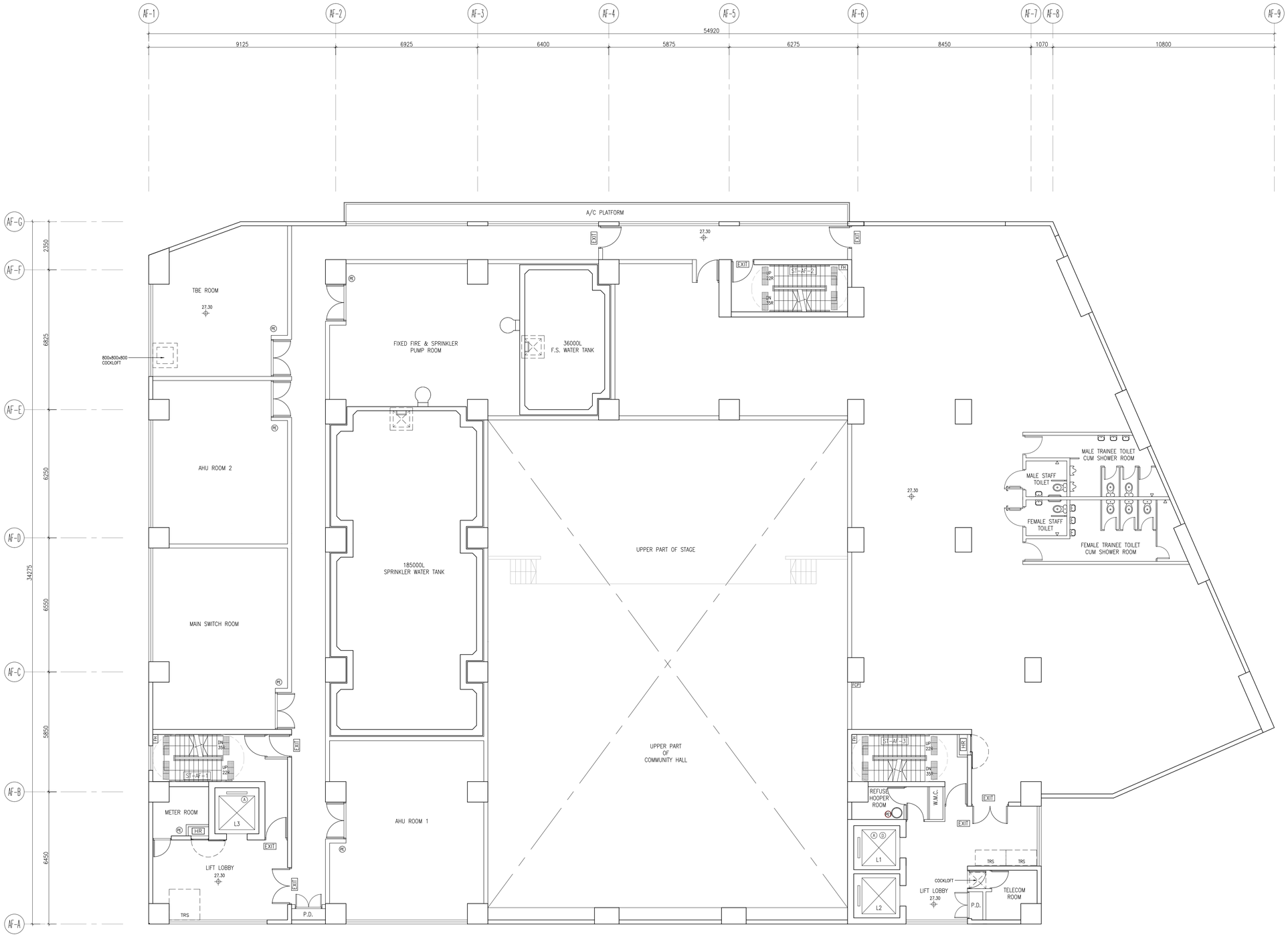
AutoCAD 2000 A1 594 x 841

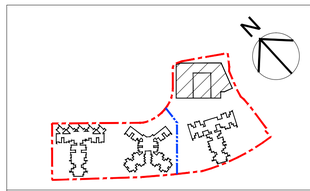
HOUSING DEPARTMENT

COPY FOR ☐ Contractor ☐ R.E. ☐ IOW/COW ☐ Architect ☐ B.S.E. ☐ C.E. ☐ G.E. ☐ Q.S. ☐ FILE / OFFICE ☐ OTHERS:

COUNTERCHECKED ☑

ICU Ref. : HD(ICU) _____





KEY PLAN SCALE: 1:3000

Signature of Applicant (HD / PSP) :

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Signature for Record Plan :

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CHECKED	JAE LEE (Design Professional)		
DRAWN	MA SIU WA (Drawing Office Team Leader)		

PROJECT

PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE

ANCILLARY FACILITIES BLOCK - FIRST FLOOR PLAN

SCALE 1:100 (A1)

DRAWING NO.

NR07/ 2/AFB/A/FS-02

SOURCE

ICU NO.

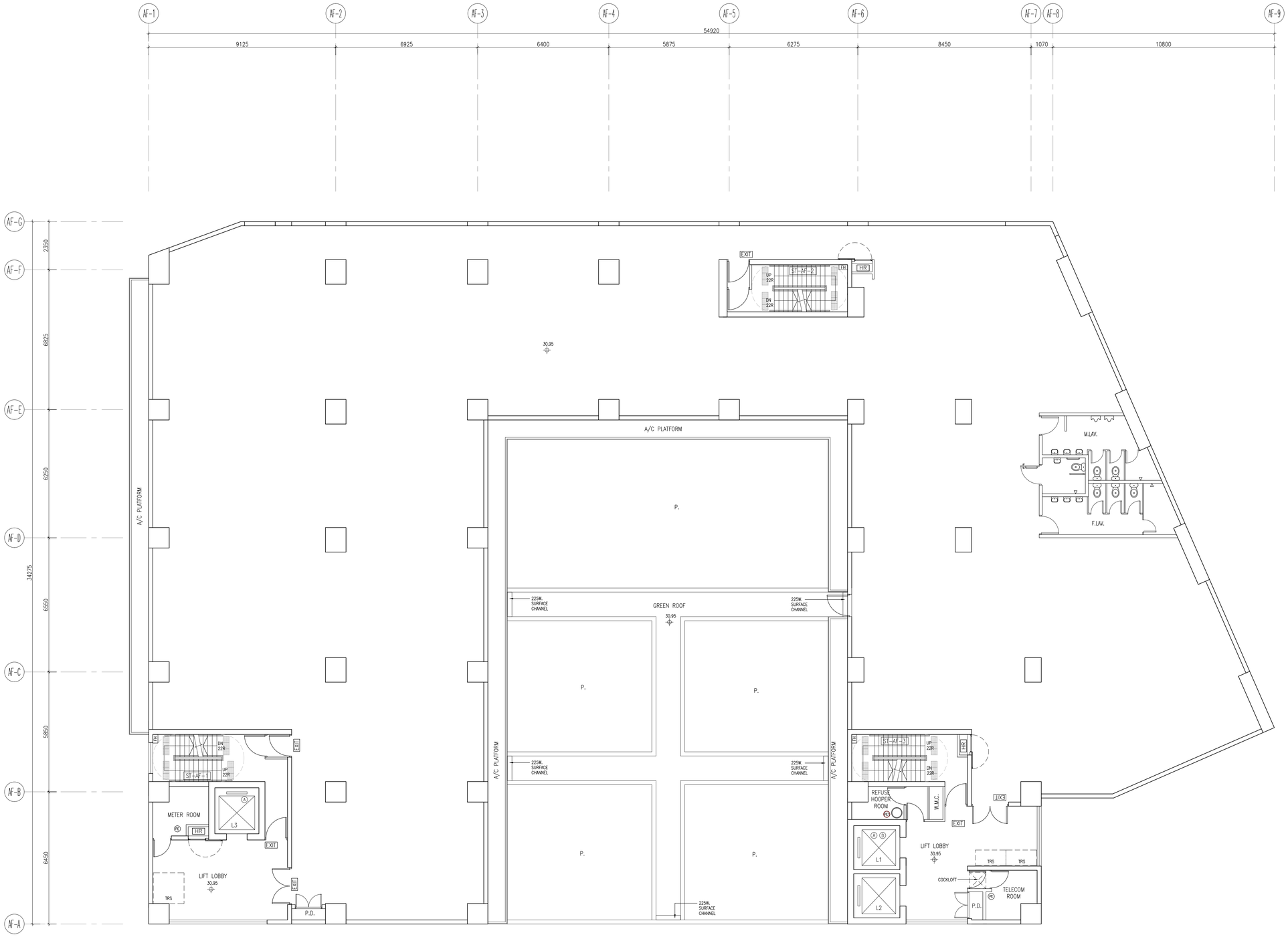
AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

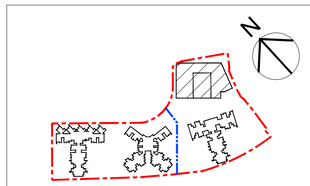
COPY FOR ☐ Contractor ☐ R.E. ☐ IOW/COW ☐ Architect ☐ B.S.E. ☐ C.E. ☐ G.E. ☐ Q.S. ☐ FILE/OFFICE ☐ OTHERS: _____ DATE OF ISSUE :

COUNTERCHECKED ☑

ICU Ref. : HD(ICU) _____



50P HOSTEL FOR THE SEVERELY MENTALLY HANDICAPPED (HSMH)



KEY PLAN SCALE: 1:3000

Signature of Applicant (HD / PSP) :

ICU Approval Signature :

Signature for Record Plan :

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NO	DESCRIPTION AND DATE	INITIAL AND DESIGNATION DWN	CKD	AUTH

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CHECKED	JAE LEE (Design Professional)		
DRAWN	MA SIU WA (Drawing Office Team Leader)		

PROJECT

PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE

ANCILLARY FACILITIES BLOCK - SECOND FLOOR PLAN

SCALE 1:100 (A1)

DRAWING NO.

NR07/ 2/AFB/A/FS-03

SOURCE

ICU NO.

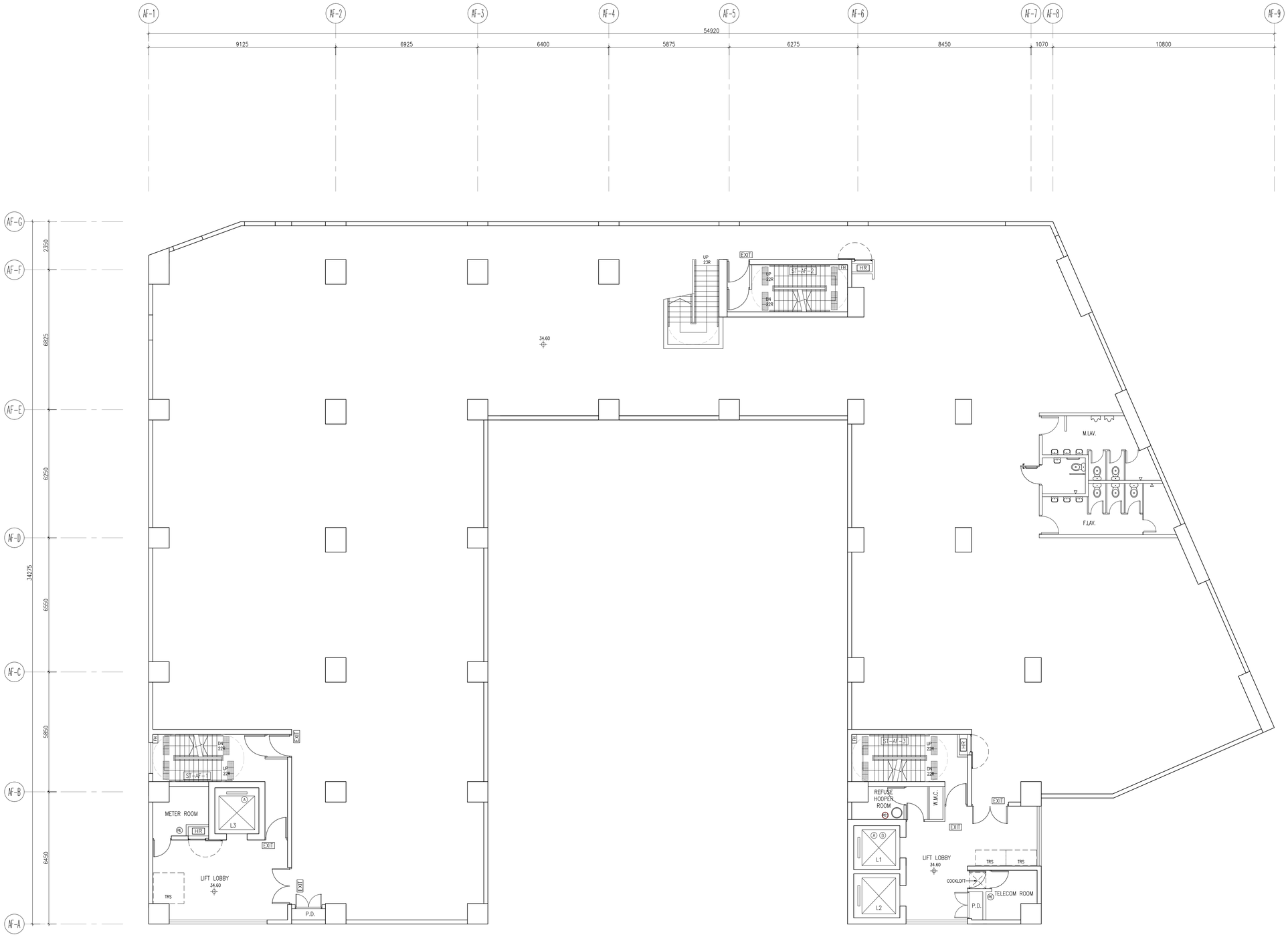
AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

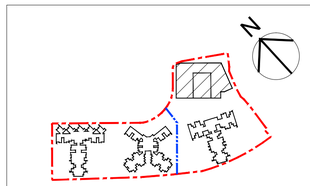
COPY FOR ☐ Contractor ☐ R.E. ☐ IOW/COW ☐ Architect ☐ B.S.E. ☐ C.E. ☐ Q.E. ☐ Q.S. ☐ FILE / OFFICE ☐ OTHERS: _____ DATE OF ISSUE :

COUNTERCHECKED ☑

ICU Ref. : HD(ICU) _____



DISTRICT HEALTH CENTRE



KEY PLAN SCALE: 1:3000

Signature of Applicant (HD / PSP) :

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Signature for Record Plan :

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ENDORSED	JASON NG (Senior Design Professional)		
CHECKED	JAE LEE (Design Professional)		
DRAWN	MA SIU WA (Drawing Office Team Leader)		

PROJECT

PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE

ANCILLARY FACILITIES BLOCK - THIRD FLOOR PLAN

SCALE 1:100 (A1)

DRAWING NO.

NR07/2/AFB/A/FS-04

SOURCE

ICU NO.

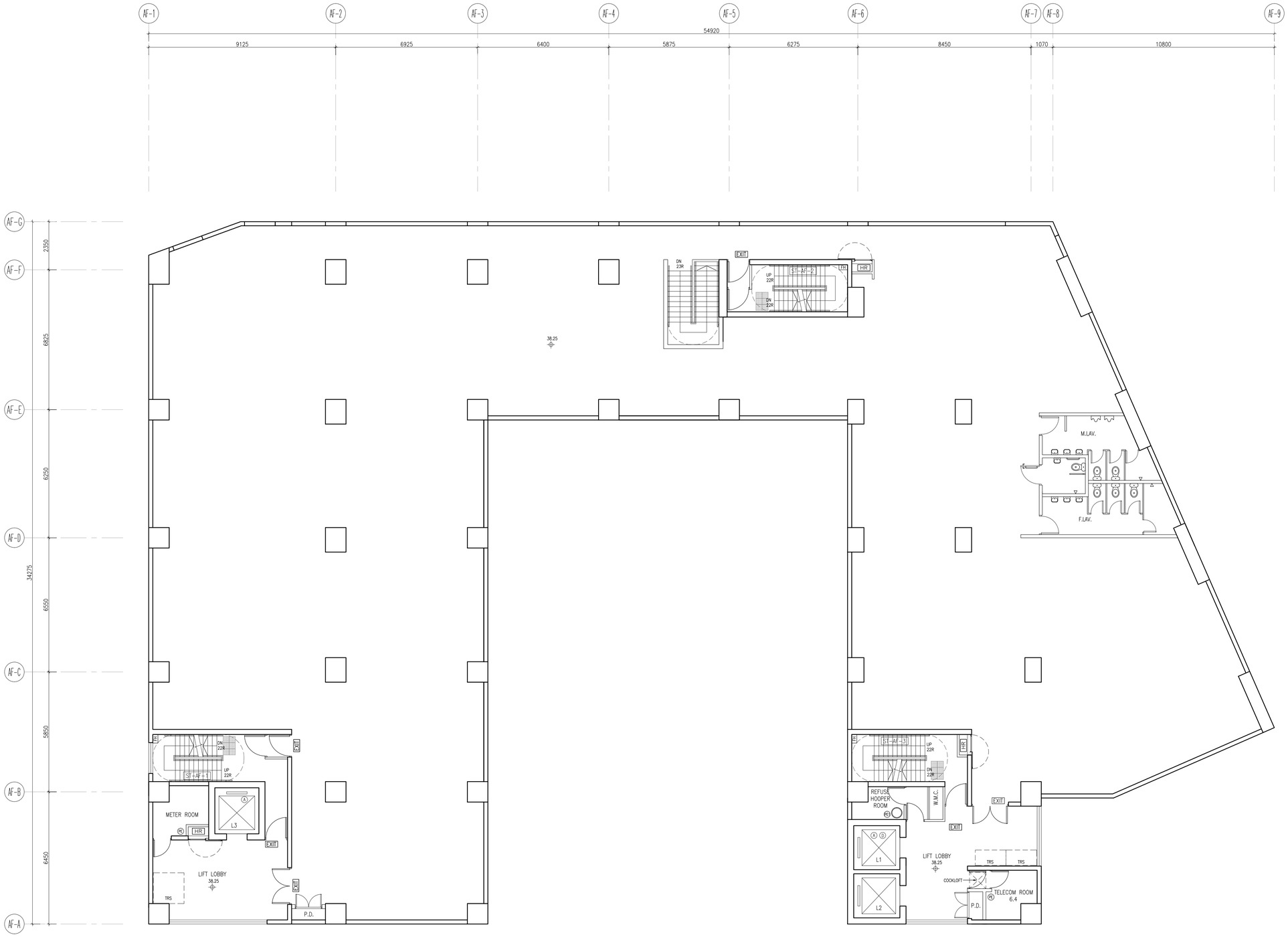
AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

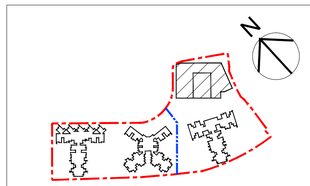
COPY FOR ☐ Contractor ☐ R.E. ☐ IOW/COW ☐ Architect ☐ B.S.E. ☐ C.E. ☐ Q.E. ☐ Q.S. ☐ FILE / OFFICE ☐ OTHERS: _____ DATE OF ISSUE : _____

COUNTERCHECKED ☑

ICU Ref. : HD(ICU) _____



DISTRICT HEALTH CENTRE



KEY PLAN SCALE: 1:3000

Signature of Applicant (HD / PSP) :

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Signature for Record Plan :

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CHECKED	JAE LEE (Design Professional)		
DRAWN	MA SIU WA (Drawing Office Team Leader)		

PROJECT

PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE

ANCILLARY FACILITIES BLOCK - FOURTH FLOOR PLAN

SCALE 1:100 (A1)

DRAWING NO.

NR07/ 2/AFB/A/FS-05

SOURCE

ICU NO.

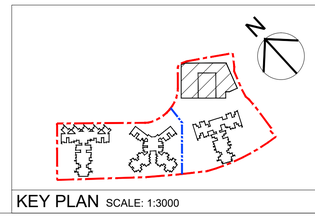
AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

COPY FOR ☐ Contractor ☐ R.E. ☐ IOW/COW ☐ Architect ☐ B.S.E. ☐ C.E. ☐ Q.E. ☐ Q.S. ☐ FILE / OFFICE ☐ OTHERS: _____ DATE OF ISSUE : _____

COUNTERCHECKED ☑

ICU Ref. : HD(ICU) _____



KEY PLAN SCALE: 1:3000

Signature of Applicant (HD / PSP) :

ICU Approval Signature :

Signature for Record Plan :

REVISIONS		INITIAL AND DESIGNATION		
NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

	NAME AND POSITION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Mr. Max Wong CA/3		
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CHECKED	JAE LEE (Design Professional)		
DRAWN	MA SIU WA (Drawing Office Team Leader)		

PROJECT

PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE

ANCILLARY FACILITIES BLOCK - ROOF PLAN

SCALE 1:100 (A1)

DRAWING NO.

NR07/ 2/AFB/A/FS-06

SOURCE

ICU NO.

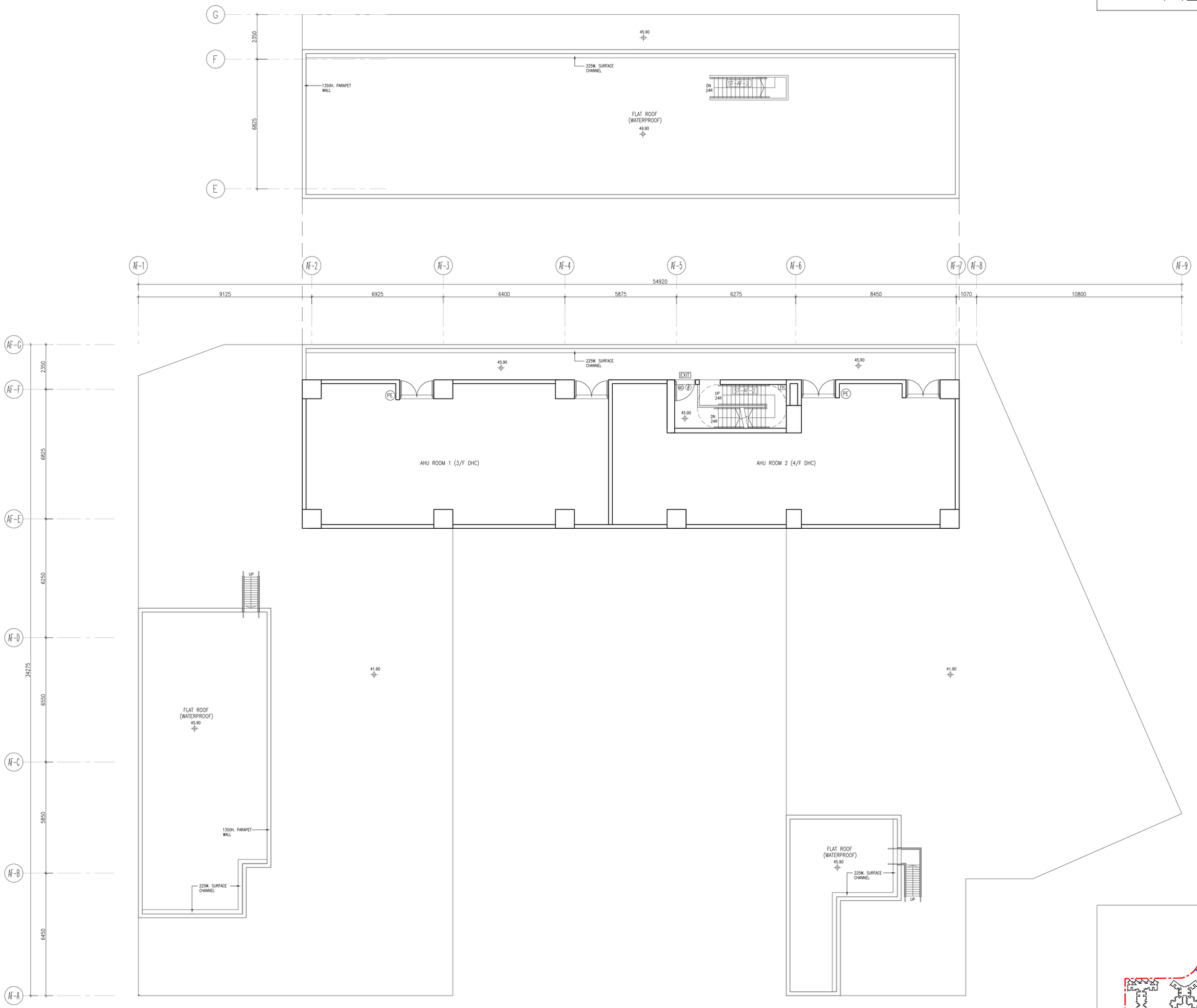
AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

COPY FOR ☐ Contractor ☐ R.E. ☐ IOW/CCW ☐ Architect ☐ B.S.E. ☐ C.E. ☐ G.E. ☐ Q.S. ☐ FILE / OFFICE ☐ OTHERS ____ DATE OF ISSUE :

COUNTERCHECKED ☑

ICU Ref. : HD(ICU) _____



Signature of Applicant (HD / PSP) :

ICU Approval Signature :

Signature for Record Plan :

REVISIONS		INITIAL AND DESIGNATION		
NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

	NAME AND POSITION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Mr. Max Wong CA/3		
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ENDORSED	JASON NG (Senior Design Professional)		
CHECKED	JAE LEE (Design Professional)		
DRAWN	MA SIU WA (Drawing Office Team Leader)		

PROJECT

PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE

ANCILLARY FACILITIES BLOCK - UPPER ROOF PLAN

SCALE 1:100 (A1)

DRAWING NO.

NR07/ 2/AFB/A/FS-07

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

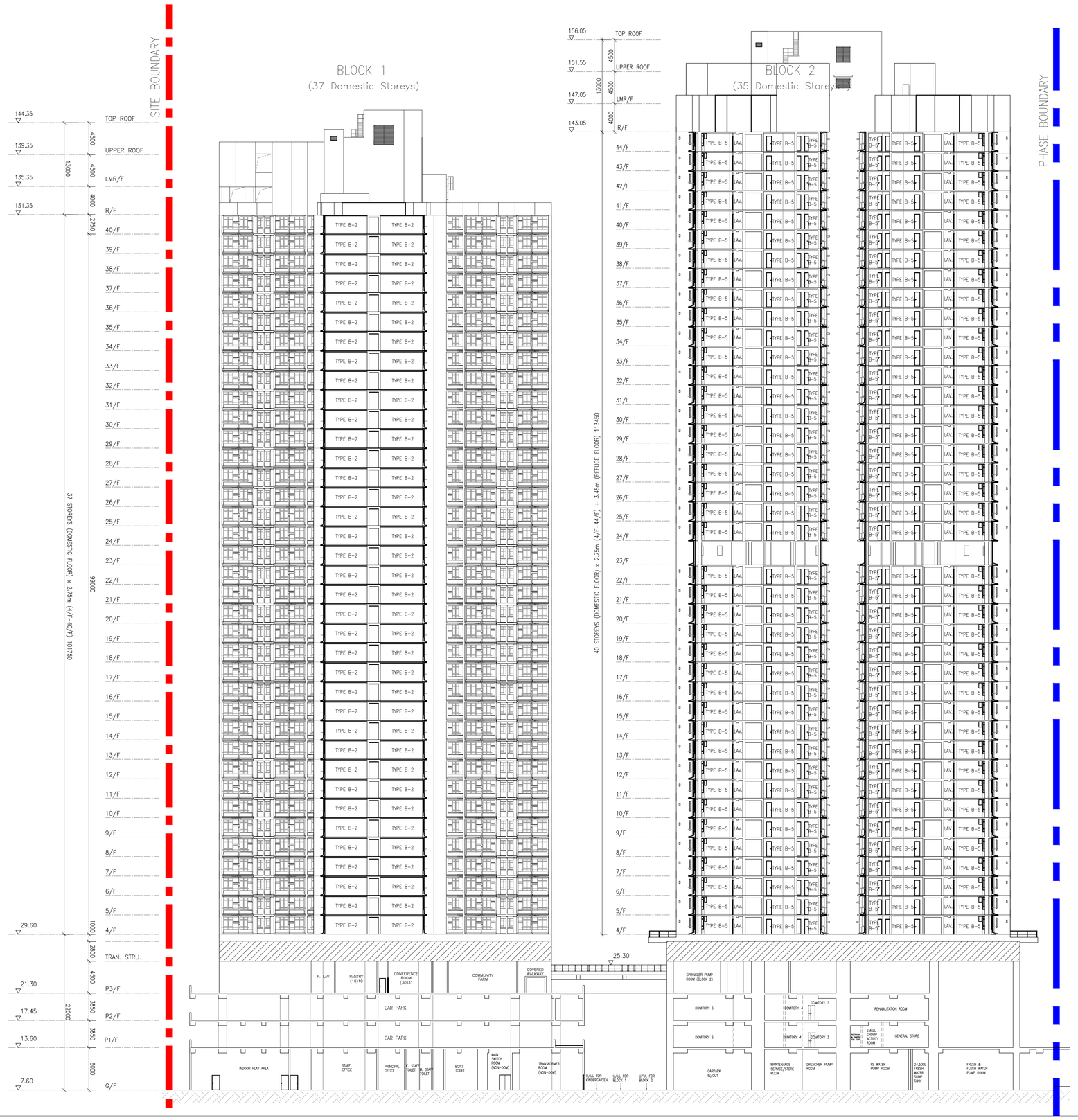
HOUSING DEPARTMENT

KEY PLAN SCALE: 1:3000

COPY FOR ☐ Contractor ☐ R.E. ☐ IDW/CDW ☐ Architect ☐ B.S.E. ☐ C.E. ☐ G.E. ☐ Q.S. ☐ FILE / OFFICE ☐ OTHERS: _____ DATE OF ISSUE: _____

COUNTERCHECKED ☑

ICU Ref. : HD(ICU) _____



KEY PLAN SCALE: 1:3000

Signature of Applicant (HD / PSP) :

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Signature for Record Plan :

REVISIONS

NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

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PROJECT

PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE

SECTION A-A (1)

SCALE 1:300 (A1) , 1:600 (A3)

DRAWING NO.

NR07/ 1&2/SITE/A/FS-15

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

COPY FOR ☐ Contractor ☐ R.E. ☐ DW/COW ☐ Architect ☐ B.S.E. ☐ C.E. ☐ G.E. ☐ Q.S. ☐ FILE / OFFICE ☐ OTHERS: _____ DATE OF ISSUE

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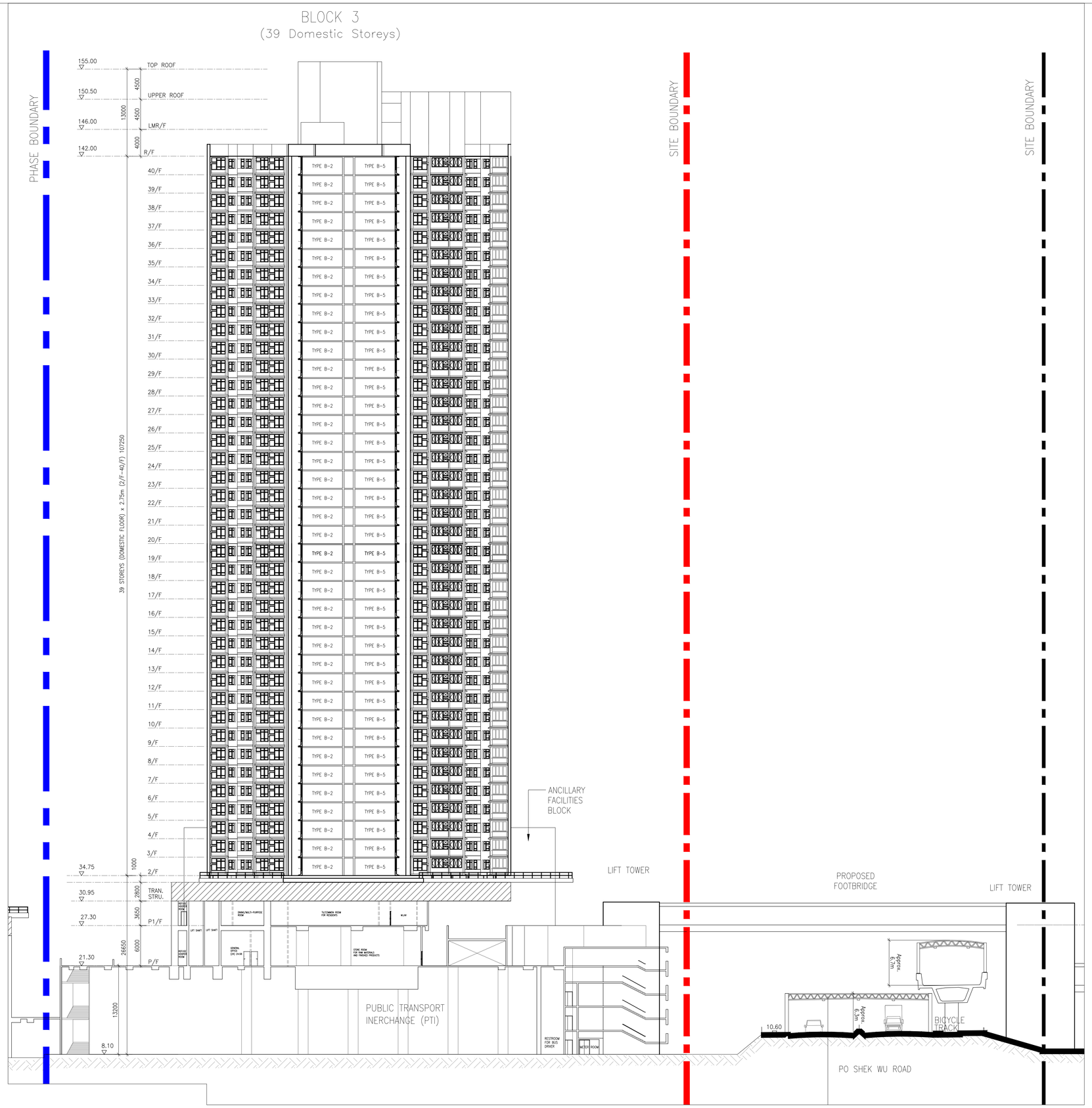

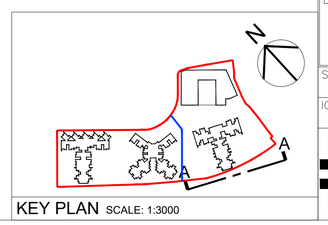

KEY PLAN SCALE: 1:3000

ICU Ref. : HD(ICU) _____

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Signature for Record Plan :

REVISIONS

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INITIAL AND DESIGNATION

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PROJECT

PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE

SECTION A-A (2)

SCALE 1:300 (A1) , 1:600 (A3)

DRAWING NO.

NR07/ 1&2/SITE/A/FS-16

SOURCE

ICU NO.

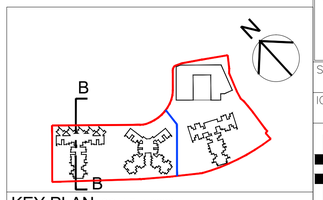
AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

COPY FOR ☐ Contractor ☐ R.E. ☐ IOW/COW ☐ Architect ☐ B.S.E. ☐ C.E. ☐ Q.E. ☐ Q.S. ☐ FILE / OFFICE ☐ OTHERS: _____ DATE OF ISSUE: _____

COUNTERCHECKED ☑

ICU Ref. : HD(ICU) _____



KEY PLAN SCALE: 1:3000

Signature of Applicant (HD / PSP) :

ICU Approval Signature :

Signature for Record Plan :

REVISIONS		INITIAL AND DESIGNATION		
NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

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PROJECT

PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE

SECTION B-B

SCALE 1:300 (A1) , 1:600 (A3)

DRAWING NO.

NR07/ 1&2/SITE/A/FS-17

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

COPY FOR ☐ Contractor ☐ R.E. ☐ IOW/COW ☐ Architect ☐ B.S.E. ☐ C.E. ☐ Q.E. ☐ Q.S. ☐ FILE / OFFICE ☐ OTHERS

DATE OF ISSUE :

COUNTERCHECKED ☑

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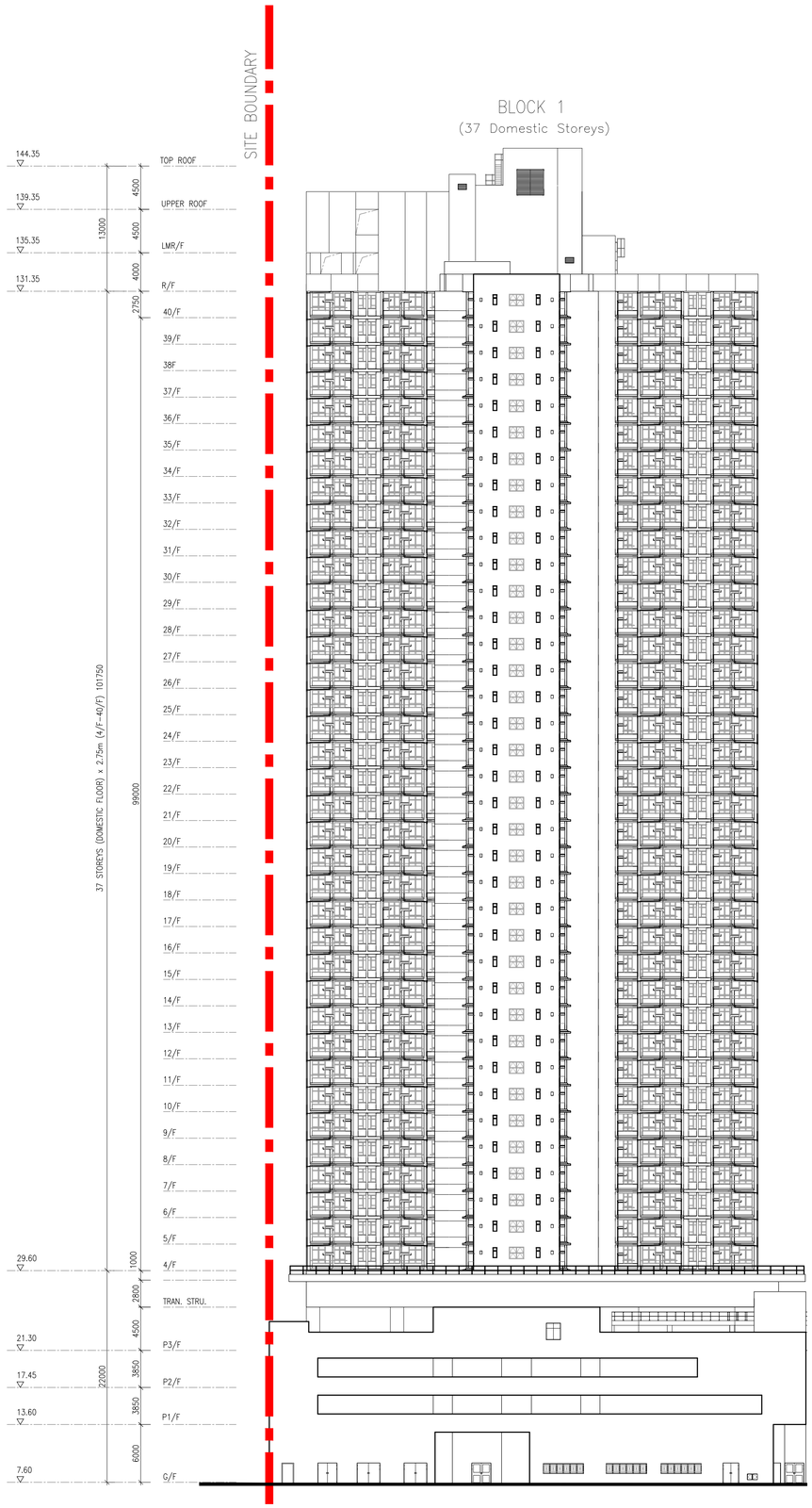

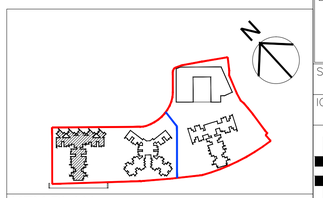

KEY PLAN SCALE: 1:3000

Signature of Applicant (HD / PSP) :

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Signature for Record Plan :

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PROJECT

PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE

BLOCK 1 - ELEVATION (1)

SCALE 1:300 (A1), 1:600 (A3)

DRAWING NO.

NR07/ 1/B1/A/FS-11

SOURCE

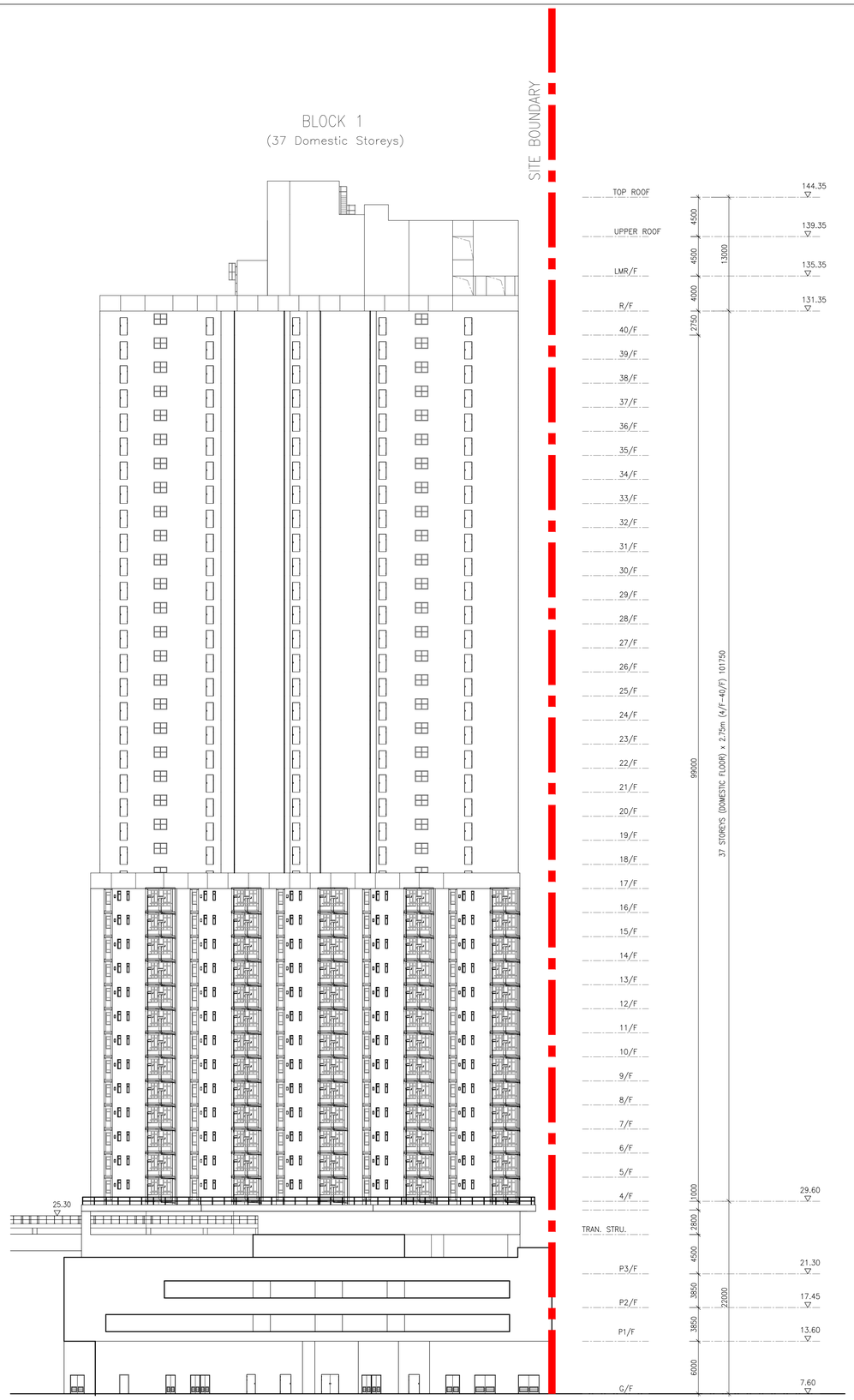
ICU NO.

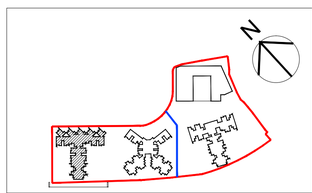
AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

COPY FOR ☐ Contractor ☐ R.E. ☐ IOW/COW ☐ Architect ☐ B.S.E. ☐ C.E. ☐ Q.E. ☐ Q.S. ☐ FILE / OFFICE ☐ OTHERS: _____ DATE OF ISSUE :

COUNTERCHECKED ☑





KEY PLAN SCALE: 1:3000

ICU Ref. : HD(ICU) _____

Signature of Applicant (HD / PSP) :

ICU Approval Signature :

Signature for Record Plan :

REVISIONS		INITIAL AND DESIGNATION		
NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

	NAME AND POSITION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Mr. Max Wong CA/3		
P&T Architects and Engineers Ltd 巴馬丹拿建築及工程師有限公司			
AUTHORISED	JANETTE CHAN (Design Director)		
ENDORSED	JASON NG (Senior Design Professional)		
CHECKED	JAE LEE (Design Professional)		
DRAWN	MA SIU WA (Drawing Office Team Leader)		

PROJECT

PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE

BLOCK 1 - ELEVATION (2)

SCALE 1:300 (A1), 1:600 (A3)

DRAWING NO.

NR07/1/B1/A/FS-12

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

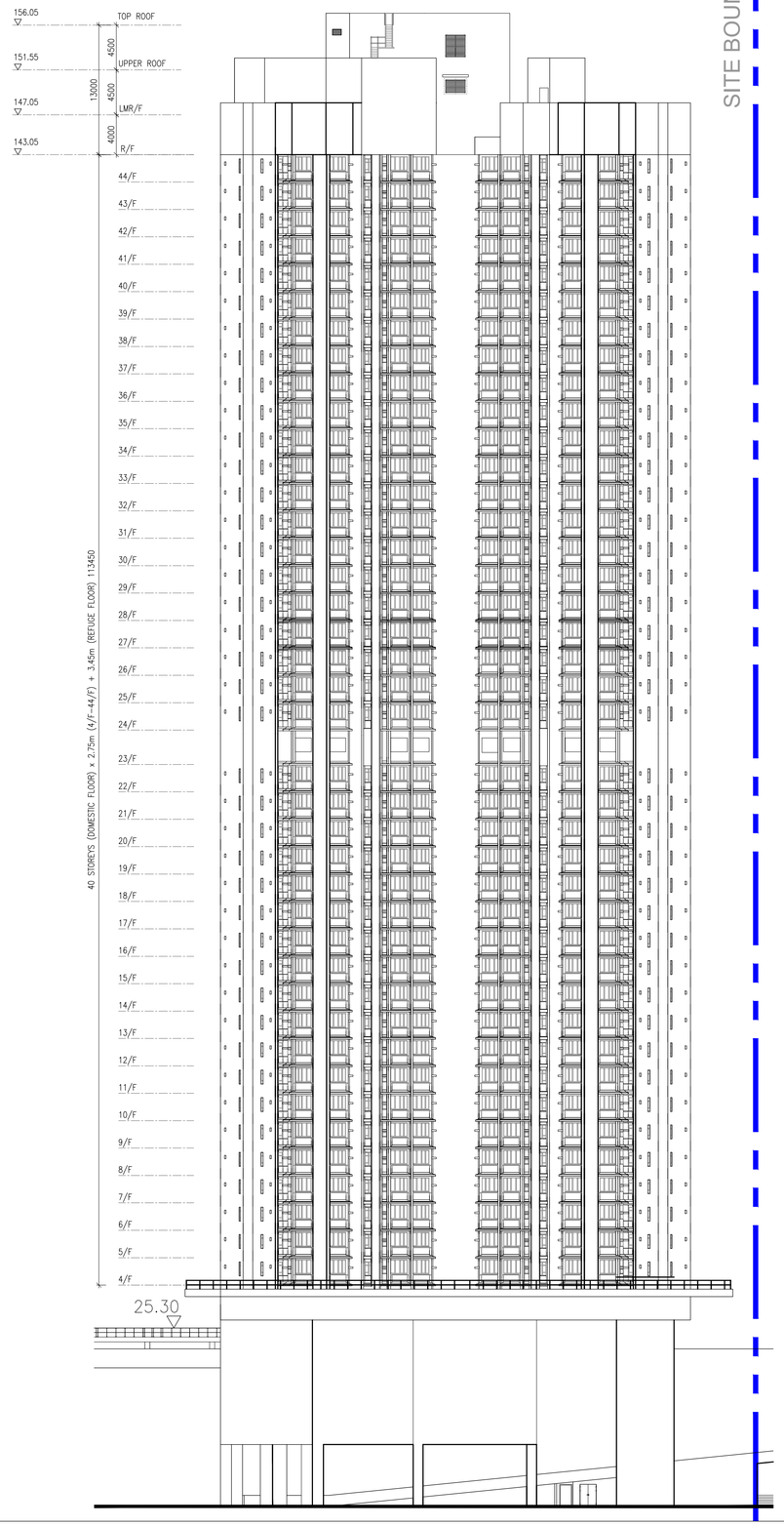
HOUSING DEPARTMENT

COPY FOR ☐ Contractor ☐ R.E. ☐ IOW/CDW ☐ Architect ☐ B.S.E. ☐ C.E. ☐ G.E. ☐ Q.S. ☐ FILE / OFFICE ☐ OTHERS: _____ DATE OF ISSUE: _____

COUNTERCHECKED ☑

BLOCK 2

(40 Domestic Storeys
+ 1 Refuge Floor)



ICU Ref. : HD(ICU) _____

Signature of Applicant (HD / PSP) :

ICU Approval Signature :

Signature for Record Plan :

REVISIONS		INITIAL AND DESIGNATION		
NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

	NAME AND POSITION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Mr. Max Wong CA/3		
P&T Architects and Engineers Ltd 巴馬丹拿建築及工程師有限公司			
AUTHORISED	JANETTE CHAN (Design Director)		
ENDORSED	JASON NG (Senior Design Professional)		
CHECKED	JAE LEE (Design Professional)		
DRAWN	MA SIU WA (Drawing Office Team Leader)		

PROJECT

PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE

BLOCK 2 - ELEVATION (1)

SCALE 1:300 (A1), 1:600 (A3)

DRAWING NO.

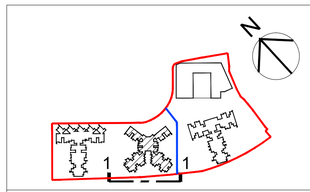
NR07/ 1/B2/A/FS-10

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

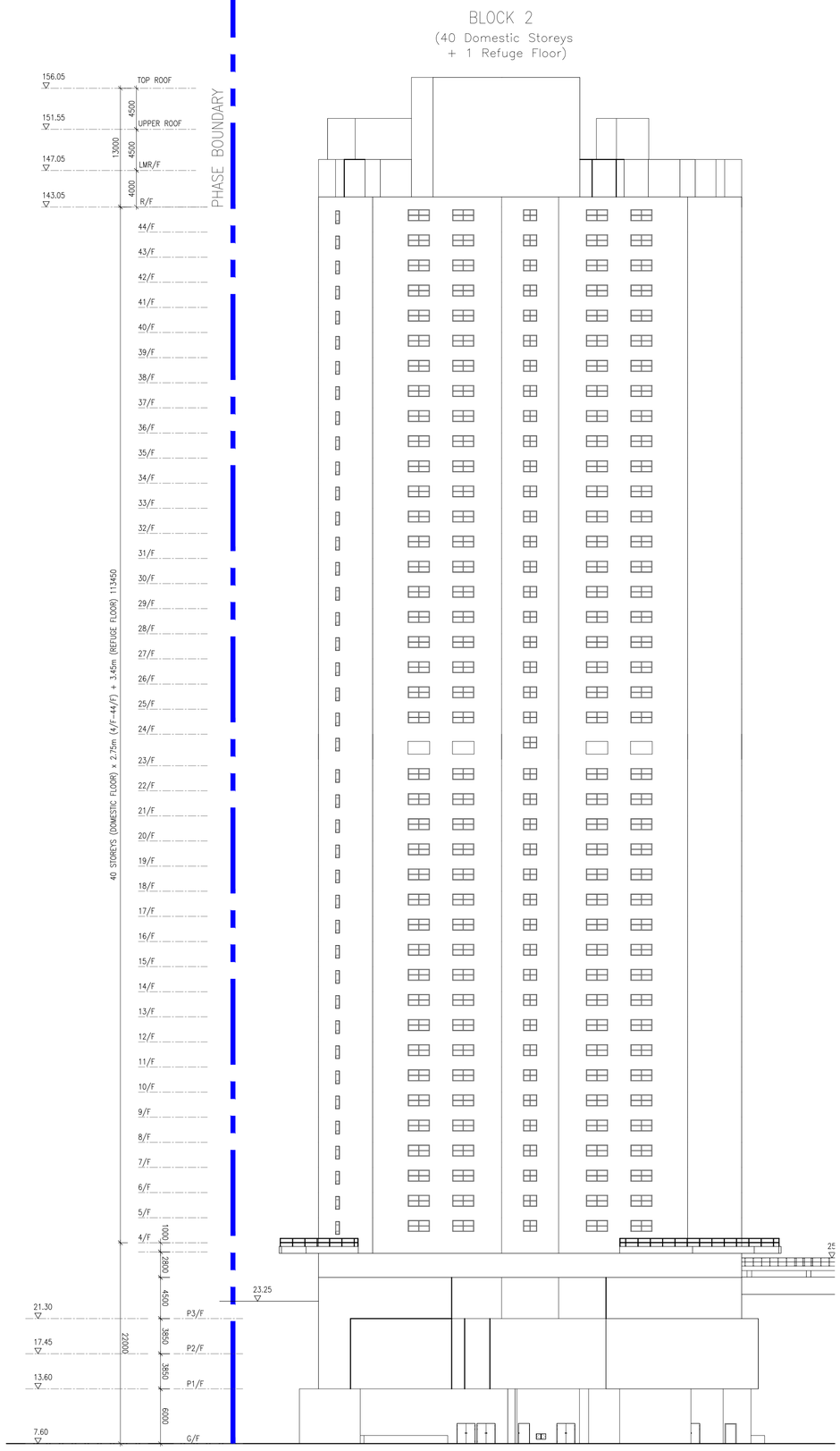


KEY PLAN SCALE: 1:3000

COPY FOR ☐ Contractor ☐ R.E. ☐ IOW/COW ☐ Architect ☐ B.S.E. ☐ C.E. ☐ Q.E. ☐ Q.S. ☐ FILE / OFFICE ☐ OTHERS: _____ DATE OF ISSUE: _____

COUNTERCHECKED ☑

ICU Ref. : HD(ICU) _____



KEY PLAN SCALE: 1:3000

Signature of Applicant (HD / PSP) :

ICU Approval Signature :

Signature for Record Plan :

REVISIONS

NO	DESCRIPTION AND DATE	INITIAL AND DESIGNATION DWN	CKD	AUTH

	NAME AND POSITION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Mr. Max Wong CA/3		
P&T Architects and Engineers Ltd 巴馬丹拿建築及工程師有限公司			
AUTHORISED	JANETTE CHAN (Design Director)		
ENDORSED	JASON NG (Senior Design Professional)		
CHECKED	JAE LEE (Design Professional)		
DRAWN	MA SIU WA (Drawing Office Team Leader)		

PROJECT

PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE

BLOCK 2 - ELEVATION (2)

SCALE 1:300 (A1), 1:600 (A3)

DRAWING NO.

NR07/ 1/B2/A/FS-11

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

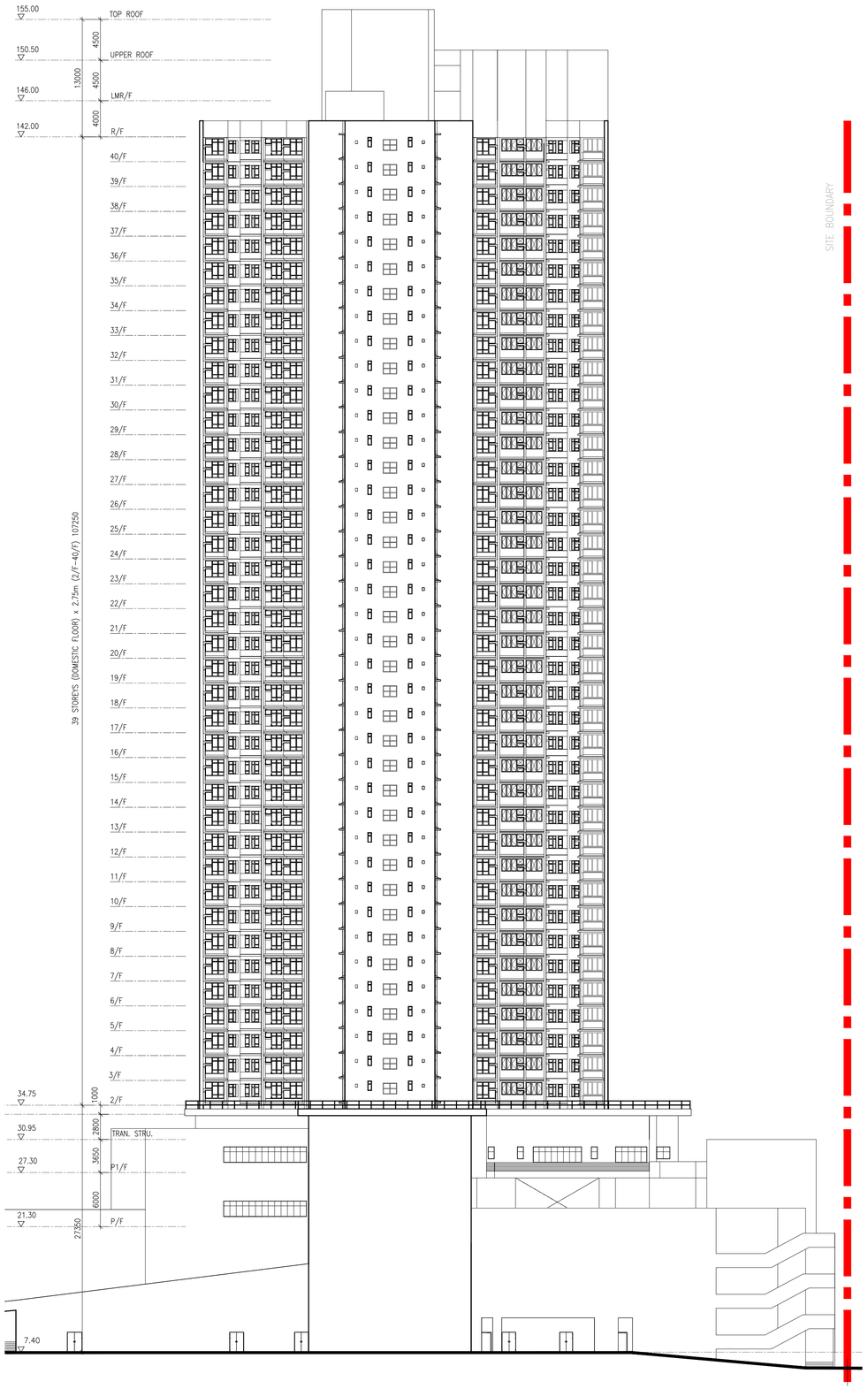
HOUSING DEPARTMENT

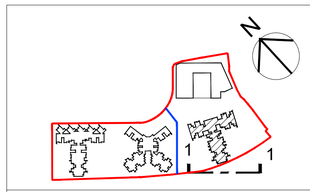
COPY FOR ☐ Contractor ☐ R.E. ☐ IOW/COW ☐ Architect ☐ B.S.E. ☐ C.E. ☐ Q.E. ☐ Q.S. ☐ FILE / OFFICE ☐ OTHERS: _____ DATE OF ISSUE :

COUNTERCHECKED ☑

ICU Ref. : HD(ICU) _____

BLOCK 3
(39 Domestic Storeys)





KEY PLAN SCALE: 1:3000

Signature of Applicant (HD / PSP) :

ICU Approval Signature :

Signature for Record Plan :

REVISIONS		INITIAL AND DESIGNATION		
NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

	NAME AND POSITION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Mr. Max Wong CA/3		
P&T Architects and Engineers Ltd 巴馬丹拿建築及工程師有限公司			
AUTHORISED	JANETTE CHAN (Design Director)		
ENDORSED	JASON NG (Senior Design Professional)		
CHECKED	JAE LEE (Design Professional)		
DRAWN	MA SIU WA (Drawing Office Team Leader)		

PROJECT
PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE
BLOCK 3 - ELEVATION (1)

SCALE 1:300 (A1) , 1:600 (A3)

DRAWING NO.
NR07/ 2/B3/A/FS-09

SOURCE

ICU NO.

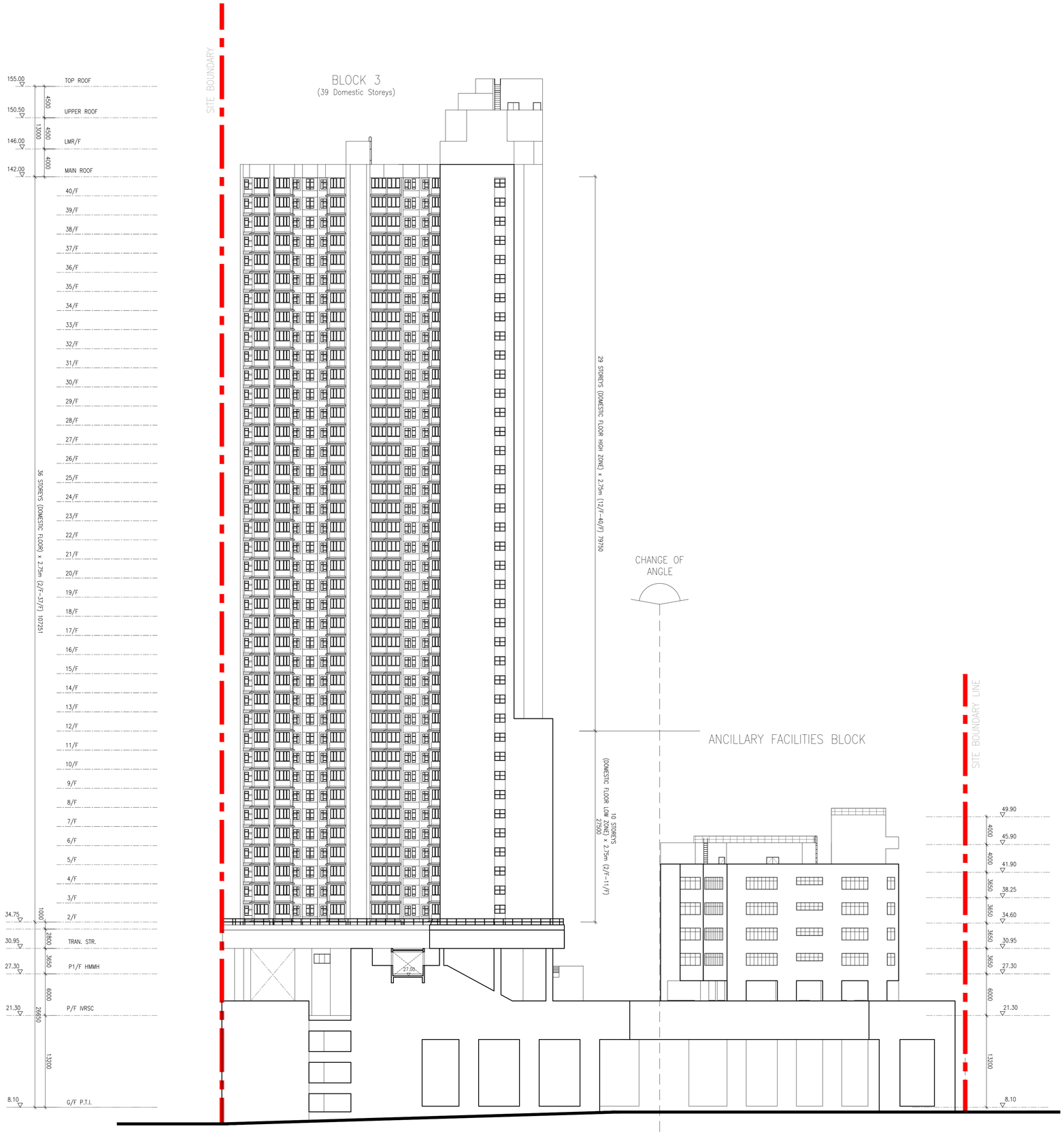
AutoCAD 2000 A1 594 x 841

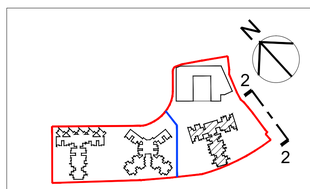
HOUSING DEPARTMENT

COPY FOR ☐ Contractor ☐ R.E. ☐ IOW/COW ☐ Architect ☐ B.S.E. ☐ C.E. ☐ G.E. ☐ Q.S. ☐ FILE / OFFICE ☐ OTHERS: _____ DATE OF ISSUE :

COUNTERCHECKED ☑

ICU Ref. : HD(ICU) _____





KEY PLAN SCALE: 1:3000

Signature of Applicant (HD / PSP) :

ICU Approval Signature :

Signature for Record Plan :

REVISIONS		INITIAL AND DESIGNATION		
NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

	NAME AND POSITION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Mr. Max Wong CA/3		
P&T Architects and Engineers Ltd 巴馬丹拿建築及工程師有限公司			
AUTHORISED	JANETTE CHAN (Design Director)		
ENDORSED	JASON NG (Senior Design Professional)		
CHECKED	JAE LEE (Design Professional)		
DRAWN	MA SIU WA (Drawing Office Team Leader)		

PROJECT

PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

DRAWING TITLE

BLOCK 3 - ELEVATION (2)

SCALE 1:300 (A1) , 1:600 (A3)

DRAWING NO.

NR07/ 2/B3/A/FS-10

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

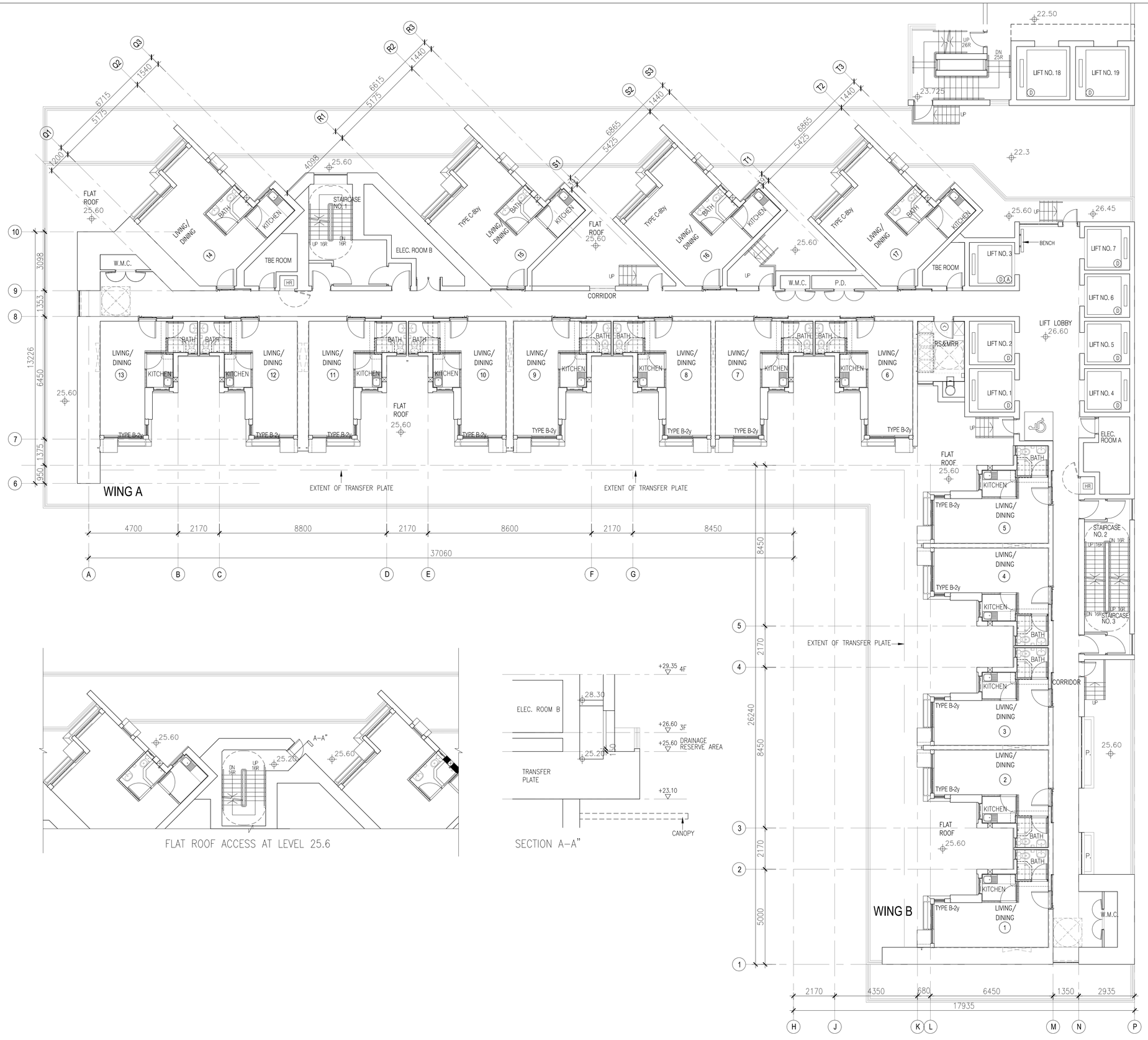
HOUSING DEPARTMENT

COPY FOR ☐ Contractor ☐ R.E. ☐ IOW/COW ☐ Architect ☐ B.S.E. ☐ C.E. ☐ G.E. ☐ Q.S. ☐ FILE/OFFICE ☐ OTHERS: _____ DATE OF ISSUE :

COUNTERCHECKED ☑

Appendix 2.2

Detailed Layout Plan and Schematic Section for Site 2



Notes:

LEGEND

TYPE B

TYPE C

REVISIONS

NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

INITIAL AND DESIGNATION

	NAME AND DESIGNATION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Max Wong CA/3		04/2020
AUTHORISED	Henry Lau		04/2020
ENDORSED	Arthur Au		04/2020
CHECKED	Teresa Lee		04/2020
DRAWN	M.F. Lo		04/2020

DLN ARCHITECTS LIMITED 劉榮廣伍振民建築師有限公司 t + 852 2895 6888 f + 852 2576 4074

DATE OF ISSUE:

PROJECT

PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 2, PHASE 1 AND PHASE 2

DRAWING TITLE

BLOCK 1 - THIRD FLOOR PLAN

SCALE 1:100 (A1), 1:200 (A3)

DRAWING NO.

NR14/BLK1/A/D1/LO-104

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

33

HOUSING DEPARTMENT

COPY FOR ☐ Contractor ☐ Architect ☐ R.E. ☐ G.S. ☐ TOW/CCW ☐ FILE / OFFICE ☐ B.S.E. ☐ G.E. ☐ C.E. ☐ OTHERS:

COUNTERCHECKED ☑

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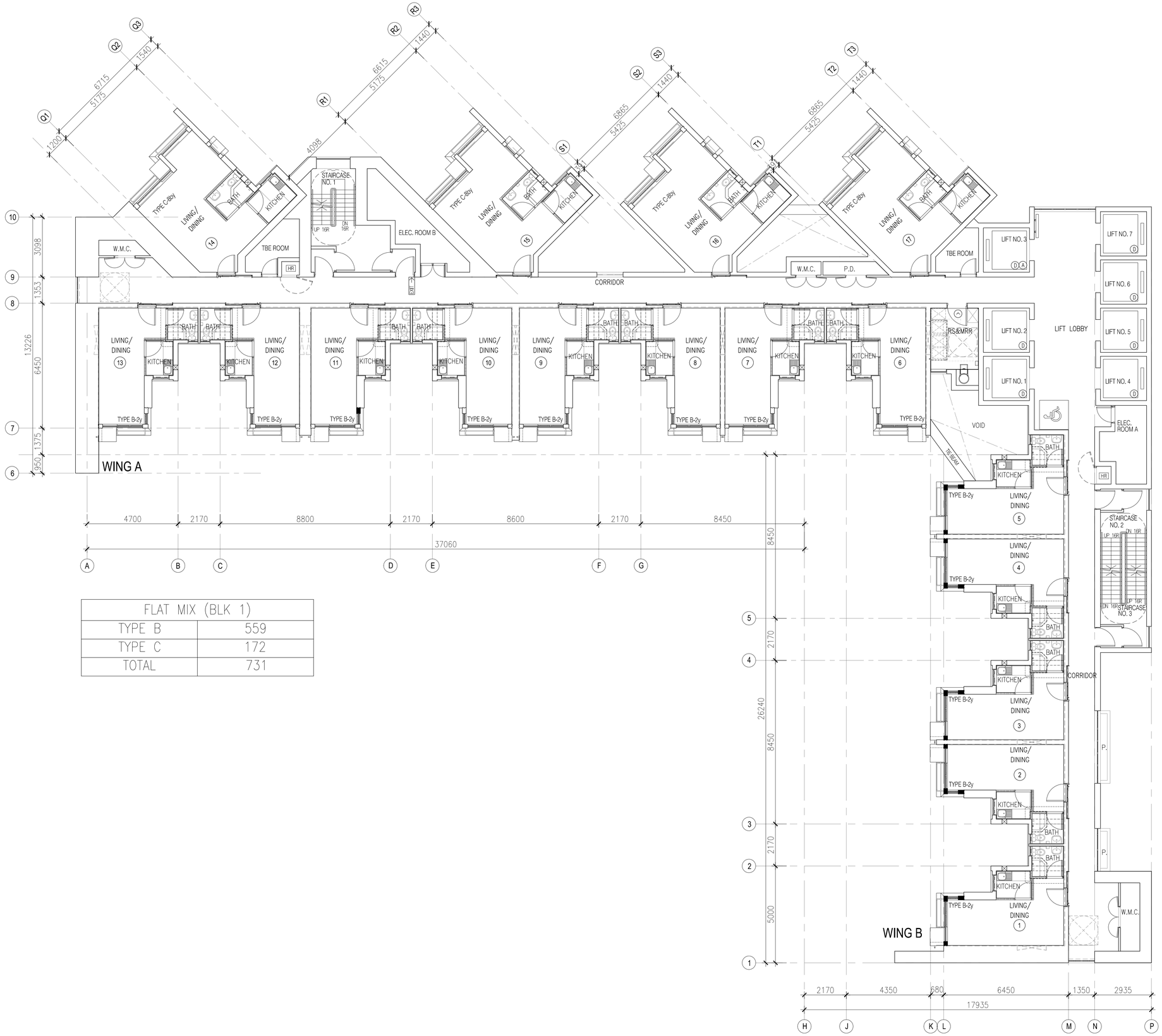


FLAT MIX (BLK 1)	
TYPE B	559
TYPE C	172
TOTAL	731

Notes:
LEGEND

EXISTING G.F.A CALCULATION OUTLINE

NEW G.F.A CALCULATION OUTLINE

REVISIONS

NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

INITIAL AND DESIGNATION

	NAME AND DESIGNATION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Max Wong CA/3		04/2020
DLN ARCHITECTS LIMITED 劉榮廣伍振民建築師有限公司	t - 852 2895 6888 f - 852 2576 4074		
AUTHORISED	Henry Lau		04/2020
ENDORSED	Arthur Au		04/2020
CHECKED	Teresa Lee		04/2020
DRAWN	M.F. Lo		04/2020

DATE OF ISSUE :

PROJECT
PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 2, PHASE 1 AND PHASE 2

DRAWING TITLE
BLOCK 1 -
TYPICAL FLOOR PLAN
(4/F TO 46/F, EXCEPT 24/F)

SCALE 1:100 (A1), 1:200 (A3)

DRAWING NO.
NR14/BL1/A/D1/LO-105

SOURCE

ICU NO.

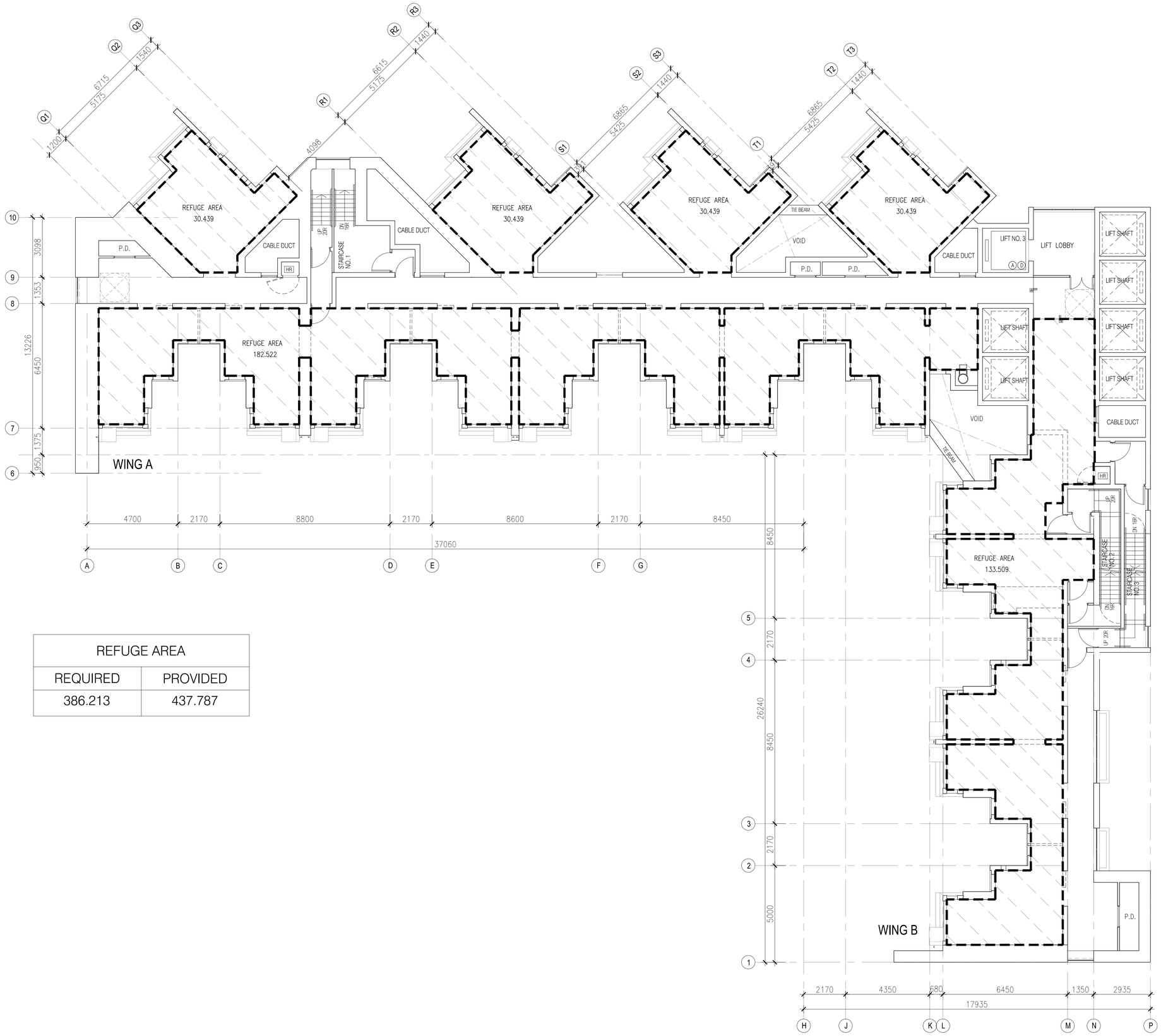
AutoCAD 2000 A1 594 x 841

34

HOUSING DEPARTMENT

COPY FOR ☐ Contractor ☐ Architect ☐ R.E. ☐ Q.S. ☐ IOW/HOW ☐ FILE / OFFICE ☐ B.S.E. ☐ G.E. ☐ C.E. ☐ OTHERS

COUNTERCHECKED ☑



REFUGE AREA	
REQUIRED	PROVIDED
386.213	437.787

Notes:
LEGEND
NET REFUGE AREA

REVISIONS

NO	DESCRIPTION AND DATE	INITIAL AND DESIGNATION DWN	CKD	AUTH

	NAME AND DESIGNATION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Max Wong CA/3		04/2020
DLN ARCHITECTS LIMITED 劉榮廣伍振民建築師有限公司 t + 852 2895 6888 f + 852 2576 4074			
AUTHORISED	Henry Lau		04/2020
ENDORSED	Arthur Au		04/2020
CHECKED	Teresa Lee		04/2020
DRAWN	M.F. Lo		04/2020

PROJECT
PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 2, PHASE 1 AND PHASE 2

DRAWING TITLE
BLOCK 1 -
REFUGE FLOOR PLAN
(24/F)

SCALE 1:100 (A1), 1:200 (A3)

DRAWING NO.
NR14/BL1/A/D1/LO-106

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

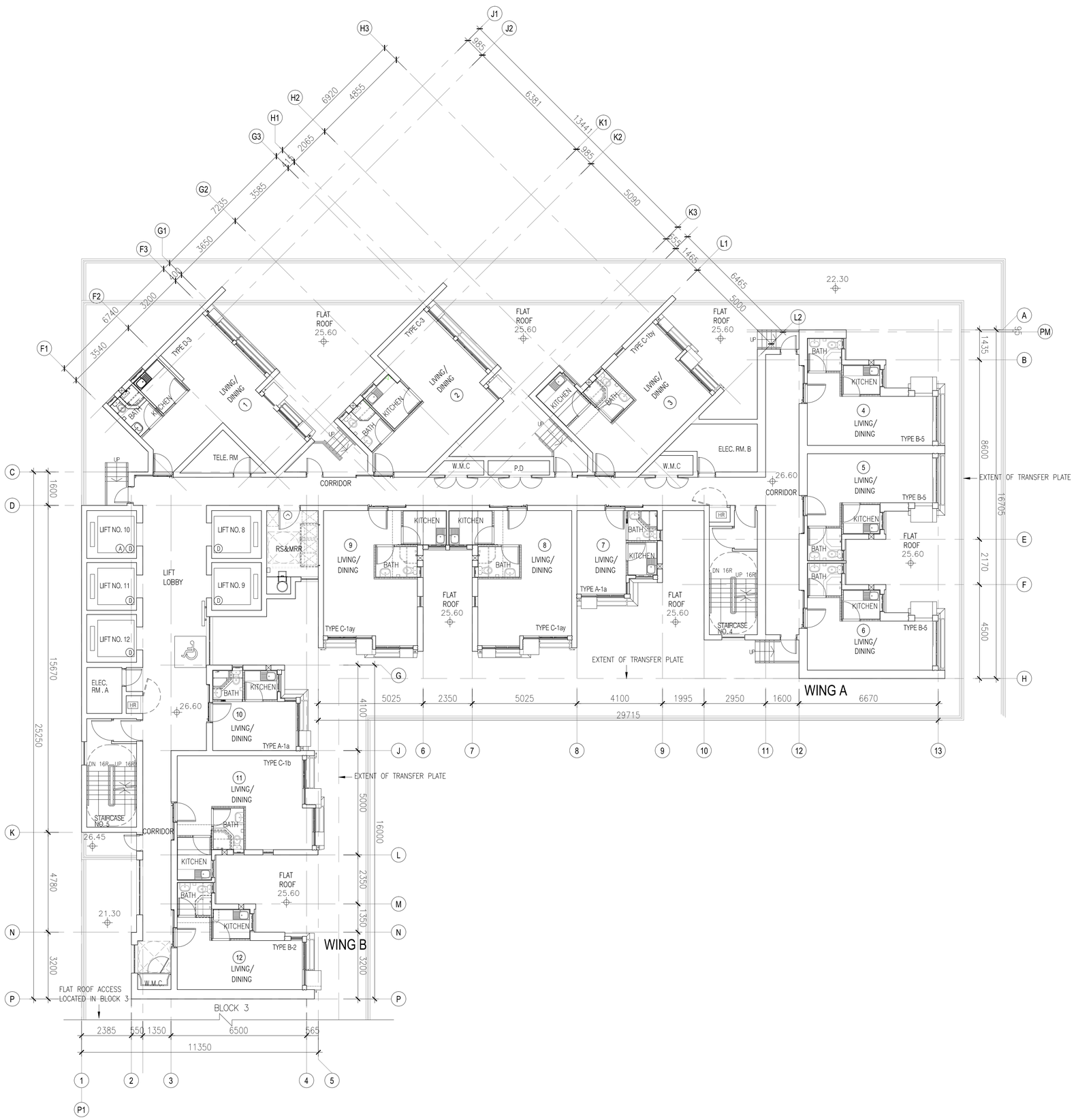
35

HOUSING DEPARTMENT

COPY FOR ☐ Contractor ☐ Architect ☐ R.E. ☐ Q.S. ☐ IDW/CDW ☐ FILE / OFFICE ☐ B.S.E. ☐ S.E. ☐ C.E. ☐ OTHERS

DATE OF ISSUE:

COUNTERCHECKED ☑



Notes:

LEGEND

- TYPE A
- TYPE B
- TYPE C
- TYPE D
- ACOUSTIC WINDOW LOCATION
- ACOUSTIC FIN LOCATION

REVISIONS

NO	DESCRIPTION AND DATE	INITIAL AND DESIGNATION DWN	CKD	AUTH
A	GENERAL REVISION (2020/04/15)			
B	GENERAL REVISION (2020/04/20)			
C	GENERAL REVISION (2020/05/04)			

	NAME AND DESIGNATION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Max Wong CA/3		04/2020
DLN ARCHITECTS LIMITED 劉榮廣伍德民建築師有限公司 t +852 2895 6888 f +852 2576 4074			
AUTHORISED	Henry Lau		04/2020
ENDORSED	Arthur Au		04/2020
CHECKED	Teresa Lee		04/2020
DRAWN	M.F. Lo		04/2020

PROJECT
PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 2, PHASE 1 AND PHASE 2

DRAWING TITLE
BLOCK 2 - THIRD FLOOR PLAN

SCALE 1:100 (A1), 1:200 (A3)

DRAWING NO.
NR14/BL2/A/D1/LO-104

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

44

HOUSING DEPARTMENT

DATE OF ISSUE :

COPY FOR: Contractor / Architect / R.E. / Q.S. / IOW/COW / FILE / OFFICE / B.S.E. / G.E. / C.E. / OTHERS:

COUNTERCHECKED

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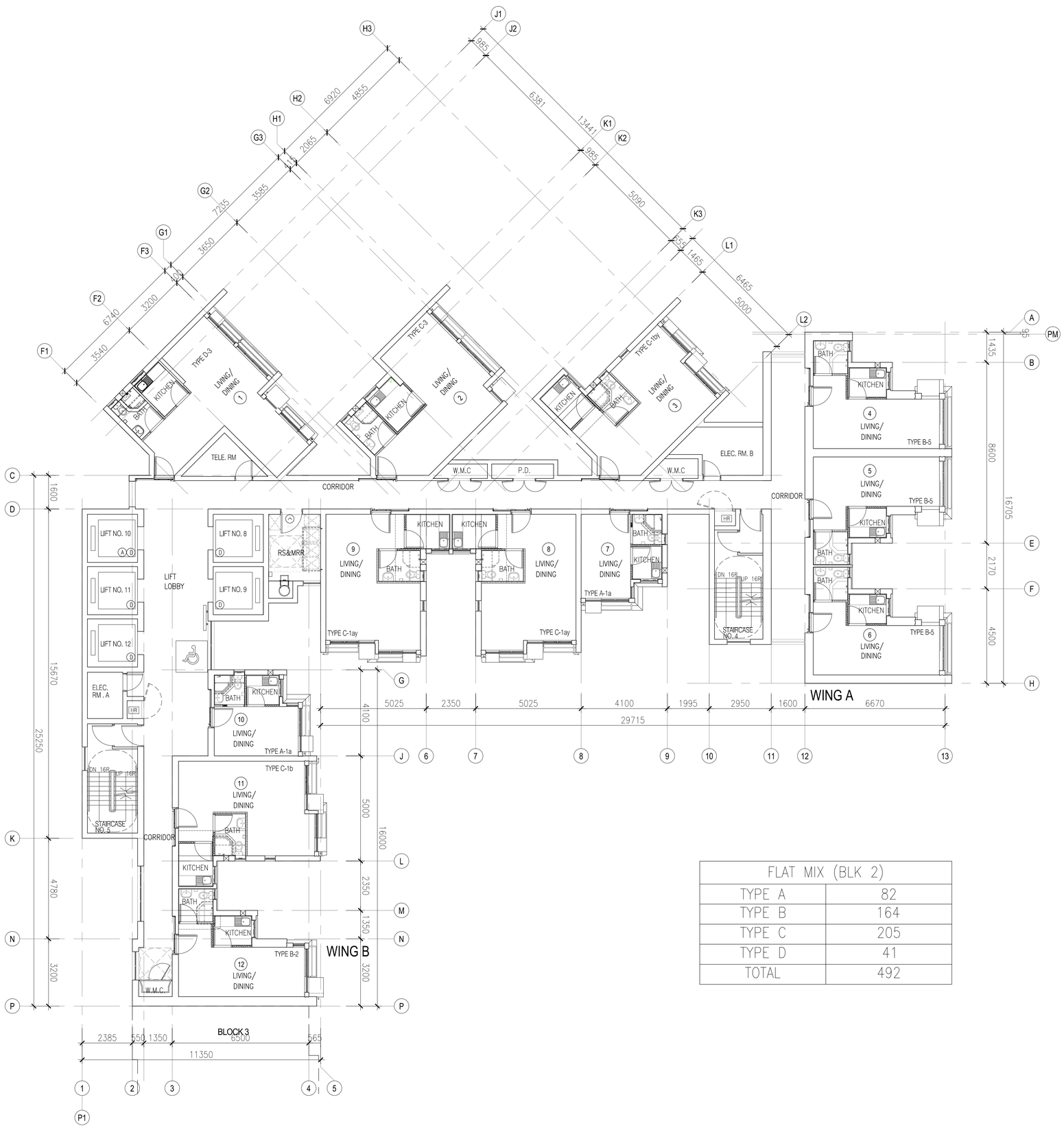

FLAT MIX (BLK 2)	
TYPE A	82
TYPE B	164
TYPE C	205
TYPE D	41
TOTAL	492

Notes:

LEGEND

- TYPE A
- TYPE B
- TYPE C
- TYPE D

REVISIONS

NO	DESCRIPTION AND DATE	INITIAL AND DESIGNATION DWN	CKD	AUTH

	NAME AND DESIGNATION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Max Wong CA/3		04/2020
DLN ARCHITECTS LIMITED 劉榮廣伍振民建築師有限公司	t - 852 2895 6688 f - 852 2576 4074		
AUTHORISED	Henry Lau		04/2020
ENDORSED	Arthur Au		04/2020
CHECKED	Teresa Lee		04/2020
DRAWN	M.F. Lo		04/2020

PROJECT

PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 2, PHASE 1 AND PHASE 2

DRAWING TITLE

BLOCK 2 -
TYPICAL FLOOR PLAN
(4/F TO 44/F, EXCEPT 24/F)

SCALE 1:100 (A1), 1:200 (A3)

DRAWING NO.

NR14/BL2/A/D1/LO-105

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

45

HOUSING DEPARTMENT

COPY FOR ☐ Contractor ☐ Architect ☐ R.E. ☐ Q.S. ☐ IDW/CDW ☐ FILE / OFFICE ☐ B.S.E. ☐ G.E. ☐ C.E. ☐ OTHERS:

DATE OF ISSUE :

COUNTERCHECKED ☑

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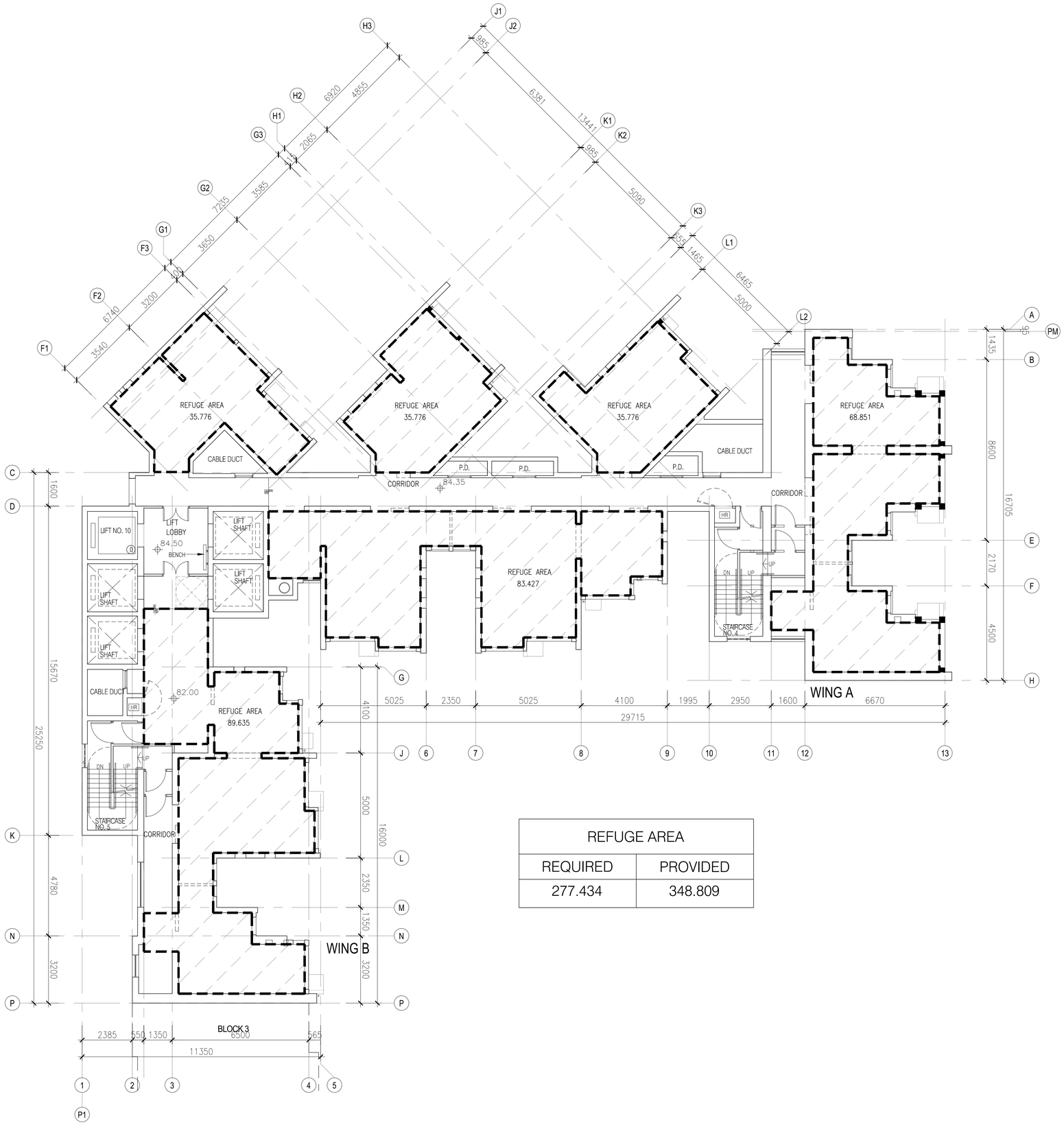

REFUGE AREA	
REQUIRED	PROVIDED
277.434	348.809

Notes:
LEGEND
NET REFUGE AREA

REVISIONS		INITIAL AND DESIGNATION		
NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

	NAME AND DESIGNATION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Max Wong CA/3		04/2020
DLN ARCHITECTS LIMITED 劉榮廣伍德民建築師有限公司 t +852 2895 6888 f +852 2576 4074			
AUTHORISED	Henry Lau		04/2020
ENDORSED	Arthur Au		04/2020
CHECKED	Teresa Lee		04/2020
DRAWN	M.F. Lo		04/2020

DATE OF ISSUE :

PROJECT
PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 2, PHASE 1 AND PHASE 2

DRAWING TITLE
BLOCK 2 -
REFUGE FLOOR PLAN (24/F)

SCALE 1:100 (A1), 1:200 (A3)

DRAWING NO.
NR14/BL2/A/D1/LO-106

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

46

HOUSING DEPARTMENT

COPY FOR: Contractor / Architect / R.E. / Q.S. / IOW/COW / FILE / OFFICE / B.S.E. / G.E. / C.E. / OTHERS:

COUNTERCHECKED

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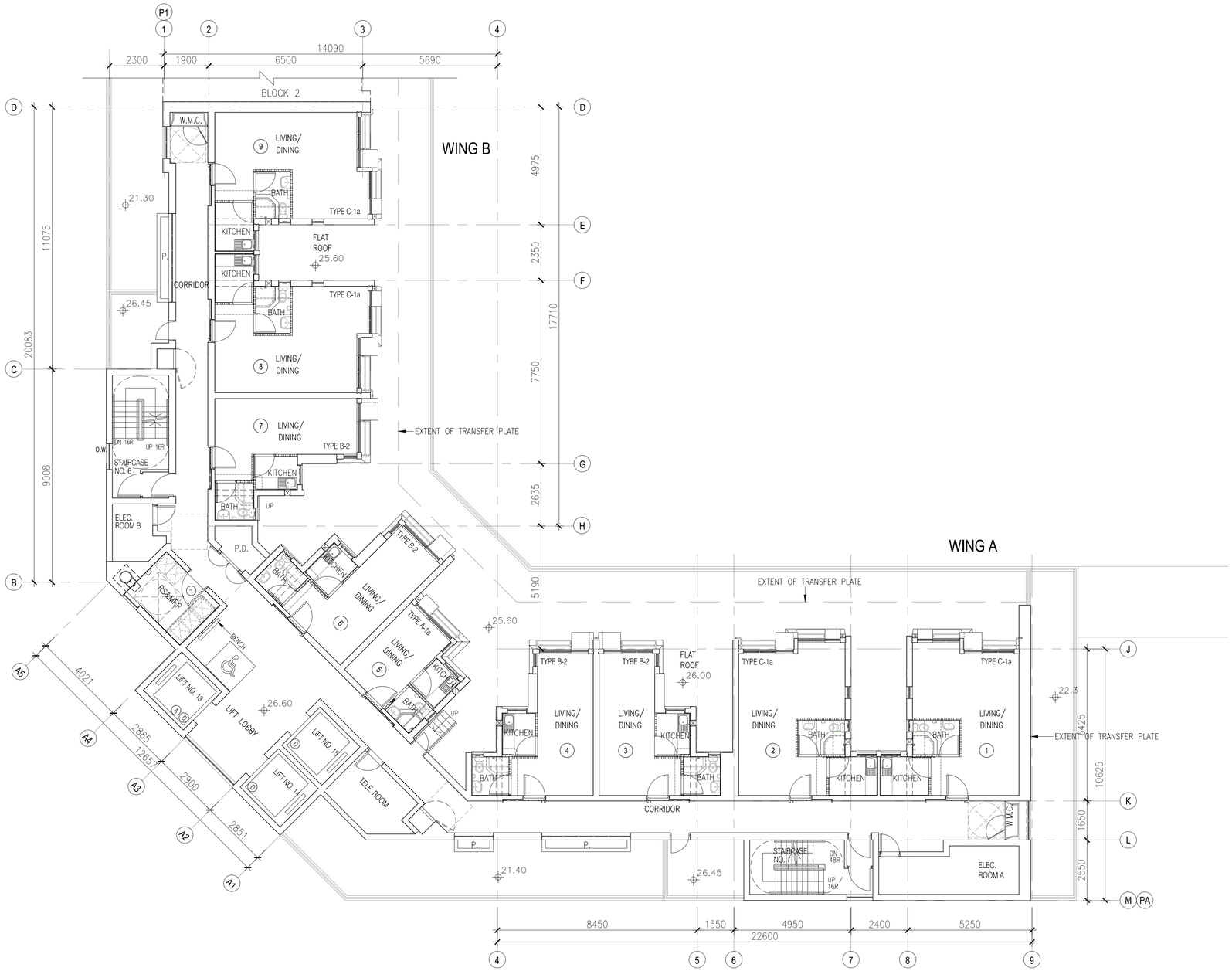

Notes:
LEGEND

TYPE A
TYPE B
TYPE C

REVISIONS

NO	DESCRIPTION AND DATE	INITIAL AND DESIGNATION DWN	CKD	AUTH

	NAME AND DESIGNATION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Max Wong CA/3		04/2020
DLN ARCHITECTS LIMITED 劉榮廣伍振民建築師有限公司 t +852 2895 6888 f +852 2576 4074			
AUTHORISED	Henry Lau		04/2020
ENDORSED	Arthur Au		04/2020
CHECKED	Teresa Lee		04/2020
DRAWN	M.F. Lo		04/2020

PROJECT
PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 2, PHASE 1 AND PHASE 2

DRAWING TITLE
BLOCK 3 -
THIRD FLOOR PLAN

SCALE 1:100 (A1), 1:200 (A3)

DRAWING NO.
NR14/BL3/A/D1/LO-104

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

55

COPY FOR ☐ Contractor ☐ Architect ☐ R.E. ☐ Q.S. ☐ IOW/COW ☐ FILE / OFFICE ☐ B.S.E. ☐ G.E. ☐ C.E. ☐ OTHERS:

DATE OF ISSUE :

COUNTERCHECKED ☑

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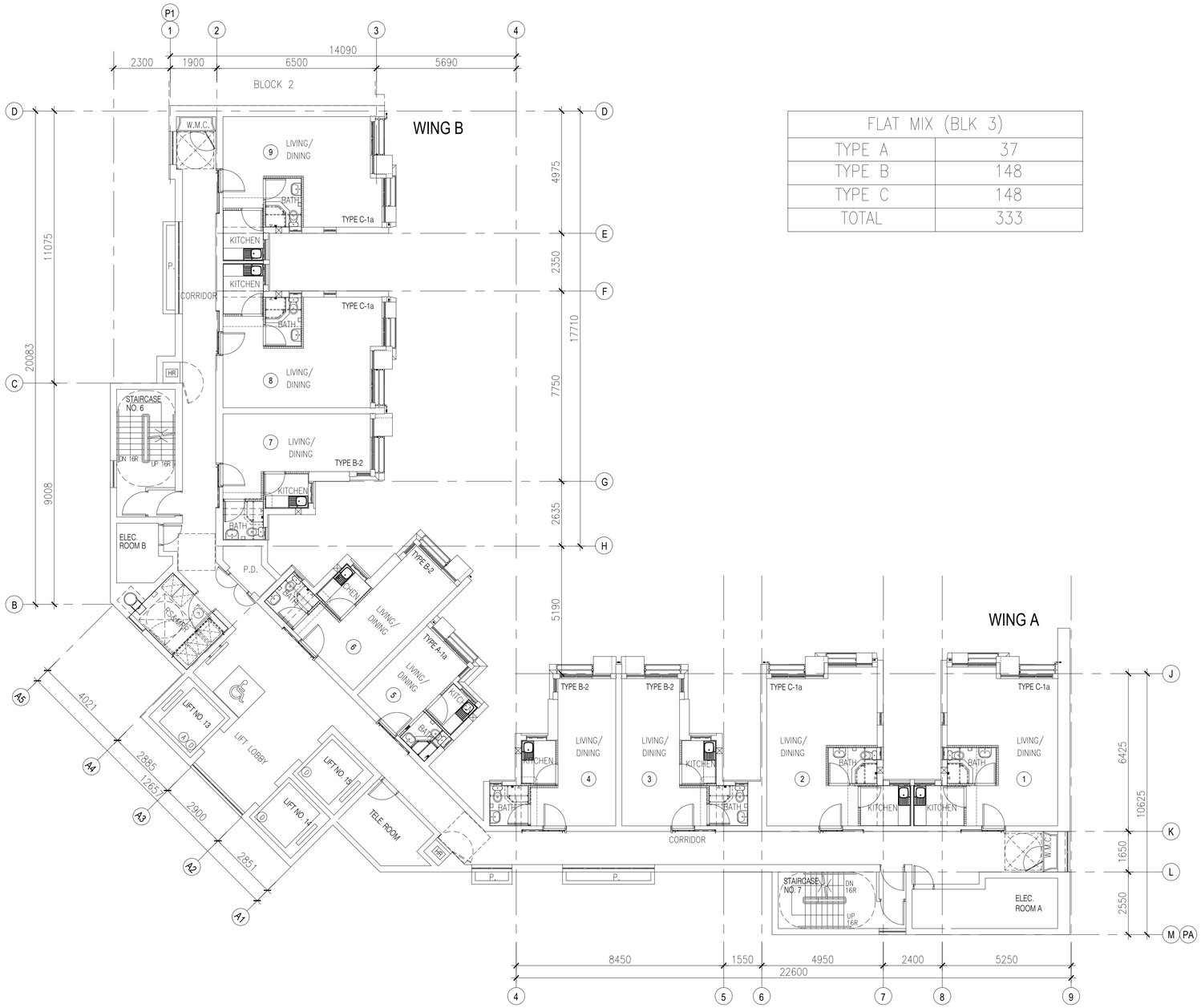


FLAT MIX (BLK 3)	
TYPE A	37
TYPE B	148
TYPE C	148
TOTAL	333

Notes:

LEGEND

- TYPE A
- TYPE B
- TYPE C

REVISIONS

NO	DESCRIPTION AND DATE	INITIAL AND DESIGNATION DWN	CKD	AUTH

	NAME AND DESIGNATION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Max Wong CA/3		04/2020
DLN ARCHITECTS LIMITED 劉榮廣伍振民建築師有限公司			
AUTHORISED	Henry Lau		04/2020
ENDORSED	Arthur Au		04/2020
CHECKED	Teresa Lee		04/2020
DRAWN	M.F. Lo		04/2020

DLN ARCHITECTS LIMITED 劉榮廣伍振民建築師有限公司 t +852 2895 6888 f +852 2576 4074

PROJECT

PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 2, PHASE 1 AND PHASE 2

DRAWING TITLE

BLOCK 3 - TYPICAL FLOOR PLAN (4/F TO 39/F)

SCALE 1:100 (A1), 1:200 (A3)

DRAWING NO.

NR14/BL3/A/D1/LO-105

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

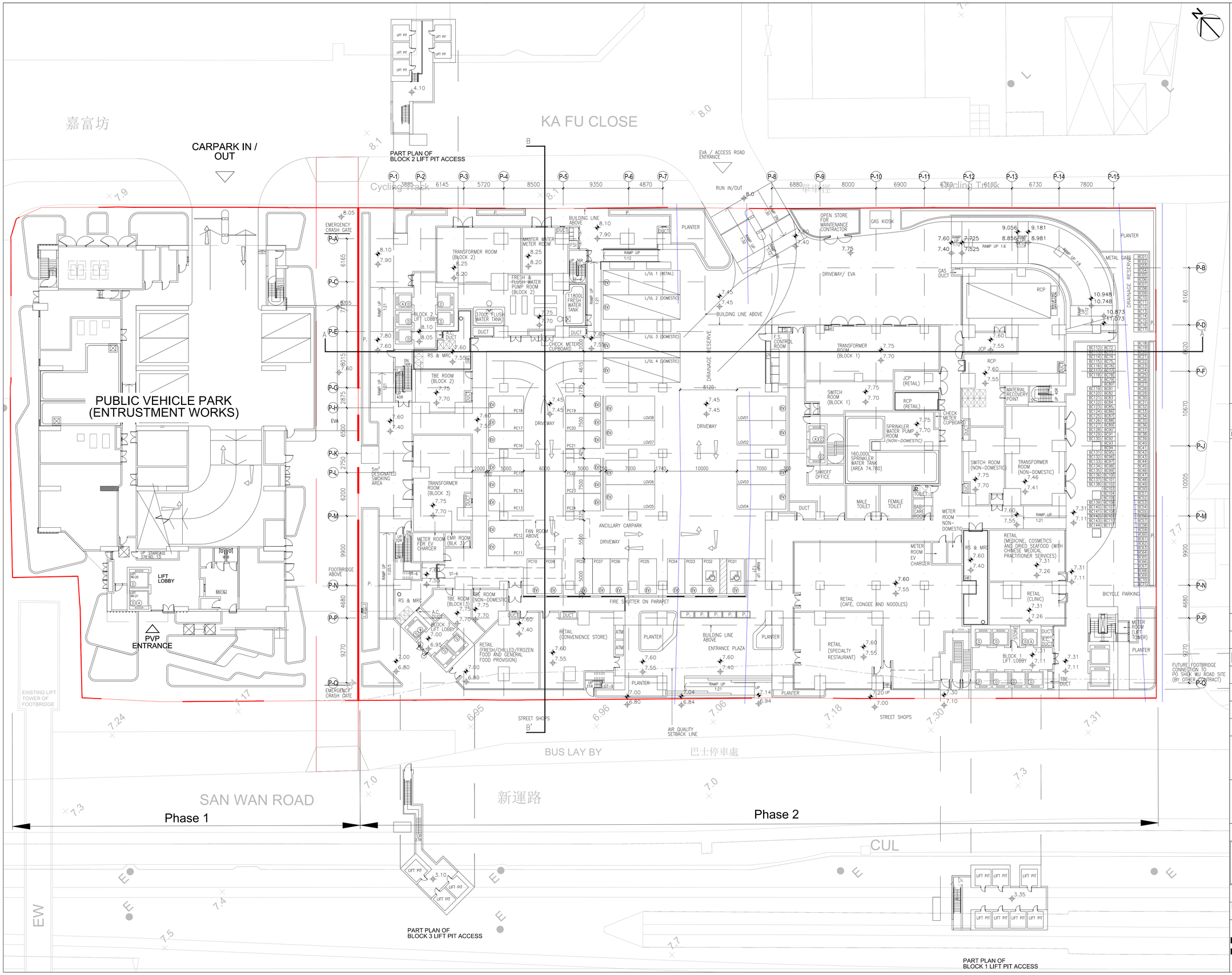
56

HOUSING DEPARTMENT

COPY FOR: Contractor / Architect / R.E. / Q.S. / IOW/COW / FILE / OFFICE / B.S.E. / G.E. / C.E. / OTHERS:

DATE OF ISSUE:

COUNTERCHECKED



Notes:

LEGEND

- ANCILLARY CARPARK
- DOMESTIC BLOCK
- LIFT TOWER
- RETAIL
- REFUSE COLLECTION POINT
- DRIVEWAY/ EVA
- SITE BOUNDARY
- PHASE BOUNDARY

REVISIONS		INITIAL AND DESIGNATION		
NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

	NAME AND DESIGNATION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Max Wong CA/3		04/2020
DLN ARCHITECTS LIMITED 劉榮廣伍建築師有限公司 t +852 2895 6888 f +852 2576 4074			
AUTHORISED	Henry Lau		04/2020
ENDORSED	Arthur Au		04/2020
CHECKED	Teresa Lee		04/2020
DRAWN	M.F. Lo		04/2020

PROJECT

PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 2, PHASE 1 AND PHASE 2

DRAWING TITLE

GROUND FLOOR PLAN

SCALE 1:250 (A1), 1:500 (A3)

DRAWING NO.

NR14/SITE/A/D1/LO-107

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

10

HOUSING DEPARTMENT

DATE OF ISSUE:

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COUNTERCHECKED

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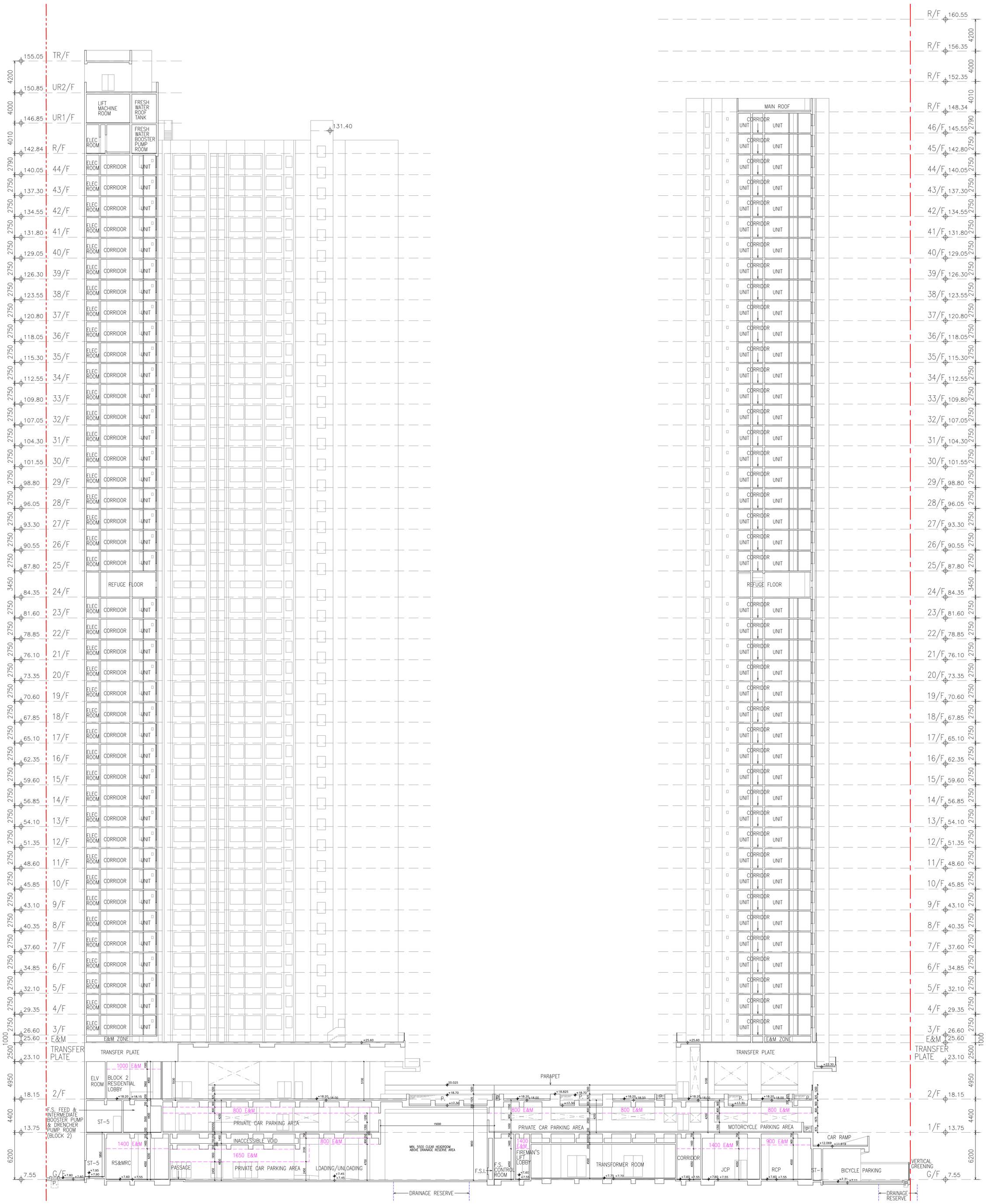

SECTION A–A'
(SCALE 1:250)

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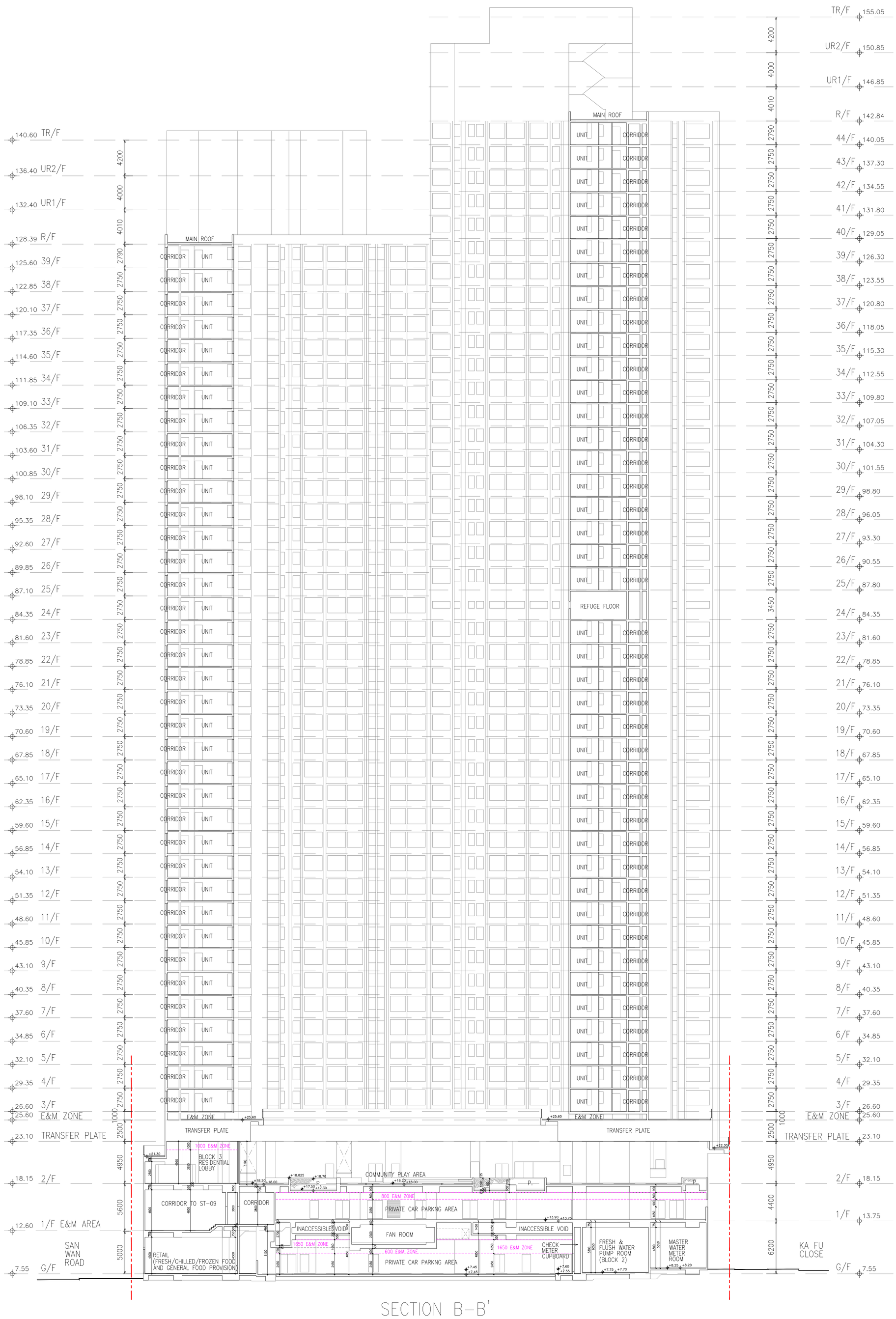


SECTION B–B'

(SCALE 1:250)

Appendix 4.1

Letter of Reply
from HyD

From: ctohsre2.nt@hyd.gov.hk [mailto:ctohsre2.nt@hyd.gov.hk]

Sent: Tuesday, October 25, 2016 4:20 PM

To: Elvis Lau

Cc: Isis Lai; Arlene WL LO

Subject: Re: Environmental Assessment Study for the Potential Housing Development in Sheung Shui Area

Dear Mr. LAU,

I refer to your question and have the information as below:

1. The bituminous materials on Fanling Highway is PMFC (Polymer Modified Friction Course);
2. The road surface of the slip roads connecting Fanling Highway at side and opposite of Choi Yuen Estate is PMFC;
3. The road surface of the slip roads connecting Fanling Highway at side and opposite of Tai Tau Leng is PMFC.

Regards,

S.N. CHOW
CTO/HSR(E2)
Highways/ NT Region
Tel.: 2762 3567 / 6178 3076

From: Elvis Lau <elvis.lau@arup.com>

To: "ctohsre2.nt@hyd.gov.hk" <ctohsre2.nt@hyd.gov.hk>

Cc: Arlene WL LO <wailing.lo@housingauthority.gov.hk>, Isis Lai <isis.lai@arup.com>

Date: 25/10/2016 14:07

Subject: Environmental Assessment Study for the Potential Housing Development in Sheung Shui Area

---

Dear Mr. Chow,

We refer to our tele-communication and we have been recently appointed by Hong Kong Housing Authority (HKHA) to conduct an environmental assessment study for the Potential Public Housing Development in Sheung Shui (*see Attachment 1*).

As part of the study, we need to carry out a road traffic noise impact assessment. We would be grateful if you could provide us the following information for our assessment.

Friction Course Materials on Nearby Roads

1. Existing extent of friction course materials on all road networks within the study boundary (especially Fanling Highway) *(see Attachment 2).*
2. Planned extent of friction course materials, if any, on all road networks within the study boundary (especially Fanling Highway) *(see Attachment 2).*

If you require any further information, please feel free to contact me at 2268 3482.

Elvis Lau

Consultant | Consulting

Arup

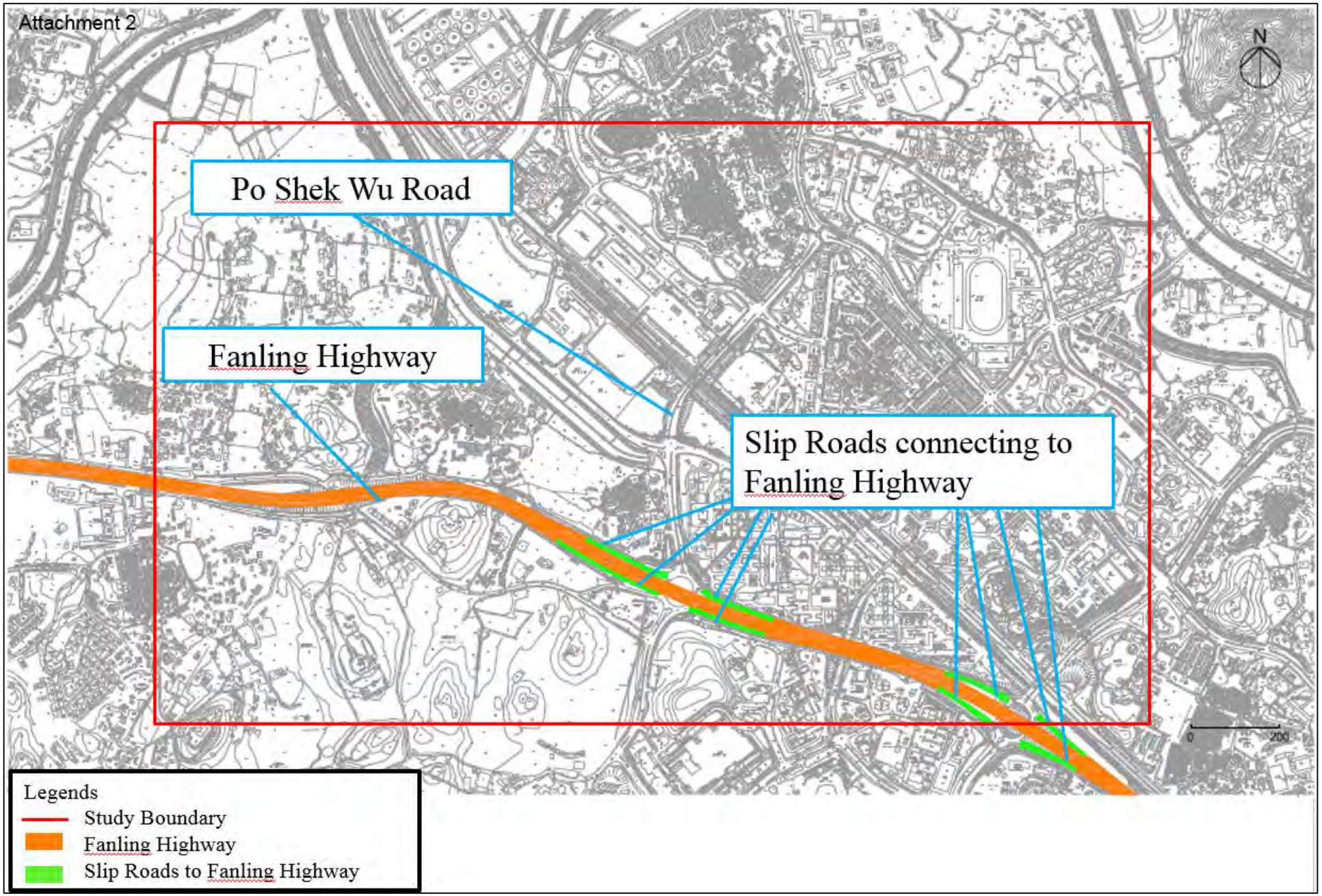
Level 5 Festival Walk 80 Tat Chee Avenue Kowloon Tong Kowloon Hong Kong

t +852 2528 3031 **d**+852 2268 3482

f +852 2268 6493

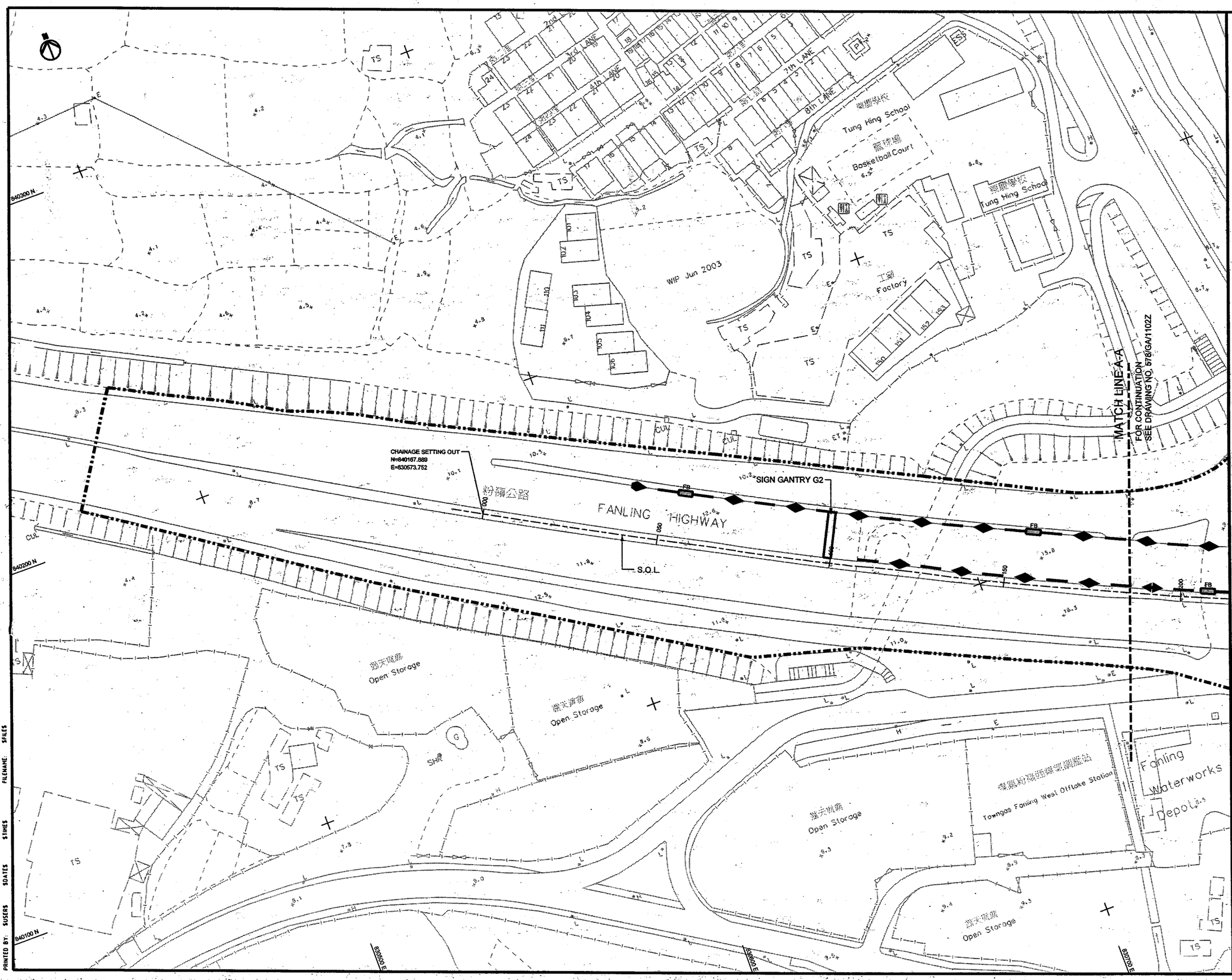
www.arup.com

Attachment 2



Appendix 4.2

As-built drawings of noise barriers provided by HyD



NOTE:

1. FOR GENERAL NOTES, SEE DWG NO. 578/GN/1001Z.

LEGEND:

- SITE BOUNDARY
- TYPE I NOISE BARRIER
- TYPE II NOISE BARRIER
- TYPE III NOISE BARRIER
- EXISTING DWARF WALL / DIVIDER WALL / RETAINING WALL
- SLD — SINGLE LEAF ACCESS DOOR
- DLD — DOUBLE LEAF ACCESS DOOR
- FB — FIRE BREAKER

REV.	DATE 日期	DESCRIPTION 內容摘要	CHECKED 審核
Z	MAR.2007	AS CONSTRUCTED DRAWING	TC
A	AUG.2004	WORKING DRAWING	TC

REVISION

DESIGNED 設計	S. TSE	CHECKED 審核	T. CHAN
DRAWN 繪圖	C.L.LI	CHECKED 審核	S. TSE
APPROVED FOR ISSUE 批准人	F. KUNG	CAD REF.	578GA1101A.DGN
DATE 日期	MAR.2004	© Copyright Reserved 版權所有	
SCALE 比例	A1 = 1 : 500 A3 = 1 : 1000	All dimensions are in mm unless shown otherwise	

HIGHWAYS DEPARTMENT
MAJOR WORKS PROJECT
MANAGEMENT OFFICE

CONTRACT NO. : HY/2003/20
NOISE BARRIERS ON FANLING HIGHWAY NEAR
CHOI YUEN ESTATE AND FANLING CENTRE

Hyder Consulting — HYDER CONSULTING LIMITED

DESCRIPTION

GENERAL LAYOUT PLAN
(SHEUNG SHUI)

SHEET 1 OF 4

STATUS

AS CONSTRUCTED DRAWING

DWG No. 578/GA/1101 Z

PRINTED BY: $USERS $DATES $TIMES FILENAME: $FILES

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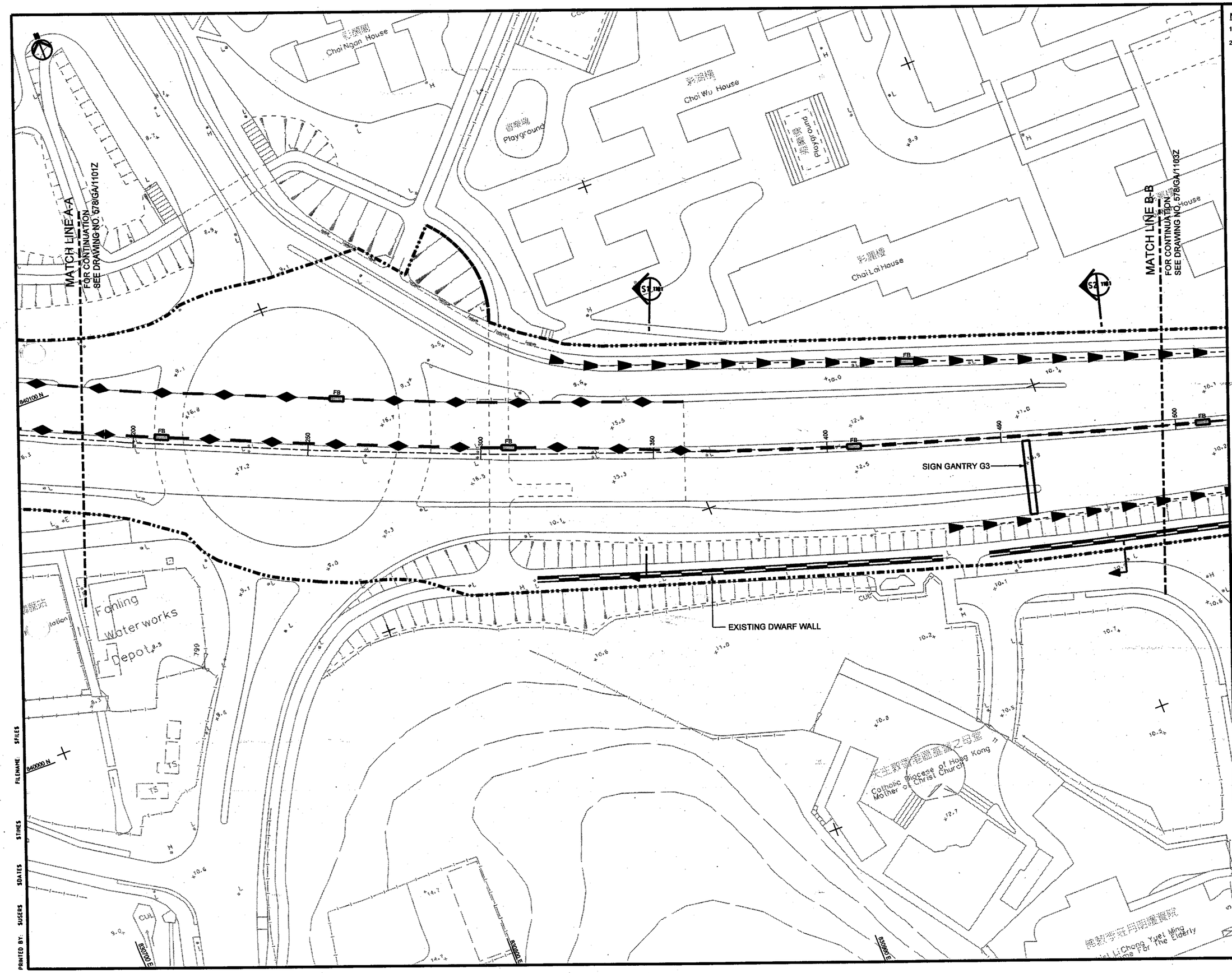

NOTES:

1. FOR GENERAL NOTES, SEE DWG NO. 578/GN/1001Z
2. FOR LEGEND, SEE DWG NO. 578/GA/1101Z.

REV.	DATE 日期	DESCRIPTION 內容摘要	CHECKED 核實
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B	AUG.2004	WORKING DRAWING	TC
A	JUN.2004	TENDER ADDENDUM NO. 2	TC

REVISION

DESIGNED 設計	S. TSE	CHECKED 核實	T. CHAN
DRAWN 繪圖	C.L.LI	CHECKED 核實	S. TSE
APPROVED FOR ISSUE 批准人	F. KUNG	CAD REF.	578GA1102B.DGN
DATE 日期	MAR. 2004	© Copyright Reserved 版權所有	
SCALE 比例	A1 = 1 : 500 A3 = 1 : 1000	All dimensions are in mm unless shown otherwise	

HIGHWAYS DEPARTMENT
MAJOR WORKS PROJECT
MANAGEMENT OFFICE

CONTRACT NO. : HY/2003/20
NOISE BARRIERS ON FANLING HIGHWAY NEAR
CHOI YUEN ESTATE AND FANLING CENTRE

HYDER CONSULTING LIMITED

DESCRIPTION
GENERAL LAYOUT PLAN
(SHEUNG SHUI)
SHEET 2 OF 4

STATUS
AS CONSTRUCTED DRAWING

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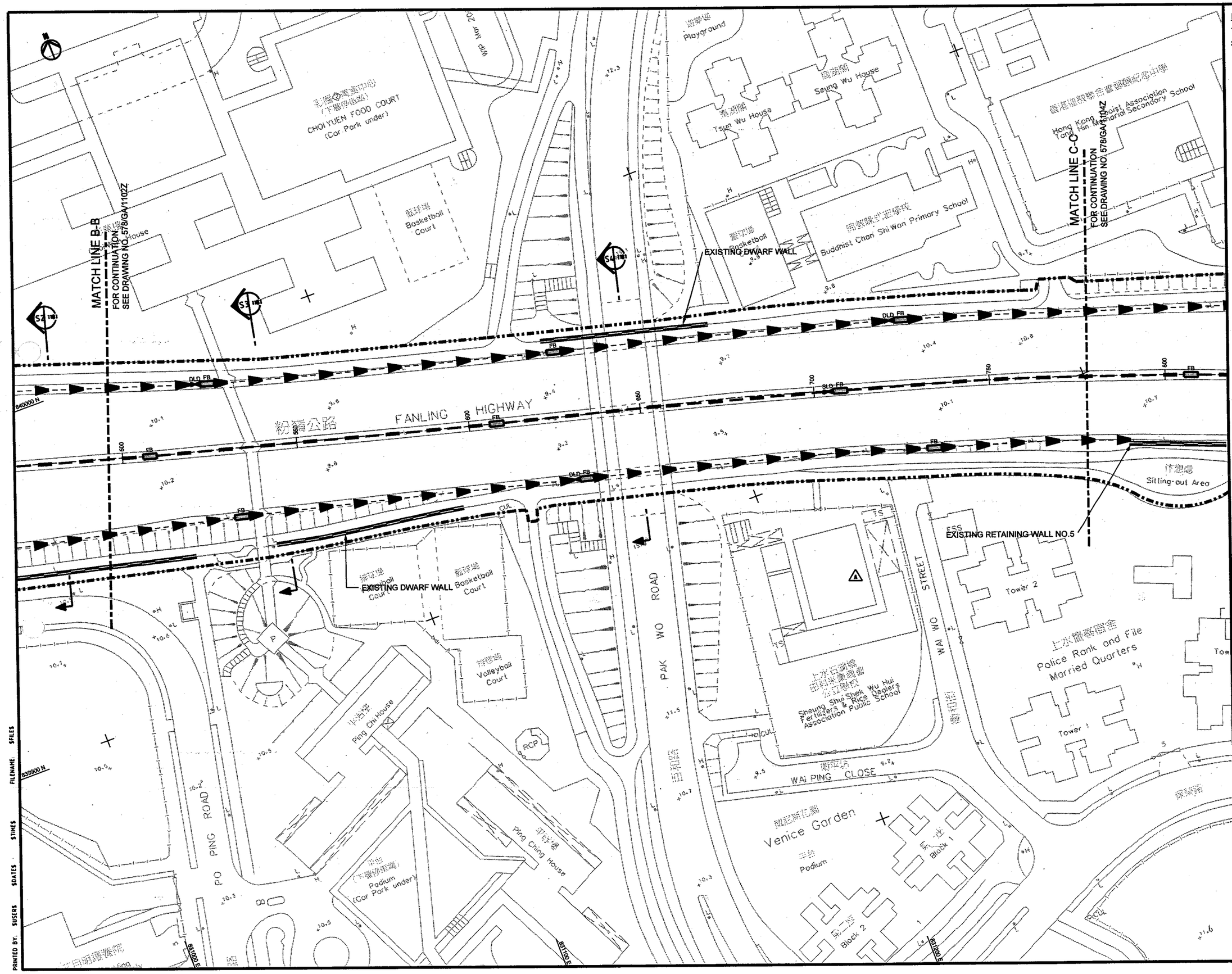

NOTES:

1. FOR GENERAL NOTES, SEE DWG NO. 578/GN/1001Z.
2. FOR LEGEND, SEE DWG NO. 578/GA/1101Z.

REV.	DATE 日期	DESCRIPTION 內容摘要	CHECKED 審核
Z	MAR.2007	AB CONSTRUCTED DRAWING	TC
B	AUG.2004	WORKING DRAWING	TC
A	JUN.2004	TENDER ADDENDUM NO. 2	TC

REVISION

DESIGNED 設計	S. TSE	CHECKED 審核	T. CHAN
DRAWN 繪圖	C.L.LI	CHECKED 審核	S. TSE
APPROVED FOR ISSUE 批准人	F. KUNG	CAD REF.	578 GA1103B.DGN
DATE 日期	MAR. 2004	© Copyright Reserved 版權所有	
SCALE 比例	A1 = 1 : 500 A3 = 1 : 1000	All dimensions are in mm unless shown otherwise	

HIGHWAYS DEPARTMENT
MAJOR WORKS PROJECT
MANAGEMENT OFFICE

CONTRACT NO. : HY/2003/20
NOISE BARRIERS ON FANLING HIGHWAY NEAR
CHOI YUEN ESTATE AND FANLING CENTRE

Hyder Consulting — HYDER CONSULTING LIMITED

DESCRIPTION

GENERAL LAYOUT PLAN (SHEUNG SHUI)

SHEET 3 OF 4

STATUS: AS CONSTRUCTED DRAWING

DWG No. 578/GA/1103 Z

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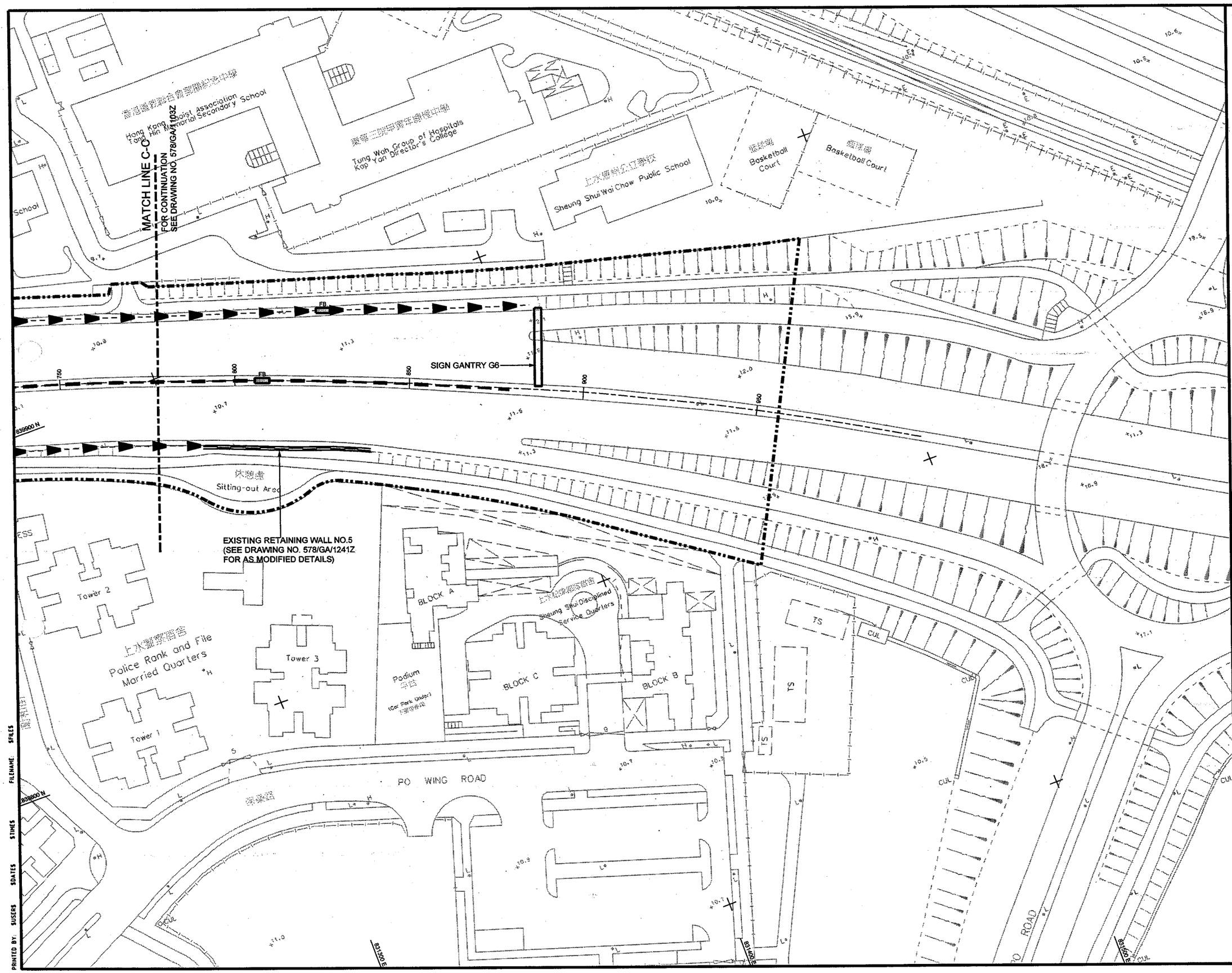

NOTES:

1. FOR GENERAL NOTES, SEE DWG NO. 578/GN/1001Z.
2. FOR LEGEND, SEE DWG NO. 578/GA/1101Z.

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A	AUG.2004	WORKING DRAWING	TC

REVISION

DESIGNED	S. TSE	CHECKED	T. CHAN
DRAWN	C.L.LI	CHECKED	S. TSE
APPROVED FOR ISSUE	F. KUNG	CAD REF.	578GA1104A.DGN
DATE	MAR. 2004	© Copyright Reserved	
SCALE	A1 = 1 : 500 A3 = 1 : 1000	All dimensions are in mm unless shown otherwise	

HIGHWAYS DEPARTMENT
MAJOR WORKS PROJECT MANAGEMENT OFFICE

CONTRACT NO. : HY/2003/20
NOISE BARRIERS ON FANLING HIGHWAY NEAR CHOI YUEN ESTATE AND FANLING CENTRE

HYDER CONSULTING LIMITED

DESCRIPTION
GENERAL LAYOUT PLAN (SHEUNG SHUI)
SHEET 4 OF 4

STATUS
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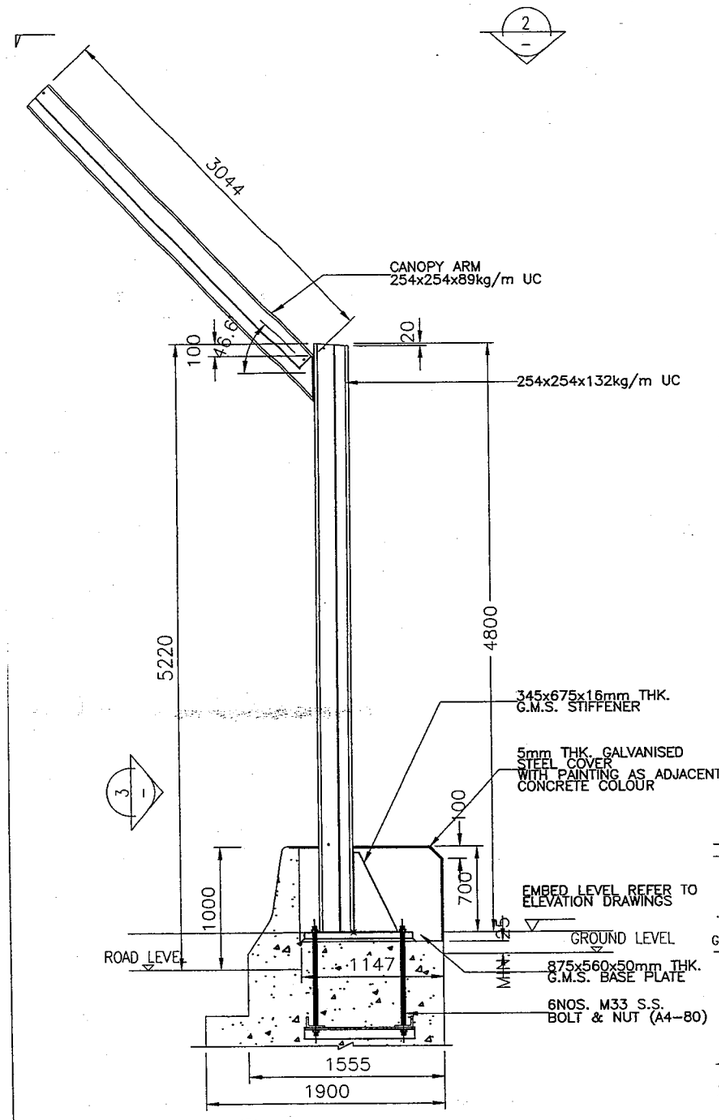

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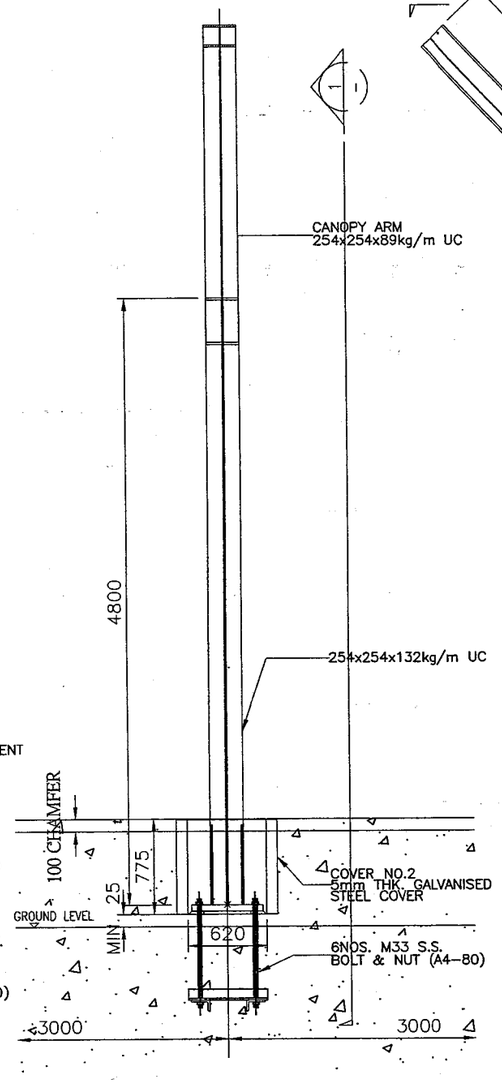

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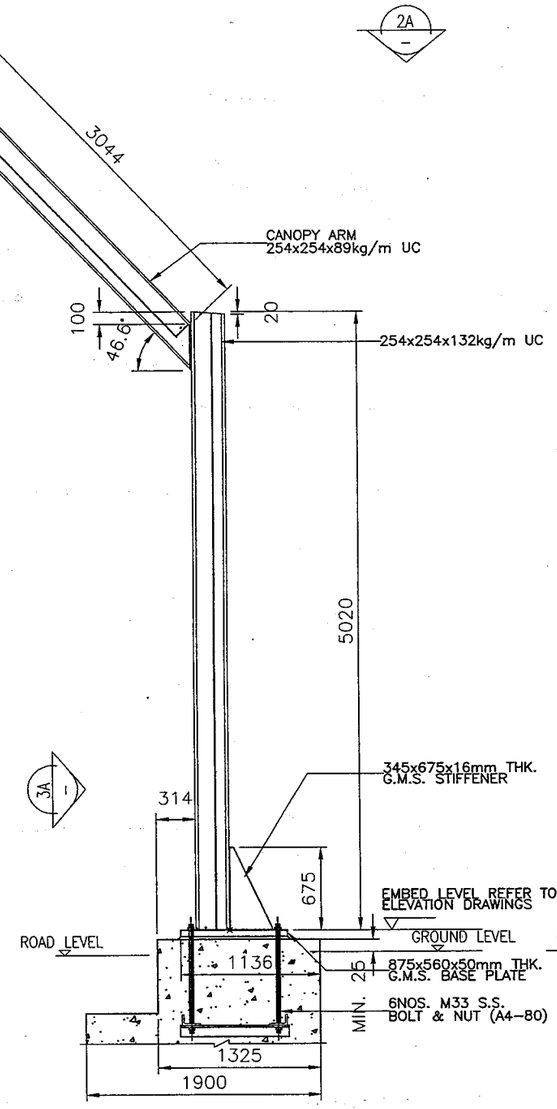

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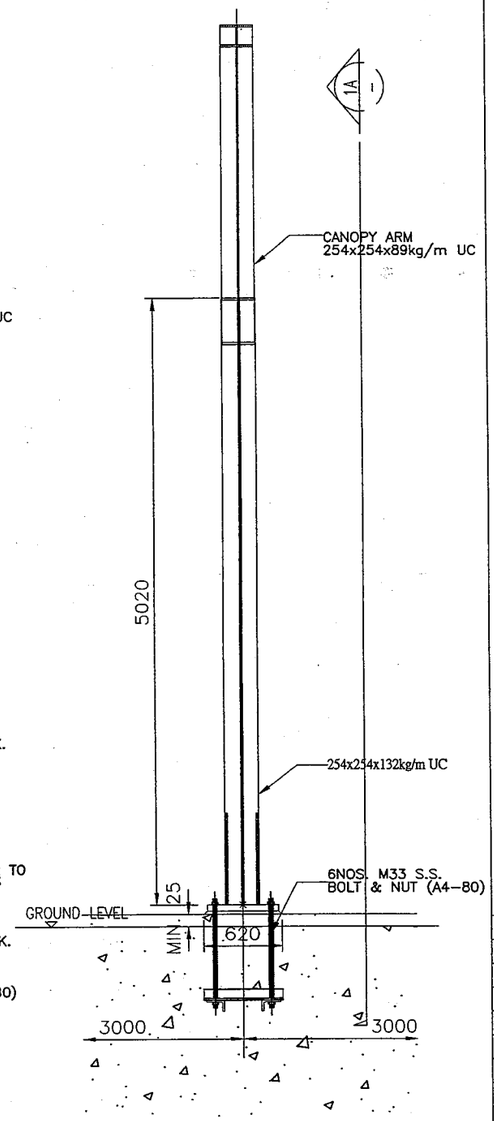

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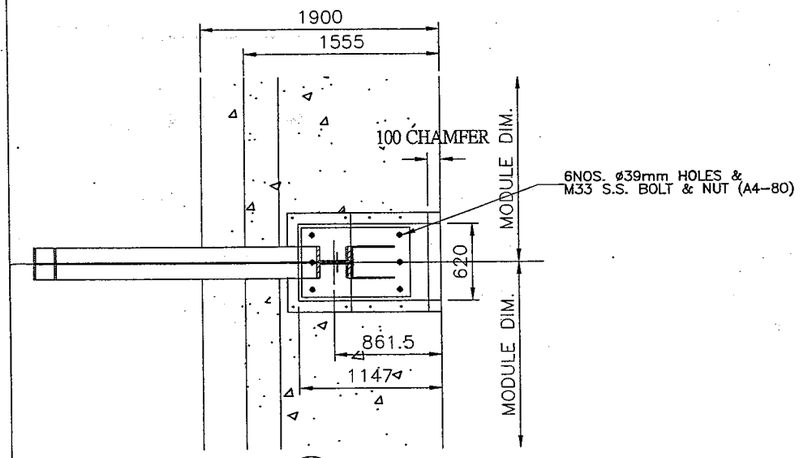

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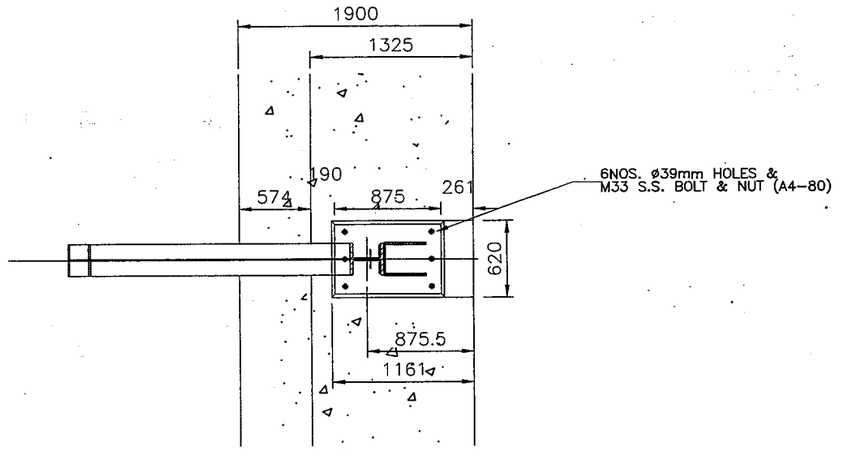

2A PLAN

NOTE:
1 FOR GENERAL NOTE, REFER TO EW-S001.
2 STOPPERS AND SEALING PLATE DETAILS REFER TO SEPARATE SUBMISSION.
3 DETAIL FOR CONCRETE CHAMFER REFERS TO SEPARATE SUBMISSION.

19 MAY 2006

REV.	DATE	DESCRIPTION
0	17MAY2006	AS-BUILT

REVISION

DESIGNED	–	DRAWN	BEN
CHECKED	AT	APPROVED	LC
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HIGHWAYS DEPARTMENT
MAJOR WORKS PROJECT
MANAGEMENT OFFICE

CONTRACT NO. : HY/2003/20
NOISE BARRIERS ON FANLING HIGHWAY NEAR
CHOI YUEN ESTATE AND FANLING CENTRE

LEADER – WAI KEE (C&T)
JOINT VENTURE

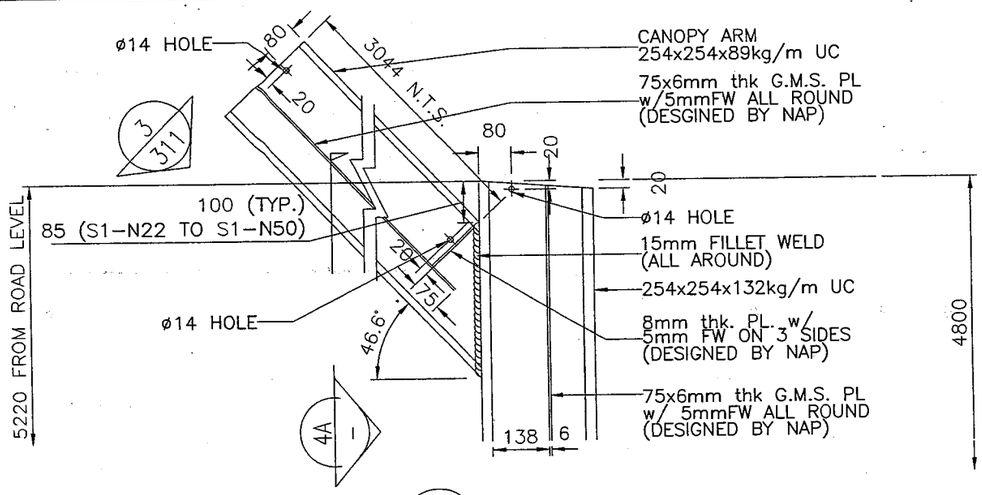
Hyder Consulting
HYDER CONSULTING LIMITED

DESCRIPTION
DETAIL OF TYPE I NOISE BARRIER POST
(FAB. FM NEWMATERIALS)
1 OF 4

STATUS

DWG No. EW-S301

AS-BUILT



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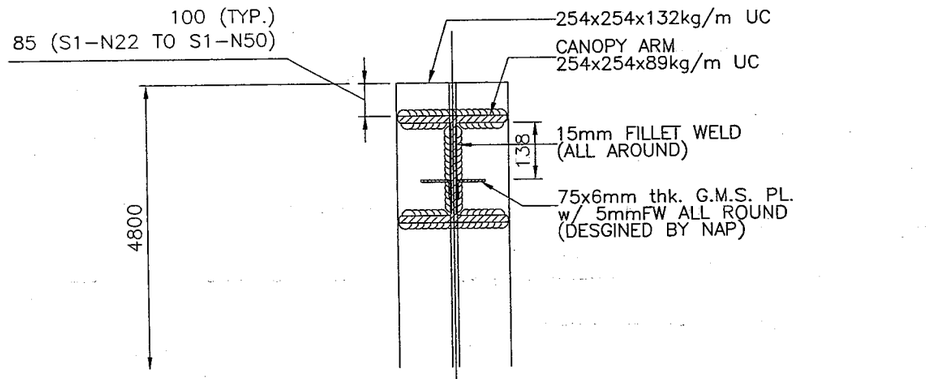

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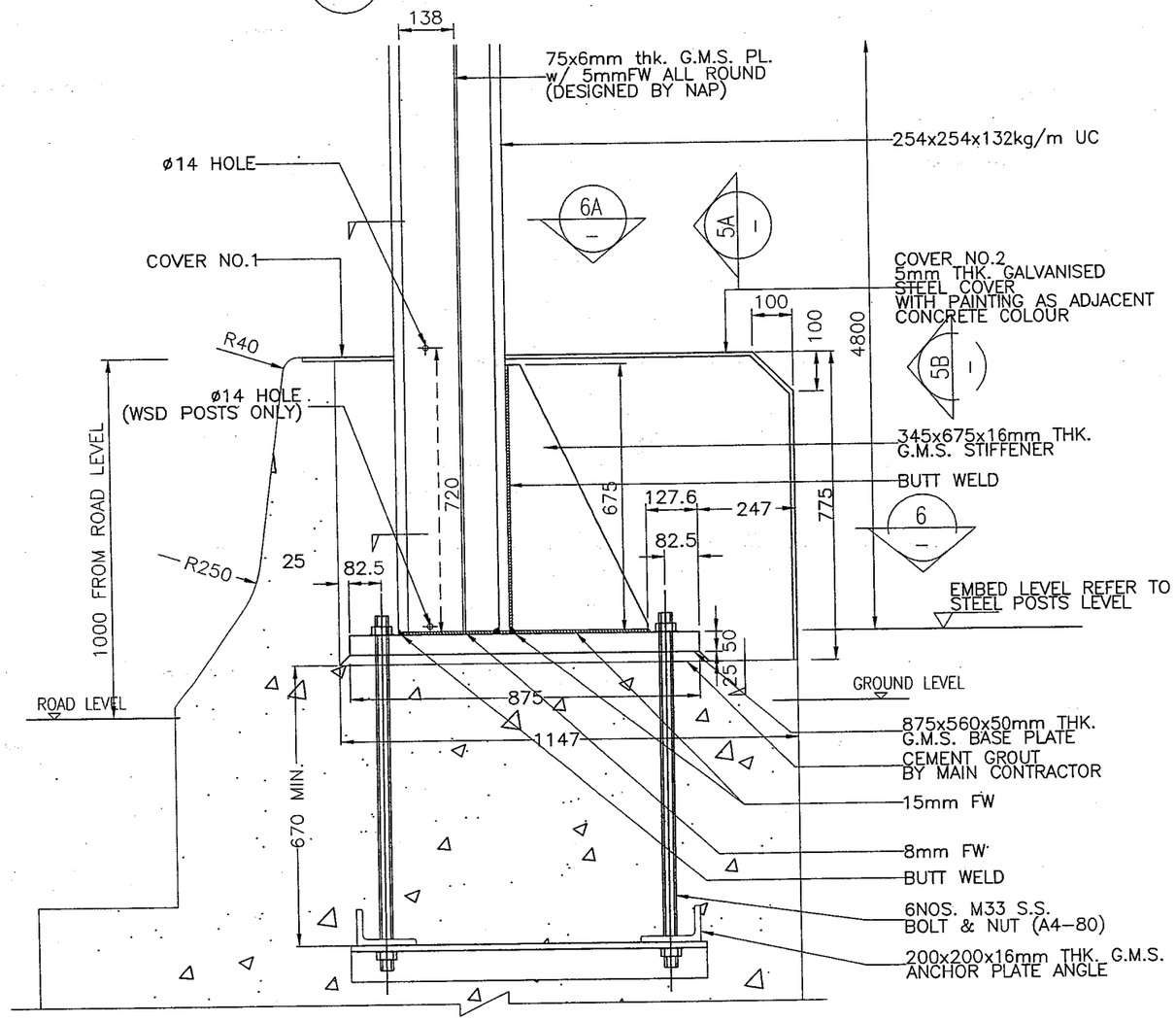

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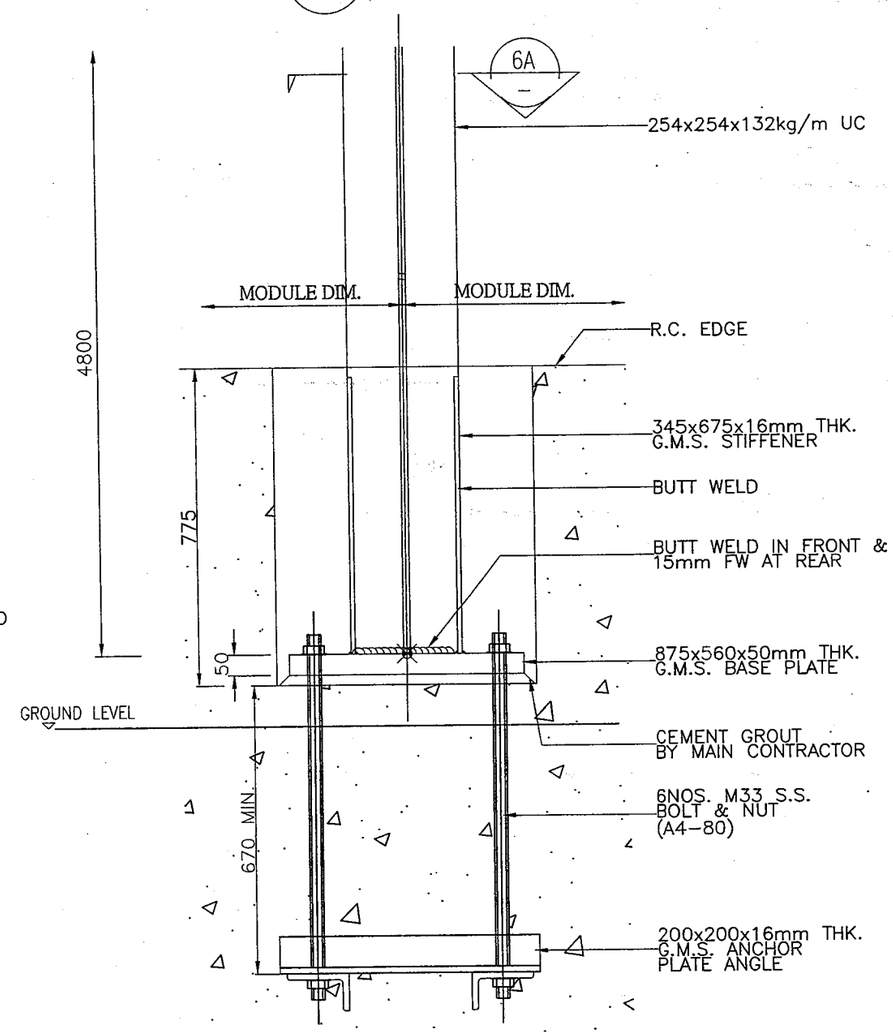


5A TYPICAL DETAIL

AS-BUILT

NOTE:
1 FOR GENERAL NOTE, REFER TO EW-S001.
2 STOPPERS AND SEALING PLATE DETAILS REFER TO SEPARATE SUBMISSION.
3 DETAIL FOR CONCRETE CHAMFER REFERS TO SEPARATE SUBMISSION.

19 MAY 2006

REV.	DATE	DESCRIPTION
0	17MAY2006	AS-BUILT

REVISION

DESIGNED	–	DRAWN	BEN
CHECKED	AT	APPROVED	LC
SCALE	1:15(A3)	All dimensions are in mm unless shown otherwise	

HIGHWAYS DEPARTMENT
MAJOR WORKS PROJECT
MANAGEMENT OFFICE

CONTRACT NO. : HY/2003/20
NOISE BARRIERS ON FANLING HIGHWAY NEAR
CHOI YUEN ESTATE AND FANLING CENTRE

LEADER – WAI KEE (C&T)
JOINT VENTURE

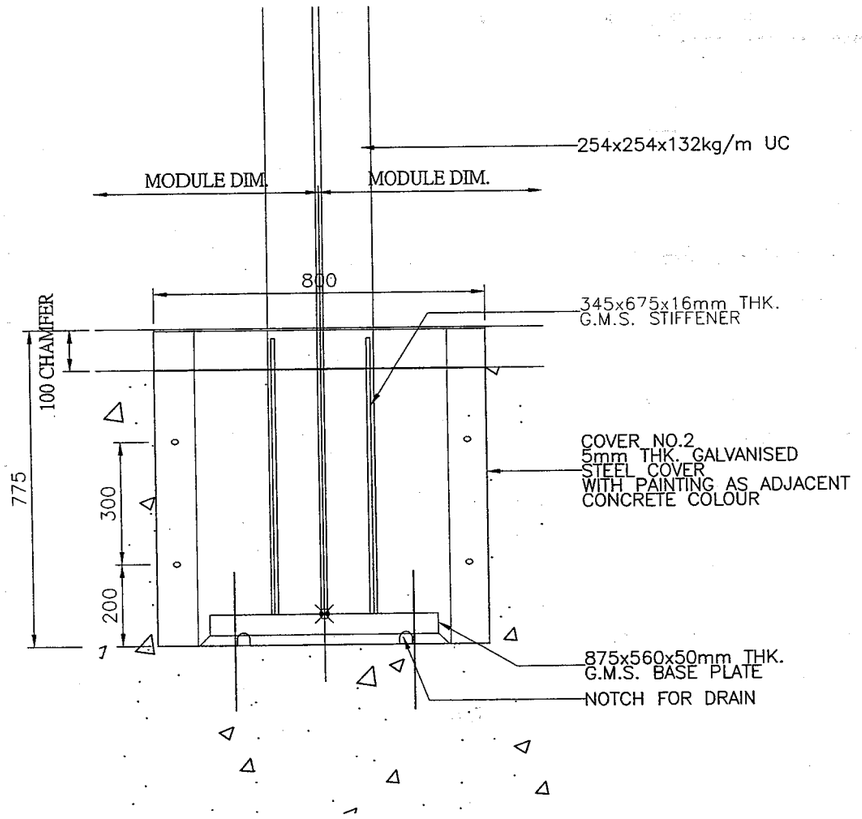
Hyder Consulting
HYDER CONSULTING LIMITED

DESCRIPTION
DETAIL OF TYPE I NOISE BARRIER POST
(FAB. FM NEW MATERIALS)

2 OF 4

STATUS

DWG No. EW-S303



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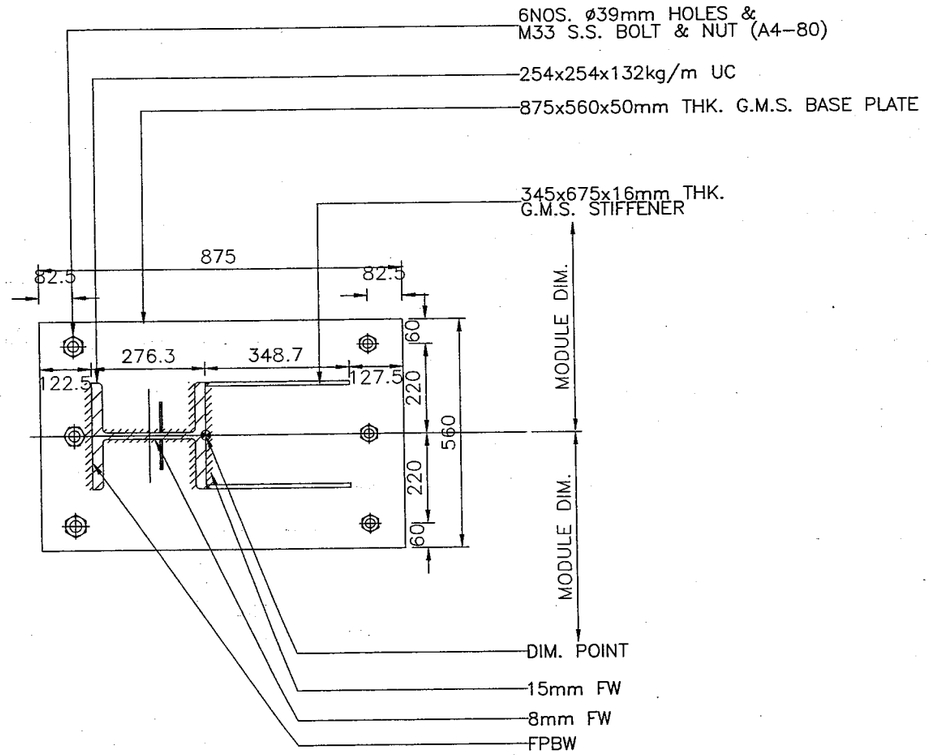


7 / – ANCHOR BOLT SETTING OUT FOR TYPE I

NOTE:
1 FOR GENERAL NOTE, REFER TO EW-S001.
2 STOPPERS AND SEALING PLATE DETAILS REFER TO SEPARATE SUBMISSION.
3 DETAIL FOR CONCRETE CHAMFER REFERS TO SEPARATE SUBMISSION.

19 MAY 2006

AS-BUILT

REV.	DATE	DESCRIPTION
0	17MAY2006	AS-BUILT

REVISION

DESIGNED	–	DRAWN	BEN
CHECKED	AT	APPROVED	LC
SCALE	1:15(A3)	All dimensions are in mm unless shown otherwise	

HIGHWAYS DEPARTMENT
MAJOR WORKS PROJECT
MANAGEMENT OFFICE

CONTRACT NO. : HY/2003/20
NOISE BARRIERS ON FANLING HIGHWAY NEAR
CHOI YUEN ESTATE AND FANLING CENTRE

LEADER – WAI KEE (C&T)
JOINT VENTURE

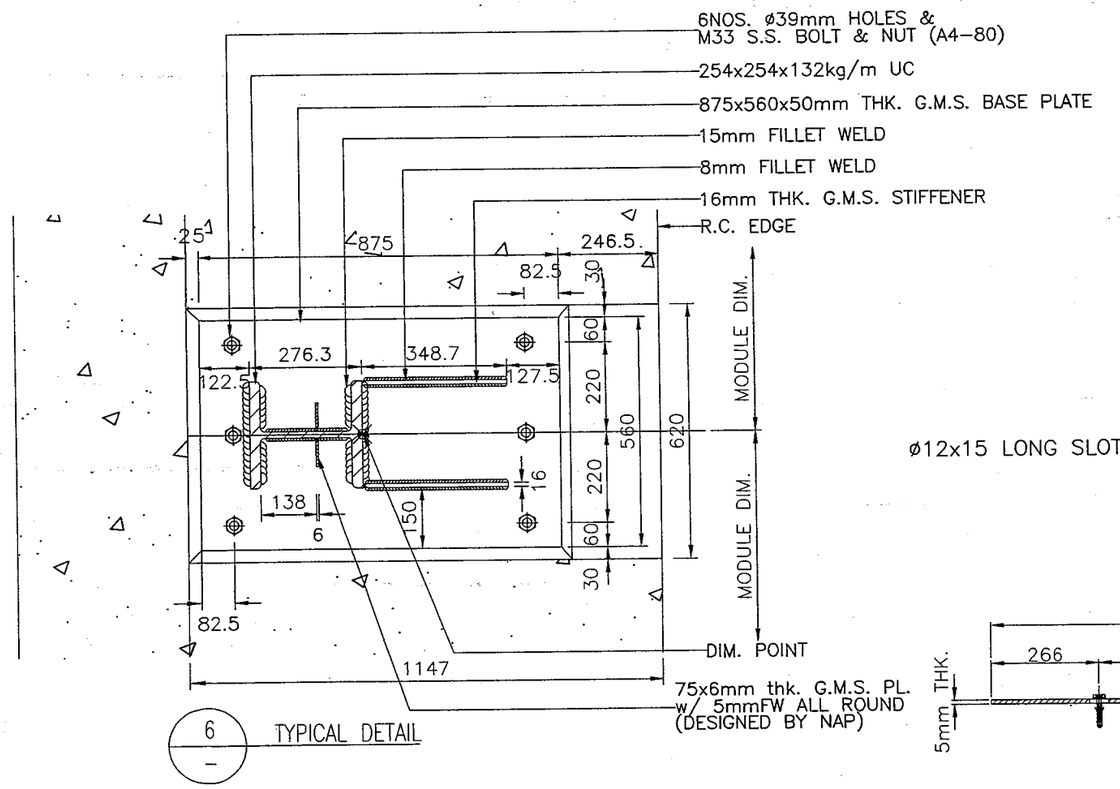
Hyder Consulting
HYDER CONSULTING LIMITED

DESCRIPTION
DETAIL OF TYPE I NOISE BARRIER POST
(FAB. FM NEW MATERIALS)

3 OF 4

STATUS

DWG No. EW-S303



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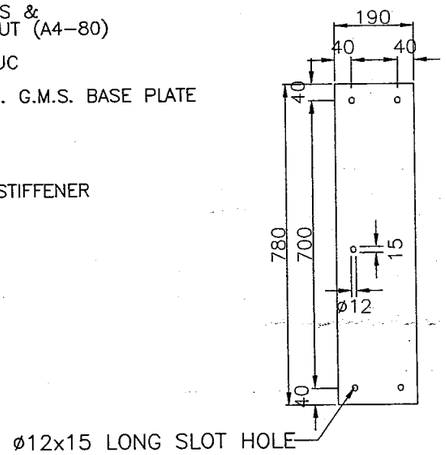

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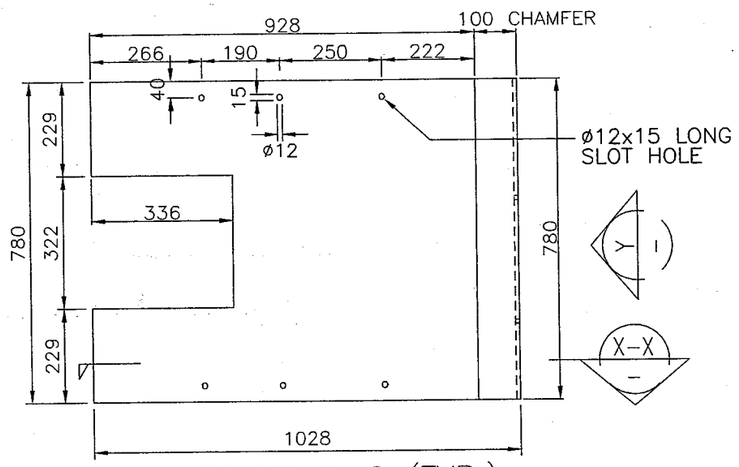

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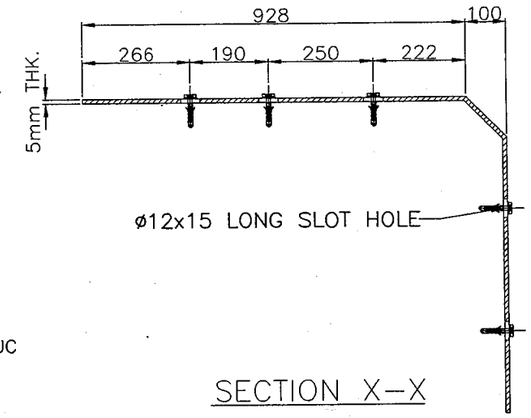

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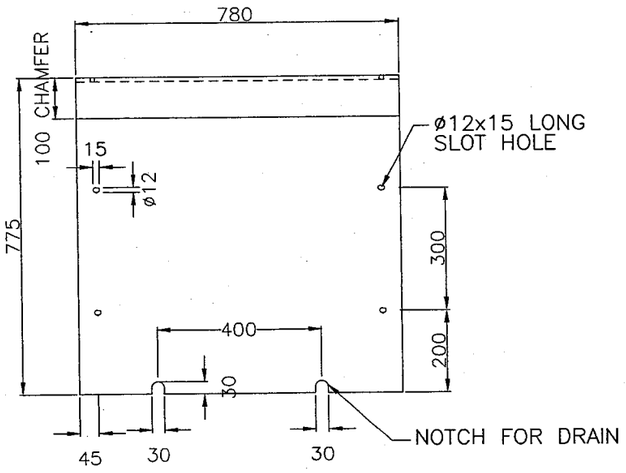

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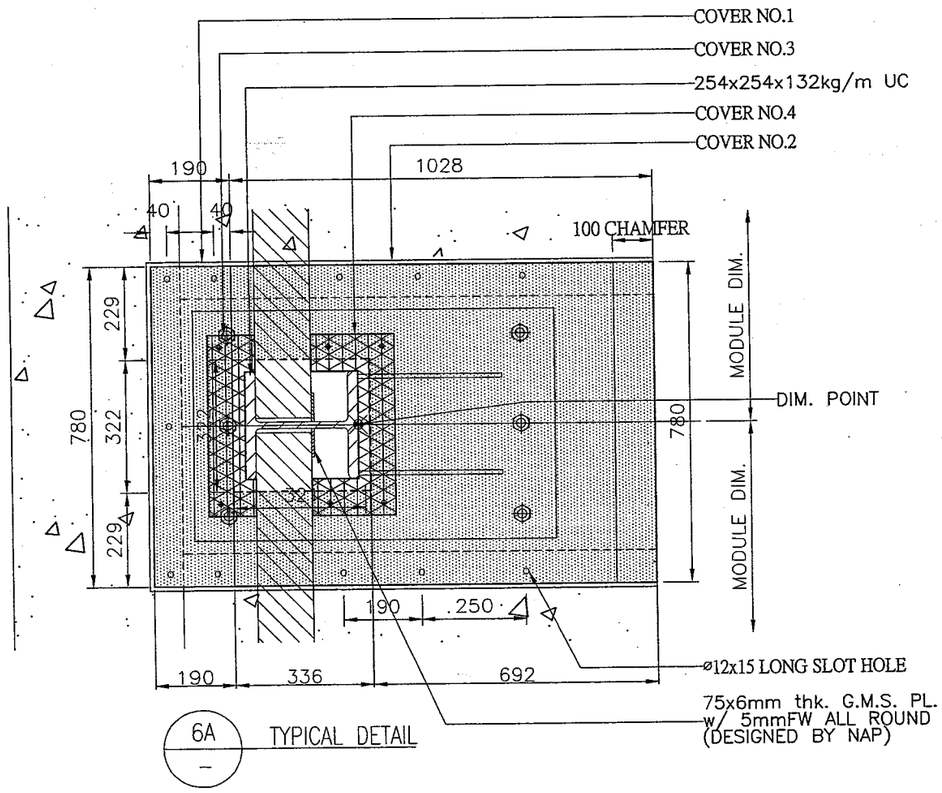
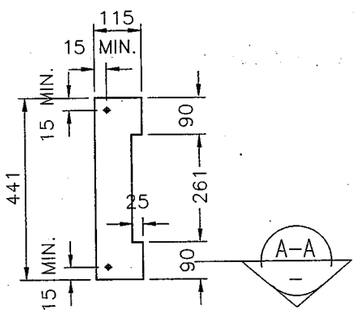
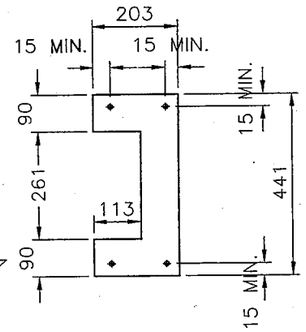


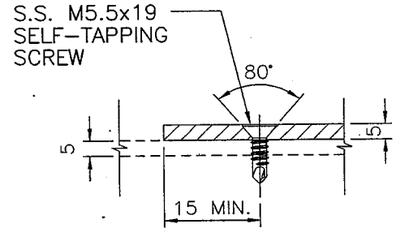
6A / – TYPICAL DETAIL



COVER No.3



COVER No.4



SECTION A-A
SCALE 1:2

AS-BUILT

NOTE:
1. FOR GENERAL NOTE, REFER TO EW-S001.
2. STOPPERS AND SEALING PLATE DETAILS REFER TO SEPARATE SUBMISSION.
3. DETAIL FOR CONCRETE CHAMFER REFERS TO SEPARATE SUBMISSION.
4. NON-TYPICAL COVER NO. 2 DETAILS, REFER TO EW-S337.

19 MAY 2006

REV.	DATE	DESCRIPTION
0	17MAY2006	AS-BUILT

REVISION

DESIGNED –	DRAWN BEN
CHECKED AT	APPROVED LC
SCALE 1:15(A3)	All dimensions are in mm unless shown otherwise

HIGHWAYS DEPARTMENT
MAJOR WORKS PROJECT MANAGEMENT OFFICE

CONTRACT NO. : HY/2003/20
NOISE BARRIERS ON FANLING HIGHWAY NEAR CHOI YUEN ESTATE AND FANLING CENTRE

LEADER – WAI KEE (C&T) JOINT VENTURE

Hyder Consulting — HYDER CONSULTING LIMITED

DESCRIPTION
DETAIL OF TYPE I NOISE BARRIER POST
(FAB. FM NEW MATERIALS)

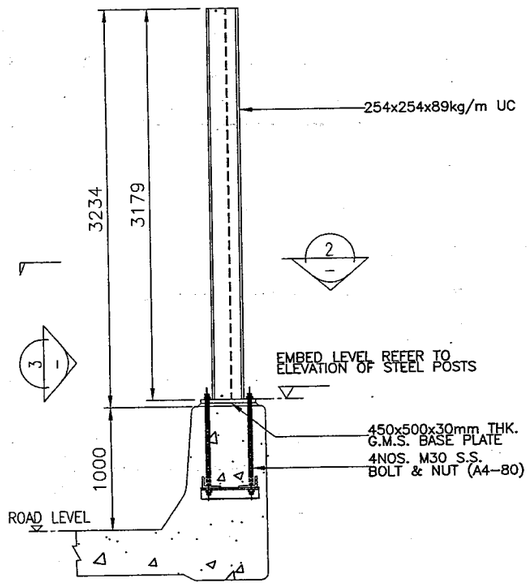
4 OF 4

STATUS

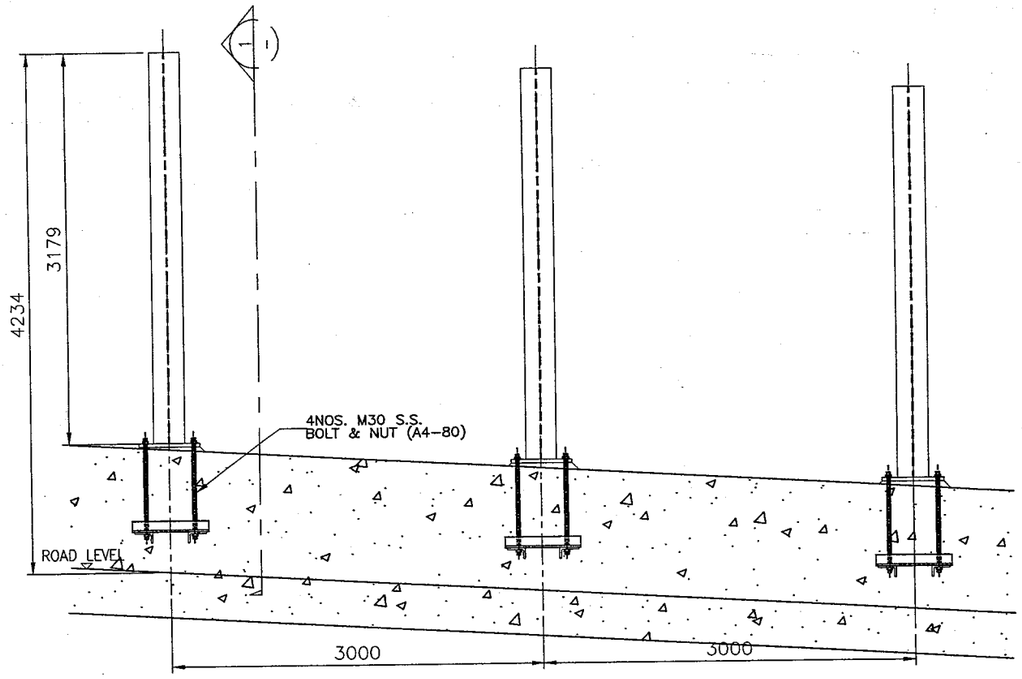
DWG. No. EW-S304

NOTE:
1 FOR GENERAL NOTE, REFER TO EW-S001.
2 ALL TYPE III POSTS WILL BE MODIFIED FROM EXISTING MATERIALS.
3 STOPPER AND SEALING PLATE DETAIL REFER TO SEPARATE SUBMISSION.

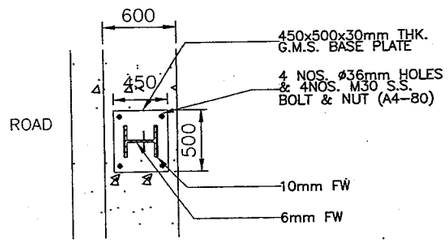
19 MAY 2006



1 / – SECTION (TYPE III)



3 / – ELEVATION



2 / – PLAN

AS-BUILT

REV.	DATE	DESCRIPTION
0	17MAY2006	AS-BUILT

REVISION

DESIGNED	–	DRAWN	BEN
CHECKED	AT	APPROVED	LC
SCALE	1:50(A3)	All dimensions are in mm unless shown otherwise	

HIGHWAYS DEPARTMENT
MAJOR WORKS PROJECT
MANAGEMENT OFFICE

CONTRACT NO. : HY/2003/20
NOISE BARRIERS ON FANLING HIGHWAY NEAR CHOI YUEN ESTATE AND FANLING CENTRE

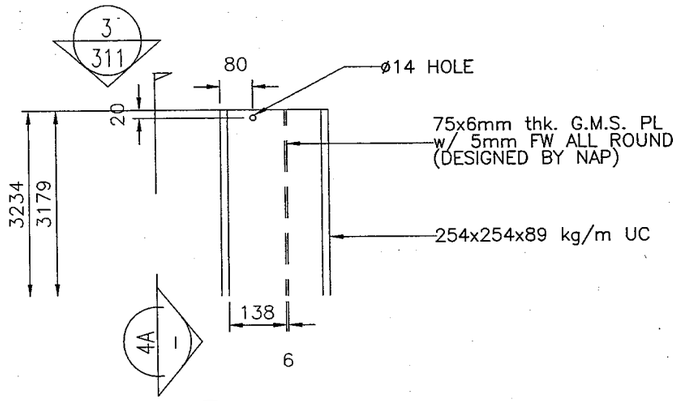
LEADER – WAI KEE (C&T) JOINT VENTURE

Hyder Consulting
HYDER CONSULTING LIMITED

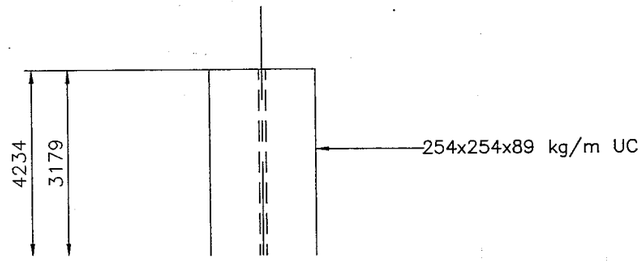
DESCRIPTION
DETAIL OF TYPE III NOISE BARRIER POST
1 OF 3

STATUS

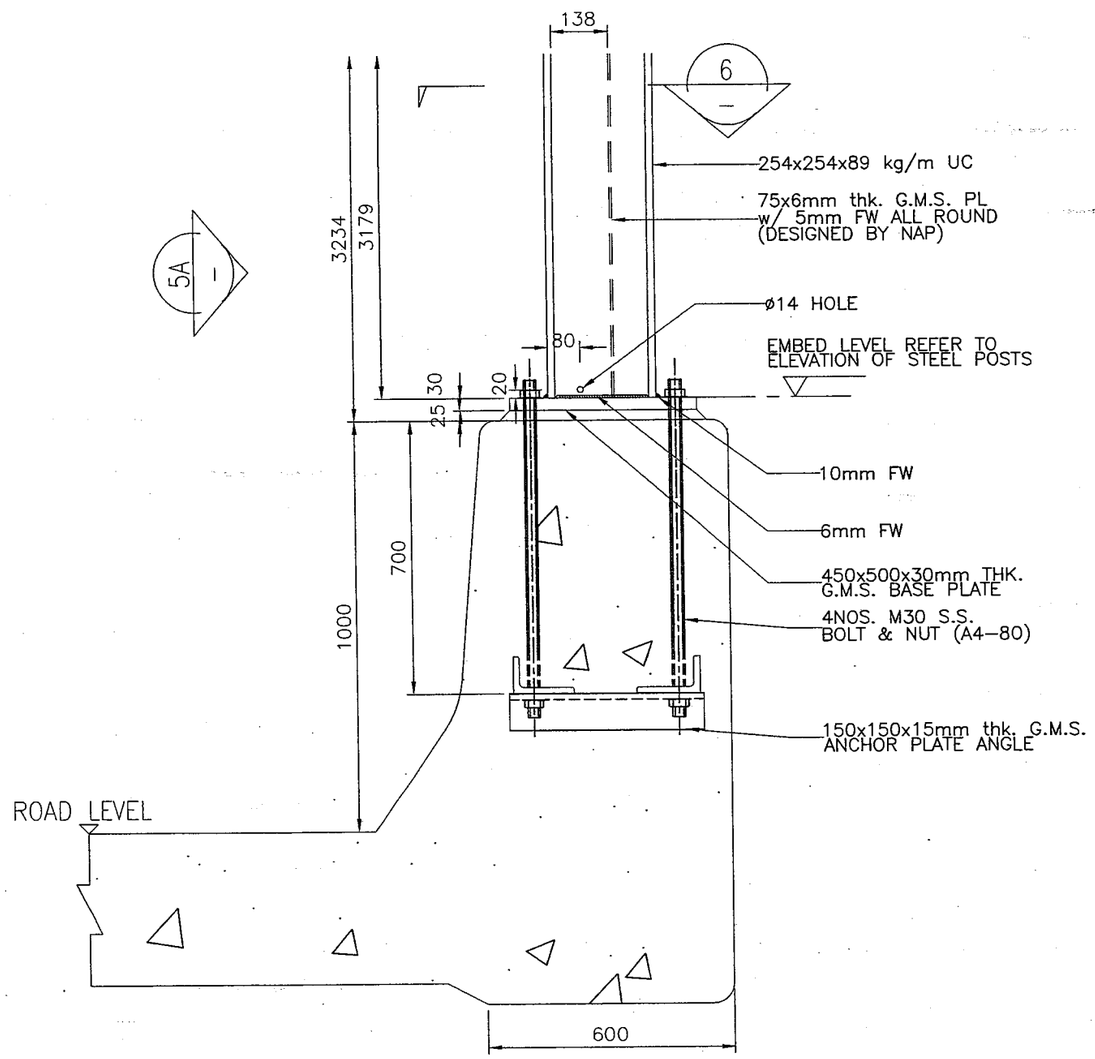
DWG No. EW-S305



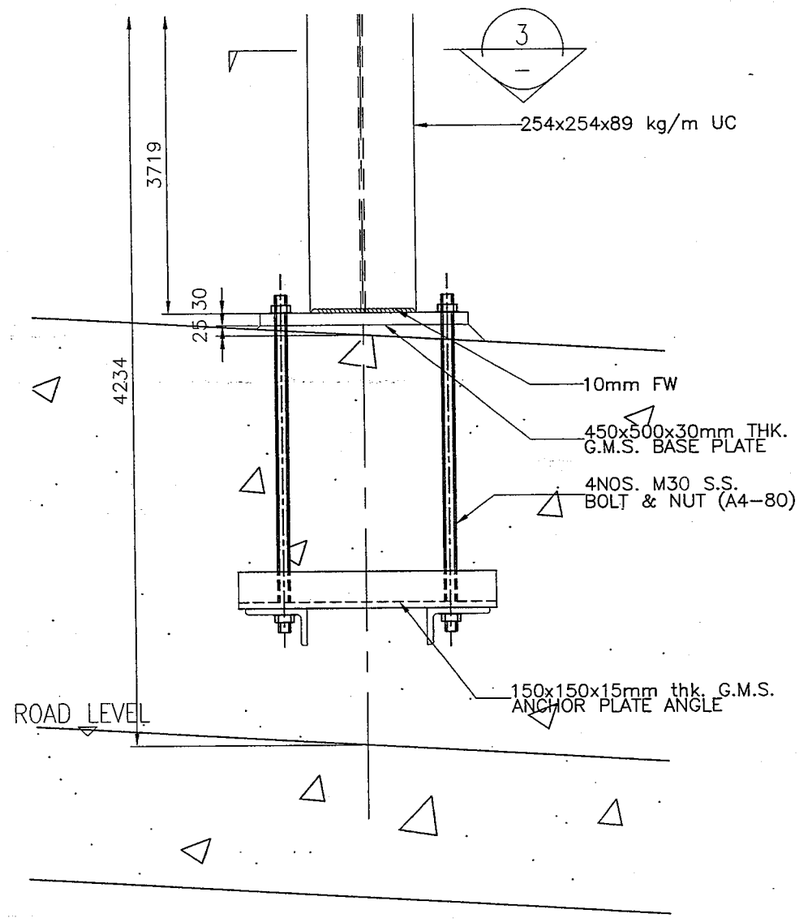
4 – TYPICAL DETAIL



4A – TYPICAL DETAIL



5 – TYPICAL DETAIL



5A – TYPICAL DETAIL

AS-BUILT

NOTE:
1 FOR GENERAL NOTE, REFER TO EW–S001.
2 ALL TYPE III POSTS WILL BE MODIFIED FROM EXISTING MATERIALS.
3 STOPPER AND SEALING PLATE DETAILS REFTER TO SEPARATE SUBMISSION.

19 MAY 2006

REV.	DATE	DESCRIPTION
0	17MAY2006	AS-BUILT

REVISION

DESIGNED	–	DRAWN	BEN
CHECKED	AT	APPROVED	LC
SCALE	1:15(A3)	All dimensions are in mm unless shown otherwise	

HIGHWAYS DEPARTMENT
MAJOR WORKS PROJECT
MANAGEMENT OFFICE

CONTRACT NO. : HY/2003/20
NOISE BARRIERS ON FANLING HIGHWAY NEAR
CHOI YUEN ESTATE AND FANLING CENTRE

LEADER – WAI KEE (C&T)
JOINT VENTURE

Hyder Consulting
HYDER CONSULTING LIMITED

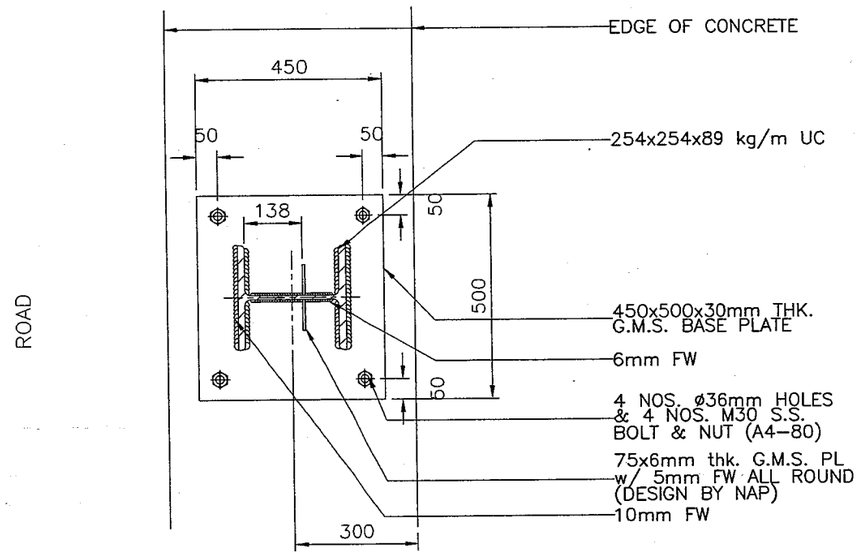
DESCRIPTION
DETAIL OF TYPE III NOISE BARRIER POST
2 OF 3

STATUS

DWG No. EW-S306

NOTE:
1 FOR GENERAL NOTE, REFER TO EW-S001.
2 ALL TYPE III POSTS WILL BE MODIFIED FROM EXISTING MATERIALS.

19 MAY 2006



6 / – ANCHOR BOLT SETTING OUT FOR TYPE III

AS-BUILT

REV.	DATE	DESCRIPTION
0	17MAY2006	AS-BUILT

REVISION

DESIGNED	–	DRAWN	BEN
CHECKED	AT	APPROVED	LC
SCALE	1:15(A3)	All dimensions are in mm unless shown otherwise	

HIGHWAYS DEPARTMENT
MAJOR WORKS PROJECT
MANAGEMENT OFFICE

CONTRACT NO. : HY/2003/20
NOISE BARRIERS ON FANLING HIGHWAY NEAR
CHOI YUEN ESTATE AND FANLING CENTRE

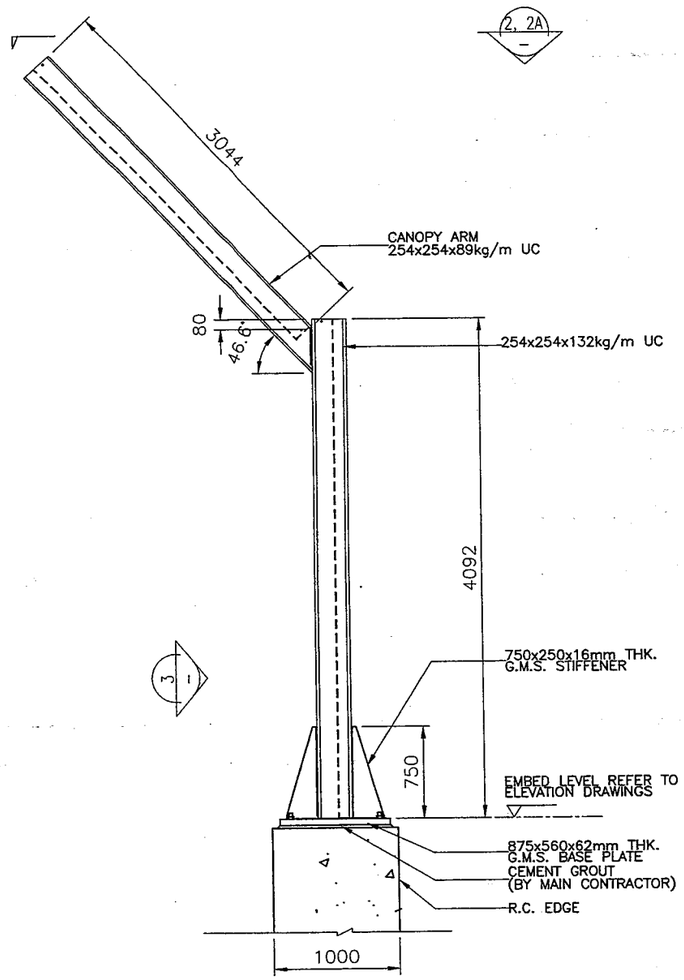
LEADER – WAI KEE (C&T)
JOINT VENTURE

Hyder Consulting
HYDER CONSULTING LIMITED

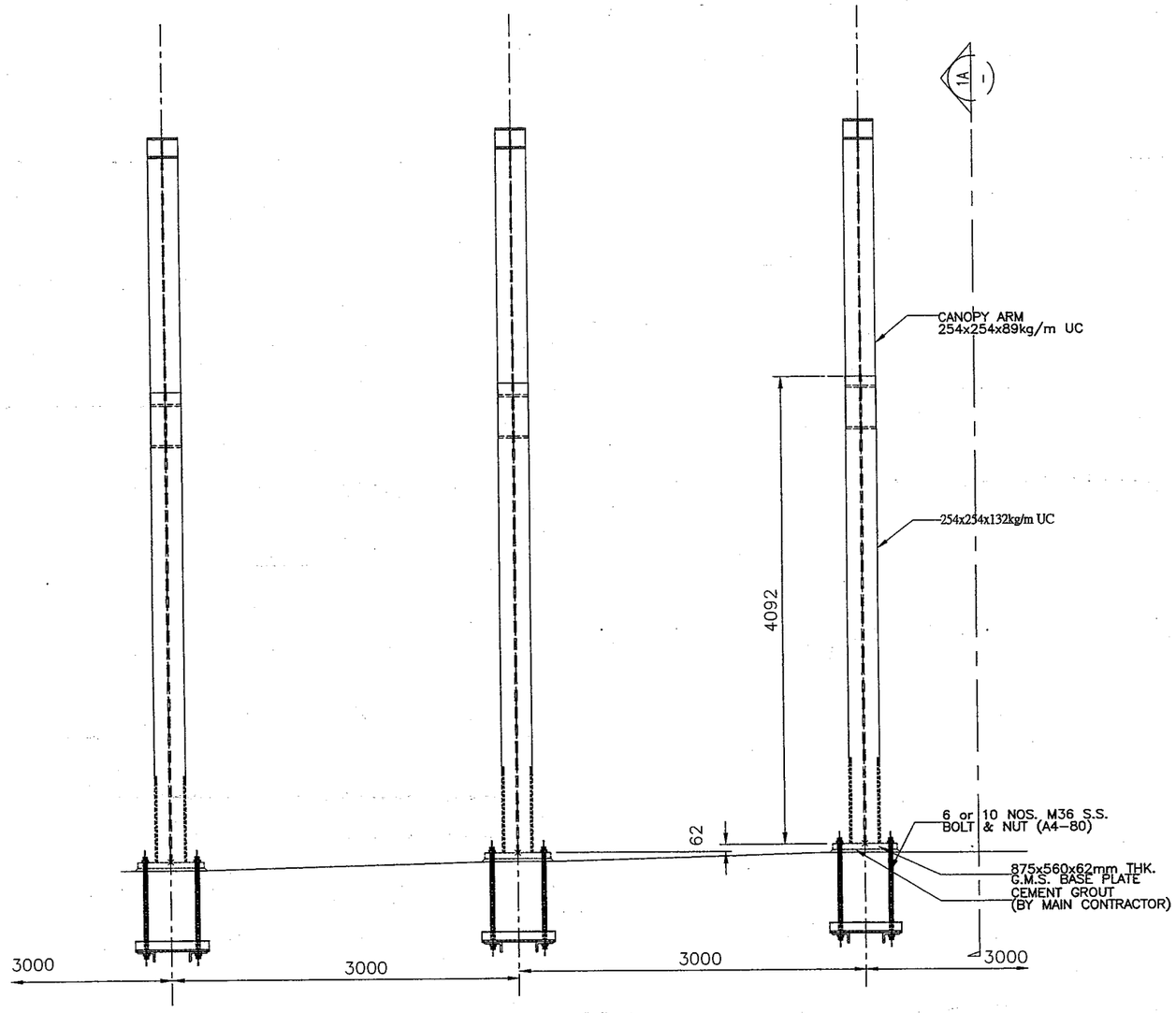
DESCRIPTION
DETAIL OF TYPE III NOISE BARRIER POST
3 OF 3

STATUS

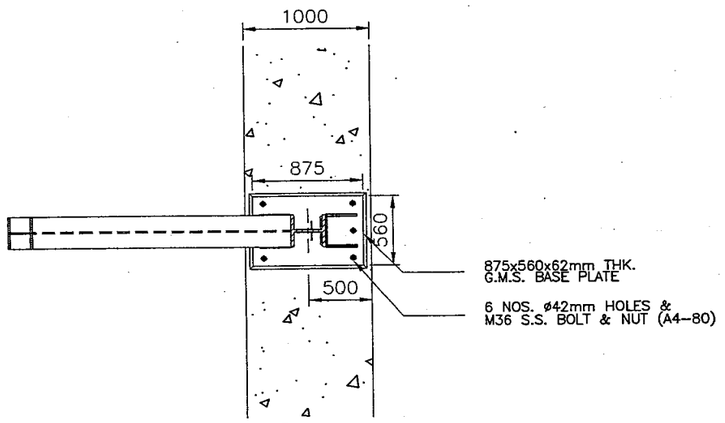
DWG No. EW-S307



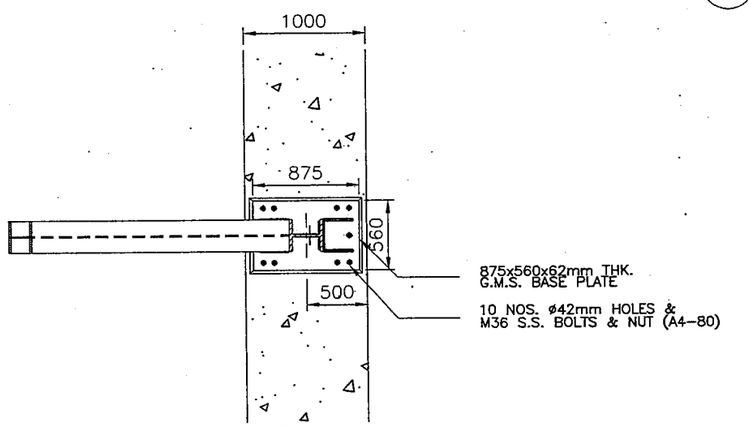
1 SECTION 1 (TYPE IA)



3 ELEVATION



2 PLAN (G5)



2A PLAN (G6)

NOTE:
1 FOR GENERAL NOTE, REFER TO EW-S001.
2 STOPPER AND SEALING PLATE DETAILS REFER TO SEPARATE SUBMISSION.

19 MAY 2006

AS-BUILT

REV.	DATE	DESCRIPTION
0	17MAY2006	AS-BUILT

REVISION

DESIGNED	–	DRAWN	BEN
CHECKED	AT	APPROVED	LC
SCALE	1:50(A3)	All dimensions are in mm unless shown otherwise	

HIGHWAYS DEPARTMENT
MAJOR WORKS PROJECT
MANAGEMENT OFFICE

CONTRACT NO. : HY/2003/20
NOISE BARRIERS ON FANLING HIGHWAY NEAR
CHOI YUEN ESTATE AND FANLING CENTRE

LEADER – WAI KEE (C&T)
JOINT VENTURE

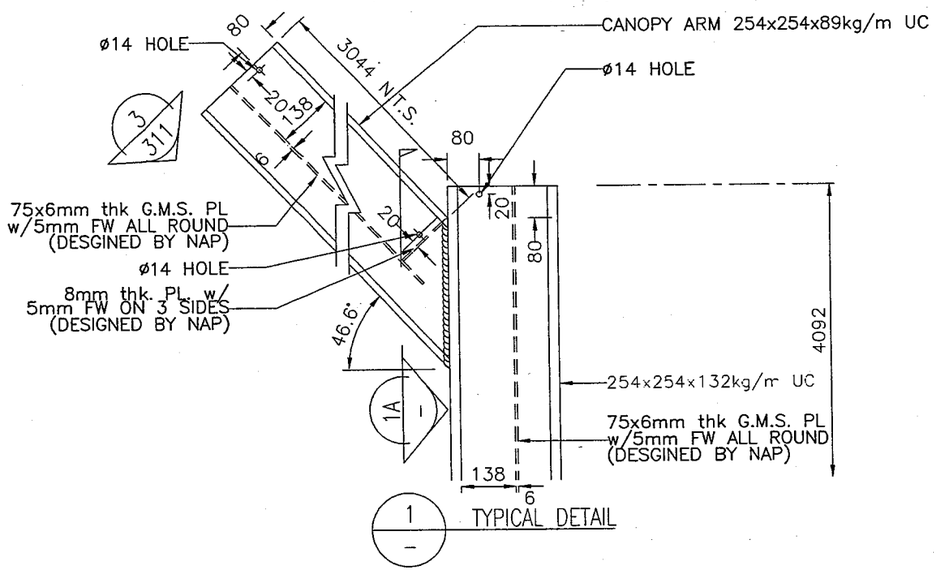
Hyder Consulting
HYDER CONSULTING LIMITED

DESCRIPTION
DETAIL OF TYPE IA NOISE BARRIER POST
(FAB. BY NEW MATERIALS)

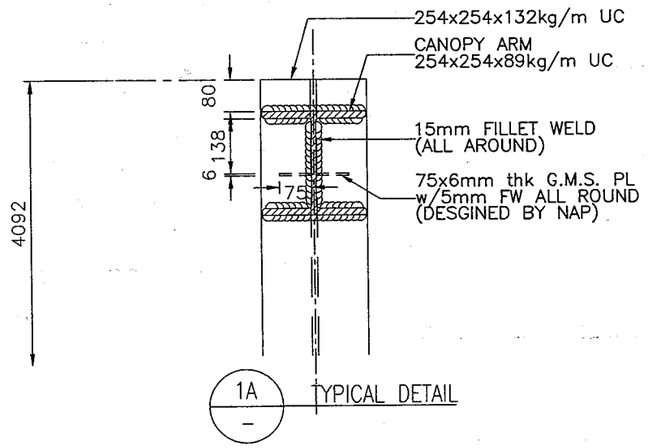
1 OF 3

STATUS

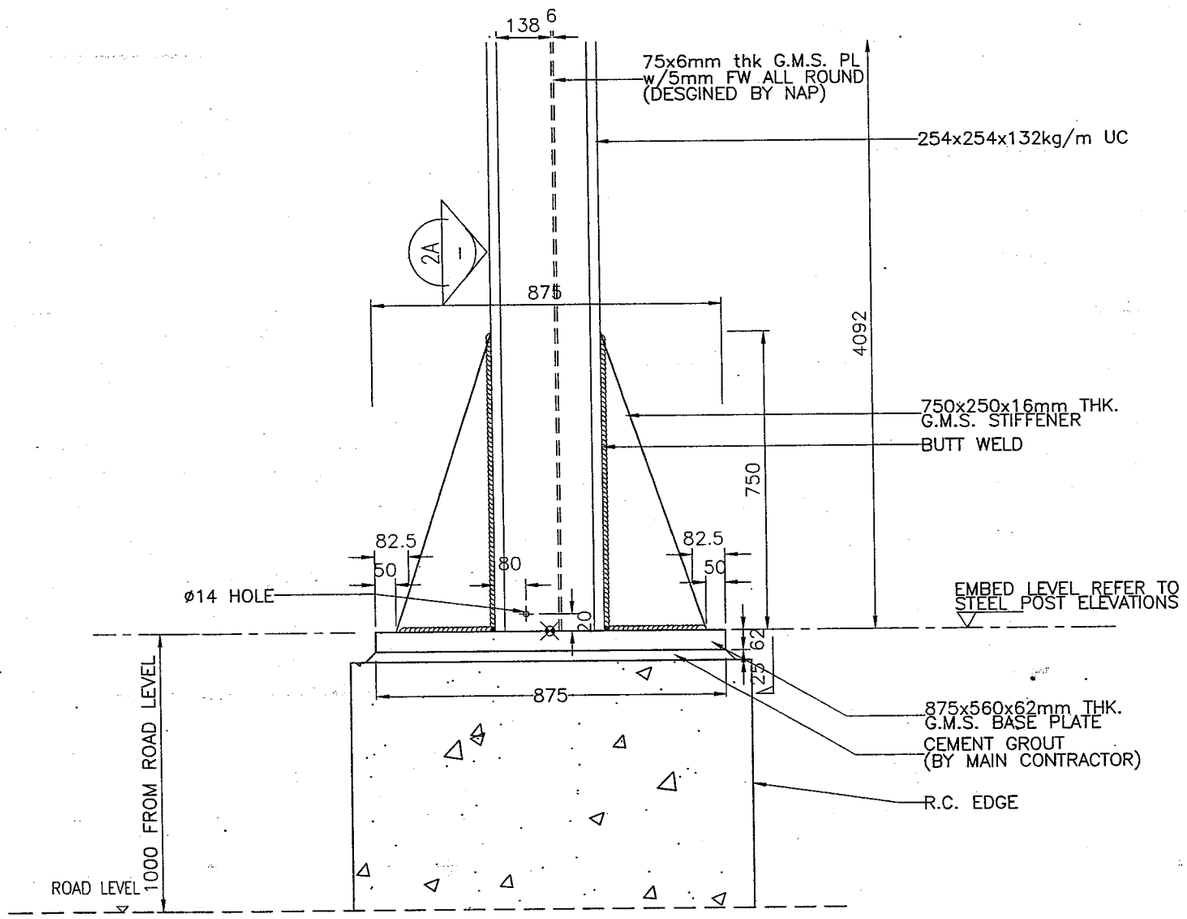
DWG No. EW-S308



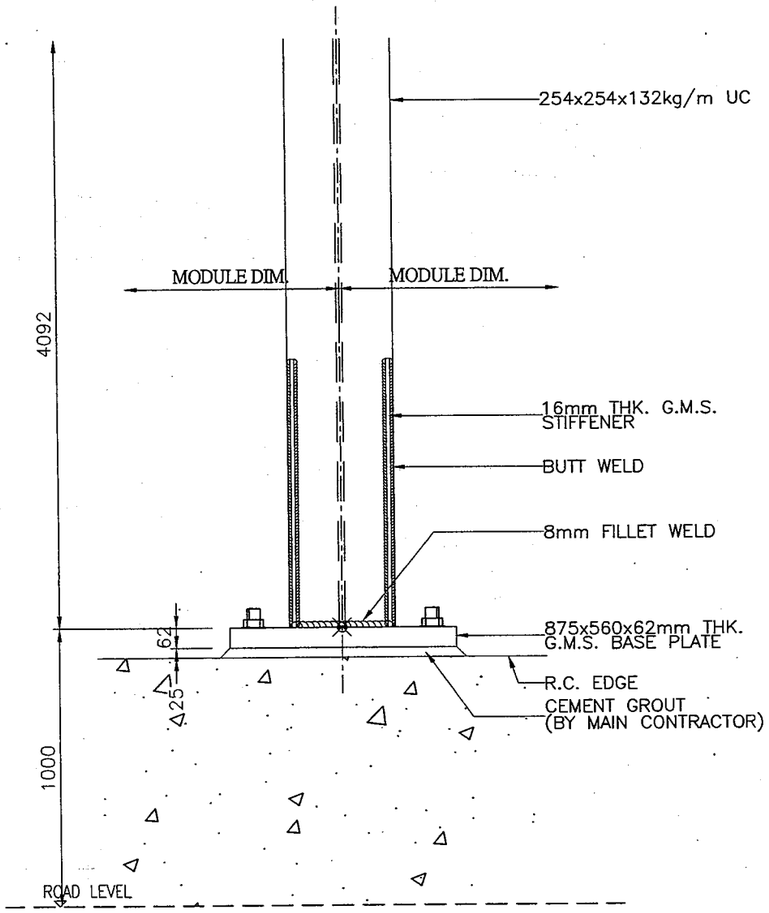
1 / – TYPICAL DETAIL



1A / – TYPICAL DETAIL



2 / – TYPICAL DETAIL



2A / – TYPICAL DETAIL

AS-BUILT

NOTE:
1 FOR GENERAL NOTE, REFER TO EW-S001.
2 STOPPER AND SEALING PLATE DETAILS REFER TO SEPARATE SUBMISSION.

19 MAY 2006

REV.	DATE	DESCRIPTION
0	17MAY2006	AS-BUILT

REVISION

DESIGNED	--	DRAWN	BEN
CHECKED	AT	APPROVED	LC
SCALE	1:15(A3)	All dimensions are in mm unless shown otherwise	

HIGHWAYS DEPARTMENT
MAJOR WORKS PROJECT
MANAGEMENT OFFICE

CONTRACT NO. : HY/2003/20
NOISE BARRIERS ON FANLING HIGHWAY NEAR
CHOI YUEN ESTATE AND FANLING CENTRE

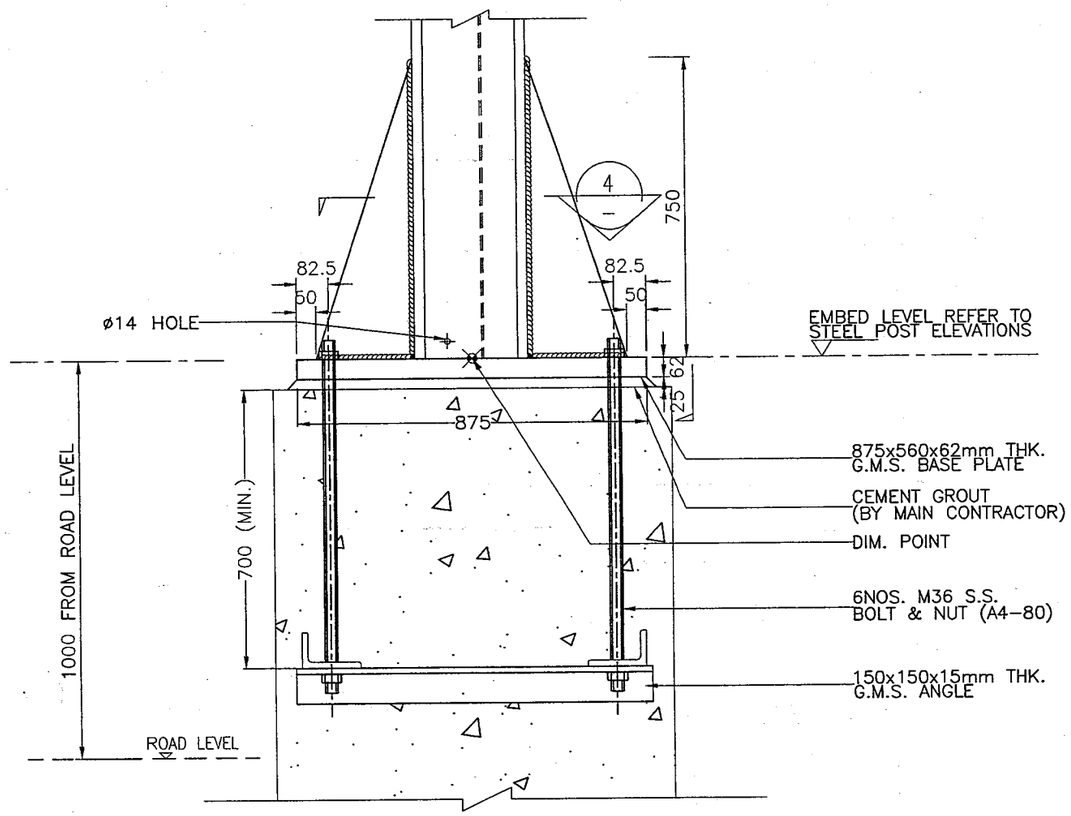
LEADER – WAI KEE (C&T)
JOINT VENTURE

Hyder Consulting — HYDER CONSULTING LIMITED

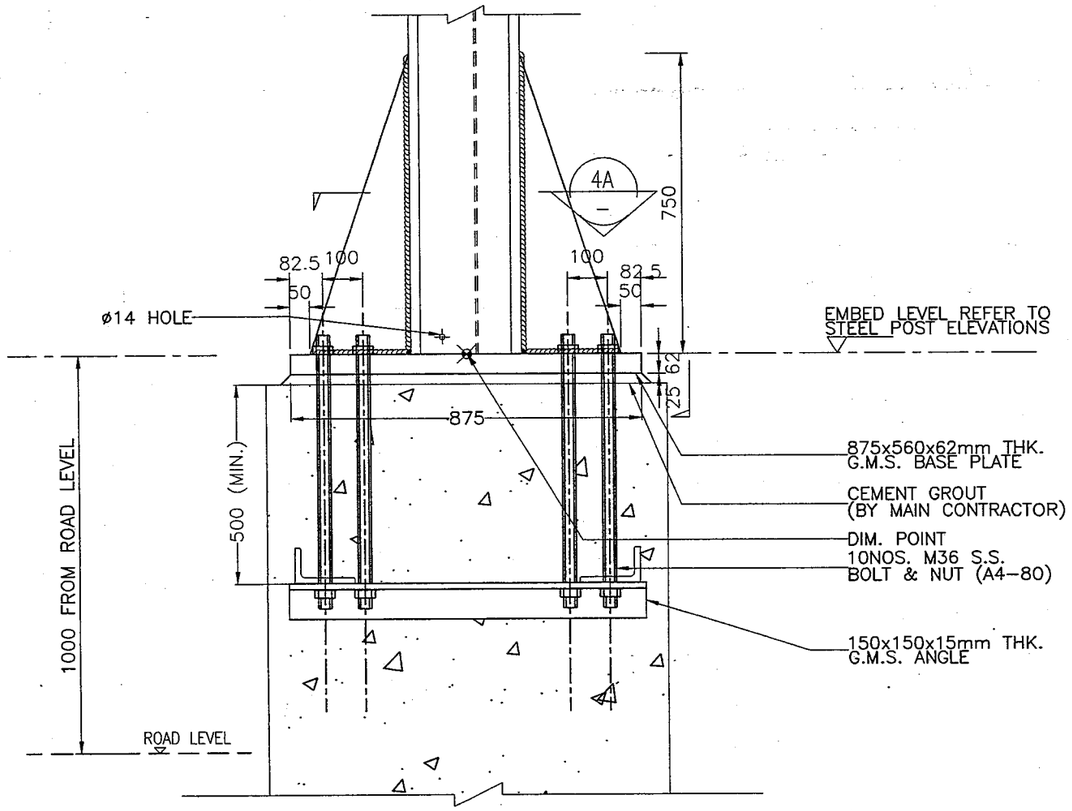
DESCRIPTION
DETAIL OF TYPE IA NOISE BARRIER POST
(FAB. BY NEW MATERIAL)

2 OF 3

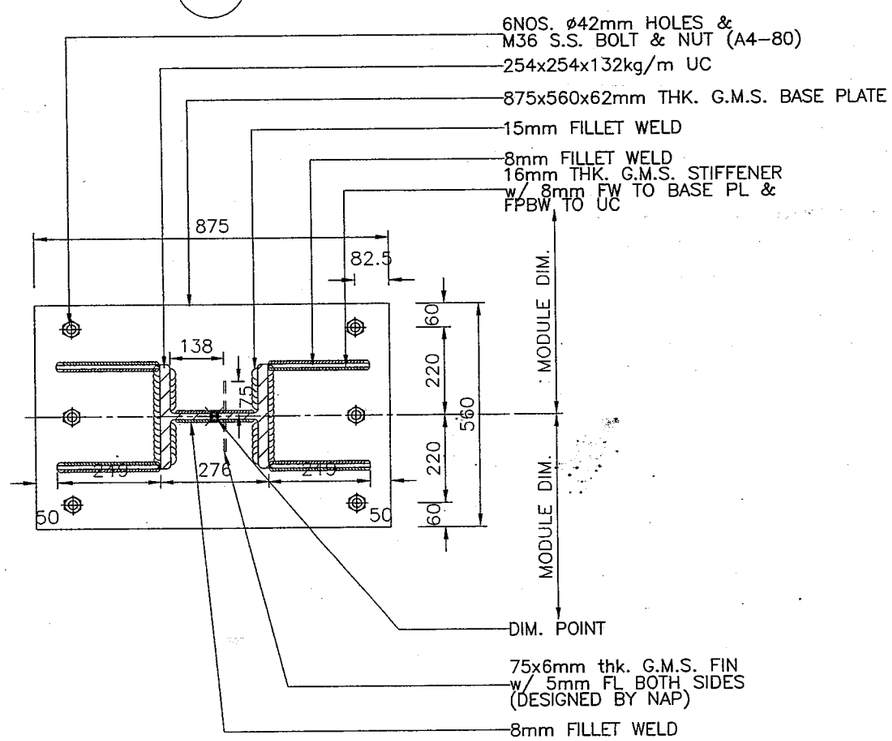
STATUS



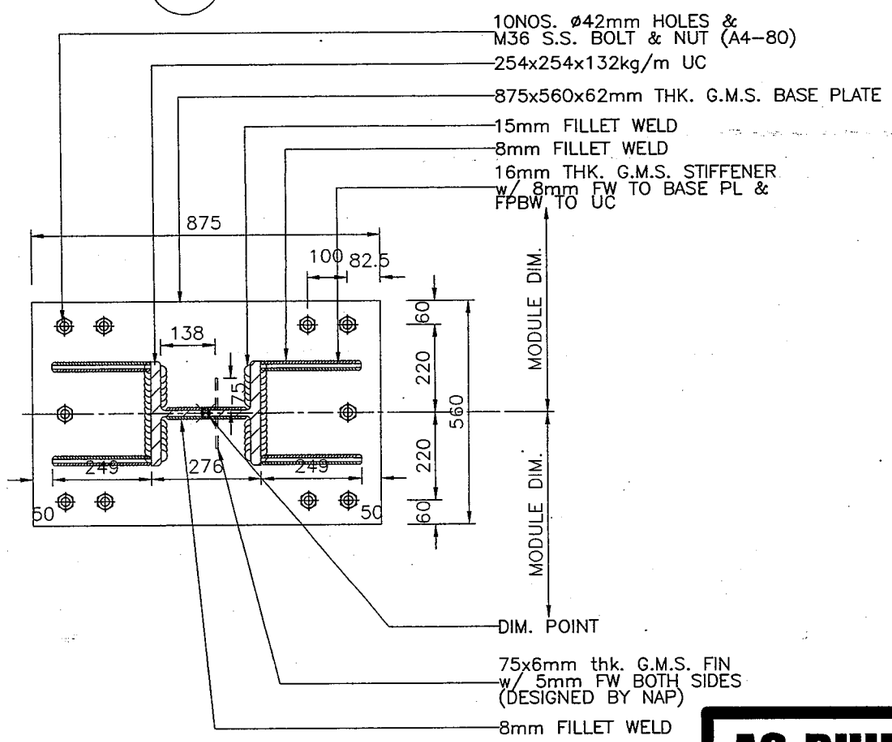
3 TYPICAL G5 DETAIL



3A TYPICAL G6 DETAIL



4 G5 BASE PLATE DETAIL



4A G6 BASE PLATE DETAIL

AS-BUILT

NOTE:
1 FOR GENERAL NOTE, REFER TO EW-S001.
2 STOPPER AND SEALING PLATE DETAILS REFER TO SEPARATE SUBMISSION.

19 MAY 2006

REV.	DATE	DESCRIPTION
0	17MAY2006	AS-BUILT

REVISION

DESIGNED	–	DRAWN	BEN
CHECKED	AT	APPROVED	LC
SCALE	1:15(A3)	All dimensions are in mm unless shown otherwise	

HIGHWAYS DEPARTMENT
MAJOR WORKS PROJECT MANAGEMENT OFFICE

CONTRACT NO. : HY/2003/20
NOISE BARRIERS ON FANLING HIGHWAY NEAR CHOI YUEN ESTATE AND FANLING CENTRE

LEADER – WAI KEE (C&T) JOINT VENTURE

Hyder Consulting — HYDER CONSULTING LIMITED

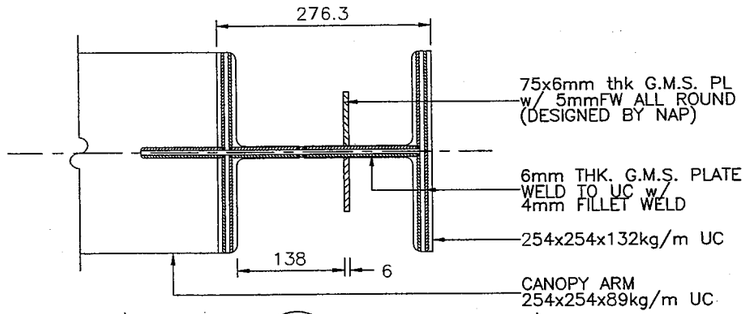
DESCRIPTION
DETAIL OF TYPE IA NOISE BARRIER POST
(FAB. BY NEW MATERIAL)
3 OF 3

STATUS

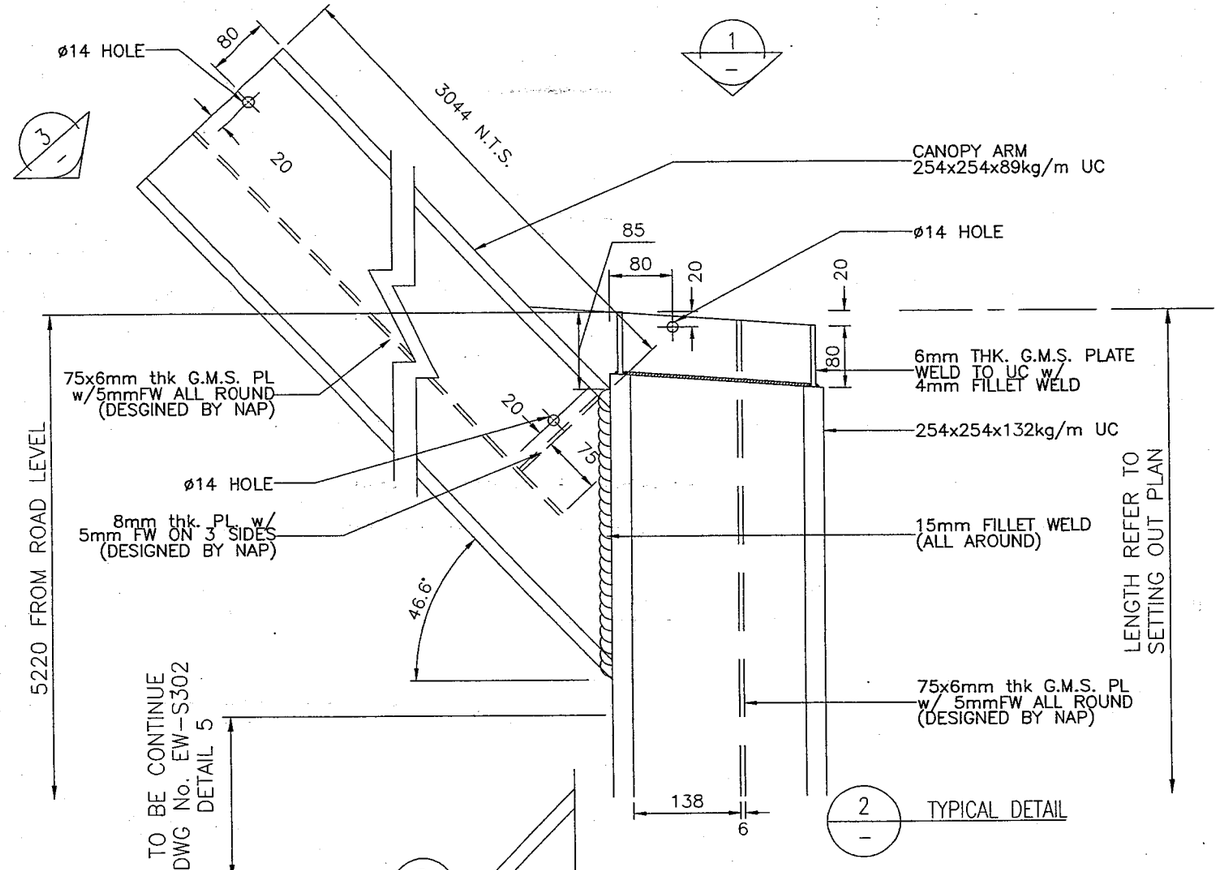
DWG No. EW-S310

NOTE:
1 FOR GENERAL NOTE, REFER TO EW-S001.

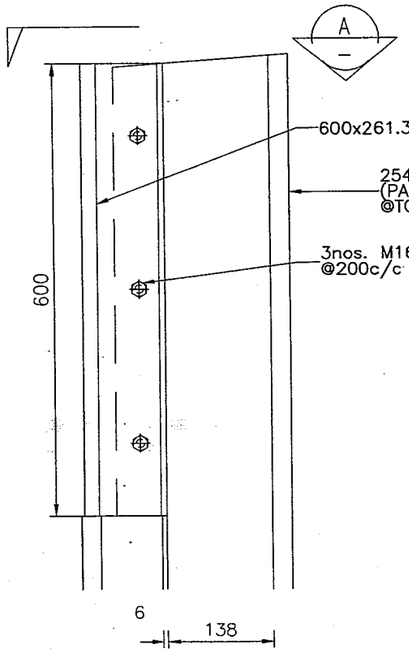
19 MAY 2006



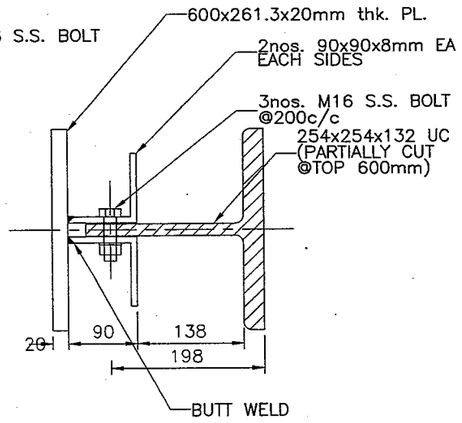
1 / – TYPICAL DETAIL



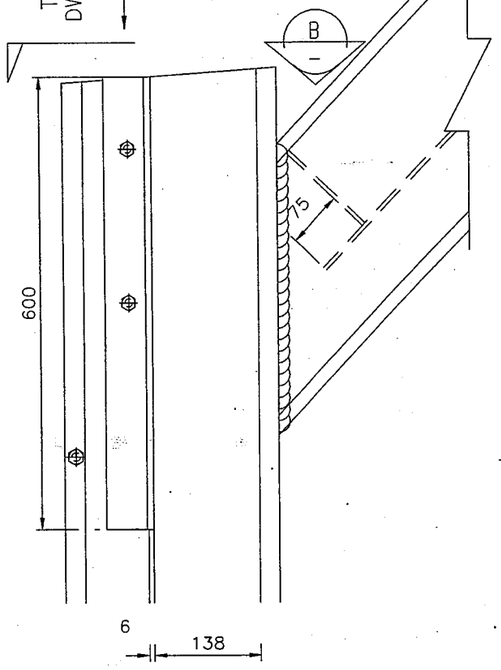
2 / – TYPICAL DETAIL



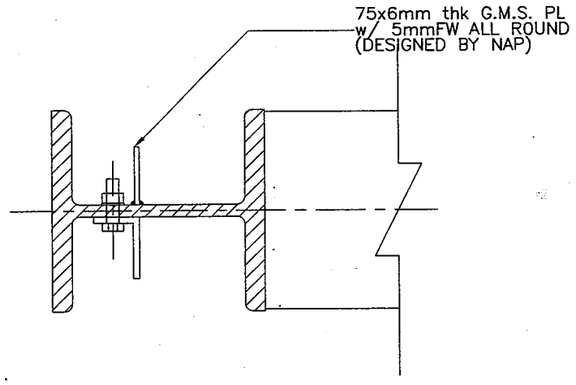
4 / – ADDITIONAL DETAIL



A / – ADDITIONAL SECTION A



5 / – ADDITIONAL DETAIL
(DETAIL 6 SIMILAR BUT HANDED)



B / – ADDITIONAL SECTION B

AS-BUILT

REV.	DATE	DESCRIPTION
0	17MAY2006	AS-BUILT

REVISION

DESIGNED	–	DRAWN	BEN
CHECKED	AT	APPROVED	LC
SCALE	1:8(A3)	All dimensions are in mm unless shown otherwise	

HIGHWAYS DEPARTMENT
MAJOR WORKS PROJECT
MANAGEMENT OFFICE

CONTRACT NO. : HY/2003/20
NOISE BARRIERS ON FANLING HIGHWAY NEAR
CHOI YUEN ESTATE AND FANLING CENTRE

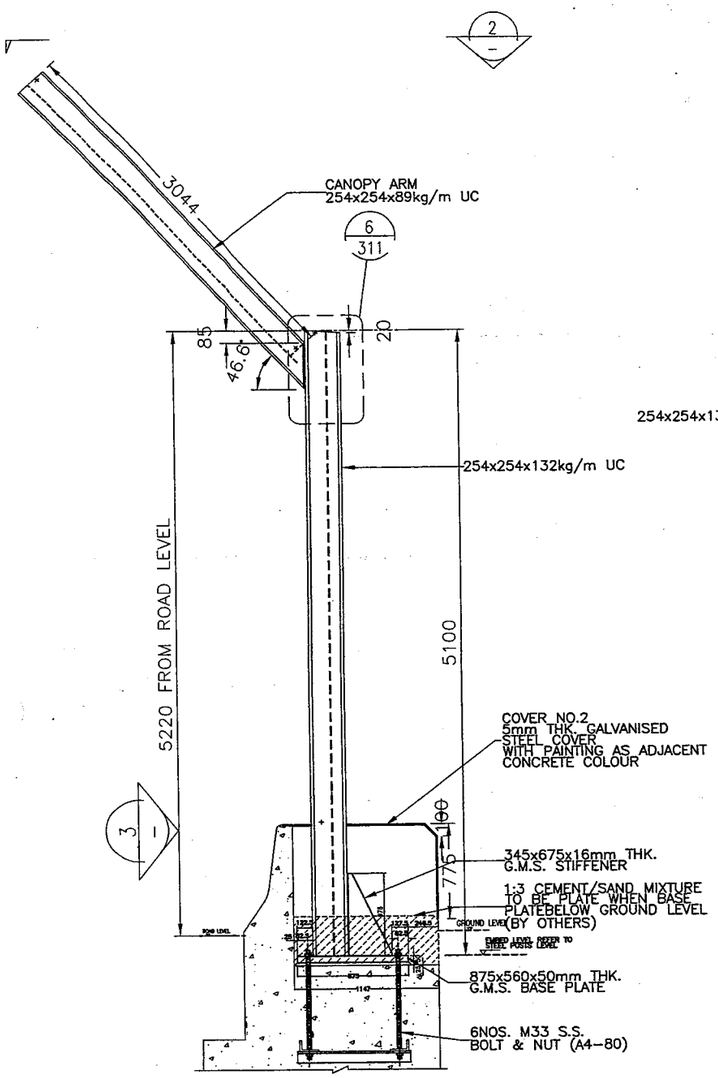
LEADER – WAI KEE (C&T)
JOINT VENTURE

Hyder Consulting
HYDER CONSULTING LIMITED

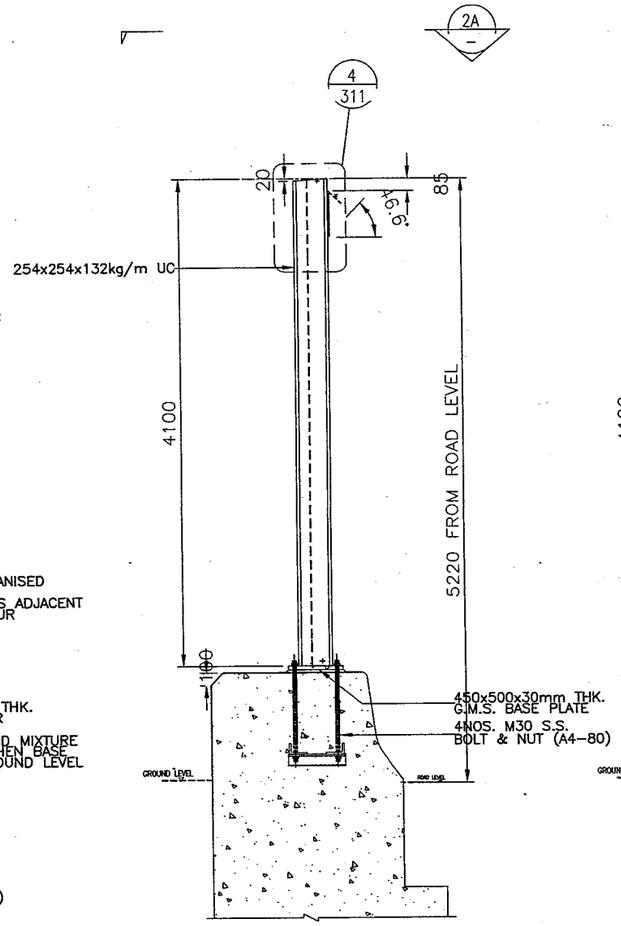
DESCRIPTION
DETAIL OF TYPE I NOISE BARRIER POST
(MODIFICATION ON EXISTING MATERIAL)
1 OF 1

STATUS

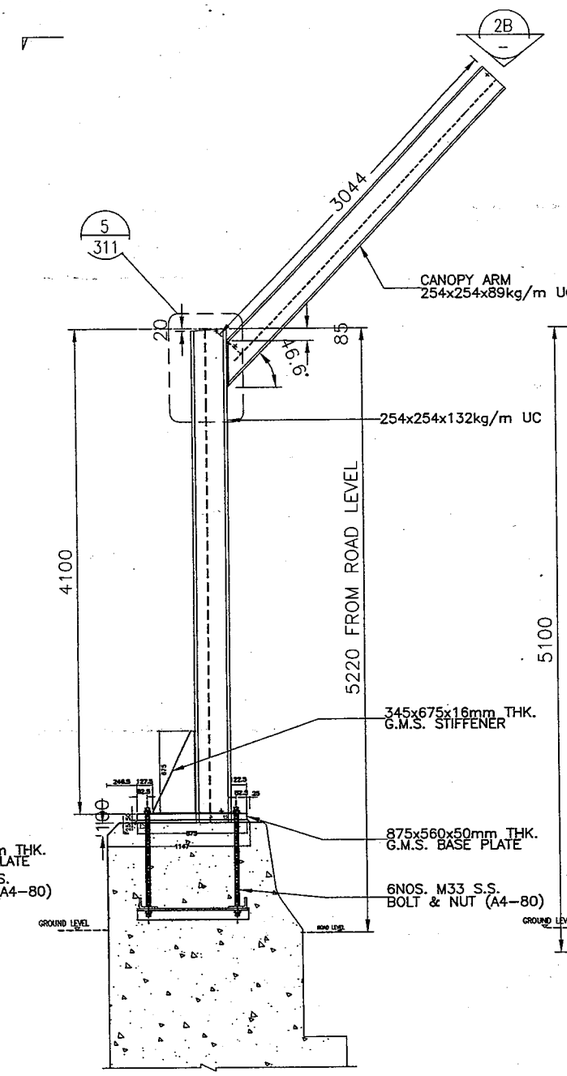
DWG No. EW-S311



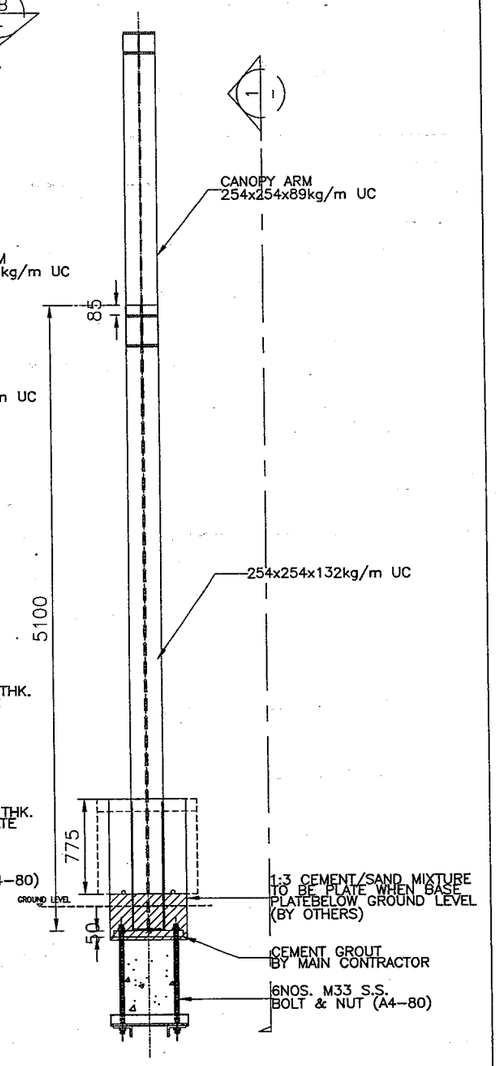
1 SECTION (TYPE I on Sheung Shui)



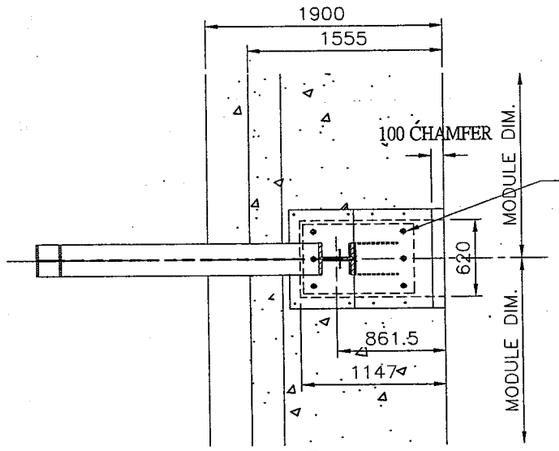
1A S5-SA34



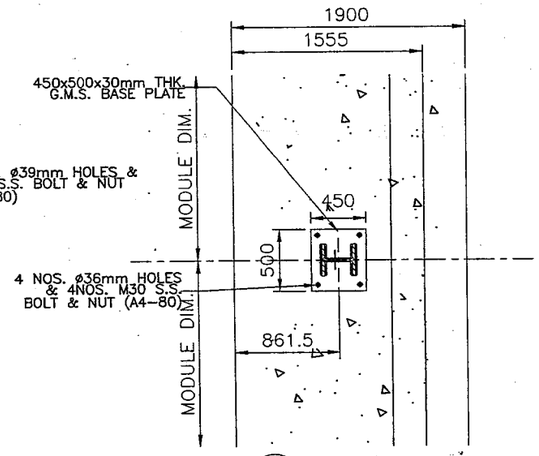
1B S5-S25
(S5-S34 SIMILAR BUT HANDED)



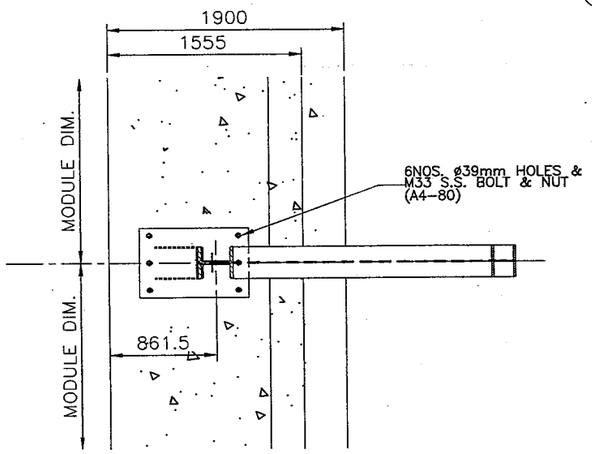
3 ELEVATION



2 PLAN



2A PLAN



2B PLAN

AS-BUILT

NOTE:
1 FOR GENERAL NOTE, REFER TO EW-S001.
2 STOPPER AND SEALING PLATE DETAILS REFER TO SEPARATE SUBMISSION.
3 CONCRETE DETAIL REFERS TO SEPARATE SUBMISSION.

19 MAY 2006

REV.	DATE	DESCRIPTION
0	17MAY2006	AS-BUILT

REVISION

DESIGNED	–	DRAWN	BEN
CHECKED	AT	APPROVED	LC
SCALE	1:50(A3)	All dimensions are in mm unless shown otherwise	

HIGHWAYS DEPARTMENT
MAJOR WORKS PROJECT
MANAGEMENT OFFICE

CONTRACT NO. : HY/2003/20
NOISE BARRIERS ON FANLING HIGHWAY NEAR
CHOI YUEN ESTATE AND FANLING CENTRE

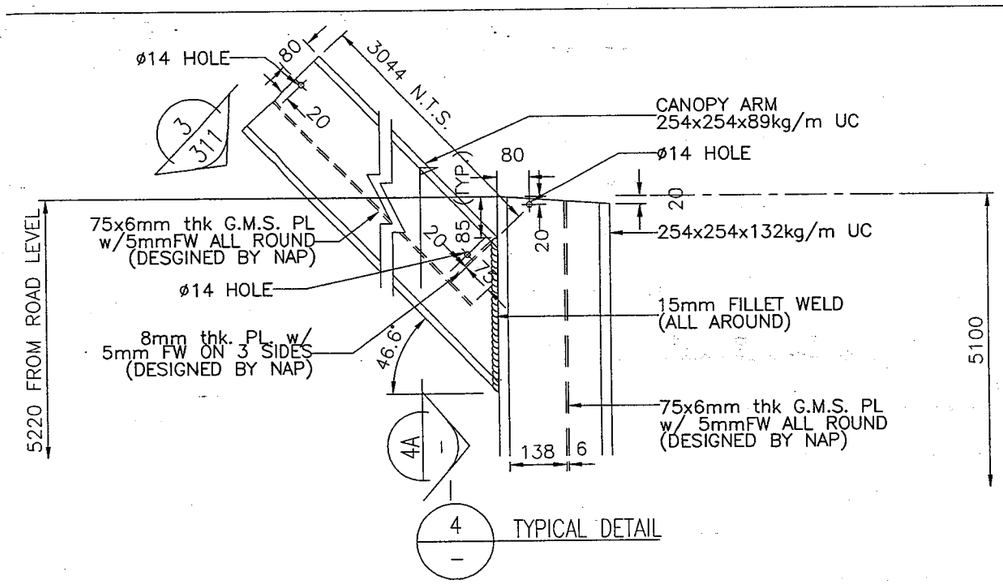
LEADER – WAI KEE (C&T)
JOINT VENTURE

HYDER CONSULTING LIMITED

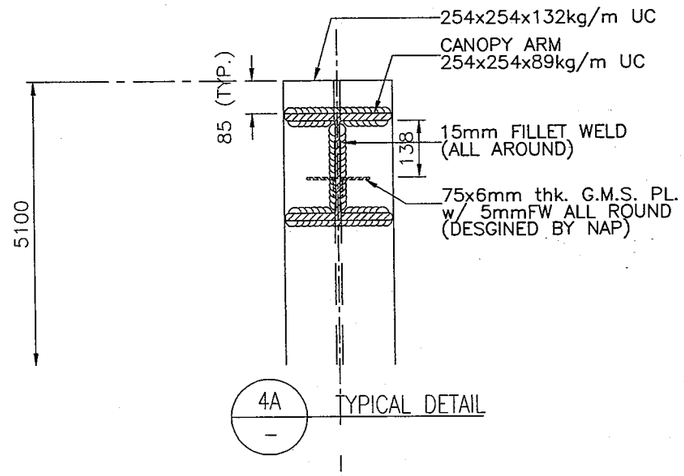
DESCRIPTION
DETAIL OF TYPE I NOISE BARRIER POST
SHEUNG SHUI TYPICAL
(FAB. FM NEW MATERIALS)
1 OF 2

STATUS

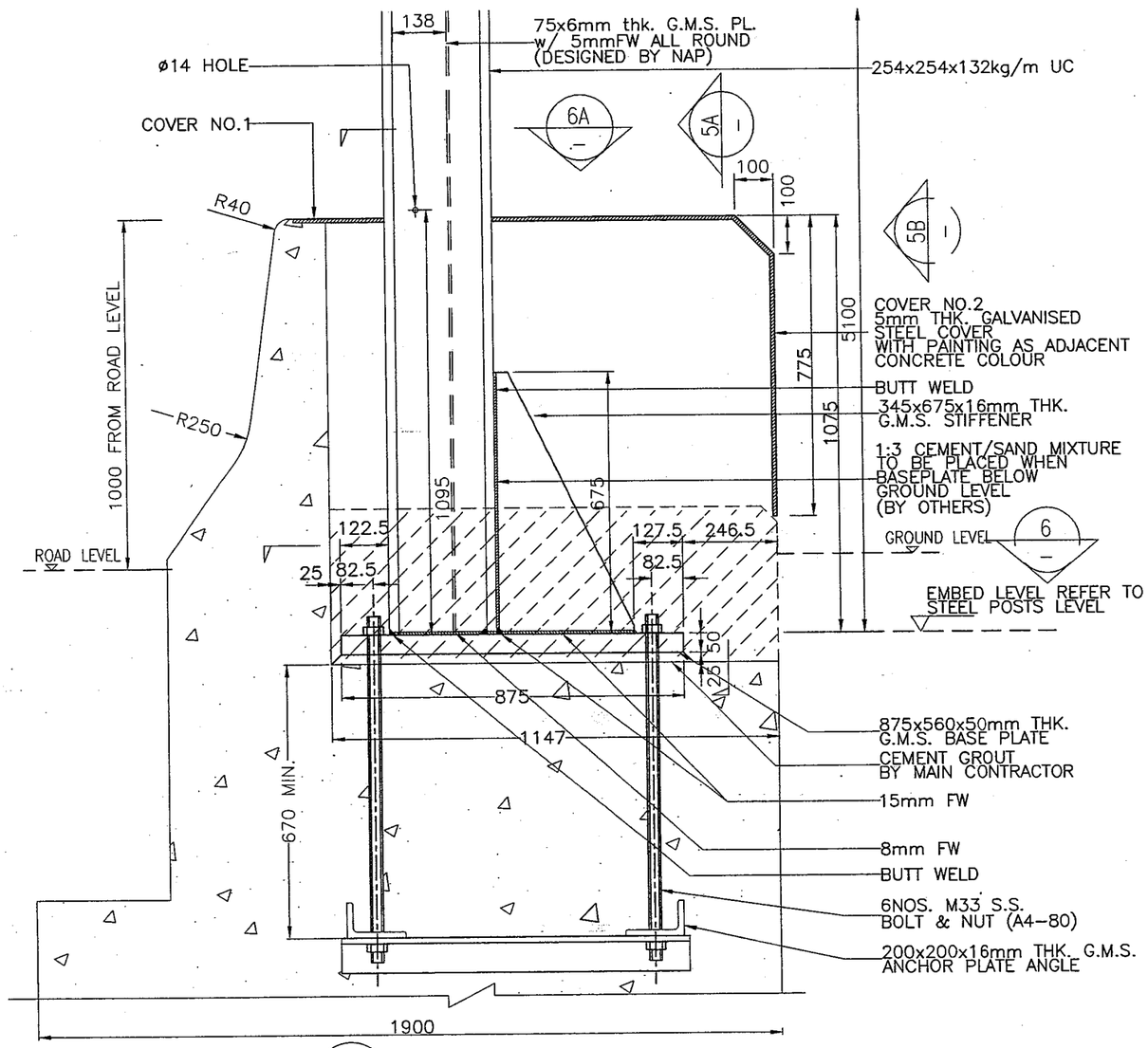
DWG No. FW-S312



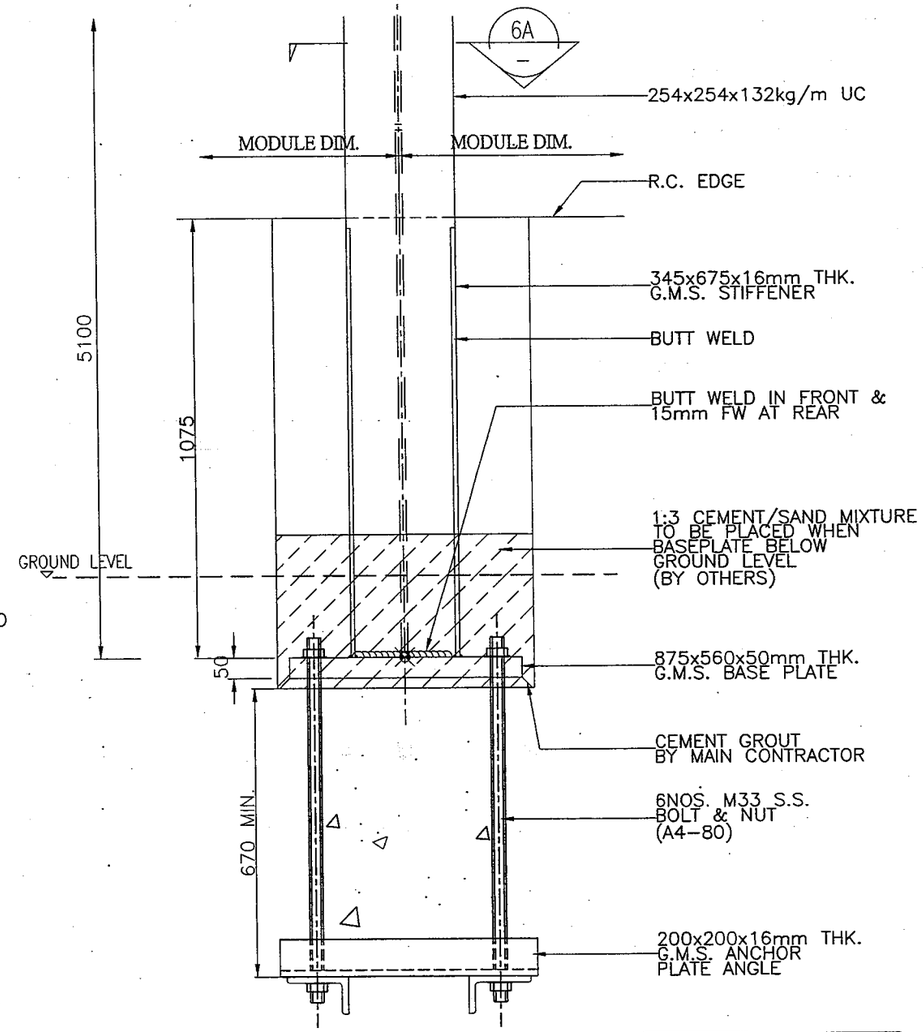
4 TYPICAL DETAIL



4A TYPICAL DETAIL



5 TYPICAL DETAIL



5A TYPICAL DETAIL

AS-BUILT

NOTE:
1 FOR GENERAL NOTE, REFER TO EW-S001.
2 STOPPER AND SEALING PLATE DETAILS REFER TO SEPARATE SUBMISSION.
3 CONCRETE DETAIL REFERS TO SEPARATE SUBMISSION.

19 MAY 2006

REV.	DATE	DESCRIPTION
0	17MAY2006	AS-BUILT

REVISION

DESIGNED –	DRAWN BEN
CHECKED AT	APPROVED LC
SCALE 1:15(A3)	All dimensions are in mm unless shown otherwise

HIGHWAYS DEPARTMENT
MAJOR WORKS PROJECT
MANAGEMENT OFFICE

CONTRACT NO. : HY/2003/20
NOISE BARRIERS ON FANLING HIGHWAY NEAR
CHOI YUEN ESTATE AND FANLING CENTRE

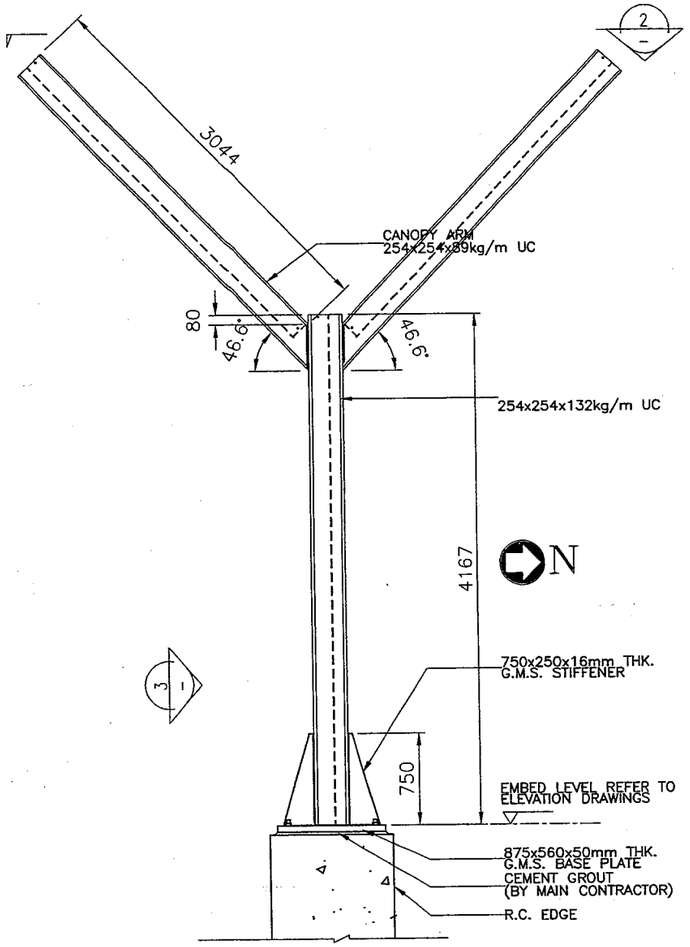
LEADER – WAI KEE (C&T)
JOINT VENTURE

Hyder Consulting
HYDER CONSULTING LIMITED

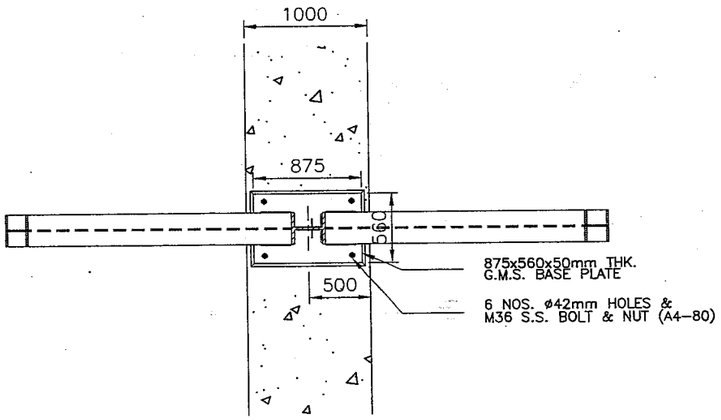
DESCRIPTION
DETAIL OF TYPE I NOISE BARRIER POST
SHEUNG SHUI TYPICAL
(FAB. FM NEW MATERIALS)
2 OF 2

STATUS

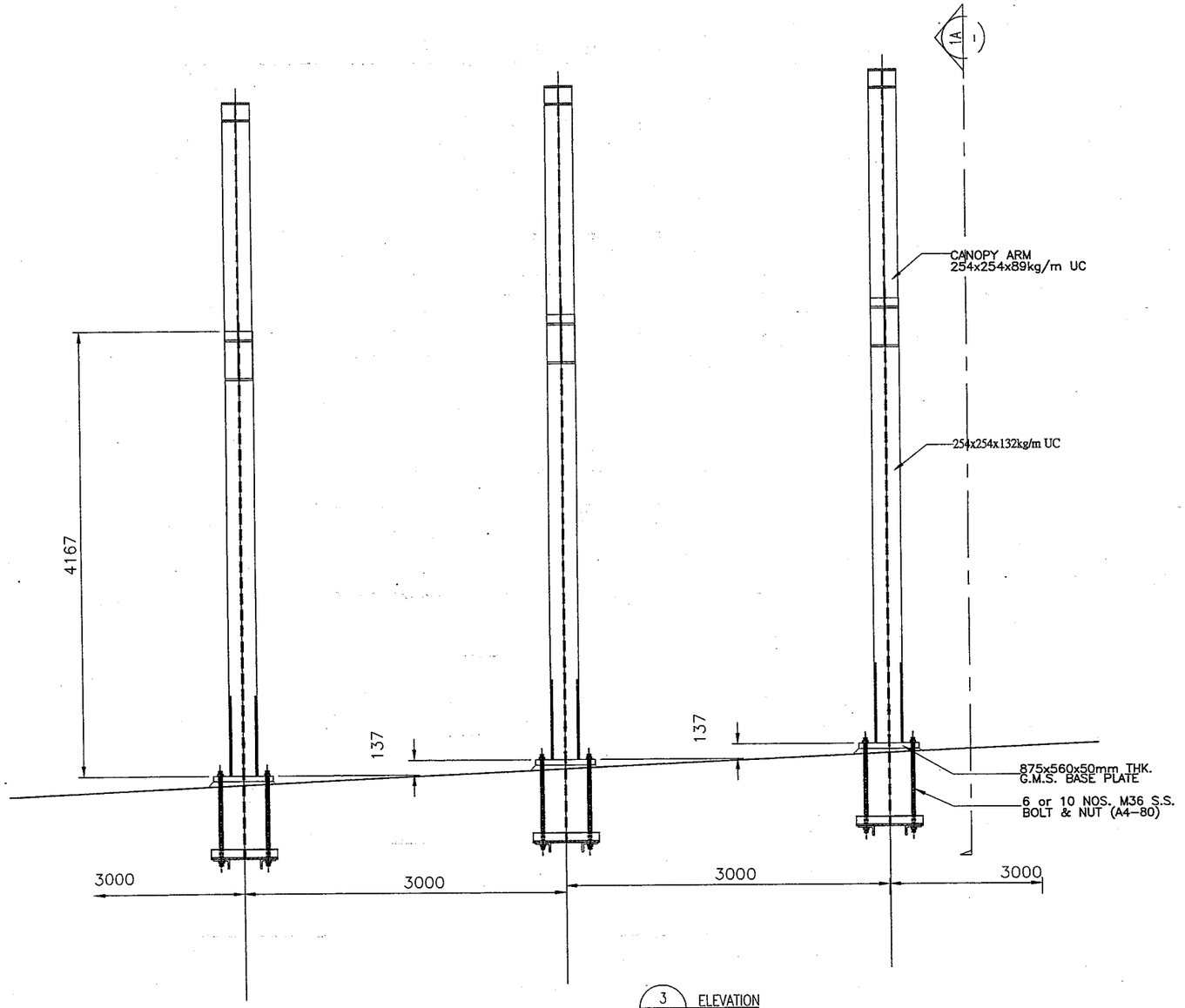
DWG No. EW-S313



1 SECTION 1 (TYPE II)



2 PLAN



3 ELEVATION

NOTE:
1 FOR GENERAL NOTE, REFER TO EW-S001.
2 STOPPER AND SEALING PLATE DETAILS REFER TO SEPARATE SUBMISSION.
3 CONCRETE DETAIL REFERS TO SEPARATE SUBMISSION.

19 MAY 2006

AS-BUILT

REV.	DATE	DESCRIPTION
0	17MAY2006	AS-BUILT

REVISION

DESIGNED —	DRAWN BEN
CHECKED AT	APPROVED LC
SCALE 1:50(A3)	All dimensions are in mm unless shown otherwise

HIGHWAYS DEPARTMENT
MAJOR WORKS PROJECT
MANAGEMENT OFFICE

CONTRACT NO. : HY/2003/20
NOISE BARRIERS ON FANLING HIGHWAY NEAR
CHOI YUEN ESTATE AND FANLING CENTRE

LEADER – WAI KEE (C&T)
JOINT VENTURE

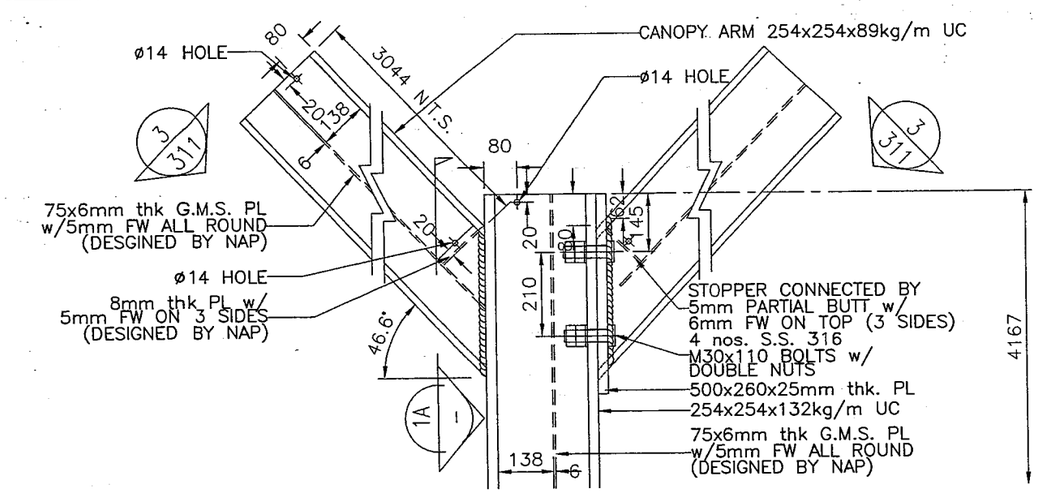
Hyder Consulting
HYDER CONSULTING LIMITED

DESCRIPTION
DETAIL OF TYPE II NOISE BARRIER POST
(FAB. BY NEW MATERIALS)

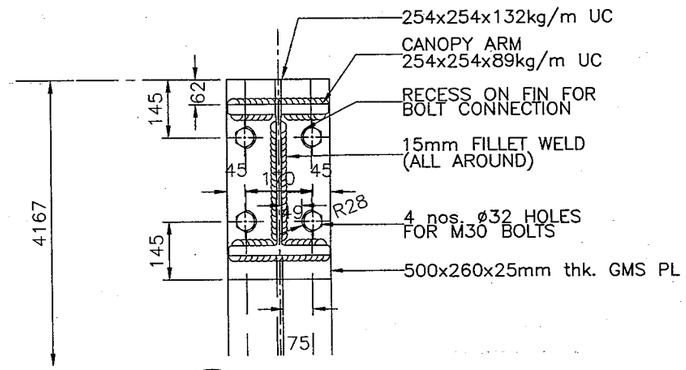
1 OF 3

STATUS

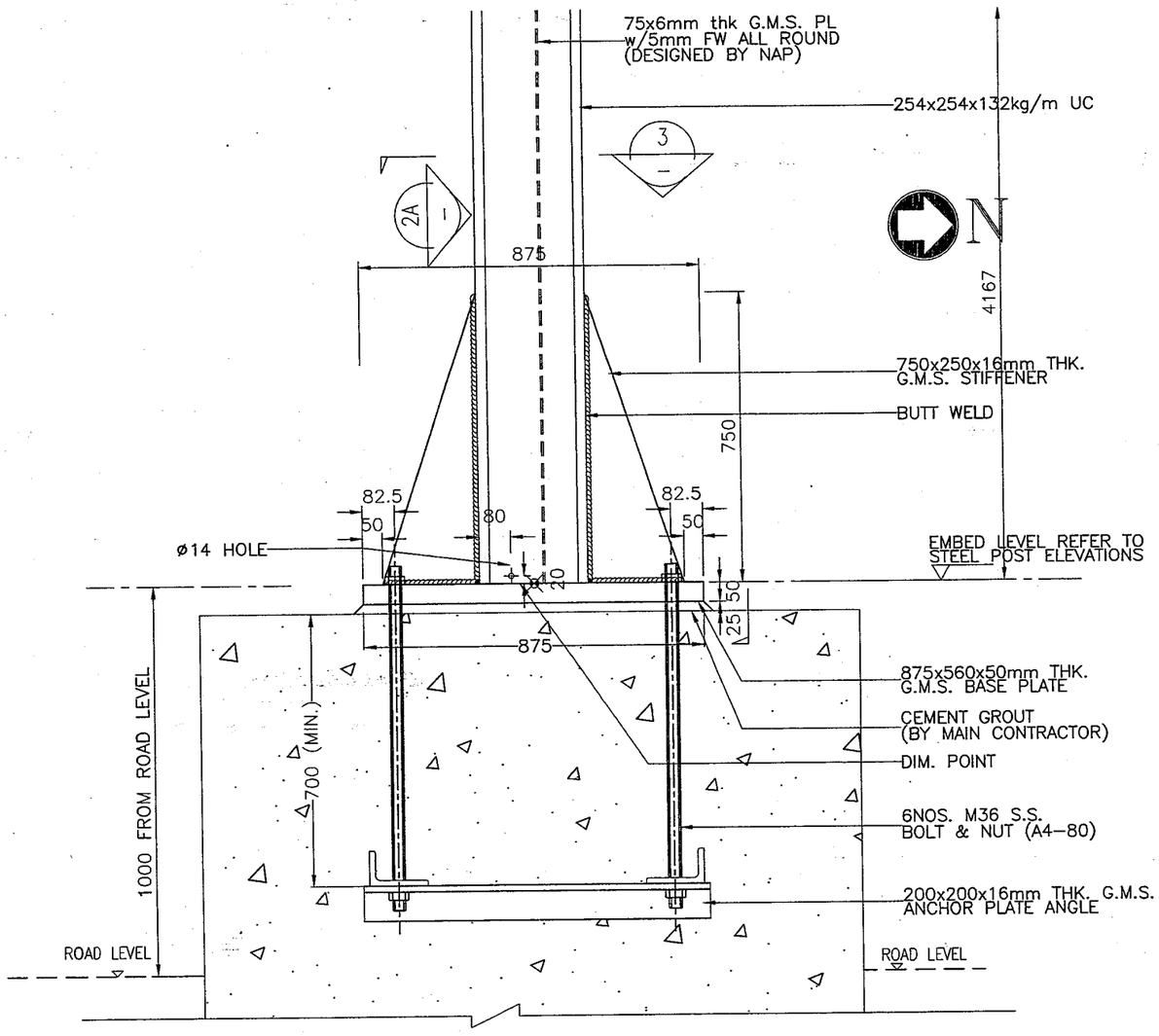
DWG No. EW-S314



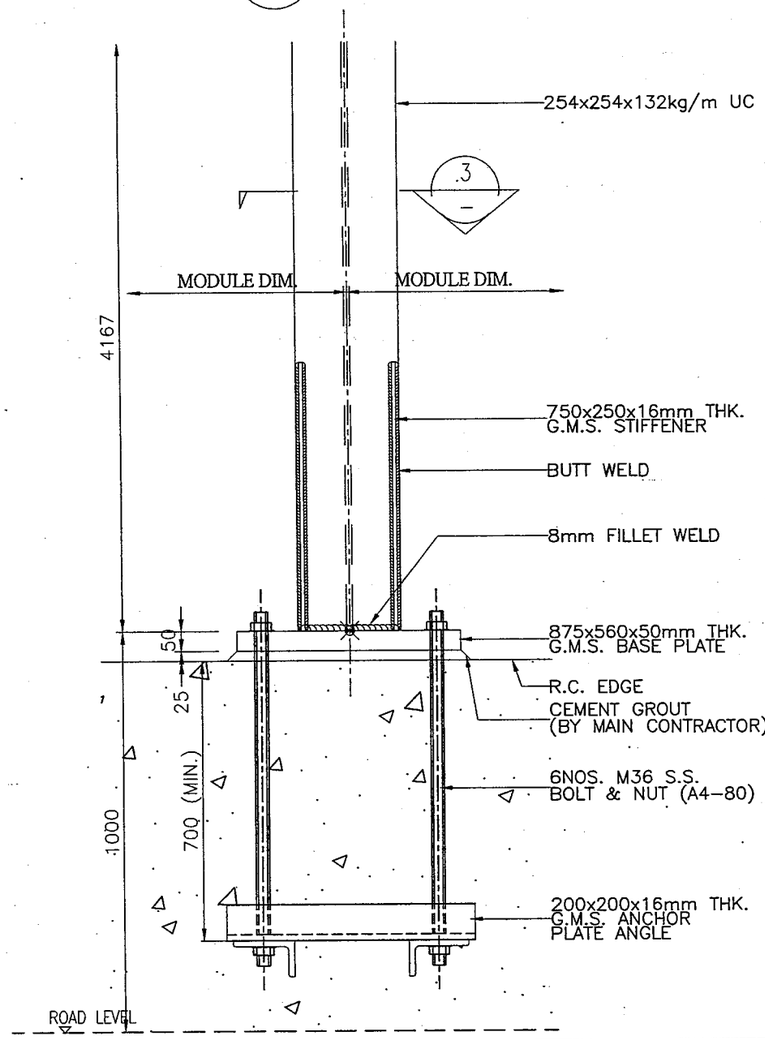
1 TYPICAL DETAIL



1A TYPICAL DETAIL



2 TYPICAL DETAIL



2A TYPICAL DETAIL

AS-BUILT

NOTE:
1 FOR GENERAL NOTE, REFER TO EW-S001.
2 STOPPER AND SEALING PLATE DETAILS REFER TO SEPARATE SUBMISSION.
3 CONCRETE DETAIL REFERS TO SEPARATE SUBMISSION.

19 MAY 2006

REV.	DATE	DESCRIPTION
0	17MAY2006	AS-BUILT

REVISION

DESIGNED	–	DRAWN	BEN
CHECKED	AT	APPROVED	LC
SCALE	1:15(A3)	All dimensions are in mm unless shown otherwise	

HIGHWAYS DEPARTMENT
MAJOR WORKS PROJECT
MANAGEMENT OFFICE

CONTRACT NO. : HY/2003/20
NOISE BARRIERS ON FANLING HIGHWAY NEAR
CHOI YUEN ESTATE AND FANLING CENTRE

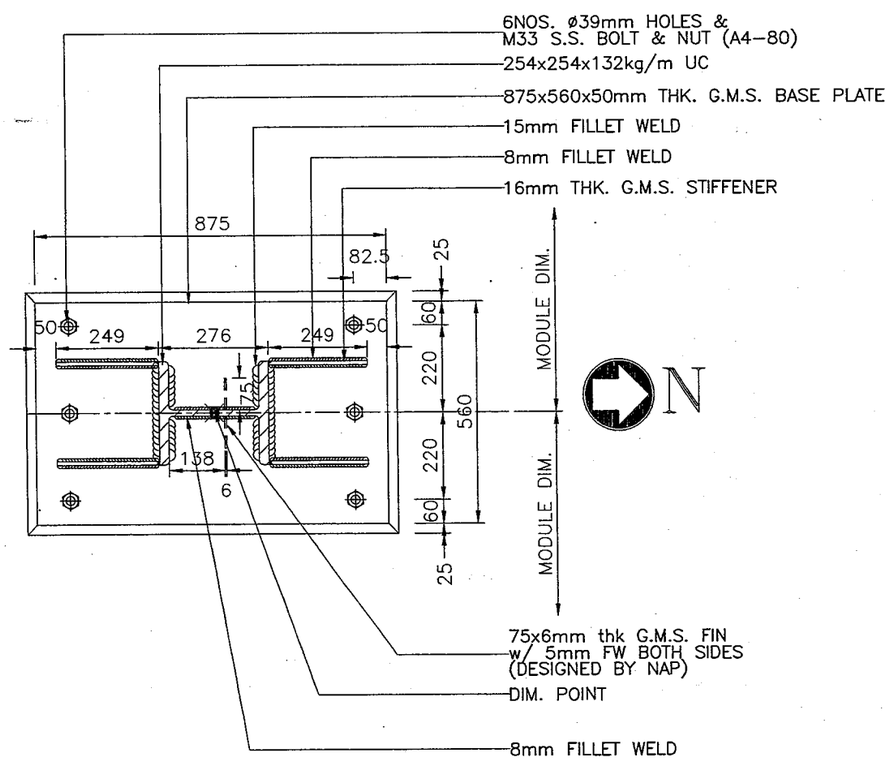
LEADER – WAI KEE (C&T)
JOINT VENTURE

Hyder Consulting
HYDER CONSULTING LIMITED

DESCRIPTION
DETAIL OF TYPE II NOISE BARRIER POST
(FAB. BY NEW MATERIALS)
2 OF 3

STATUS

DWG No. EW-S315



3 / – TYPICAL DETAIL

NOTE:
1 FOR GENERAL NOTE, REFER TO EW-S001.
2 STOPPER AND SEALING PLATE DETAILS REFER TO SEPARATE SUBMISSION.
3 CONCRETE DETAIL REFERS TO SEPARATE SUBMISSION.

19 MAY 2006

REV.	DATE	DESCRIPTION
0	17MAY2006	AS-BUILT

REVISION

DESIGNED	—	DRAWN	BEN
CHECKED	AT	APPROVED	LC
SCALE	1:15(A3)	All dimensions are in mm unless shown otherwise	

HIGHWAYS DEPARTMENT
MAJOR WORKS PROJECT
MANAGEMENT OFFICE

CONTRACT NO. : HY/2003/20
NOISE BARRIERS ON FANLING HIGHWAY NEAR
CHOI YUEN ESTATE AND FANLING CENTRE

LEADER – WAI KEE (C&T)
JOINT VENTURE

Hyder Consulting
HYDER CONSULTING LIMITED

AS-BUILT

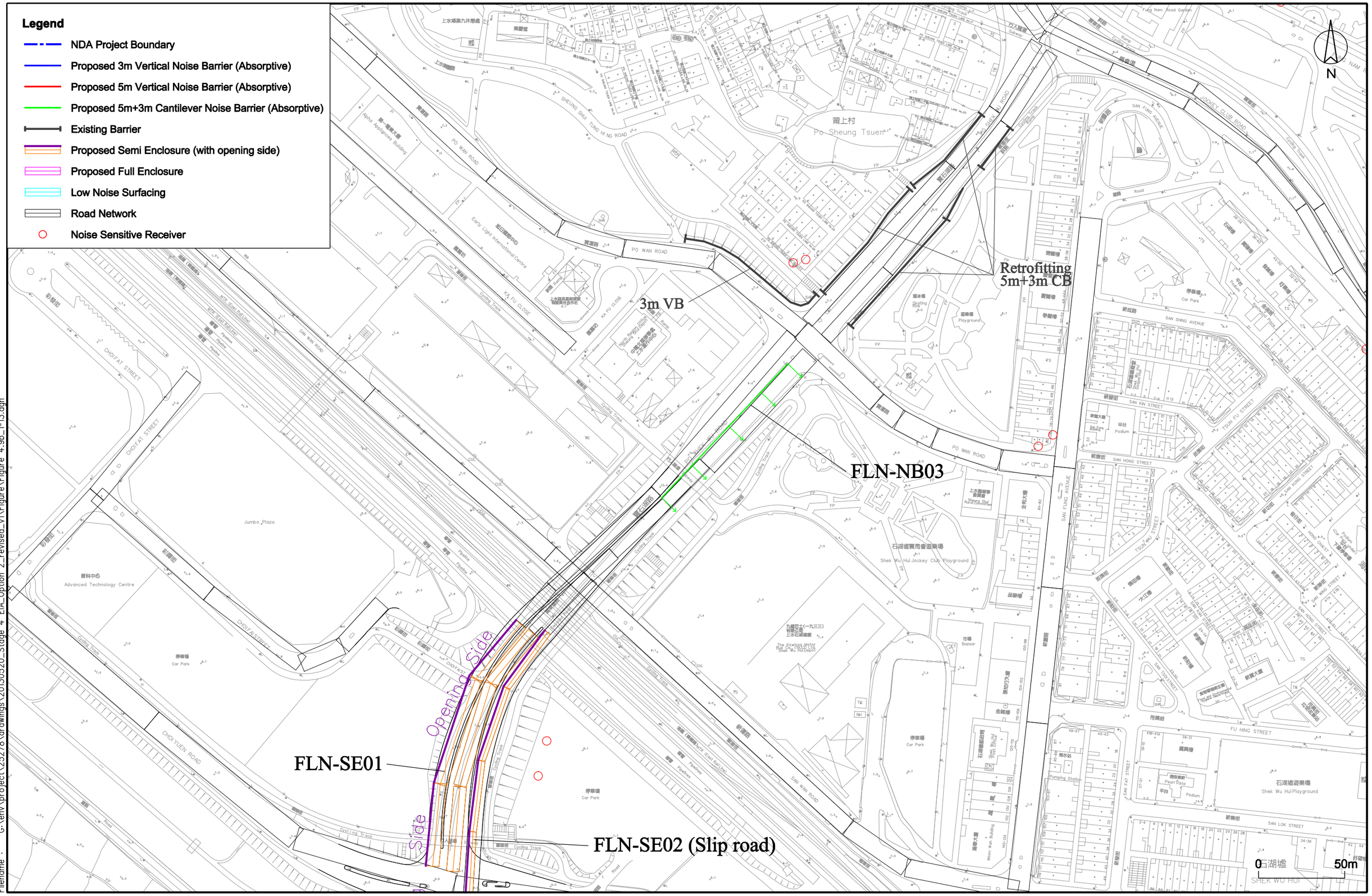
DESCRIPTION
DETAIL OF TYPE II NOISE BARRIER POST
(FAB. BY NEW MATERIALS)
3 OF 3

STATUS

DWG No. EW-S316

Appendix 4.3

Location of proposed mitigation measures extracted from the approved EIA Report for NENT NDA (EIA-213/2013)

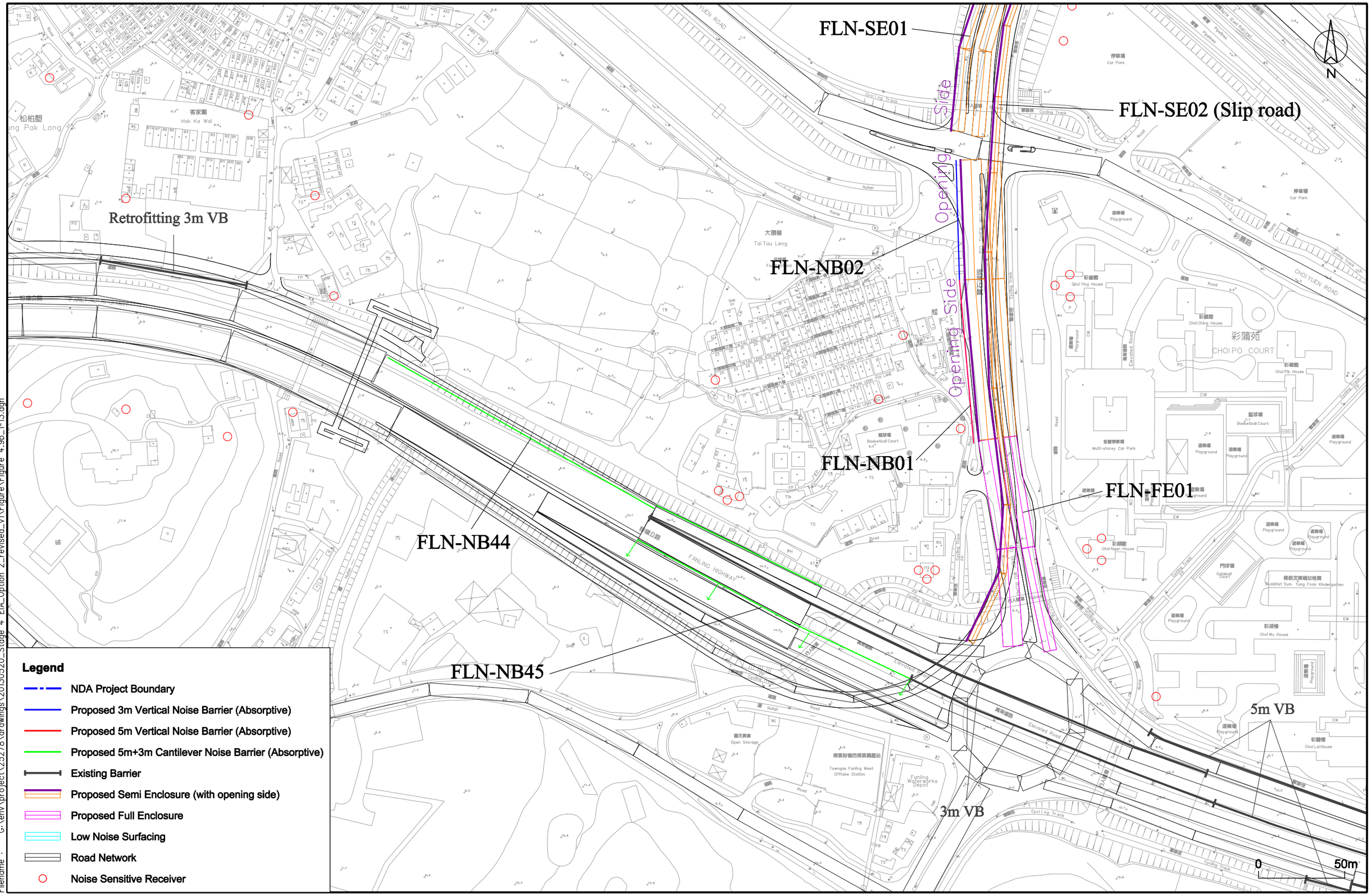


Printed by : 6/12/2013
Filename : G:\env\project\25278\drawings\20130520_Stage 4 EIA_Option 2_revised_v1\Figure\Figure 4.9b_1-13.dgn

土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT	規劃署 PLANNING DEPARTMENT	ARUP	Job Title: Agreement No. CE 61/2007 (CE) North East New Territories New Development Areas Planning and Engineering Study - Investigation	Drawing Title: Locations and Extent of Mitigation Measures at Year 2044 (FLN)	

Rev	Description	Date
C	FOURTH ISSUE	06/13
B	THIRD ISSUE	04/13
A	SECOND ISSUE	02/13
-	FIRST ISSUE	08/12

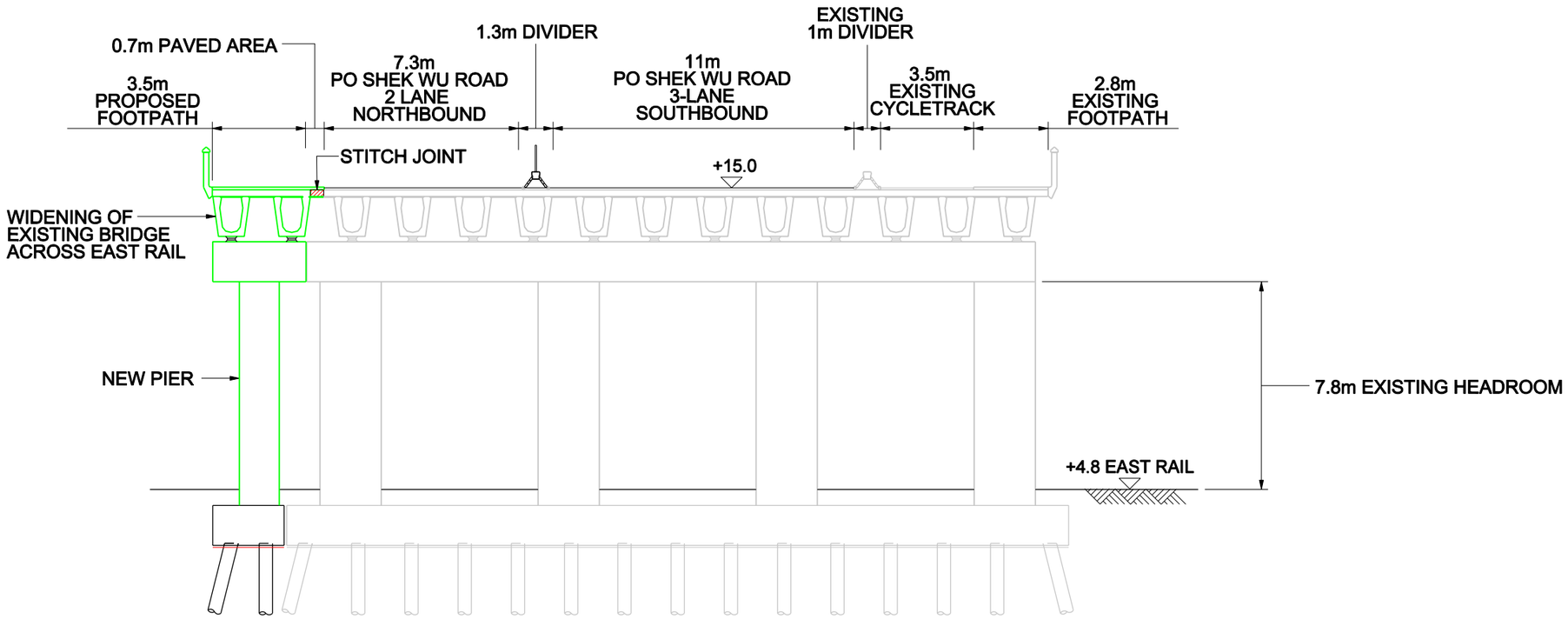
Drawn: GL	Date: 06/13
Checked: KL	Approved: ST
Scale: 1:2000 on A3	
Drawing No.	Figure 4.9b-3
Rev.	C



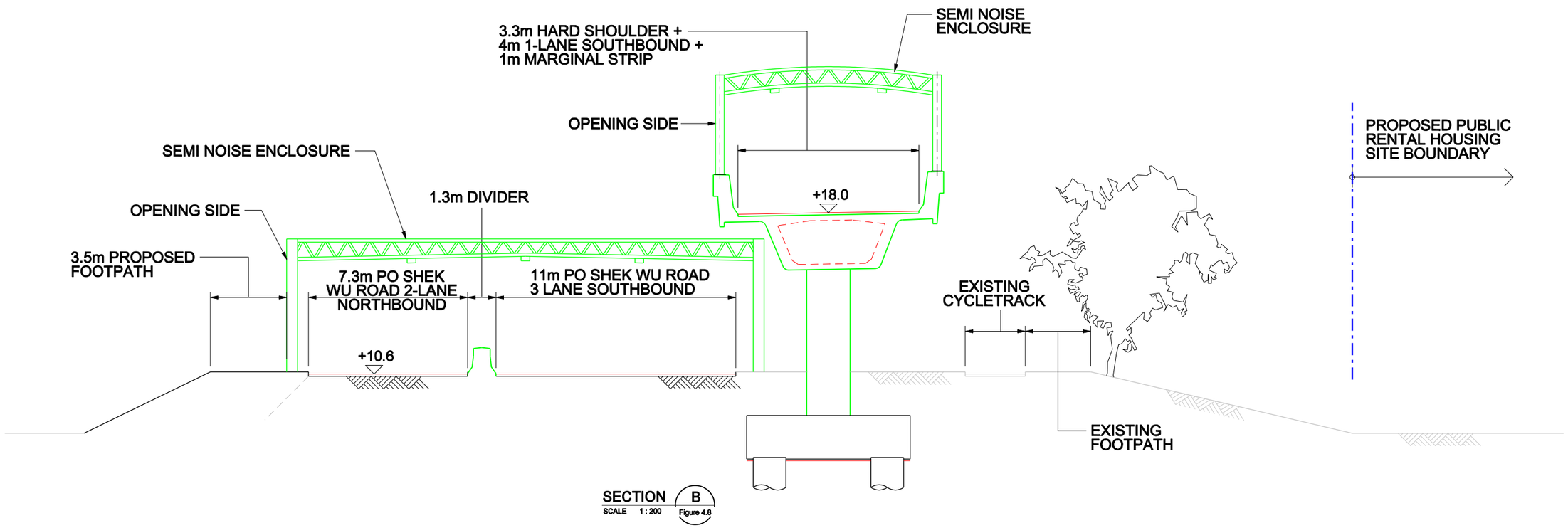
Printed by : 6/12/2013
Filename : G:\env\project\25278\drawings\20130520_Stage 4 EIA_Option 2_revised_v1\Figure\Figure 4.9b_1-13.dgn

CEDD 土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT	規劃署 PLANNING DEPARTMENT	ARUP	Job Title: Agreement No. CE 61/2007 (CE) North East New Territories New Development Areas Planning and Engineering Study - Investigation	Drawing Title: Locations and Extent of Mitigation Measures at Year 2044 (FLN)	Drawn: GL; Date: 06/13; Checked: KL; Approved: ST; Scale: 1:2000 on A3	Drawing No.: Figure 4.9b-4; Rev.: C

Rev	Description	Date
C	FOURTH ISSUE	06/13
B	THIRD ISSUE	04/13
A	SECOND ISSUE	02/13
-	FIRST ISSUE	08/12



SECTION A
SCALE 1 : 200 Figure 4.8



SECTION B
SCALE 1 : 200 Figure 4.8

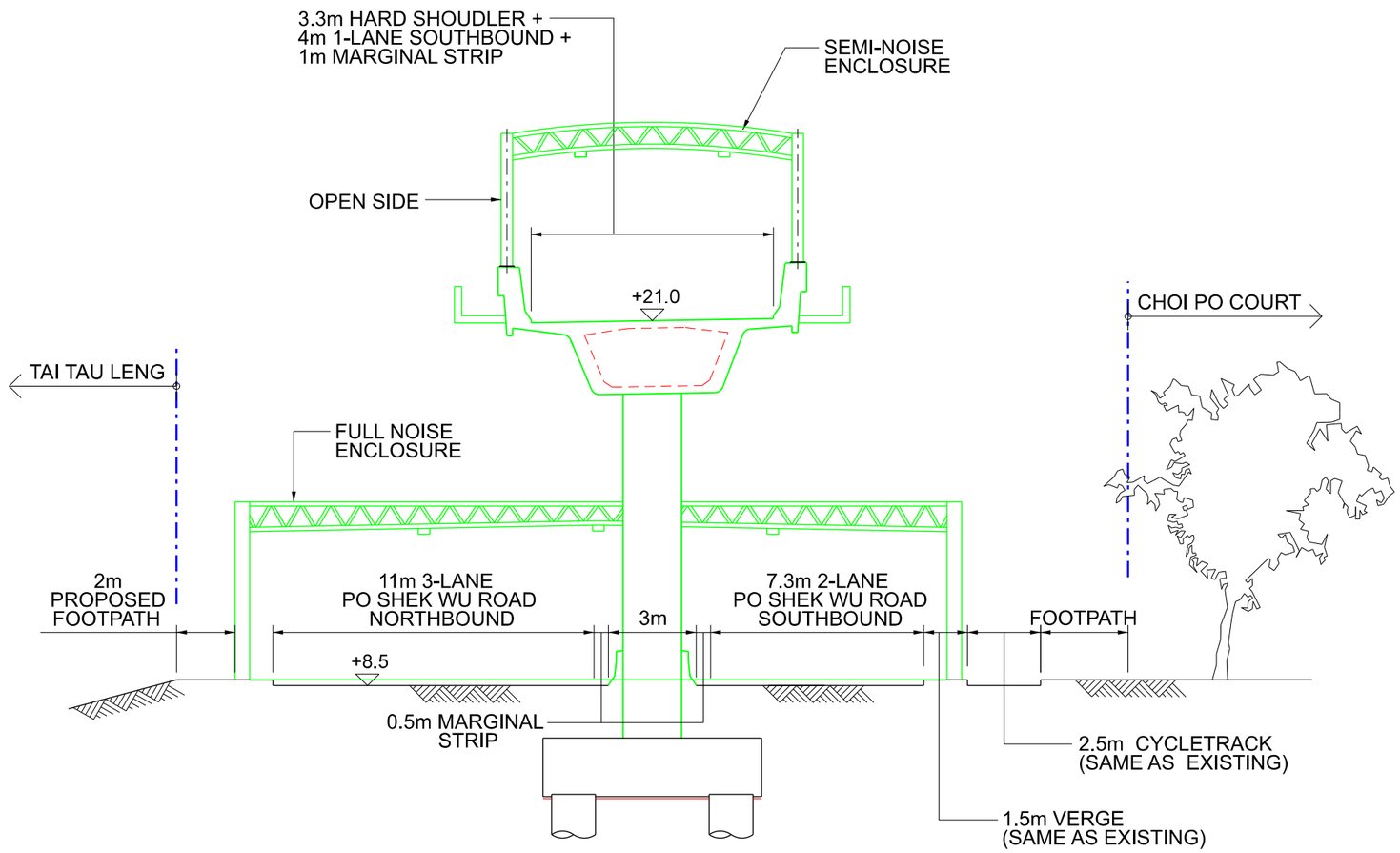
Printed by : 3/28/2012
Filename : J:\25278\Arup\Civil\TR10C\25278-TR10C-Fig_4-14.dgn

土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT	規劃署 PLANNING DEPARTMENT	ARUP	Job Title: Agreement No. CE 61/2007 (CE) North East New Territories New Development Areas Planning and Engineering Study - Investigation	Drawing Title: **Sections for Po Shek Wu Interchange Improvement (Sheet 1of 2)**

Rev	Description	Date
B	Draft Technical Report No.10C	03/12
A	Revised Final Technical Report No.6C	09/11
-	Final Technical Report No.6C	02/11

Drawn: LM	Date: 02/11
Checked: LFM	Approved: EC
Scale: 1:100 ON A1, 1:200 ON A3	

Drawing No. **Figure 4.14**
Rev. **B**



SECTION C
SCALE 1:200
Figure 4.8

Printed by : 11/06/2013
Filename : J:\252278\Arup\Civil\TR10C\252278-TR10C-Fig_4-15.dgn

土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT	規劃署 PLANNING DEPARTMENT	ARUP	Job Title: Agreement No. CE 61/2007 (CE) North East New Territories New Development Areas Planning and Engineering Study - Investigation	Drawing Title: **Section for Po Shek Wu Interchange Improvement (Sheet 2of 2)**	Drawn: LM; Date: 02/11; Checked: LFM; Approved: EC; Scale: 1:100 ON A1, 1:200 ON A3; Drawing No.: **Figure 4.15**; Rev. **B**

Rev	Description	Date
B	Draft Technical Report No.10C	03/12
A	Revised Final Technical Report No.6C	09/11
-	Final Technical Report No.6C	02/11

Appendix 4.4

Traffic Forecast

Athena Yeung

Subject: FW: [External] Re: Technical Note for Traffic Forecast for Environmentatl Assessment Study (EAS) for Sheung Shui Area 4 & 30 Site 1 & 2
Attachments: RtC_DFR_EAS_rev2.doc; DFR_EAS_rev2a.pdf

From: Joseph CY YIP <yip_joseph_cy@td.gov.hk>
Sent: Wednesday, February 3, 2021 8:57 PM
To: gary.hong@housingauthority.gov.hk
Cc: Brad Fong <brad.fong@arup.com>; kwunwah.wong@housingauthority.gov.hk; SW LAM <lamshuiwah@td.gov.hk>; pching.lam@housingauthority.gov.hk; tm.kwan@housingauthority.gov.hk; wanchi.au@housingauthority.gov.hk
Subject: RE: [External] Re: Technical Note for Traffic Forecast for Environmentatl Assessment Study (EAS) for Sheung Shui Area 4 & 30 Site 1 & 2

Dear Gary

I have no further comment.

Joseph
E/N1
23992549

From: Gary YK HONG/HD/HKSARG@HD
To: "Joseph CY YIP" <yip_joseph_cy@td.gov.hk>
Cc: "kwunwah.wong@housingauthority.gov.hk" <kwunwah.wong@housingauthority.gov.hk>, "SW LAM" <lamshuiwah@td.gov.hk>, "pching.lam@housingauthority.gov.hk" <pching.lam@housingauthority.gov.hk>, "tm.kwan@housingauthority.gov.hk" <tm.kwan@housingauthority.gov.hk>, "wanchi.au@housingauthority.gov.hk" <wanchi.au@housingauthority.gov.hk>, "Brad Fong" <brad.fong@arup.com>
Date: 01/02/2021 06:18 PM
Subject: RE: [External] Re: Technical Note for Traffic Forecast for Environmentatl Assessment Study (EAS) for Sheung Shui Area 4 & 30 Site 1 & 2

Dear Joseph,
Further to the meeting on 27 Jan 2021, I enclose the revised captioned report and R to C table for your review and comment. Grateful if your reply could be provided by **3 Feb 2021** for our further liaison of EAS submission with EPD. Thanks.

Regards,
Gary HONG
CE/22, HD
Tel: 3549 6095

From: "Brad Fong" <brad.fong@arup.com>
To: "Joseph CY YIP" <yip_joseph_cy@td.gov.hk>, "gary.hong@housingauthority.gov.hk" <gary.hong@housingauthority.gov.hk>
Cc: "kwunwah.wong@housingauthority.gov.hk" <kwunwah.wong@housingauthority.gov.hk>, "wanchi.au@housingauthority.gov.hk" <wanchi.au@housingauthority.gov.hk>, "pching.lam@housingauthority.gov.hk" <pching.lam@housingauthority.gov.hk>, "SW LAM" <lamshuiwah@td.gov.hk>, "tm.kwan@housingauthority.gov.hk" <tm.kwan@housingauthority.gov.hk>
Date: 2021/01/26 下午 08:20
Subject: RE: [External] Re: Technical Note for Traffic Forecast for Environmentatl Assessment Study (EAS) for Sheung Shui Area 4 & 30 Site 1 & 2

Dear Joseph,

The traffic figures are derived by traffic model, with model input of planning data from Territorial Population and Employment Data Matrix (TPEDM) upto ultimate year 2041 as provided by the Planning Department.
The 2045 traffic figures are then derived from year 2041 traffic figures, by adopting annual growth rate as estimated by interpolation of planning data from 2036 to 2041.

Thanks
Brad

From: Joseph CY YIP <yip_joseph_cy@td.gov.hk>
Sent: Tuesday, January 26, 2021 8:08 PM
To: gary.hong@housingauthority.gov.hk
Cc: kwunwah.wong@housingauthority.gov.hk; Brad Fong <brad.fong@arup.com>; wanchi.au@housingauthority.gov.hk; pching.lam@housingauthority.gov.hk; SW LAM <lamshuiwah@td.gov.hk>; tm.kwan@housingauthority.gov.hk
Subject: [External] Re: Technical Note for Traffic Forecast for Environmentatl Assessment Study (EAS) for Sheung Shui Area 4 & 30 Site 1 & 2

Dear Gary

Can you advise how the year 2045 traffic figures are derived. Do you have the planning data for that year?

Joseph
E/N1
23992549

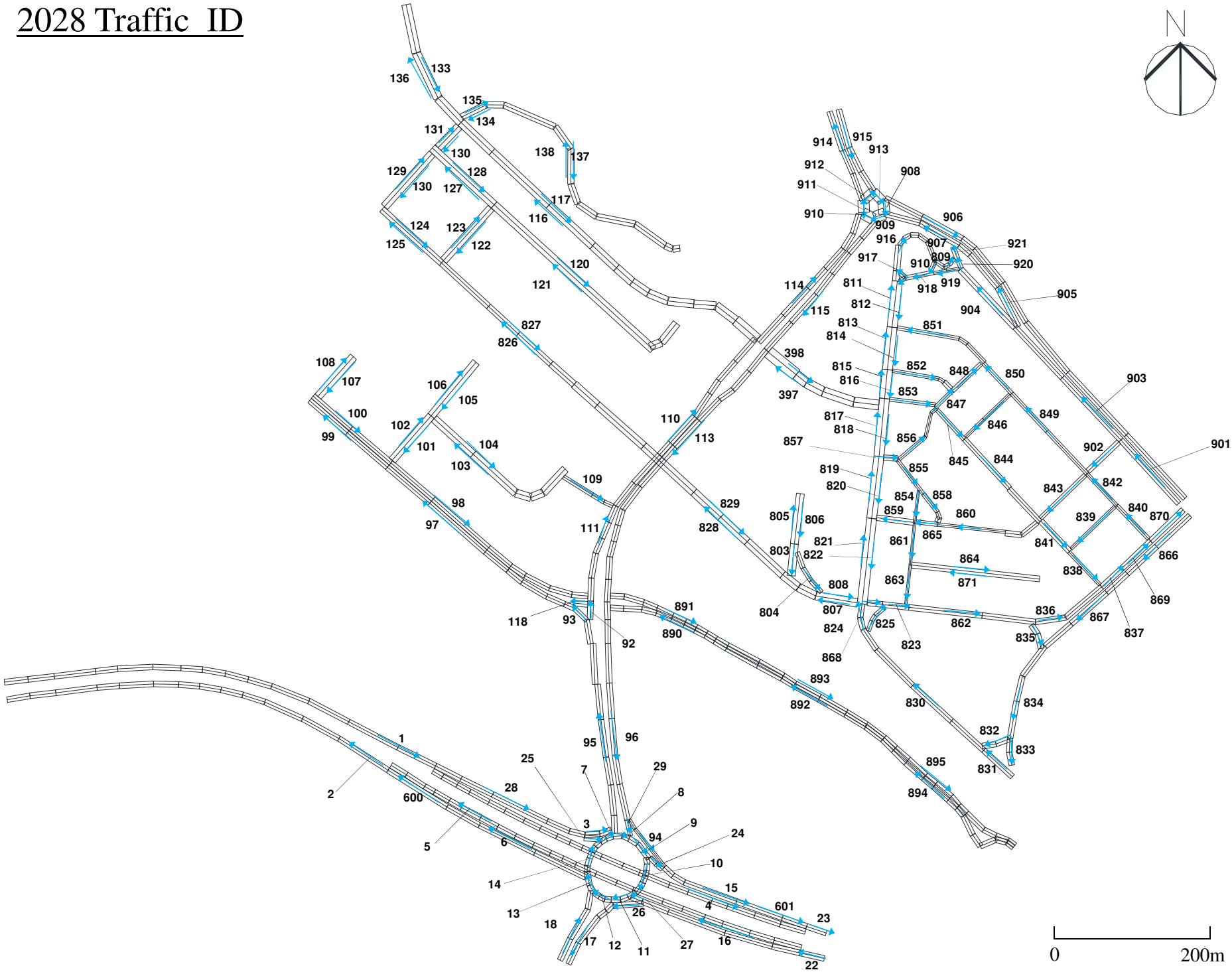
From: Gary YK HONG/HD/HKSARG@HD
To: Joseph CY YIP/TD/HKSARG@TD
Cc: Andy KW WONG/HD/HKSARG@HD, Gigi WC AU/HD/HKSARG@HD, Stella PC LAM/HD/HKSARG@HD, SW LAM/TD/HKSARG@TD, TM KWAN/HD/HKSARG@HD, "Brad Fong" <brad.fong@arup.com>
Date: 18/01/2021 07:48 PM
Subject: Technical Note for Traffic Forecast for Environmentatl Assessment Study (EAS) for Sheung Shui Area 4 & 30 Site 1 & 2

Dear Joseph,
I enclose herewith the Technical Note for Traffic Forecast for EAS for captioned project for your review and acceptance. In view of tight programme for S16 application, grateful if your reply could be available by **25 Jan 2021**. Thanks.

[attachment "20210118_HD memo to TD_TN for Traffic Forecast for EAS.pdf" deleted by Joseph CY YIP/TD/HKSARG]
[attachment "DFR_EAS_rev2.pdf" deleted by Joseph CY YIP/TD/HKSARG]

Regards,
Gary HONG
CE/22, HD
Tel: 3549 6095

2028 Traffic ID



2028 Traffic Flow, with Development (veh/hr)

ID	Description	Flow	HV%	Speed
1	Fanling Highway EB	4774	42.6	100
2	Fanling Highway WB	4966	38.1	100
3	Slip road from Fanling Highway EB (exclusive)	1022	53.8	50
4	Fanling Highway EB	3230	37.7	100
5	Fanling Highway WB	3916	36.0	100
6	Slip road to Fanling Highway WB	1049	46.5	50
7	Po Shek Wu Road Roundabout	1946	36.3	50
8	Po Shek Wu Road Roundabout	1286	42.8	50
9	Po Shek Wu Road Roundabout	2411	47.5	50
10	Po Shek Wu Road Roundabout	1325	53.2	50
11	Po Shek Wu Road Roundabout	1553	48.0	50
12	Po Shek Wu Road Roundabout	1115	47.8	50
13	Po Shek Wu Road Roundabout	2452	36.1	50
14	Po Shek Wu Road Roundabout	1365	26.6	50
15	Slip road to Fanling Highway EB	1717	45.7	50
16	Slip road from Fanling Highway WB	1178	21.9	50
17	Fan Kam Road SB	1392	31.1	50
18	Fan Kam Road NB	1343	27.1	50
22	Fanling Highway WB	5077	32.5	100
23	Fanling Highway EB	4946	40.4	100
24	Slip road from Fanling Highway EB	1088	40.9	50
25	Slip road from Fanling Highway EB	580	58.9	50
26	Slip road from Fanling Highway WB (exclusive)	949	22.6	50
27	Slip road from Fanling Highway WB	229	19.3	50
28	Slip road from Fanling Highway EB	1602	55.8	50
29	Po Shek Wu Road SB	1125	53.3	50
92	Po Shek Wu Road NB	1516	40.8	50
93	Po Shek Wu Road NB to Choi Yuen Road WB	190	40.1	50
94	Po Shek Wu Road SB (Exclusive Lane)	683	60.1	50
95	Po Shek Wu Road NB	1706	40.8	50
96	Po Shek Wu Road SB	1810	55.6	50
97	Choi Yuen Road WB	321	34.6	50
98	Choi Yuen Road EB	328	71.7	50
99	Choi Yuen Road WB	163	34.3	50
100	Choi Yuen Road EB	167	71.9	50
101	Choi Fat Street SB	148	68.1	50
102	Choi Fat Street NB	153	31.0	50
103	Choi Fai Street WB	72	68.1	50

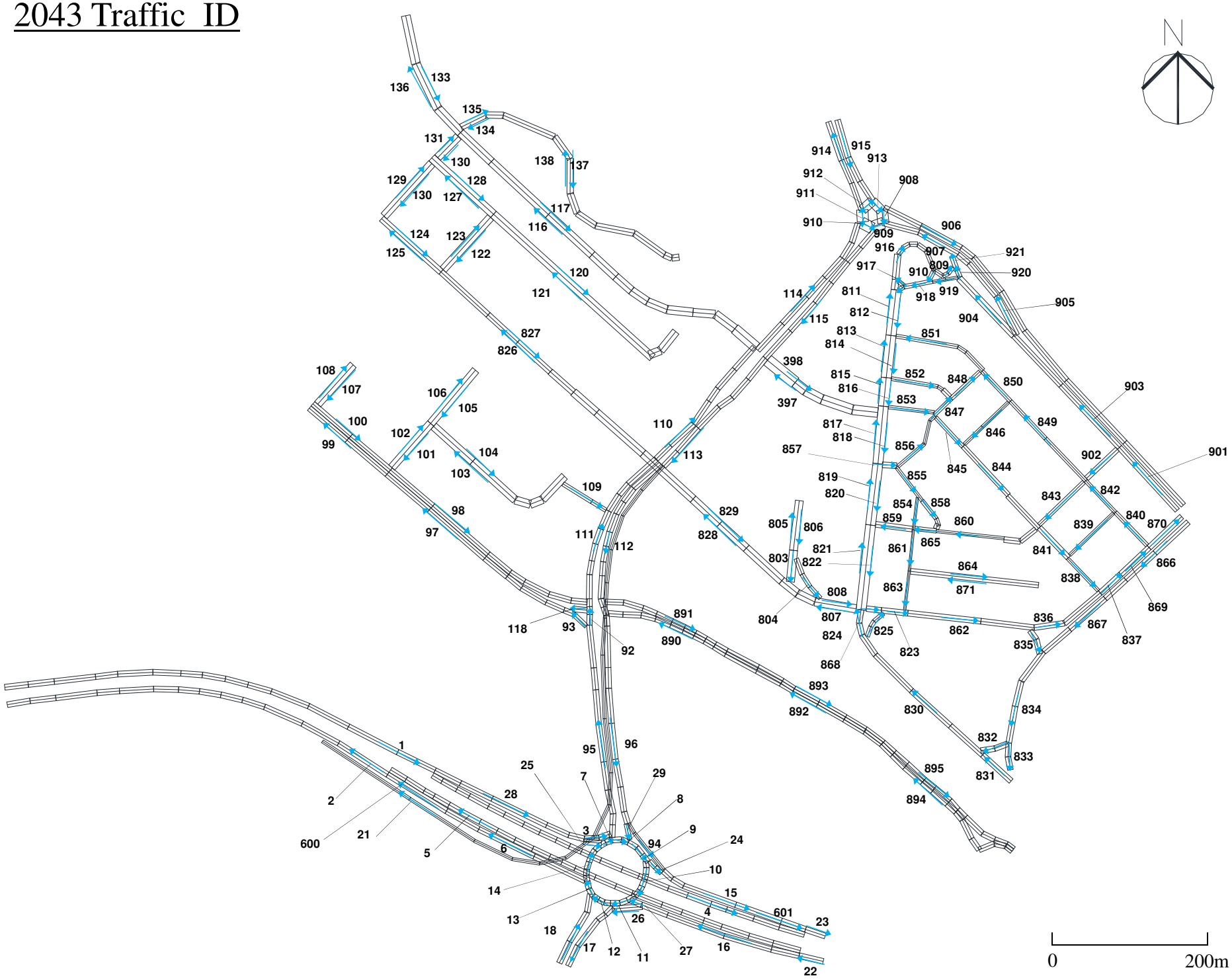
104	Choi Fai Street EB	72	29.6	50
105	Choi Fat Street SB	79	68.1	50
106	Choi Fat Street NB	81	29.6	50
107	Choi Shun Street SB	81	29.6	50
108	Choi Shun Street NB	162	31.0	50
109	Choi Fai Street EB	183	77.3	50
110	Po Shek Wu Road NB	1717	47.5	50
111	Po Shek Wu Road NB	1517	42.8	50
112	Po Shek Wu Road SB	1357	43.7	50
113	Po Shek Wu Road SB	1357	43.7	50
114	Po Shek Wu Road NB	811	52.5	50
115	Po Shek Wu Road SB	927	36.8	50
116	Po Wan Road WB	478	35.6	50
117	Po Wan Road EB	203	56.9	50
118	Choi Yuen Road WB	131	26.5	50
120	Ka Fu Circuit EB	44	39.0	50
121	Ka Fu Circuit WB	40	30.0	50
122	Cheuk Wan Road SB	47	39.0	50
123	Cheuk Wan Road NB	22	30.0	50
124	San Wan Road EB	184	45.2	50
125	San Wan Road WB	109	32.2	50
127	Ka Fu Circuit WB	42	30.0	50
128	Ka Fu Circuit EB	89	40.5	50
129	San Po Street NB	52	30.0	50
130	San Po Street SB	95	40.5	50
131	San Po Street NB	95	30.0	50
132	San Po Street SB	185	40.0	50
133	Po Wan Road SB	148	68.0	50
134	Sheung Shui Tung Hing Road SB	38	43.8	50
135	Sheung Shui Tung Hing Road NB	25	21.1	50
136	Po Wan Road NB	351	32.9	50
137	Sheung Shui Tung Hing Road EB	20	20.0	50
138	Sheung Shui Tung Hing Road WB	31	46.2	50
139	Po Wan Road SB	88	92.0	50
140	Po Wan Road NB	332	33.4	50
397	Po Wan Road WB	326	59.9	50
398	Po Wan Road EB	521	54.3	50
600	Slip road to Fanling Highway WB	1049	46.5	100
601	Slip road to Fanling Highway EB	1717	45.7	100
803	Unamed Road	14	42.9	50
804	Unamed Road	118	42.9	50

805	Unamed Road	106	46.7	50
806	Unamed Road	133	46.7	50
807	San Wan Road EB	231	39.5	50
808	San Wan Road EB	245	34.7	50
809	San Fung Avenue SB	180	32.3	50
810	San Fung Avenue SB	17	46.7	50
811	San Fung Avenue NB	180	32.3	50
812	San Fung Avenue SB	54	51.1	50
813	San Fung Avenue NB	54	48.9	50
814	San Fung Avenue SB	94	46.3	50
815	San Fung Avenue NB	146	39.1	50
816	San Fung Avenue SB	120	61.0	50
817	San Fung Avenue NB	292	55.9	50
818	San Fung Avenue SB	473	60.3	50
819	San Fung Avenue NB	341	55.1	50
820	San Fung Avenue SB	169	99.0	50
821	San Fung Avenue NB	330	55.5	50
822	San Fung Avenue SB	239	70.6	50
823	Lung Sum Avenue EB	624	64.3	50
824	San Wan Road WB	392	37.8	50
825	San Wan Road WB to Lung Sum Avenue EB	243	92.0	50
826	San Wan Road WB	123	31.1	50
827	San Wan Road EB	198	39.6	50
828	San Wan Road WB	123	31.1	50
829	San Wan Road EB	198	39.6	50
830	San Wan Road WB	590	57.1	50
831	San Wan Road WB	493	53.8	50
832	Lung Wan Street SB	104	72.5	50
833	Lung Wan Street SB	813	43.8	50
834	Lung Sum Avenue EB	916	47.3	50
835	Lung Sum Avenue EB	861	48.9	50
836	Lung Sum Avenue EB	86	89.7	50
837	Lung Sum Avenue EB	284	56.6	50
838	San Hong Street SB	201	44.3	50
839	San Cheung Street WB	9	37.5	50
840	San Shing Avenue WB	116	14.7	50
841	San Hong Street SB	195	44.4	50
842	San Shing Avenue WB	107	11.7	50
843	Fu Hing Street WB	124	49.5	50
844	San Hong Street SB	282	29.6	50
845	San Hong Street SB	202	27.7	50

846	San Kung Street WB	71	32.3	50
847	Tsun Fu Street	26	56.5	50
848	Tsun Fu Street EB	107	27.7	50
849	San Shing Avenue WB	130	28.1	50
850	San Shing Avenue WB	57	22.0	50
851	San Shing Avenue WB	164	25.7	50
852	San Kin Street EB	81	18.3	50
853	San Hong Street EB	33	37.9	50
854	San Fat Street SB	121	55.7	50
855	San Tsoi Street SB	159	51.8	50
856	Tsun Fu Street EB	195	38.6	50
857	Tsun Fu Street EB	350	44.6	50
858	San Tsoi Street SB	38	39.4	50
859	Fu Hing Street WB	61	20.8	50
860	Fu Hing Street WB	249	16.1	50
861	San Fat Street SB	352	31.8	50
862	Lung Sum Avenue EB	933	51.6	50
863	San Fat Street SB	314	29.1	50
864	San Lok Street WB	32	17.9	50
865	Fu Hing Street WB	292	19.1	50
866	Lung Sum Avenue WB	272	40.3	50
867	Lung Sum Avenue WB	168	49.0	50
868	Lung Sum Avenue EB	350	40.2	50
869	Lung Sum Avenue EB	521	41.6	50
870	Lung Sum Avenue EB	405	49.7	50
871	San Lok Street EB	68	36.7	50
890	Choi Yuen Road WB	1263	39.7	50
891	Choi Yuen Road EB	1005	27.4	50
892	Choi Yuen Road WB	1145	30.8	50
893	Choi Yuen Road EB	964	27.2	50
894	Choi Yuen Road WB	1138	27.8	50
895	Choi Yuen Road EB	975	28.4	50
901	Jockey Club Road NB	435	33.8	50
902	Fu Hing Street WB	140	59.3	50
903	Jockey Club Road NB	298	22.5	50
904	Jockey Club Road NB	74	47.7	50
905	Jockey Club Road NB	226	15.1	50
906	Jockey Club Road SB	647	45.6	50
907	Jockey Club Road NB	427	22.4	50
908	Jockey Club Road Roundabout	621	44.5	50
909	Jockey Club Road Roundabout	1049	35.5	50

910	Jockey Club Road Roundabout	119	24.0	50
911	Jockey Club Road Roundabout	930	49.0	50
912	Jockey Club Road Roundabout	439	50.8	50
913	Jockey Club Road Roundabout	1268	45.1	50
914	Jockey Club Road NB	491	47.4	50
915	Jockey Club Road SB	828	41.9	50
916	San Fung Avenue NB	196	33.1	50
917	San Fung Avenue WB	54	51.1	50
918	San Fung Avenue WB	17	46.7	50
919	San Fung Avenue WB	54	51.1	50
920	Jockey Club Road NB	17	40.0	50
921	Jockey Club Road NB	197	32.9	50

2043 Traffic ID



2045 Traffic Flow, with Development (veh/hr)

ID	Description	Flow	HV%	Speed
1	Fanling Highway EB	5460	43.8	100
2	Fanling Highway WB	6071	34.9	100
3	Slip road from Fanling Highway EB (exclusive)	1187	51.2	50
4	Fanling Highway EB	3690	41.7	100
5	Fanling Highway WB	4357	30.7	100
6	Slip road to Fanling Highway WB	388	21.9	50
7	Po Shek Wu Road Roundabout	2026	34.0	50
8	Po Shek Wu Road Roundabout	1252	41.2	50
9	Po Shek Wu Road Roundabout	1854	37.8	50
10	Po Shek Wu Road Roundabout	762	38.0	50
11	Po Shek Wu Road Roundabout	1066	31.8	50
12	Po Shek Wu Road Roundabout	458	23.7	50
13	Po Shek Wu Road Roundabout	1773	25.8	50
14	Po Shek Wu Road Roundabout	1377	26.6	50
15	Slip road to Fanling Highway EB	1772	47.5	50
16	Slip road from Fanling Highway WB	1282	22.6	50
17	Fan Kam Road SB	1594	30.1	50
18	Fan Kam Road NB	1322	27.3	50
21	Po Shek Wu Road Flyover SB	1326	57.5	50
22	Fanling Highway WB	5617	28.6	100
23	Fanling Highway EB	5460	43.5	100
24	Slip road from Fanling Highway EB	1091	37.7	50
25	Slip road from Fanling Highway EB	647	49.6	50
26	Slip road from Fanling Highway WB (exclusive)	979	24.5	50
27	Slip road from Fanling Highway WB	302	16.4	50
28	Slip road from Fanling Highway EB	1834	50.6	50
29	Po Shek Wu Road SB	605	30.8	50
92	Po Shek Wu Road NB	1752	39.2	50
93	Po Shek Wu Road NB to Choi Yuen Road WB	235	34.6	50
94	Po Shek Wu Road SB (Exclusive Lane)	742	68.9	50
95	Po Shek Wu Road NB	1988	38.7	50
96	Po Shek Wu Road SB	1349	50.8	50
97	Choi Yuen Road WB	324	34.5	50
98	Choi Yuen Road EB	308	70.1	50
99	Choi Yuen Road WB	168	34.9	50
100	Choi Yuen Road EB	156	70.6	50
101	Choi Fat Street SB	138	66.7	50
102	Choi Fat Street NB	154	31.0	50

103	Choi Fai Street WB	67	65.6	50
104	Choi Fai Street EB	72	29.6	50
105	Choi Fat Street SB	74	65.6	50
106	Choi Fat Street NB	82	29.6	50
107	Choi Shun Street SB	82	29.6	50
108	Choi Shun Street NB	163	31.0	50
109	Choi Fai Street EB	182	75.2	50
110	Po Shek Wu Road NB	1785	48.8	50
111	Po Shek Wu Road NB	1583	44.8	50
112	Po Shek Wu Road SB	885	36.1	50
113	Po Shek Wu Road SB	2210	48.9	50
114	Po Shek Wu Road NB	853	53.7	50
115	Po Shek Wu Road SB	1688	44.5	50
116	Po Wan Road WB	473	37.2	50
117	Po Wan Road EB	205	55.2	50
118	Choi Yuen Road WB	89	34.2	50
120	Ka Fu Circuit EB	41	41.0	50
121	Ka Fu Circuit WB	40	31.8	50
122	Cheuk Wan Road SB	45	41.0	50
123	Cheuk Wan Road NB	25	31.8	50
124	San Wan Road EB	190	44.1	50
125	San Wan Road WB	122	35.6	50
127	Ka Fu Circuit WB	49	34.8	50
128	Ka Fu Circuit EB	85	40.8	50
129	San Po Street NB	59	34.8	50
130	San Po Street SB	92	40.8	50
131	San Po Street NB	108	33.0	50
132	San Po Street SB	180	40.6	50
133	Po Wan Road SB	126	70.4	50
134	Sheung Shui Tung Hing Road SB	42	28.6	50
135	Sheung Shui Tung Hing Road NB	26	21.1	50
136	Po Wan Road NB	348	34.4	50
137	Sheung Shui Tung Hing Road EB	20	20.0	50
140	Po Wan Road NB	329	35.8	50
397	Po Wan Road WB	405	67.9	50
398	Po Wan Road EB	534	54.9	50
600	Slip road to Fanling Highway WB	388	21.9	100
601	Slip road to Fanling Highway EB	1772	47.5	100
803	Unamed Road	14	42.9	50
804	Unamed Road	118	42.9	50
805	Unamed Road	106	46.7	50

806	Unamed Road	133	46.7	50
807	San Wan Road EB	219	35.6	50
808	San Wan Road EB	242	33.9	50
809	San Fung Avenue SB	322	18.9	50
810	San Fung Avenue SB	17	46.7	50
811	San Fung Avenue NB	322	18.9	50
812	San Fung Avenue SB	56	49.0	50
813	San Fung Avenue NB	34	10.0	50
814	San Fung Avenue SB	71	48.4	50
815	San Fung Avenue NB	128	42.3	50
816	San Fung Avenue SB	116	74.3	50
817	San Fung Avenue NB	328	61.2	50
818	San Fung Avenue SB	463	59.8	50
819	San Fung Avenue NB	338	61.4	50
820	San Fung Avenue SB	188	95.6	50
821	San Fung Avenue NB	329	62.2	50
822	San Fung Avenue SB	280	66.0	50
823	Lung Sum Avenue EB	621	60.8	50
824	San Wan Road WB	351	36.9	50
825	San Wan Road WB to Lung Sum Avenue EB	246	91.6	50
826	San Wan Road WB	123	31.4	50
827	San Wan Road EB	186	36.7	50
828	San Wan Road WB	123	31.4	50
829	San Wan Road EB	186	36.7	50
830	San Wan Road WB	551	57.9	50
831	San Wan Road WB	452	54.9	50
832	Lung Wan Street SB	105	72.5	50
833	Lung Wan Street SB	589	48.0	50
834	Lung Sum Avenue EB	694	51.9	50
835	Lung Sum Avenue EB	640	54.5	50
836	Lung Sum Avenue EB	130	71.7	50
837	Lung Sum Avenue EB	286	56.6	50
838	San Hong Street SB	161	46.4	50
839	San Cheung Street WB	9	37.5	50
840	San Shing Avenue WB	192	10.8	50
841	San Hong Street SB	161	46.4	50
842	San Shing Avenue WB	185	10.6	50
843	Fu Hing Street WB	120	50.0	50
844	San Hong Street SB	194	32.0	50
845	San Hong Street SB	118	32.0	50
846	San Kung Street WB	75	32.3	50

847	Tsun Fu Street	92	23.8	50
848	Tsun Fu Street EB	159	22.5	50
849	San Shing Avenue WB	222	20.7	50
850	San Shing Avenue WB	145	14.3	50
851	San Shing Avenue WB	302	18.3	50
852	San Kin Street EB	62	16.7	50
853	San Hong Street EB	34	40.0	50
854	San Fat Street SB	97	52.4	50
855	San Tsoi Street SB	125	46.8	50
856	Tsun Fu Street EB	161	37.1	50
857	Tsun Fu Street EB	285	41.5	50
858	San Tsoi Street SB	26	21.7	50
859	Fu Hing Street WB	84	17.8	50
860	Fu Hing Street WB	137	23.5	50
861	San Fat Street SB	178	41.9	50
862	Lung Sum Avenue EB	754	56.5	50
863	San Fat Street SB	138	40.0	50
864	San Lok Street WB	32	17.9	50
865	Fu Hing Street WB	162	23.4	50
866	Lung Sum Avenue WB	282	39.6	50
867	Lung Sum Avenue WB	179	47.4	50
868	Lung Sum Avenue EB	345	33.3	50
869	Lung Sum Avenue EB	609	37.3	50
870	Lung Sum Avenue EB	417	49.4	50
871	San Lok Street EB	70	36.1	50
890	Choi Yuen Road WB	1022	42.6	50
891	Choi Yuen Road EB	946	27.3	50
892	Choi Yuen Road WB	889	33.3	50
893	Choi Yuen Road EB	876	27.5	50
894	Choi Yuen Road WB	890	30.3	50
895	Choi Yuen Road EB	890	28.9	50
901	Jockey Club Road NB	534	33.8	50
902	Fu Hing Street WB	158	56.2	50
903	Jockey Club Road NB	381	25.6	50
904	Jockey Club Road NB	76	47.0	50
905	Jockey Club Road NB	305	20.3	50
906	Jockey Club Road SB	398	31.8	50
907	Jockey Club Road NB	653	19.0	50
908	Jockey Club Road Roundabout	1180	55.9	50
909	Jockey Club Road Roundabout	1833	42.8	50
910	Jockey Club Road Roundabout	144	22.4	50

911	Jockey Club Road Roundabout	999	49.3	50
912	Jockey Club Road Roundabout	452	51.8	50
913	Jockey Club Road Roundabout	1578	49.9	50
914	Jockey Club Road NB	545	47.3	50
915	Jockey Club Road SB	1125	49.2	50
916	San Fung Avenue NB	339	20.3	50
917	San Fung Avenue WB	56	49.0	50
918	San Fung Avenue WB	17	46.7	50
919	San Fung Avenue WB	56	49.0	50
920	Jockey Club Road NB	17	40.0	50
921	Jockey Club Road NB	339	20.0	50

Appendix 4.5

Predicted Traffic Noise Levels for Site 1 Residential Blocks (Basecase Scenario A)

Floor	R1101a	R1101b	R1101c	R1102a	R1102b	R1102c	R1103a	R1103b	R1103c	R1104a	R1104b	R1104c	R1105a	R1105b	R1105c	R1106a	R1106b	R1106c	R1107a	R1107b	R1107c	R1107d	R1108a	R1108b	R1108c	R1109a	R1109b
44																											
43																											
42																											
41																											
40																67.0	67.0	65.1	65.4	65.5	64.1	59.3	62.4	62.7	52.9	<40	63.2
39																67.1	67.1	65.2	65.4	65.5	64.1	59.4	62.4	62.8	52.9	<40	63.3
38																67.1	67.2	65.2	65.5	65.6	64.2	59.4	62.5	62.9	53.0	<40	63.4
37																67.2	67.2	65.2	65.5	65.6	64.3	59.4	62.6	63.0	53.1	<40	63.5
36																67.2	67.2	65.3	65.5	65.7	64.4	59.5	62.7	63.0	53.2	<40	63.6
35																67.3	67.3	65.3	65.6	65.8	64.5	59.6	62.8	63.1	53.3	<40	63.6
34																67.3	67.3	65.4	65.6	65.8	64.5	59.7	62.9	63.2	53.3	<40	63.7
33																67.4	67.4	65.4	65.7	65.8	64.5	59.8	63.0	63.3	53.4	<40	63.8
32																67.4	67.4	65.4	65.7	65.9	64.6	59.8	63.1	63.4	53.5	<40	63.9
31																67.5	67.5	65.5	65.8	66.0	64.6	59.9	63.2	63.5	53.6	<40	64.0
30																67.5	67.6	65.5	65.8	66.0	64.7	59.9	63.3	63.6	53.7	<40	64.1
29																67.6	67.6	65.6	65.9	66.1	64.8	60.0	63.4	63.7	53.8	<40	64.2
28																67.6	67.6	65.6	65.9	66.1	64.9	60.0	63.4	63.8	53.9	<40	64.3
27																67.6	67.7	65.6	65.9	66.2	64.9	60.1	63.5	63.9	53.9	<40	64.5
26																67.7	67.7	65.6	66.0	66.2	64.9	60.1	63.6	64.0	54.0	<40	64.5
25																67.7	67.7	65.6	66.0	66.3	65.0	60.2	63.8	64.1	54.0	<40	64.7
24																67.7	67.8	65.7	66.0	66.3	65.1	60.2	63.8	64.2	54.1	<40	64.8
23																67.8	67.8	65.7	66.1	66.3	65.1	60.1	63.9	64.3	54.0	<40	64.9
22																67.8	67.8	65.7	66.1	66.4	65.1	60.2	63.9	64.3	54.0	<40	65.0
21																67.8	67.9	65.7	66.1	66.4	65.2	60.1	63.9	64.4	54.0	<40	65.1
20																67.9	67.9	65.7	66.1	66.5	65.3	60.0	64.0	64.4	53.9	<40	65.3
19																67.9	67.9	65.7	66.1	66.4	65.2	59.8	64.1	64.4	53.8	<40	65.3
18																67.9	67.9	65.6	66.0	66.4	65.2	59.5	64.1	64.6	53.8	<40	65.3
17																67.9	67.9	65.5	65.9	66.4	65.1	59.0	64.1	64.6	53.6	<40	65.5
16	66.3	64.5	68.3	64.2	64.2	68.5	64.2	63.9	68.8	64.4	64.2	69.1	64.3	64.1	69.8	67.8	67.8	65.3	65.8	66.3	65.0	58.3	64.1	64.6	53.5	<40	65.5
15	66.2	64.5	68.2	64.2	64.2	68.4	64.2	64.0	68.7	64.3	64.2	69.1	64.2	64.2	69.7	67.7	67.7	65.2	65.7	66.2	64.8	58.1	63.9	64.5	53.3	<40	65.5
14	66.1	64.5	68.1	64.1	64.2	68.3	64.0	64.1	68.6	64.1	64.3	69.0	64.1	64.1	69.6	67.6	67.6	65.1	65.6	66.0	64.6	57.4	63.7	64.3	53.0	<40	65.5
13	65.9	64.4	68.1	64.1	64.3	68.3	63.9	64.0	68.6	64.0	64.2	68.9	64.0	64.1	69.5	67.5	67.6	64.9	65.5	65.9	64.4	56.7	63.3	64.1	52.7	<40	65.4
12	65.7	64.4	68.0	64.0	64.2	68.2	63.9	64.1	68.5	64.0	64.3	68.8	64.0	64.2	69.3	67.4	67.5	64.6	65.3	65.7	64.2	55.7	62.9	63.6	52.3	<40	65.3
11	65.6	64.4	67.9	63.8	64.4	68.1	63.8	64.2	68.4	63.8	64.3	68.7	63.8	64.3	69.2	67.3	67.3	64.3	65.0	65.5	63.8	54.1	62.5	63.2	52.1	<40	65.0
10	65.3	64.4	67.8	63.6	64.4	68.0	63.5	64.2	68.3	63.6	64.5	68.6	63.7	64.4	69.0	67.2	67.1	64.0	64.7	65.1	63.3	52.5	61.9	62.7	52.0	<40	64.4
9	64.9	64.3	67.6	63.1	64.4	67.8	62.9	64.2	68.1	63.1	64.4	68.4	63.1	64.3	68.8	67.0	66.9	63.6	64.4	64.8	62.8	50.5	60.7	61.9	52.0	<40	63.9
8	64.4	64.0	67.1	61.7	64.3	67.4	61.5	64.1	67.7	61.7	64.4	68.1	61.7	64.3	68.5	66.8	66.7	63.3	64.2	64.4	62.3	48.9	59.5	60.3	51.8	<40	63.1
7	63.6	63.4	66.0	60.3	63.6	66.4	59.9	63.5	66.9	60.2	63.9	67.4	60.3	63.9	67.9	66.7	66.5	63.0	63.8	64.1	61.9	47.6	57.8	58.5	51.2	<40	61.5
6	61.8	61.6	64.2	58.5	61.8	64.8	57.9	61.7	65.5	57.9	62.1	66.3	57.8	62.1	66.8	66.5	66.4	62.5	63.1	63.8	61.5	46.3	56.3	56.7	49.3	<40	58.7
5	57.6	59.0	62.0	56.4	59.4	62.5	55.8	59.2	63.2	55.6	59.4	64.2	55.5	59.3	65.2	66.3	66.1	61.9	62.1	63.1	60.4	45.1	53.8	54.2	46.4	<40	55.8
4	53.9	55.4	59.4	53.9	56.3	60.0	53.3	56.0	60.8	53.2	56.0	61.5	53.1	55.8	62.7	65.7	65.3	59.7	59.6	60.4	56.8	43.9	50.8	51.4	44.5	<40	53.2
Max	66.3	64.5	68.3	64.2	64.4	68.5	64.2	64.2	68.8	64.4	64.5	69.1	64.3	64.4	69.8	67.9	67.9	65.7	66.1	66.5	65.3	60.2	64.1	64.6	54.1	<40	65.5
Min	53.9	55.4	59.4	53.9	56.3	60.0	53.3	56.0	60.8	53.2	56.0	61.5	53.1	55.8	62.7	65.7	65.3	59.7	59.6	60.4	56.8	43.9	50.8	51.4	44.5	<40	53.2

Total	1463.0
Exceed	571.0
Compliance	61%

Floor	R1109c	R1109d	R1110a	R1110b	R1111a	R1111b	R1112a	R1112b	R1113a	R1113b	R1114a	R1114b	R1115a	R1115b	R1116a	R1116b	R1116c	R1117a	R1117b	R1117c	R1118a	R1118b	R1118c	R1118d	R1119a	R1119b	R1119c
44																											
43																											
42																											
41																											
40	63.4	59.4	66.0	66.0	66.4	67.2	69.7	68.8	68.8	68.9	63.3	62.7	65.7	67.8	67.1	67.1	51.5	55.0	66.8	66.7	66.2	66.7	66.8	66.0	65.6	67.0	67.0
39	63.5	59.4	66.0	66.1	66.4	67.2	69.8	68.9	68.9	68.9	63.3	62.8	65.8	67.9	67.1	67.2	51.5	55.0	66.9	66.7	66.2	66.7	66.8	66.0	65.6	67.0	67.0
38	63.6	59.5	66.1	66.2	66.5	67.3	69.9	68.9	68.9	69.0	63.4	62.8	65.9	67.9	67.2	67.2	51.5	55.0	66.9	66.7	66.3	66.7	66.8	66.0	65.6	67.0	67.0
37	63.7	59.5	66.2	66.2	66.5	67.3	69.9	69.0	69.0	69.0	63.5	62.9	65.9	68.0	67.2	67.2	51.5	55.1	66.9	66.7	66.2	66.7	66.8	66.0	65.7	67.0	67.0
36	63.7	59.6	66.3	66.3	66.6	67.4	70.0	69.0	69.0	69.1	63.5	63.0	66.0	68.0	67.2	67.3	51.5	55.1	66.9	66.8	66.2	66.7	66.8	66.0	65.7	67.0	67.0
35	63.8	59.6	66.3	66.3	66.6	67.5	70.0	69.1	69.0	69.1	63.6	63.0	66.0	68.1	67.3	67.3	51.4	55.1	66.9	66.8	66.2	66.7	66.8	66.1	65.7	67.0	67.0
34	63.9	59.7	66.4	66.4	66.7	67.5	70.1	69.1	69.1	69.2	63.8	63.1	66.1	68.1	67.3	67.4	51.4	55.1	67.0	66.8	66.3	66.7	66.8	66.1	65.8	67.0	67.0
33	64.0	59.8	66.5	66.5	66.8	67.6	70.1	69.2	69.2	69.2	63.8	63.2	66.1	68.1	67.4	67.4	51.4	55.2	67.0	66.8	66.3	66.7	66.8	66.1	65.8	67.0	67.0
32	64.1	59.8	66.5	66.6	66.9	67.6	70.2	69.3	69.2	69.3	63.9	63.3	66.2	68.2	67.4	67.4	51.4	55.2	67.0	66.8	66.3	66.7	66.8	66.1	65.8	67.0	67.0
31	64.2	59.9	66.6	66.6	66.9	67.7	70.2	69.3	69.3	69.4	64.0	63.4	66.3	68.2	67.4	67.4	51.3	55.2	67.0	66.8	66.3	66.7	66.8	66.1	65.8	67.0	67.0
30	64.4	60.0	66.7	66.7	67.0	67.7	70.3	69.4	69.4	69.4	64.1	63.5	66.3	68.3	67.5	67.5	51.2	55.1	67.0	66.8	66.3	66.7	66.8	66.1	65.8	67.0	67.0
29	64.5	60.0	66.8	66.8	67.0	67.8	70.4	69.5	69.4	69.5	64.2	63.6	66.4	68.3	67.5	67.5	51.2	55.0	67.0	66.8	66.3	66.7	66.8	66.2	65.8	67.0	67.0
28	64.6	60.1	66.8	66.9	67.1	67.9	70.4	69.5	69.5	69.6	64.3	63.6	66.5	68.4	67.5	67.5	51.1	54.9	67.0	66.8	66.3	66.7	66.8	66.1	65.9	67.0	67.0
27	64.7	60.2	66.9	66.9	67.2	68.0	70.5	69.6	69.5	69.7	64.4	63.8	66.5	68.4	67.6	67.5	50.9	54.8	67.0	66.8	66.3	66.7	66.8	66.1	65.9	67.0	67.0
26	64.8	60.2	67.0	67.0	67.2	68.0	70.6	69.7	69.6	69.8	64.5	63.9	66.5	68.5	67.6	67.5	50.8	54.7	67.0	66.8	66.2	66.7	66.8	66.1	65.9	67.0	66.9
25	64.8	60.3	67.1	67.1	67.3	68.1	70.6	69.8	69.7	69.8	64.6	63.9	66.7	68.5	67.5	67.5	50.5	54.6	67.0	66.8	66.2	66.6	66.7	66.1	65.9	66.9	66.9
24	65.0	60.3	67.2	67.2	67.4	68.2	70.7	69.9	69.8	69.9	64.7	64.1	66.7	68.6	67.6	67.5	50.4	54.5	67.0	66.8	66.2	66.6	66.7	66.1	65.8	66.8	66.8
23	65.1	60.4	67.3	67.3	67.5	68.3	70.8	69.9	69.8	70.0	64.8	64.1	66.8	68.6	67.6	67.5	50.4	54.3	67.0	66.7	66.1	66.5	66.6	66.0	65.8	66.7	66.7
22	65.1	60.5	67.4	67.3	67.6	68.4	70.8	70.0	69.9	70.1	65.0	64.3	66.8	68.7	67.6	67.5	50.1	54.1	66.9	66.7	66.1	66.4	66.5	66.0	65.8	66.7	66.6
21	65.3	60.5	67.5	67.5	67.6	68.4	70.9	70.1	70.0	70.2	65.0	64.4	66.9	68.6	67.6	67.5	50.0	53.9	66.9	66.6	66.0	66.3	66.5	66.0	65.8	66.6	66.6
20	65.4	60.6	67.6	67.5	67.7	68.5	71.0	70.2	70.1	70.3	65.1	64.5	66.9	68.7	67.6	67.5	49.8	53.5	66.8	66.5	66.0	66.3	66.4	66.0	65.8	66.5	66.5
19	65.6	60.6	67.7	67.6	67.8	68.6	71.1	70.3	70.2	70.3	65.3	64.6	67.0	68.7	67.6	67.5	49.6	52.7	66.7	66.5	66.0	66.2	66.3	65.9	65.7	66.4	66.4
18	65.6	60.7	67.8	67.7	67.9	68.7	71.2	70.4	70.3	70.5	65.4	64.6	66.9	68.7	67.5	67.4	49.4	52.0	66.7	66.4	65.9	66.2	66.3	65.9	65.7	66.4	66.3
17	65.7	60.7	67.8	67.8	68.0	68.8	71.3	70.5	70.4	70.6	65.5	64.7	67.0	68.7	67.4	67.3	48.9	51.1	66.6	66.3	65.8	66.1	66.2	65.8	65.6	66.2	66.2
16	65.8	60.7	67.9	67.9	68.1	68.9	71.4	70.6	70.5	70.7	65.6	64.7	67.0	68.7	67.4	67.2	48.3	50.1	66.5	66.3	65.7	66.0	66.1	65.7	65.5	66.1	66.1
15	65.9	60.8	68.0	68.0	68.1	69.0	71.5	70.7	70.6	70.8	65.7	64.7	67.0	68.6	67.3	67.1	47.2	48.9	66.4	66.2	65.6	65.8	65.9	65.6	65.4	66.0	65.9
14	65.9	60.7	68.1	68.1	68.2	69.1	71.6	70.8	70.7	70.9	65.8	64.6	67.0	68.6	67.2	67.0	46.5	47.8	66.3	66.0	65.6	65.7	65.8	65.5	65.3	65.8	65.8
13	65.9	60.6	68.1	68.2	68.4	69.2	71.7	71.0	70.8	71.0	65.8	64.7	66.9	68.5	67.2	66.9	45.3	46.8	66.2	65.8	65.5	65.6	65.7	65.4	65.2	65.7	65.7
12	65.9	60.6	68.2	68.3	68.5	69.3	71.7	71.1	70.9	71.1	65.8	64.6	66.9	68.4	67.1	66.8	44.0	45.5	66.0	65.8	65.4	65.5	65.6	65.3	65.1	65.6	65.6
11	65.8	60.5	68.2	68.3	68.6	69.4	71.8	71.2	71.0	71.2	65.8	64.5	66.8	68.3	66.9	66.6	42.3	44.0	65.8	65.6	65.2	65.4	65.4	65.2	65.0	65.4	65.4
10	65.4	60.4	68.1	68.3	68.6	69.5	71.9	71.3	71.1	71.3	65.8	64.5	66.7	68.2	66.7	66.3	40.4	42.4	65.6	65.5	65.1	65.2	65.2	65.0	64.8	65.2	65.2
9	64.8	60.4	68.0	68.3	68.6	69.6	71.9	71.4	71.2	71.4	65.8	64.4	66.6	68.0	66.4	66.1	<40	41.2	65.4	65.2	64.9	65.0	65.1	64.9	64.6	65.1	65.0
8	64.1	60.3	67.7	68.2	68.7	69.6	71.9	71.5	71.3	71.3	65.8	64.3	66.4	67.7	66.1	65.8	<40	40.0	65.1	65.0	64.8	64.8	64.9	64.7	64.5	64.9	64.9
7	62.9	60.3	67.0	67.9	68.6	69.6	71.6	71.5	71.2	71.1	65.8	64.2	66.0	67.1	65.7	65.4	<40	<40	64.9	64.8	64.6	64.6	64.7	64.5	64.3	64.6	64.6
6	60.7	60.0	66.0	67.0	68.4	69.5	70.9	71.3	71.1	70.2	65.8	63.8	65.3	66.5	65.1	64.9	<40	<40	64.6	64.5	64.3	64.4	64.4	63.8	63.5	63.9	63.6
5	58.0	58.7	64.2	65.4	67.2	69.0	69.7	70.2	70.2	68.6	65.3	62.3	64.4	65.7	64.6	64.5	<40	<40	64.2	64.1	64.0	64.0	63.7	61.8	61.2	60.6	59.2
4	54.7	54.8	61.0	62.0	64.0	66.1	67.8	67.4	67.1	66.2	60.1	55.9	62.7	64.6	63.9	63.9	<40	<40	63.7	63.5	63.4	63.5	63.1	60.3	59.7	58.5	55.8
Max	65.9	60.8	68.2	68.3	68.7	69.6	71.9	71.5	71.3	71.4	65.8	64.7	67.0	68.7	67.6	67.5	51.5	55.2	67.0	66.8	66.3	66.7	66.8	66.2	65.9	67.0	67.0
Min	54.7	54.8	61.0	62.0	64.0	66.1	67.8	67.4	67.1	66.2	60.1	55.9	62.7	64.6	63.9	63.9	<40	<40	63.7	63.5	63.4	63.5	63.1	60.3	59.7	58.5	55.8

Floor	R1201a	R1201b	R1201c	R1201d	R1202a	R1202b	R1202c	R1202d	R1202e	R1203a	R1203b	R1204a	R1204b	R1205a	R1205b	R1206a	R1206b	R1207a	R1207b	R1208a	R1208b	R1209a	R1209b	R1210a	R1210b	R1211a	R1211b
44	72.3	69.3	70.2	61.1	64.9	70.0	69.8	59.2	59.0	68.1	69.6	70.0	69.3	70.9	71.0	69.8	71.9	72.1	71.7	71.1	71.6	71.2	69.2	70.4	70.6	70.4	68.7
43	72.3	69.4	70.3	61.2	65.0	70.1	69.8	59.2	59.1	68.2	69.7	70.0	69.4	70.9	71.0	69.8	71.9	72.1	71.8	71.1	71.6	71.2	69.3	70.4	70.6	70.5	68.8
42	72.4	69.5	70.3	61.3	65.1	70.1	69.9	59.3	59.1	68.2	69.7	70.1	69.4	71.0	71.1	69.9	72.0	72.2	71.8	71.1	71.7	71.3	69.3	70.5	70.7	70.5	68.8
41	72.4	69.5	70.4	61.3	65.1	70.2	70.0	59.4	59.2	68.3	69.8	70.1	69.5	71.1	71.1	69.9	72.0	72.3	71.9	71.2	71.8	71.3	69.3	70.5	70.7	70.6	68.8
40	72.5	69.6	70.5	61.4	65.2	70.2	70.0	59.5	59.3	68.3	69.9	70.2	69.5	71.1	71.2	70.0	72.1	72.3	71.9	71.2	71.8	71.4	69.4	70.5	70.7	70.6	68.9
39	72.6	69.6	70.5	61.5	65.3	70.3	70.1	59.5	59.4	68.4	69.9	70.2	69.6	71.2	71.2	70.0	72.1	72.4	72.0	71.3	71.8	71.4	69.4	70.6	70.8	70.7	68.9
38	72.6	69.7	70.6	61.6	65.3	70.4	70.1	59.6	59.5	68.4	70.0	70.3	69.6	71.2	71.3	70.1	72.2	72.4	72.0	71.3	71.9	71.5	69.5	70.6	70.8	70.7	69.0
37	72.7	69.8	70.7	61.7	65.4	70.4	70.2	59.7	59.6	68.5	70.0	70.3	69.7	71.3	71.3	70.1	72.2	72.5	72.1	71.3	71.9	71.5	69.5	70.7	70.9	70.7	69.0
36	72.7	69.8	70.7	61.7	65.5	70.5	70.3	59.8	59.6	68.6	70.1	70.4	69.7	71.3	71.4	70.2	72.3	72.5	72.2	71.4	72.0	71.6	69.6	70.7	70.9	70.8	69.0
35	72.8	69.9	70.8	61.8	65.5	70.6	70.3	59.9	59.7	68.6	70.1	70.5	69.8	71.4	71.5	70.2	72.4	72.6	72.2	71.5	72.1	71.6	69.6	70.8	71.0	70.8	69.1
34	72.9	70.0	70.9	61.9	65.6	70.6	70.4	59.9	59.8	68.7	70.2	70.5	69.8	71.4	71.5	70.3	72.4	72.6	72.3	71.5	72.1	71.7	69.7	70.8	71.0	70.9	69.1
33	72.9	70.1	70.9	62.0	65.7	70.7	70.5	60.0	59.9	68.7	70.3	70.6	69.9	71.5	71.6	70.3	72.5	72.7	72.3	71.6	72.2	71.7	69.7	70.9	71.1	70.9	69.2
32	73.0	70.1	71.0	62.1	65.8	70.8	70.5	60.1	60.0	68.8	70.3	70.6	69.9	71.6	71.6	70.4	72.5	72.7	72.4	71.6	72.2	71.8	69.8	70.9	71.1	71.0	69.2
31	73.0	70.2	71.1	62.2	65.9	70.8	70.6	60.2	60.1	68.9	70.4	70.7	70.0	71.6	71.7	70.4	72.6	72.8	72.4	71.7	72.3	71.9	69.8	70.9	71.2	71.0	69.3
30	73.1	70.3	71.1	62.2	65.9	70.9	70.6	60.3	60.2	68.9	70.4	70.7	70.0	71.7	71.7	70.5	72.6	72.9	72.5	71.7	72.3	71.9	69.9	71.0	71.2	71.1	69.3
29	73.2	70.3	71.2	62.3	66.0	70.9	70.7	60.4	60.2	69.0	70.5	70.8	70.1	71.7	71.8	70.5	72.7	72.9	72.6	71.8	72.4	72.0	70.0	71.1	71.3	71.1	69.4
28	73.2	70.4	71.2	62.4	66.1	71.0	70.7	60.5	60.3	69.0	70.5	70.8	70.1	71.8	71.8	70.6	72.8	73.0	72.6	71.8	72.4	72.0	70.0	71.1	71.3	71.2	69.4
27	73.3	70.5	71.3	62.5	66.2	71.1	70.8	60.6	60.4	69.1	70.6	70.9	70.1	71.8	71.9	70.6	72.8	73.0	72.7	71.9	72.5	72.1	70.1	71.2	71.4	71.2	69.5
26	73.3	70.5	71.4	62.6	66.3	71.1	70.9	60.7	60.5	69.1	70.6	70.9	70.2	71.9	71.9	70.6	72.9	73.1	72.7	72.0	72.6	72.2	70.2	71.2	71.5	71.3	69.5
25	73.4	70.6	71.4	62.7	66.3	71.2	70.9	60.8	60.6	69.2	70.7	70.9	70.2	71.9	71.9	70.7	72.9	73.1	72.8	72.0	72.7	72.2	70.2	71.3	71.5	71.3	69.6
24	73.5	70.6	71.5	62.8	66.4	71.2	71.0	60.9	60.7	69.2	70.7	71.0	70.2	71.9	72.0	70.7	73.0	73.2	72.8	72.1	72.7	72.3	70.2	71.4	71.6	71.4	69.6
23																											
22	73.6	70.8	71.6	63.1	66.6	71.3	71.0	61.2	61.0	69.2	70.8	71.0	70.2	72.0	72.0	70.7	73.1	73.3	72.9	72.3	72.9	72.5	70.5	71.5	71.8	71.6	69.8
21	73.6	70.8	71.6	63.2	66.7	71.3	71.0	61.3	61.1	69.2	70.7	71.0	70.2	72.0	72.0	70.7	73.1	73.3	72.9	72.3	73.0	72.6	70.6	71.6	71.8	71.7	69.9
20	73.7	70.8	71.7	63.3	66.8	71.3	71.0	61.4	61.2	69.2	70.7	71.0	70.1	72.0	72.0	70.7	73.1	73.3	73.0	72.5	73.1	72.7	70.6	71.7	71.9	71.8	69.9
19	73.7	70.8	71.7	63.3	66.9	71.3	71.0	61.5	61.3	69.2	70.7	71.0	70.1	72.0	72.0	70.6	73.1	73.3	73.0	72.5	73.2	72.7	70.7	71.8	72.0	71.8	70.0
18	73.7	70.8	71.7	63.4	66.9	71.3	71.0	61.6	61.4	69.3	70.7	71.0	70.0	72.0	72.0	70.6	73.1	73.4	73.0	72.6	73.3	72.8	70.8	71.9	72.1	71.9	70.1
17	73.7	70.8	71.6	63.5	67.0	71.3	71.0	61.7	61.5	69.3	70.7	70.9	70.0	72.0	72.0	70.6	73.2	73.4	73.0	72.7	73.4	72.9	70.9	71.9	72.2	72.0	70.1
16	73.7	70.7	71.6	63.5	67.1	71.3	71.0	61.8	61.6	69.3	70.6	70.9	69.9	72.0	72.0	70.5	73.2	73.4	73.0	72.8	73.5	73.0	71.0	72.0	72.3	72.0	70.2
15	73.6	70.7	71.5	63.5	67.1	71.2	70.9	61.8	61.6	69.3	70.6	70.8	69.8	71.9	72.0	70.4	73.1	73.4	73.0	72.9	73.6	73.1	71.0	72.1	72.4	72.1	70.3
14	73.6	70.6	71.4	63.3	67.1	71.1	70.8	61.8	61.6	69.3	70.5	70.8	69.7	71.9	71.9	70.3	73.1	73.4	73.0	73.0	73.7	73.2	71.1	72.2	72.5	72.2	70.3
13	73.5	70.5	71.3	63.2	67.1	71.0	70.7	61.7	61.5	69.2	70.4	70.7	69.6	71.8	71.8	70.2	73.1	73.4	73.0	73.1	73.8	73.4	71.3	72.3	72.5	72.3	70.4
12	73.4	70.4	71.1	63.0	67.0	70.8	70.6	61.6	61.3	69.2	70.3	70.5	69.4	71.7	71.8	70.0	73.1	73.4	72.9	73.3	73.9	73.5	71.4	72.4	72.6	72.4	70.4
11	73.2	70.2	70.9	62.6	66.9	70.6	70.3	61.2	60.9	69.0	70.1	70.3	69.1	71.6	71.6	69.8	73.0	73.3	72.9	73.4	74.0	73.6	71.4	72.5	72.7	72.4	70.4
10	73.0	69.9	70.6	62.0	66.6	70.3	70.0	60.8	60.4	68.8	69.8	70.1	68.9	71.3	71.4	69.4	72.9	73.2	72.8	73.5	74.1	73.7	71.6	72.5	72.8	72.5	70.5
9	72.6	69.5	70.1	61.1	66.3	69.9	69.6	60.0	59.5	68.6	69.4	69.8	68.5	71.1	71.2	69.0	72.8	73.2	72.7	73.6	74.2	73.8	71.7	72.6	72.8	72.5	70.5
8	72.3	69.1	69.6	60.2	66.0	69.3	69.1	59.0	58.5	68.2	69.0	69.3	68.0	70.8	70.9	68.5	72.6	73.0	72.6	73.7	74.3	73.9	71.8	72.6	72.8	72.5	70.5
7	71.8	68.5	68.9	59.0	65.6	68.8	68.6	57.9	57.5	67.8	68.5	68.8	67.5	70.4	70.6	67.9	72.4	72.9	72.4	73.8	74.4	74.0	71.8	72.5	72.8	72.5	70.5
6	71.1	67.8	68.3	57.1	65.2	68.2	68.0	56.3	55.9	67.3	67.9	68.3	67.0	69.8	70.1	67.1	71.9	72.6	72.2	73.5	74.2	73.9	71.7	72.2	72.8	72.6	70.5
5	70.3	67.0	67.4	55.1	64.9	67.4	67.3	54.1	53.6	66.7	67.3	67.7	66.4	69.1	69.5	66.2	71.1	72.1	71.9	72.6	73.3	73.6	71.2	71.7	72.6	72.4	70.3
4	69.3	66.0	66.5	53.3	64.5	66.6	66.5	51.8	51.4	66.0	66.6	67.0	65.3	68.1	68.3	64.8	70.1	70.6	71.1	70.2	71.1	72.3	68.5	69.5	71.7	71.5	67.9
Max	73.7	70.8	71.7	63.5	67.1	71.3	71.0	61.8	61.6	69.3	70.8	71.0	70.2	72.0	72.0	70.7	73.2	73.4	73.0	73.8	74.4	74.0	71.8	72.6	72.8	72.6	70.5
Min	69.3	66.0	66.5	53.3	64.5	66.6	66.5	51.8	51.4	66.0	66.6	67.0	65.3	68.1	68.3	64.8	70.1	70.6	71.1	70.2	71.1	71.2	68.5	69.5	70.6	70.4	67.9

Floor	R1212a	R1212b	R1213a	R1213b	R1214a	R1214b	R1215a	R1215b	R1216a	R1216b	R1217a	R1217b	R1218a	R1218b	R1219a	R1219b	R1220a	R1220b	R1221a	R1221b	R1221c	R1222a	R1222b	R1222c	R1101 max	R1102 max	R1103 max
44	68.0	70.5	70.8	70.8	69.8	71.8	71.8	71.6	62.2	64.0	62.1	56.9	58.6	59.8	55.3	59.0	59.3	57.9	62.3	65.0	63.5	65.1	66.3	66.1			
43	68.1	70.5	70.9	70.9	69.8	71.8	71.8	71.6	62.3	64.1	62.2	57.0	58.6	59.8	55.4	59.0	59.3	57.9	62.4	65.0	63.6	65.2	66.4	66.1			
42	68.1	70.5	70.9	70.9	69.9	71.9	71.9	71.7	62.3	64.1	62.2	56.9	58.6	59.9	55.3	59.1	59.4	58.0	62.4	65.1	63.6	65.2	66.4	66.1			
41	68.1	70.6	70.9	71.0	69.9	71.9	72.0	71.8	62.4	64.2	62.2	56.9	58.6	59.9	55.4	59.1	59.4	58.1	62.5	65.1	63.7	65.2	66.5	66.2			
40	68.2	70.6	71.0	71.0	70.0	72.0	72.0	71.8	62.5	64.2	62.3	57.0	58.7	60.0	55.4	59.2	59.5	58.2	62.6	65.2	63.7	65.3	66.5	66.2			
39	68.2	70.7	71.1	71.1	70.0	72.0	72.0	71.8	62.6	64.3	62.4	57.0	58.7	60.0	55.4	59.2	59.5	58.3	62.6	65.2	63.8	65.3	66.5	66.2			
38	68.2	70.7	71.1	71.1	70.0	72.1	72.1	71.9	62.6	64.4	62.4	57.0	58.8	60.1	55.4	59.3	59.6	58.3	62.6	65.2	63.8	65.4	66.5	66.2			
37	68.3	70.8	71.1	71.1	70.1	72.1	72.1	71.9	62.7	64.4	62.5	57.0	58.9	60.1	55.4	59.4	59.7	58.4	62.7	65.3	63.8	65.4	66.6	66.3			
36	68.3	70.8	71.2	71.2	70.1	72.2	72.2	72.0	62.8	64.5	62.6	57.1	58.9	60.2	55.4	59.4	59.7	58.5	62.8	65.3	63.9	65.4	66.6	66.3			
35	68.4	70.9	71.2	71.2	70.2	72.2	72.2	72.0	62.9	64.6	62.7	57.1	58.9	60.3	55.4	59.5	59.8	58.6	62.8	65.4	63.9	65.5	66.6	66.4			
34	68.4	70.9	71.3	71.3	70.2	72.3	72.3	72.1	63.0	64.7	62.8	57.2	59.0	60.3	55.4	59.5	59.8	58.6	62.9	65.4	64.0	65.5	66.7	66.4			
33	68.5	70.9	71.3	71.3	70.3	72.3	72.3	72.1	63.1	64.7	62.8	57.2	59.1	60.4	55.4	59.6	59.9	58.7	63.0	65.4	64.0	65.6	66.7	66.4			
32	68.5	71.0	71.4	71.4	70.3	72.4	72.4	72.2	63.2	64.8	62.9	57.2	59.1	60.4	55.4	59.6	60.0	58.8	63.0	65.5	64.1	65.6	66.7	66.5			
31	68.6	71.1	71.4	71.4	70.4	72.4	72.5	72.2	63.3	64.9	63.0	57.3	59.1	60.5	55.4	59.7	60.1	58.8	63.0	65.5	64.1	65.6	66.8	66.5			
30	68.6	71.1	71.5	71.5	70.5	72.5	72.5	72.3	63.3	65.0	63.1	57.3	59.2	60.6	55.4	59.8	60.1	58.9	63.1	65.6	64.1	65.7	66.8	66.5			
29	68.7	71.1	71.6	71.5	70.5	72.5	72.6	72.3	63.4	65.1	63.2	57.3	59.3	60.6	55.4	59.8	60.2	59.0	63.1	65.6	64.2	65.7	66.8	66.5			
28	68.7	71.2	71.6	71.6	70.5	72.6	72.6	72.4	63.5	65.1	63.3	57.4	59.3	60.7	55.5	59.8	60.3	59.1	63.2	65.6	64.2	65.8	66.9	66.6			
27	68.8	71.3	71.7	71.6	70.6	72.7	72.7	72.4	63.7	65.2	63.4	57.4	59.4	60.8	55.4	59.9	60.3	59.1	63.2	65.6	64.3	65.8	66.9	66.6			
26	68.9	71.3	71.7	71.7	70.7	72.7	72.8	72.5	63.7	65.3	63.5	57.4	59.5	60.8	55.4	60.0	60.4	59.1	63.2	65.7	64.3	65.8	66.9	66.6			
25	68.9	71.4	71.8	71.8	70.7	72.8	72.8	72.6	63.8	65.4	63.6	57.4	59.5	60.9	55.4	60.0	60.4	59.1	63.3	65.8	64.3	65.8	67.0	66.6			
24	68.9	71.5	71.9	71.8	70.8	72.9	72.9	72.7	63.9	65.5	63.7	57.5	59.6	61.0	55.4	60.1	60.4	59.2	63.4	65.8	64.3	65.9	67.0	66.7			
23																											
22	69.1	71.6	72.0	72.0	71.0	73.0	73.1	72.8	64.2	65.7	63.9	57.4	59.7	61.1	55.5	60.2	60.5	59.3	63.4	65.8	64.4	65.9	67.0	66.7			
21	69.2	71.7	72.1	72.1	71.1	73.1	73.2	72.9	64.3	65.8	64.0	57.2	59.6	61.1	55.4	60.1	60.5	59.4	63.5	65.9	64.4	65.9	67.1	66.7			
20	69.2	71.8	72.2	72.1	71.1	73.2	73.2	73.0	64.3	65.9	64.0	57.0	59.4	61.1	55.1	60.1	60.5	59.4	63.4	65.9	64.4	65.9	67.0	66.7			
19	69.3	71.8	72.3	72.2	71.2	73.3	73.3	73.0	64.4	65.9	64.1	56.8	59.4	61.0	54.8	60.1	60.5	59.4	63.4	65.9	64.3	65.9	67.0	66.6			
18	69.4	71.9	72.3	72.3	71.3	73.4	73.4	73.1	64.5	66.0	64.1	56.4	59.2	60.9	54.7	60.0	60.5	59.3	63.4	65.8	64.2	65.8	67.0	66.6			
17	69.5	72.0	72.4	72.4	71.3	73.5	73.5	73.2	64.6	66.1	64.2	56.1	59.0	60.8	54.6	60.0	60.4	59.2	63.3	65.8	64.2	65.7	66.9	66.5			
16	69.6	72.0	72.5	72.4	71.4	73.6	73.6	73.3	64.7	66.2	64.2	55.9	58.8	60.7	54.4	59.9	60.3	58.9	63.2	65.7	64.2	65.7	66.8	66.5	68.3	68.5	68.8
15	69.6	72.1	72.6	72.5	71.5	73.7	73.7	73.4	64.9	66.3	64.3	55.6	58.7	60.7	54.2	59.8	60.1	58.5	63.0	65.6	64.0	65.6	66.7	66.3	68.2	68.4	68.7
14	69.7	72.2	72.7	72.6	71.6	73.8	73.8	73.5	65.0	66.4	64.4	55.5	58.5	60.6	54.1	59.6	59.7	58.0	63.0	65.6	63.9	65.5	66.6	66.2	68.1	68.3	68.6
13	69.7	72.3	72.8	72.7	71.7	73.9	73.9	73.6	65.2	66.5	64.4	55.4	58.3	60.4	53.8	59.3	59.3	57.7	62.7	65.4	63.8	65.3	66.5	66.1	68.1	68.3	68.6
12	69.8	72.3	72.8	72.8	71.8	74.0	74.0	73.7	65.3	66.6	64.4	55.5	58.1	60.2	53.5	58.7	59.0	57.2	62.5	65.3	63.6	65.1	66.3	65.9	68.0	68.2	68.5
11	69.9	72.4	72.9	72.8	71.9	74.1	74.1	73.8	65.4	66.6	64.5	55.4	57.9	59.7	52.8	58.1	58.5	56.3	62.0	65.0	63.4	64.9	66.0	65.7	67.9	68.1	68.4
10	69.9	72.4	73.0	72.9	72.0	74.2	74.2	73.9	65.5	66.8	64.5	55.5	57.6	59.1	52.3	57.2	57.6	54.7	61.4	64.7	63.2	64.7	65.9	65.6	67.8	68.0	68.3
9	70.0	72.5	73.0	72.9	72.1	74.3	74.3	74.0	65.6	66.8	64.4	55.6	57.2	58.7	52.0	56.3	56.1	52.7	60.9	64.4	63.1	64.6	65.7	65.4	67.6	67.8	68.1
8	70.0	72.5	73.0	73.0	72.2	74.4	74.4	74.0	65.6	66.8	64.0	55.7	56.9	58.0	51.7	55.0	54.0	50.3	60.4	64.2	63.0	64.4	65.4	65.2	67.1	67.4	67.7
7	70.1	72.5	73.1	73.0	72.2	74.4	74.4	74.0	65.7	66.6	63.7	55.8	56.5	57.1	51.5	53.8	51.6	48.2	60.1	64.0	62.9	64.2	65.2	65.0	66.0	66.4	66.9
6	70.2	72.6	73.1	72.9	72.2	74.3	74.2	73.7	65.5	66.5	63.0	55.9	56.0	56.3	51.6	52.8	49.5	46.5	59.8	63.7	62.8	64.0	64.9	64.8	64.2	64.8	65.5
5	69.9	72.6	73.1	72.2	71.7	74.1	73.1	72.8	65.1	65.8	60.8	55.8	55.6	55.7	51.3	52.3	47.5	45.0	59.5	63.3	62.6	63.6	64.5	64.4	62.0	62.5	63.2
4	67.5	71.6	71.7	70.1	69.6	72.5	71.2	70.7	62.6	62.3	58.1	54.5	54.2	55.0	49.1	51.7	45.7	43.5	58.5	62.1	61.2	62.2	63.9	63.9	59.4	60.0	60.8
Max	70.2	72.6	73.1	73.0	72.2	74.4	74.4	74.0	65.7	66.8	64.5	57.5	59.7	61.1	55.5	60.2	60.5	59.4	63.5	65.9	64.4	65.9	67.1	66.7	68.3	68.5	68.8
Min	67.5	70.5	70.8	70.1	69.6	71.8	71.2	70.7	62.2	62.3	58.1	54.5	54.2	55.0	49.1	51.7	45.7	43.5	58.5	62.1	61.2	62.2	63.9	63.9	59.4	60.0	60.8

Base Scenario (2028) - Site 1

Floor	R1104 max	R1105 max	R1106 max	R1107 max	R1108 max	R1109 max	R1110 max	R1111 max	R1112 max	R1113 max	R1114 max	R1115 max	R1116 max	R1117 max	R1118 max	R1119 max	R1201 max	R1202 max	R1203 max	R1204 max	R1205 max	R1206 max	R1207 max	R1208 max	R1209 max	R1210 max	R1211 max
44																	72.3	70.0	69.6	70.0	71.0	71.9	72.1	71.6	71.2	70.6	70.4
43																	72.3	70.1	69.7	70.0	71.0	71.9	72.1	71.6	71.2	70.6	70.5
42																	72.4	70.1	69.7	70.1	71.1	72.0	72.2	71.7	71.3	70.7	70.5
41																	72.4	70.2	69.8	70.1	71.1	72.0	72.3	71.8	71.3	70.7	70.6
40			67.0	65.5	62.7	63.4	66.0	67.2	69.7	68.9	63.3	67.8	67.1	66.8	66.8	67.0	72.5	70.2	69.9	70.2	71.2	72.1	72.3	71.8	71.4	70.7	70.6
39			67.1	65.5	62.8	63.5	66.1	67.2	69.8	68.9	63.3	67.9	67.2	66.9	66.8	67.0	72.6	70.3	69.9	70.2	71.2	72.1	72.4	71.8	71.4	70.8	70.7
38			67.2	65.6	62.9	63.6	66.2	67.3	69.9	69.0	63.4	67.9	67.2	66.9	66.8	67.0	72.6	70.4	70.0	70.3	71.3	72.2	72.4	71.9	71.5	70.8	70.7
37			67.2	65.6	63.0	63.7	66.2	67.3	69.9	69.0	63.5	68.0	67.2	66.9	66.8	67.0	72.7	70.4	70.0	70.3	71.3	72.2	72.5	71.9	71.5	70.9	70.7
36			67.2	65.7	63.0	63.7	66.3	67.4	70.0	69.1	63.5	68.0	67.3	66.9	66.8	67.0	72.7	70.5	70.1	70.4	71.4	72.3	72.5	72.0	71.6	70.9	70.8
35			67.3	65.8	63.1	63.8	66.3	67.5	70.0	69.1	63.6	68.1	67.3	66.9	66.8	67.0	72.8	70.6	70.1	70.5	71.5	72.4	72.6	72.1	71.6	71.0	70.8
34			67.3	65.8	63.2	63.9	66.4	67.5	70.1	69.2	63.8	68.1	67.4	67.0	66.8	67.0	72.9	70.6	70.2	70.5	71.5	72.4	72.6	72.1	71.7	71.0	70.9
33			67.4	65.8	63.3	64.0	66.5	67.6	70.1	69.2	63.8	68.1	67.4	67.0	66.8	67.0	72.9	70.7	70.3	70.6	71.6	72.5	72.7	72.2	71.7	71.1	70.9
32			67.4	65.9	63.4	64.1	66.6	67.6	70.2	69.3	63.9	68.2	67.4	67.0	66.8	67.0	73.0	70.8	70.3	70.6	71.6	72.5	72.7	72.2	71.8	71.1	71.0
31			67.5	66.0	63.5	64.2	66.6	67.7	70.2	69.4	64.0	68.2	67.4	67.0	66.8	67.0	73.0	70.8	70.4	70.7	71.7	72.6	72.8	72.3	71.9	71.2	71.0
30			67.6	66.0	63.6	64.4	66.7	67.7	70.3	69.4	64.1	68.3	67.5	67.0	66.8	67.0	73.1	70.9	70.4	70.7	71.7	72.6	72.9	72.3	71.9	71.2	71.1
29			67.6	66.1	63.7	64.5	66.8	67.8	70.4	69.5	64.2	68.3	67.5	67.0	66.8	67.0	73.2	70.9	70.5	70.8	71.8	72.7	72.9	72.4	72.0	71.3	71.1
28			67.6	66.1	63.8	64.6	66.9	67.9	70.4	69.6	64.3	68.4	67.5	67.0	66.8	67.0	73.2	71.0	70.5	70.8	71.8	72.8	73.0	72.4	72.0	71.3	71.2
27			67.7	66.2	63.9	64.7	66.9	68.0	70.5	69.7	64.4	68.4	67.6	67.0	66.8	67.0	73.3	71.1	70.6	70.9	71.9	72.8	73.0	72.5	72.1	71.4	71.2
26			67.7	66.2	64.0	64.8	67.0	68.0	70.6	69.8	64.5	68.5	67.6	67.0	66.8	67.0	73.3	71.1	70.6	70.9	71.9	72.9	73.1	72.6	72.2	71.5	71.3
25			67.7	66.3	64.1	64.8	67.1	68.1	70.6	69.8	64.6	68.5	67.5	67.0	66.7	66.9	73.4	71.2	70.7	70.9	71.9	72.9	73.1	72.7	72.2	71.5	71.3
24			67.8	66.3	64.2	65.0	67.2	68.2	70.7	69.9	64.7	68.6	67.6	67.0	66.7	66.8	73.5	71.2	70.7	71.0	72.0	73.0	73.2	72.7	72.3	71.6	71.4
23			67.8	66.3	64.3	65.1	67.3	68.3	70.8	70.0	64.8	68.6	67.6	67.0	66.6	66.7											
22			67.8	66.4	64.3	65.1	67.4	68.4	70.8	70.1	65.0	68.7	67.6	66.9	66.5	66.7	73.6	71.3	70.8	71.0	72.0	73.1	73.3	72.9	72.5	71.8	71.6
21			67.9	66.4	64.4	65.3	67.5	68.4	70.9	70.2	65.0	68.6	67.6	66.9	66.5	66.6	73.6	71.3	70.7	71.0	72.0	73.1	73.3	73.0	72.6	71.8	71.7
20			67.9	66.5	64.4	65.4	67.6	68.5	71.0	70.3	65.1	68.7	67.6	66.8	66.4	66.5	73.7	71.3	70.7	71.0	72.0	73.1	73.3	73.1	72.7	71.9	71.8
19			67.9	66.4	64.4	65.6	67.7	68.6	71.1	70.3	65.3	68.7	67.6	66.7	66.3	66.4	73.7	71.3	70.7	71.0	72.0	73.1	73.3	73.2	72.7	72.0	71.8
18			67.9	66.4	64.6	65.6	67.8	68.7	71.2	70.5	65.4	68.7	67.5	66.7	66.3	66.4	73.7	71.3	70.7	71.0	72.0	73.1	73.4	73.3	72.8	72.1	71.9
17			67.9	66.4	64.6	65.7	67.8	68.8	71.3	70.6	65.5	68.7	67.4	66.6	66.2	66.2	73.7	71.3	70.7	70.9	72.0	73.2	73.4	73.4	72.9	72.2	72.0
16	69.1	69.8	67.8	66.3	64.6	65.8	67.9	68.9	71.4	70.7	65.6	68.7	67.4	66.5	66.1	66.1	73.7	71.3	70.6	70.9	72.0	73.2	73.4	73.5	73.0	72.3	72.0
15	69.1	69.7	67.7	66.2	64.5	65.9	68.0	69.0	71.5	70.8	65.7	68.6	67.3	66.4	65.9	66.0	73.6	71.2	70.6	70.8	72.0	73.1	73.4	73.6	73.1	72.4	72.1
14	69.0	69.6	67.6	66.0	64.3	65.9	68.1	69.1	71.6	70.9	65.8	68.6	67.2	66.3	65.8	65.8	73.6	71.1	70.5	70.8	71.9	73.1	73.4	73.7	73.2	72.5	72.2
13	68.9	69.5	67.6	65.9	64.1	65.9	68.2	69.2	71.7	71.0	65.8	68.5	67.2	66.2	65.7	65.7	73.5	71.0	70.4	70.7	71.8	73.1	73.4	73.8	73.4	72.5	72.3
12	68.8	69.3	67.5	65.7	63.6	65.9	68.3	69.3	71.7	71.1	65.8	68.4	67.1	66.0	65.6	65.6	73.4	70.8	70.3	70.5	71.8	73.1	73.4	73.9	73.5	72.6	72.4
11	68.7	69.2	67.3	65.5	63.2	65.8	68.3	69.4	71.8	71.2	65.8	68.3	66.9	65.8	65.4	65.4	73.2	70.6	70.1	70.3	71.6	73.0	73.3	74.0	73.6	72.7	72.4
10	68.6	69.0	67.2	65.1	62.7	65.4	68.3	69.5	71.9	71.3	65.8	68.2	66.7	65.6	65.2	65.2	73.0	70.3	69.8	70.1	71.4	72.9	73.2	74.1	73.7	72.8	72.5
9	68.4	68.8	67.0	64.8	61.9	64.8	68.3	69.6	71.9	71.4	65.8	68.0	66.4	65.4	65.1	65.1	72.6	69.9	69.4	69.8	71.2	72.8	73.2	74.2	73.8	72.8	72.5
8	68.1	68.5	66.8	64.4	60.3	64.1	68.2	69.6	71.9	71.3	65.8	67.7	66.1	65.1	64.9	64.9	72.3	69.3	69.0	69.3	70.9	72.6	73.0	74.3	73.9	72.8	72.5
7	67.4	67.9	66.7	64.1	58.5	62.9	67.9	69.6	71.6	71.2	65.8	67.1	65.7	64.9	64.7	64.6	71.8	68.8	68.5	68.8	70.6	72.4	72.9	74.4	74.0	72.8	72.5
6	66.3	66.8	66.5	63.8	56.7	60.7	67.0	69.5	71.3	71.1	65.8	66.5	65.1	64.6	64.4	63.9	71.1	68.2	67.9	68.3	70.1	71.9	72.6	74.2	73.9	72.8	72.6
5	64.2	65.2	66.3	63.1	54.2	58.7	65.4	69.0	70.2	70.2	65.3	65.7	64.6	64.2	64.0	61.2	70.3	67.4	67.3	67.7	69.5	71.1	72.1	73.3	73.6	72.6	72.4
4	61.5	62.7	65.7	60.4	51.4	54.8	62.0	66.1	67.8	67.1	60.1	64.6	63.9	63.7	63.5	59.7	69.3	66.6	66.6	67.0	68.3	70.1	71.1	71.1	72.3	71.7	71.5
Max	69.1	69.8	67.9	66.5	64.6	65.9	68.3	69.6	71.9	71.4	65.8	68.7	67.6	67.0	66.8	67.0	73.7	71.3	70.8	71.0	72.0	73.2	73.4	74.4	74.0	72.8	72.6
Min	61.5	62.7	65.7	60.4	51.4	54.8	62.0	66.1	67.8	67.1	60.1	64.6	63.9	63.7	63.5	59.7	69.3	66.6	66.6	67.0	68.3	70.1	71.1	71.1	71.2	70.6	70.4

Base Scenario (2028) - Site 1

Floor	R1212 max	R1213 max	R1214 max	R1215 max	R1216 max	R1217 max	R1218 max	R1219 max	R1220 max	R1221 max	R1222 max
44	70.5	70.8	71.8	71.8	64.0	62.1	59.8	59.0	59.3	65.0	66.3
43	70.5	70.9	71.8	71.8	64.1	62.2	59.8	59.0	59.3	65.0	66.4
42	70.5	70.9	71.9	71.9	64.1	62.2	59.9	59.1	59.4	65.1	66.4
41	70.6	71.0	71.9	72.0	64.2	62.2	59.9	59.1	59.4	65.1	66.5
40	70.6	71.0	72.0	72.0	64.2	62.3	60.0	59.2	59.5	65.2	66.5
39	70.7	71.1	72.0	72.0	64.3	62.4	60.0	59.2	59.5	65.2	66.5
38	70.7	71.1	72.1	72.1	64.4	62.4	60.1	59.3	59.6	65.2	66.5
37	70.8	71.1	72.1	72.1	64.4	62.5	60.1	59.4	59.7	65.3	66.6
36	70.8	71.2	72.2	72.2	64.5	62.6	60.2	59.4	59.7	65.3	66.6
35	70.9	71.2	72.2	72.2	64.6	62.7	60.3	59.5	59.8	65.4	66.6
34	70.9	71.3	72.3	72.3	64.7	62.8	60.3	59.5	59.8	65.4	66.7
33	70.9	71.3	72.3	72.3	64.7	62.8	60.4	59.6	59.9	65.4	66.7
32	71.0	71.4	72.4	72.4	64.8	62.9	60.4	59.6	60.0	65.5	66.7
31	71.1	71.4	72.4	72.5	64.9	63.0	60.5	59.7	60.1	65.5	66.8
30	71.1	71.5	72.5	72.5	65.0	63.1	60.6	59.8	60.1	65.6	66.8
29	71.1	71.6	72.5	72.6	65.1	63.2	60.6	59.8	60.2	65.6	66.8
28	71.2	71.6	72.6	72.6	65.1	63.3	60.7	59.8	60.3	65.6	66.9
27	71.3	71.7	72.7	72.7	65.2	63.4	60.8	59.9	60.3	65.6	66.9
26	71.3	71.7	72.7	72.8	65.3	63.5	60.8	60.0	60.4	65.7	66.9
25	71.4	71.8	72.8	72.8	65.4	63.6	60.9	60.0	60.4	65.8	67.0
24	71.5	71.9	72.9	72.9	65.5	63.7	61.0	60.1	60.4	65.8	67.0
23											
22	71.6	72.0	73.0	73.1	65.7	63.9	61.1	60.2	60.5	65.8	67.0
21	71.7	72.1	73.1	73.2	65.8	64.0	61.1	60.1	60.5	65.9	67.1
20	71.8	72.2	73.2	73.2	65.9	64.0	61.1	60.1	60.5	65.9	67.0
19	71.8	72.3	73.3	73.3	65.9	64.1	61.0	60.1	60.5	65.9	67.0
18	71.9	72.3	73.4	73.4	66.0	64.1	60.9	60.0	60.5	65.8	67.0
17	72.0	72.4	73.5	73.5	66.1	64.2	60.8	60.0	60.4	65.8	66.9
16	72.0	72.5	73.6	73.6	66.2	64.2	60.7	59.9	60.3	65.7	66.8
15	72.1	72.6	73.7	73.7	66.3	64.3	60.7	59.8	60.1	65.6	66.7
14	72.2	72.7	73.8	73.8	66.4	64.4	60.6	59.6	59.7	65.6	66.6
13	72.3	72.8	73.9	73.9	66.5	64.4	60.4	59.3	59.3	65.4	66.5
12	72.3	72.8	74.0	74.0	66.6	64.4	60.2	58.7	59.0	65.3	66.3
11	72.4	72.9	74.1	74.1	66.6	64.5	59.7	58.1	58.5	65.0	66.0
10	72.4	73.0	74.2	74.2	66.8	64.5	59.1	57.2	57.6	64.7	65.9
9	72.5	73.0	74.3	74.3	66.8	64.4	58.7	56.3	56.1	64.4	65.7
8	72.5	73.0	74.4	74.4	66.8	64.0	58.0	55.0	54.0	64.2	65.4
7	72.5	73.1	74.4	74.4	66.6	63.7	57.1	53.8	51.6	64.0	65.2
6	72.6	73.1	74.3	74.2	66.5	63.0	56.3	52.8	49.5	63.7	64.9
5	72.6	73.1	74.1	73.1	65.8	60.8	55.7	52.3	47.5	63.3	64.5
4	71.6	71.7	72.5	71.2	62.6	58.1	55.0	51.7	45.7	62.1	63.9
Max	72.6	73.1	74.4	74.4	66.8	64.5	61.1	60.2	60.5	65.9	67.1
Min	70.5	70.8	71.8	71.2	62.6	58.1	55.0	51.7	45.7	62.1	63.9

Appendix 4.6

Predicted Traffic Noise Levels for Site 2 Residential Blocks (Basecase Scenario A)

Floor	R2101a	R2101b	R2102a	R2102b	R2103a	R2103b	R2104a	R2104b	R2105a	R2105b	R2106a	R2106b	R2107a	R2107b	R2108a	R2108b	R2109a	R2109b	R2110a	R2110b	R2111a	R2111b	R2112a	R2112b	R2113a	R2113b	R2114a
46	62.6	63.1	61.9	61.8	61.1	60.1	59.5	59.2	58.6	58.9	58.5	58.2	52.0	58.9	59.0	58.6	54.0	59.4	59.5	58.9	49.6	59.8	59.9	58.8	57.0	54.8	72.0
45	62.6	63.1	62.0	61.8	61.2	60.1	59.5	59.3	58.6	59.0	58.5	58.3	52.0	59.0	59.1	58.7	54.1	59.4	59.6	58.9	49.5	59.9	59.9	58.9	57.0	54.8	72.0
44	62.7	63.2	62.0	61.8	61.2	60.1	59.5	59.3	58.6	59.0	58.6	58.3	52.1	59.0	59.1	58.7	54.1	59.5	59.6	59.0	49.5	59.9	59.9	58.9	57.1	54.8	72.1
43	62.7	63.2	62.0	61.9	61.2	60.2	59.6	59.3	58.6	59.0	58.6	58.3	52.1	59.0	59.2	58.8	54.1	59.5	59.7	59.0	49.5	59.9	60.0	59.0	57.1	54.9	72.2
42	62.8	63.3	62.1	61.9	61.3	60.2	59.6	59.4	58.7	59.1	58.7	58.3	52.1	59.1	59.2	58.8	54.1	59.6	59.7	59.1	49.6	60.0	60.0	59.0	57.2	54.9	72.2
41	62.8	63.3	62.1	62.0	61.3	60.2	59.6	59.4	58.7	59.0	58.7	58.3	52.2	59.1	59.3	58.8	54.2	59.6	59.7	59.1	49.5	60.0	60.1	59.1	57.2	54.9	72.3
40	62.9	63.4	62.1	62.0	61.3	60.3	59.6	59.4	58.7	59.1	58.7	58.4	52.2	59.1	59.2	58.8	54.3	59.6	59.8	59.2	49.6	60.1	60.1	59.1	57.2	55.0	72.4
39	62.9	63.4	62.2	62.1	61.3	60.3	59.7	59.4	58.7	59.1	58.7	58.4	52.3	59.1	59.3	58.9	54.3	59.7	59.8	59.2	49.6	60.1	60.2	59.2	57.3	55.0	72.5
38	63.0	63.5	62.2	62.1	61.4	60.3	59.7	59.4	58.7	59.1	58.7	58.4	52.3	59.2	59.3	58.9	54.4	59.7	59.9	59.3	49.7	60.2	60.2	59.2	57.3	55.0	72.6
37	63.0	63.5	62.2	62.1	61.4	60.3	59.7	59.4	58.7	59.1	58.7	58.4	52.4	59.2	59.3	59.0	54.4	59.8	59.9	59.3	49.8	60.2	60.3	59.3	57.4	55.1	72.6
36	63.0	63.5	62.3	62.1	61.4	60.3	59.7	59.4	58.7	59.1	58.7	58.4	52.4	59.2	59.4	58.9	54.5	59.7	60.0	59.4	49.8	60.3	60.3	59.3	57.4	55.1	72.7
35	63.1	63.6	62.3	62.1	61.4	60.3	59.7	59.4	58.7	59.1	58.7	58.4	52.4	59.2	59.3	59.0	54.5	59.8	59.9	59.4	49.9	60.3	60.4	59.4	57.5	55.2	72.8
34	63.1	63.6	62.3	62.1	61.4	60.3	59.7	59.4	58.7	59.0	58.7	58.3	52.5	59.2	59.4	59.0	54.6	59.8	60.0	59.4	50.0	60.3	60.4	59.4	57.5	55.2	72.9
33	63.1	63.6	62.3	62.1	61.5	60.2	59.6	59.4	58.6	59.0	58.6	58.4	52.5	59.2	59.3	59.0	54.6	59.8	60.0	59.5	50.0	60.4	60.4	59.5	57.6	55.2	73.0
32	63.1	63.6	62.3	62.1	61.4	60.2	59.6	59.4	58.6	59.0	58.6	58.3	52.6	59.1	59.4	59.0	54.7	59.8	60.0	59.5	50.1	60.4	60.4	59.5	57.6	55.2	73.1
31	63.1	63.6	62.3	62.2	61.4	60.2	59.5	59.3	58.6	58.9	58.5	58.2	52.6	59.1	59.3	58.9	54.7	59.8	60.0	59.5	50.2	60.4	60.5	59.6	57.6	55.3	73.2
30	63.2	63.7	62.3	62.2	61.4	60.2	59.5	59.3	58.5	59.0	58.5	58.3	52.6	59.1	59.3	58.9	54.8	59.8	60.0	59.6	50.2	60.5	60.5	59.7	57.7	55.3	73.3
29	63.2	63.7	62.3	62.1	61.4	60.1	59.5	59.3	58.5	58.9	58.5	58.3	52.7	59.0	59.3	58.9	54.8	59.7	60.0	59.6	50.3	60.4	60.5	59.7	57.7	55.2	73.4
28	63.1	63.7	62.3	62.1	61.3	60.1	59.4	59.2	58.4	58.9	58.4	58.2	52.7	59.1	59.2	58.9	54.9	59.7	59.9	59.6	50.4	60.4	60.5	59.7	57.7	55.2	73.5
27	63.1	63.7	62.3	62.1	61.3	60.0	59.3	59.2	58.4	58.8	58.4	58.2	52.7	59.0	59.2	58.9	54.9	59.7	59.9	59.6	50.4	60.4	60.5	59.7	57.7	55.1	73.5
26	63.1	63.7	62.2	62.0	61.2	59.9	59.3	59.1	58.4	58.7	58.4	58.2	52.7	59.0	59.2	58.9	54.9	59.7	59.9	59.6	50.5	60.4	60.5	59.8	57.7	55.0	73.6
25	63.1	63.7	62.2	62.0	61.2	59.8	59.1	59.0	58.3	58.6	58.3	58.2	52.7	58.9	59.2	58.8	55.0	59.7	59.9	59.6	50.5	60.3	60.5	59.8	57.6	54.8	73.7
24																											
23	63.0	63.6	62.0	61.7	60.9	59.4	58.7	58.7	58.1	58.4	58.2	58.2	52.7	58.8	59.0	58.9	55.1	59.6	59.8	59.6	50.6	60.4	60.5	59.9	57.5	54.4	74.0
22	63.0	63.6	61.9	61.7	60.8	59.3	58.7	58.5	58.1	58.3	58.2	58.2	52.7	58.8	59.0	58.9	55.1	59.6	59.8	59.7	50.6	60.4	60.6	59.9	57.5	54.4	74.1
21	62.9	63.6	61.9	61.6	60.8	59.2	58.6	58.5	58.1	58.3	58.1	58.1	52.6	58.7	58.9	58.9	55.1	59.5	59.8	59.7	50.5	60.4	60.5	59.9	57.5	54.3	74.2
20	62.9	63.6	61.9	61.6	60.7	59.2	58.5	58.4	58.0	58.3	58.1	58.2	52.7	58.7	58.9	58.8	55.0	59.5	59.7	59.7	50.4	60.4	60.6	60.0	57.5	54.3	74.3
19	62.9	63.6	61.9	61.6	60.7	59.1	58.5	58.4	58.0	58.2	58.1	58.1	52.7	58.7	58.9	58.8	55.1	59.5	59.7	59.7	50.3	60.4	60.6	60.0	57.6	54.3	74.4
18	63.0	63.6	61.9	61.6	60.7	59.0	58.4	58.3	58.0	58.2	58.1	58.1	52.7	58.6	58.8	58.9	55.0	59.4	59.6	59.7	50.1	60.4	60.6	60.1	57.6	54.4	74.5
17	63.0	63.6	61.9	61.6	60.6	59.0	58.3	58.3	58.0	58.2	58.1	58.2	52.7	58.6	58.8	58.8	55.0	59.4	59.6	59.7	49.9	60.4	60.6	60.1	57.6	54.4	74.6
16	63.0	63.7	61.9	61.6	60.7	59.0	58.3	58.3	58.0	58.2	58.1	58.2	52.8	58.6	58.8	58.8	55.1	59.3	59.6	59.7	49.7	60.4	60.6	60.2	57.6	54.4	74.8
15	63.0	63.7	61.9	61.6	60.7	59.0	58.3	58.3	58.0	58.1	58.1	58.1	52.8	58.6	58.8	58.9	55.1	59.3	59.6	59.6	49.3	60.4	60.7	60.2	57.6	54.4	74.9
14	63.1	63.7	61.9	61.6	60.7	59.0	58.3	58.2	58.0	58.1	58.0	58.2	52.8	58.6	58.8	58.8	55.1	59.4	59.5	59.7	48.9	60.3	60.6	60.2	57.7	54.4	75.0
13	63.1	63.8	62.0	61.6	60.7	59.0	58.2	58.2	57.9	58.1	58.0	58.1	52.9	58.5	58.7	58.8	55.2	59.3	59.5	59.6	48.7	60.3	60.6	60.2	57.6	54.3	75.1
12	63.1	63.8	62.0	61.6	60.7	58.9	58.3	58.2	57.8	58.1	58.0	58.0	52.9	58.5	58.7	58.8	55.2	59.3	59.5	59.6	48.5	60.3	60.6	60.2	57.6	54.1	75.2
11	63.1	63.8	62.0	61.6	60.7	58.9	58.2	58.1	57.7	57.9	57.9	57.9	52.9	58.4	58.7	58.7	55.2	59.3	59.5	59.6	48.3	60.2	60.4	60.2	57.5	54.0	75.3
10	63.1	63.7	61.9	61.6	60.7	58.8	58.0	57.9	57.6	57.9	57.7	57.8	52.9	58.3	58.5	58.6	55.3	59.2	59.4	59.5	48.3	60.1	60.4	60.1	57.5	53.8	75.4
9	63.0	63.6	61.8	61.5	60.6	58.7	57.8	57.8	57.4	57.7	57.6	57.7	53.0	58.2	58.4	58.4	55.3	59.0	59.2	59.3	48.3	60.0	60.3	60.0	57.4	53.6	75.6
8	62.9	63.5	61.6	61.2	60.5	58.5	57.6	57.6	57.3	57.5	57.5	57.6	52.9	58.1	58.2	58.3	55.3	58.8	59.1	59.1	48.5	59.8	60.0	59.9	57.3	53.4	75.7
7	62.6	63.3	61.4	61.0	60.3	58.3	57.4	57.3	57.0	57.3	57.3	57.4	52.9	58.0	58.2	58.2	55.3	58.7	58.9	59.0	48.4	59.7	59.9	59.8	57.3	53.3	75.8
6	62.1	62.7	60.9	60.5	59.9	58.1	57.1	57.1	56.8	57.0	57.1	57.2	52.8	57.8	58.1	58.1	55.4	58.6	58.7	58.9	48.5	59.5	59.7	59.7	57.3	53.3	75.9
5	61.0	61.9	60.1	59.8	59.4	57.8	56.7	56.8	56.5	56.6	56.7	56.9	52.8	57.6	57.9	57.9	55.5	58.4	58.6	58.7	48.7	59.2	59.5	59.5	57.3	53.4	76.0
4	59.7	61.1	58.9	58.9	58.6	57.3	56.4	56.4	56.1	56.3	56.4	56.5	52.8	57.3	57.6	57.5	55.5	58.1	58.4	58.3	48.7	59.0	59.2	59.2	57.2	53.6	76.1
3	58.4	60.3	57.4	57.6	57.3	56.2	55.6	55.9	55.4	55.9	55.3	54.7	51.6	56.2	56.5	55.7	54.2	57.2	57.4	56.6	48.2	58.1	58.3	57.6	56.1	53.2	76.0
Max	63.2	63.8	62.3	62.2	61.5	60.3	59.7	59.4	58.7	59.1	58.7	58.4	53.0	59.2	59.4	59.0	55.5	59.8	60.0	59.7	50.6	60.5	60.7	60.2	57.7	55.3	76.1
Min	58.4	60.3	57.4	57.6	57.3	56.2	55.6	55.9	55.4	55.9	55.3	54.7	51.6	56.2	56.5	55.7	54.0	57.2	57.4	56.6	48.2	58.1	58.3	57.6	56.1	53.2	72.0

Total	1556.0
Exceed	267.0
Compliance	82.8%

Floor	R2114b	R2114c	R2115a	R2115b	R2115c	R2116a	R2116b	R2116c	R2117a	R2117b	R2117c	R2201a	R2201b	R2201c	R2201d	R2202a	R2202b	R2202c	R2203a	R2203b	R2203c	R2204a	R2204b	R2205a	R2205b	R2206a	R2206b
46	72.3	73.2	71.5	72.2	73.2	71.4	72.2	73.2	71.3	72.2	73.4																
45	72.4	73.3	71.6	72.3	73.3	71.4	72.3	73.3	71.4	72.2	73.4																
44	72.5	73.4	71.7	72.3	73.4	71.5	72.4	73.4	71.5	72.3	73.5	68.6	67.8	66.2	65.0	69.2	68.4	67.4	67.8	69.5	68.2	70.2	70.2	69.8	67.9	69.3	69.0
43	72.6	73.4	71.8	72.4	73.5	71.6	72.4	73.5	71.6	72.4	73.6	68.6	67.9	66.2	65.0	69.2	68.5	67.5	67.9	69.5	68.3	70.2	70.3	69.8	67.9	69.3	69.0
42	72.6	73.5	71.8	72.5	73.6	71.7	72.5	73.6	71.7	72.5	73.6	68.7	67.9	66.3	65.1	69.3	68.5	67.5	67.9	69.6	68.3	70.3	70.3	69.9	68.0	69.4	69.1
41	72.7	73.6	71.9	72.6	73.6	71.7	72.6	73.6	71.7	72.6	73.7	68.7	68.0	66.3	65.1	69.3	68.6	67.6	68.0	69.7	68.4	70.3	70.4	69.9	68.0	69.4	69.1
40	72.8	73.7	72.0	72.6	73.7	71.8	72.7	73.7	71.8	72.7	73.8	68.7	68.0	66.4	65.2	69.3	68.6	67.6	68.0	69.7	68.4	70.4	70.4	70.0	68.1	69.5	69.2
39	72.9	73.8	72.1	72.7	73.8	71.9	72.7	73.8	71.9	72.8	73.9	68.8	68.1	66.5	65.2	69.4	68.7	67.7	68.1	69.8	68.5	70.4	70.5	70.1	68.1	69.5	69.2
38	73.0	73.9	72.2	72.8	73.9	72.0	72.8	73.9	72.0	72.8	74.0	68.8	68.1	66.5	65.3	69.4	68.7	67.7	68.1	69.8	68.6	70.5	70.6	70.1	68.2	69.6	69.3
37	73.1	73.9	72.3	72.9	74.0	72.1	72.9	74.0	72.1	72.9	74.1	68.9	68.2	66.6	65.4	69.5	68.8	67.8	68.2	69.9	68.6	70.6	70.6	70.2	68.2	69.6	69.3
36	73.1	74.0	72.4	73.0	74.0	72.2	73.0	74.0	72.2	73.0	74.1	68.9	68.2	66.6	65.4	69.5	68.8	67.9	68.2	69.9	68.7	70.6	70.7	70.2	68.3	69.7	69.4
35	73.2	74.1	72.4	73.1	74.1	72.3	73.1	74.1	72.3	73.1	74.2	69.0	68.3	66.7	65.5	69.6	68.9	67.9	68.3	70.0	68.7	70.7	70.7	70.3	68.4	69.7	69.5
34	73.3	74.2	72.5	73.2	74.2	72.4	73.2	74.2	72.3	73.2	74.3	69.0	68.3	66.7	65.5	69.6	69.0	68.0	68.3	70.1	68.8	70.7	70.8	70.3	68.4	69.8	69.5
33	73.4	74.3	72.6	73.3	74.3	72.5	73.3	74.3	72.4	73.3	74.4	69.1	68.4	66.8	65.6	69.7	69.0	68.0	68.4	70.1	68.8	70.8	70.9	70.4	68.5	69.9	69.6
32	73.5	74.4	72.7	73.4	74.4	72.6	73.4	74.4	72.5	73.4	74.5	69.2	68.4	66.8	65.6	69.7	69.1	68.1	68.4	70.2	68.9	70.9	70.9	70.5	68.5	69.9	69.6
31	73.6	74.5	72.8	73.5	74.5	72.7	73.5	74.5	72.6	73.5	74.6	69.2	68.5	66.9	65.7	69.8	69.1	68.1	68.5	70.2	69.0	70.9	71.0	70.5	68.6	70.0	69.7
30	73.7	74.6	72.9	73.6	74.6	72.7	73.6	74.6	72.7	73.6	74.7	69.2	68.5	67.0	65.8	69.8	69.2	68.2	68.5	70.3	69.0	71.0	71.0	70.6	68.7	70.0	69.7
29	73.8	74.7	73.0	73.7	74.7	72.8	73.7	74.7	72.8	73.7	74.8	69.3	68.6	67.0	65.8	69.9	69.2	68.3	68.6	70.3	69.1	71.0	71.1	70.6	68.7	70.1	69.8
28	73.9	74.8	73.1	73.8	74.8	72.9	73.8	74.8	72.9	73.8	74.9	69.4	68.6	67.1	65.9	69.9	69.3	68.3	68.7	70.4	69.1	71.1	71.2	70.7	68.8	70.2	69.9
27	74.0	74.9	73.2	73.9	74.9	73.1	73.9	74.9	73.1	73.9	75.0	69.4	68.7	67.1	65.9	70.0	69.4	68.4	68.7	70.4	69.2	71.2	71.2	70.8	68.8	70.2	69.9
26	74.1	75.0	73.3	74.0	75.0	73.2	74.0	75.0	73.2	74.0	75.1	69.5	68.7	67.2	66.0	70.1	69.4	68.4	68.8	70.5	69.3	71.2	71.3	70.8	68.9	70.2	70.0
25	74.2	75.1	73.4	74.1	75.1	73.3	74.1	75.1	73.3	74.1	75.3	69.5	68.8	67.2	66.1	70.1	69.5	68.5	68.8	70.6	69.3	71.3	71.3	70.9	68.9	70.3	70.0
24																											
23	74.4	75.4	73.7	74.4	75.4	73.6	74.5	75.5	73.6	74.4	75.5	69.6	68.9	67.3	66.2	70.2	69.6	68.6	69.0	70.7	69.5	71.4	71.5	71.0	69.1	70.4	70.2
22	74.5	75.5	73.8	74.5	75.5	73.7	74.6	75.6	73.6	74.5	75.6	69.7	69.0	67.4	66.2	70.3	69.6	68.7	69.0	70.7	69.5	71.5	71.5	71.1	69.2	70.4	70.2
21	74.7	75.6	74.0	74.6	75.7	73.8	74.7	75.7	73.8	74.7	75.8	69.7	69.0	67.4	66.3	70.3	69.7	68.7	69.0	70.8	69.5	71.5	71.6	71.1	69.2	70.5	70.2
20	74.8	75.7	74.1	74.8	75.8	73.9	74.8	75.8	73.9	74.8	75.9	69.7	69.0	67.4	66.3	70.4	69.7	68.7	69.1	70.8	69.6	71.5	71.6	71.1	69.3	70.5	70.2
19	74.9	75.9	74.2	74.9	75.9	74.0	74.9	75.9	74.0	74.9	76.0	69.7	69.1	67.4	66.3	70.4	69.7	68.7	69.1	70.8	69.6	71.6	71.7	71.1	69.3	70.5	70.3
18	75.0	76.0	74.3	75.0	76.0	74.2	75.1	76.1	74.2	75.1	76.2	69.8	69.1	67.4	66.3	70.4	69.8	68.7	69.1	70.9	69.6	71.6	71.7	71.2	69.4	70.5	70.3
17	75.1	76.1	74.5	75.2	76.1	74.3	75.2	76.2	74.3	75.2	76.3	69.8	69.1	67.4	66.3	70.4	69.7	68.7	69.0	70.9	69.6	71.6	71.7	71.2	69.4	70.5	70.2
16	75.2	76.2	74.6	75.3	76.3	74.4	75.3	76.3	74.4	75.3	76.4	69.8	69.0	67.4	66.2	70.4	69.7	68.7	69.0	70.9	69.6	71.6	71.7	71.2	69.5	70.5	70.3
15	75.3	76.4	74.7	75.4	76.4	74.5	75.4	76.4	74.5	75.4	76.5	69.8	69.1	67.3	66.2	70.4	69.7	68.6	69.0	70.8	69.5	71.6	71.7	71.2	69.5	70.5	70.3
14	75.5	76.5	74.8	75.5	76.5	74.6	75.6	76.5	74.6	75.6	76.7	69.7	69.0	67.3	66.2	70.4	69.7	68.6	68.9	70.8	69.5	71.6	71.7	71.2	69.6	70.5	70.3
13	75.6	76.6	74.9	75.7	76.6	74.8	75.7	76.7	74.8	75.7	76.8	69.7	69.0	67.3	66.1	70.4	69.7	68.6	68.9	70.8	69.5	71.6	71.7	71.2	69.6	70.5	70.2
12	75.7	76.7	75.1	75.8	76.8	74.9	75.8	76.8	74.9	75.8	76.9	69.7	69.0	67.2	66.1	70.4	69.7	68.6	68.9	70.8	69.5	71.6	71.7	71.2	69.6	70.5	70.3
11	75.8	76.9	75.2	75.9	76.9	75.0	76.0	76.9	75.0	76.0	77.0	69.7	69.0	67.2	66.0	70.4	69.7	68.6	68.9	70.8	69.5	71.6	71.7	71.1	69.6	70.5	70.3
10	76.0	77.0	75.3	76.0	77.0	75.1	76.1	77.0	75.1	76.1	77.2	69.7	68.9	67.1	66.0	70.4	69.7	68.5	68.9	70.8	69.5	71.6	71.7	71.1	69.6	70.5	70.2
9	76.1	77.1	75.4	76.2	77.1	75.2	76.2	77.2	75.2	76.2	77.3	69.6	68.9	67.0	65.9	70.3	69.6	68.5	68.9	70.8	69.5	71.6	71.7	71.1	69.6	70.4	70.1
8	76.2	77.2	75.5	76.3	77.3	75.4	76.3	77.3	75.3	76.3	77.4	69.5	68.7	66.8	65.8	70.2	69.5	68.3	68.8	70.7	69.4	71.5	71.7	71.0	69.6	70.3	70.1
7	76.3	77.3	75.7	76.4	77.4	75.5	76.5	77.4	75.5	76.5	77.5	69.3	68.5	66.5	65.6	70.1	69.4	68.1	68.6	70.7	69.3	71.5	71.6	70.9	69.5	70.1	69.9
6	76.4	77.4	75.7	76.5	77.4	75.6	76.6	77.5	75.6	76.6	77.5	69.1	68.3	66.1	65.4	69.9	69.1	67.8	68.4	70.5	69.1	71.3	71.5	70.8	69.5	70.0	69.8
5	76.5	77.5	75.8	76.6	77.5	75.6	76.7	77.6	75.7	76.7	77.6	68.8	67.9	65.6	64.8	69.7	68.8	67.3	68.1	70.2	68.8	71.2	71.4	70.7	69.5	69.8	69.6
4	76.6	77.6	75.9	76.7	77.6	75.7	76.7	77.6	75.7	76.7	77.6	68.4	67.2	64.6	64.0	69.3	68.2	66.5	67.6	69.9	68.3	70.9	71.0	70.4	69.3	69.5	69.3
3	76.7	77.6	75.8	76.7	77.6	75.6	76.8	77.6	75.6	76.7	77.5	67.7	65.7	63.3	62.4	68.6	66.8	65.0	66.2	68.9	67.1	70.4	70.5	70.0	69.0	69.0	68.9
Max	76.7	77.6	75.9	76.7	77.6	75.7	76.8	77.6	75.7	76.7	77.6	69.8	69.1	67.4	66.3	70.4	69.8	68.7	69.1	70.9	69.6	71.6	71.7	71.2	69.6	70.5	70.3
Min	72.3	73.2	71.5	72.2	73.2	71.4	72.2	73.2	71.3	72.2	73.4	67.7	65.7	63.3	62.4	68.6	66.8	65.0	66.2	68.9	67.1	70.2	70.2	69.8	67.9	69.0	68.9

Floor	R2207a	R2207b	R2208a	R2208b	R2208c	R2209a	R2209b	R2209c	R2210a	R2210b	R2211a	R2211b	R2211c	R2212a	R2212b	R2301a	R2301b	R2301c	R2302a	R2302b	R2302c	R2303a	R2303b	R2304a	R2304b	R2305a	R2305b
46																											
45																											
44	55.5	55.3	55.1	54.8	46.7	54.1	56.9	57.0	56.0	56.4	57.4	58.9	57.6	58.9	60.3												
43	55.6	55.3	55.1	54.8	46.6	54.1	57.0	57.1	56.0	56.4	57.4	58.8	57.6	58.9	60.2												
42	55.6	55.3	55.1	54.9	46.9	54.2	57.1	57.1	56.1	56.5	57.4	58.9	57.6	58.9	60.3												
41	55.7	55.4	55.3	55.0	47.6	54.3	57.1	57.1	56.2	56.6	57.5	58.9	57.6	58.9	60.2												
40	55.7	55.5	55.2	55.0	47.6	54.4	57.2	57.2	56.2	56.6	57.5	58.9	57.6	58.9	60.3												
39	55.8	55.5	55.3	55.1	47.6	54.4	57.2	57.3	56.3	56.7	57.5	59.0	57.7	59.0	60.3	60.8	61.5	<40	60.5	62.7	63.0	63.3	63.2	63.6	64.0	64.0	64.1
38	55.8	55.5	55.3	55.1	47.6	54.4	57.3	57.3	56.4	56.7	57.6	59.0	57.6	59.0	60.4	60.9	61.5	<40	60.5	62.8	63.1	63.3	63.3	63.6	64.0	64.1	64.1
37	55.8	55.6	55.4	55.1	47.6	54.5	57.4	57.4	56.4	56.8	57.7	59.1	57.7	59.0	60.4	60.9	61.5	<40	60.6	62.8	63.1	63.4	63.3	63.7	64.1	64.1	64.2
36	55.9	55.6	55.3	55.2	47.6	54.5	57.4	57.4	56.5	56.9	57.7	59.1	57.7	59.0	60.4	61.0	61.6	<40	60.6	62.9	63.1	63.4	63.4	63.7	64.1	64.2	64.2
35	55.9	55.6	55.4	55.2	47.5	54.6	57.5	57.5	56.6	56.9	57.8	59.2	57.7	59.1	60.5	61.0	61.6	<40	60.6	62.9	63.2	63.5	63.4	63.8	64.2	64.2	64.3
34	55.9	55.7	55.4	55.2	47.5	54.6	57.5	57.6	56.7	57.0	57.9	59.2	57.8	59.1	60.5	61.1	61.7	<40	60.7	62.9	63.2	63.5	63.5	63.8	64.2	64.3	64.3
33	56.0	55.7	55.5	55.3	47.5	54.6	57.6	57.6	56.7	57.1	57.9	59.3	57.8	59.1	60.6	61.1	61.7	<40	60.7	63.0	63.3	63.6	63.5	63.9	64.3	64.3	64.3
32	56.0	55.7	55.5	55.3	47.6	54.7	57.7	57.7	56.8	57.2	58.0	59.3	57.9	59.2	60.6	61.1	61.8	<40	60.8	63.0	63.3	63.6	63.5	63.9	64.3	64.4	64.4
31	56.1	55.8	55.6	55.4	47.6	54.7	57.7	57.8	56.9	57.2	58.1	59.4	57.9	59.2	60.7	61.2	61.8	<40	60.8	63.1	63.4	63.7	63.6	63.9	64.3	64.4	64.4
30	56.1	55.8	55.6	55.4	47.6	54.8	57.8	57.8	56.9	57.3	58.1	59.5	58.0	59.3	60.7	61.2	61.8	<40	60.9	63.1	63.4	63.7	63.6	64.0	64.4	64.4	64.5
29	56.1	55.8	55.7	55.4	47.6	54.8	57.8	57.9	57.0	57.4	58.2	59.5	58.0	59.3	60.7	61.3	61.9	<40	60.9	63.2	63.5	63.7	63.7	64.0	64.5	64.5	64.5
28	56.1	55.9	55.7	55.4	47.6	54.8	57.9	57.9	57.1	57.5	58.2	59.6	58.0	59.4	60.8	61.3	61.9	<40	60.9	63.2	63.5	63.8	63.7	64.1	64.5	64.5	64.6
27	56.2	55.9	55.7	55.5	47.5	54.8	58.0	58.0	57.1	57.5	58.3	59.6	58.1	59.4	60.8	61.4	62.0	<40	61.0	63.3	63.5	63.8	63.8	64.1	64.5	64.6	64.6
26	56.2	55.9	55.7	55.5	47.5	54.8	58.0	58.1	57.2	57.6	58.4	59.7	58.1	59.5	60.9	61.4	62.0	<40	61.0	63.3	63.6	63.9	63.8	64.2	64.6	64.6	64.6
25	56.2	55.9	55.8	55.5	47.4	54.8	58.1	58.1	57.3	57.7	58.4	59.7	58.2	59.5	60.9	61.4	62.0	<40	61.1	63.4	63.6	63.9	63.9	64.2	64.6	64.7	64.7
24																61.5	62.1	<40	61.1	63.4	63.7	63.9	63.9	64.2	64.7	64.7	64.7
23	56.2	55.9	55.7	55.4	47.1	54.8	58.2	58.3	57.5	57.9	58.6	59.9	58.3	59.6	61.0	61.5	62.1	<40	61.1	63.4	63.7	64.0	63.9	64.3	64.7	64.7	64.7
22	56.1	55.9	55.7	55.4	46.8	54.8	58.2	58.3	57.5	57.9	58.6	59.9	58.3	59.6	61.0	61.6	62.2	<40	61.2	63.5	63.7	64.0	64.0	64.3	64.7	64.8	64.8
21	56.2	55.9	55.7	55.4	46.4	54.7	58.2	58.3	57.6	58.0	58.7	59.9	58.3	59.7	61.0	61.6	62.2	<40	61.2	63.5	63.8	64.1	64.0	64.3	64.8	64.8	64.8
20	56.1	55.8	55.6	55.3	45.9	54.7	58.2	58.4	57.6	58.1	58.7	60.0	58.3	59.7	61.0	61.6	62.2	<40	61.2	63.5	63.8	64.1	64.0	64.4	64.8	64.9	64.8
19	56.1	55.8	55.5	55.2	45.1	54.6	58.2	58.4	57.7	58.1	58.8	60.0	58.3	59.7	61.0	61.6	62.3	<40	61.2	63.6	63.8	64.1	64.1	64.4	64.8	64.9	64.8
18	56.0	55.7	55.5	55.2	44.0	54.5	58.2	58.4	57.7	58.2	58.8	60.0	58.3	59.7	61.0	61.7	62.3	<40	61.2	63.6	63.9	64.2	64.1	64.4	64.8	64.9	64.9
17	55.9	55.6	55.4	55.1	43.2	54.3	58.2	58.4	57.8	58.2	58.8	60.0	58.4	59.7	61.0	61.7	62.3	<40	61.2	63.6	63.9	64.2	64.1	64.5	64.9	65.0	64.9
16	55.8	55.5	55.3	54.9	42.3	54.2	58.2	58.5	57.8	58.2	58.8	60.1	58.4	59.7	61.0	61.7	62.3	<40	61.3	63.7	63.9	64.2	64.1	64.5	64.9	65.0	64.9
15	55.7	55.4	55.2	54.8	41.3	54.1	58.2	58.5	57.8	58.2	58.8	60.1	58.3	59.8	61.0	61.8	62.4	<40	61.2	63.7	64.0	64.2	64.1	64.5	64.9	65.0	64.9
14	55.6	55.3	55.1	54.7	40.4	54.0	58.2	58.5	57.9	58.3	58.7	60.0	58.3	59.7	60.9	61.7	62.3	<40	61.2	63.7	63.9	64.2	64.1	64.5	64.9	65.0	65.0
13	55.4	55.2	54.9	54.6	<40	53.9	58.2	58.5	57.9	58.3	58.7	59.9	58.1	59.6	60.8	61.7	62.3	<40	61.2	63.6	63.9	64.2	64.1	64.5	65.0	65.0	64.9
12	55.2	55.0	54.7	54.4	<40	53.7	58.2	58.5	58.0	58.3	58.6	59.8	57.9	59.5	60.7	61.6	62.2	<40	61.0	63.6	63.9	64.1	64.1	64.4	64.9	65.0	64.9
11	54.8	54.7	54.4	54.1	<40	53.4	58.2	58.5	58.0	58.4	58.6	59.6	57.5	59.2	60.5	61.4	62.1	<40	60.9	63.5	63.8	64.1	64.0	64.3	64.8	64.9	64.8
10	54.6	54.3	54.0	53.7	<40	53.2	58.1	58.5	58.0	58.4	58.5	59.2	57.0	58.8	60.2	61.2	61.9	<40	60.6	63.4	63.7	64.0	63.9	64.3	64.8	64.8	64.7
9	54.3	54.1	53.7	53.4	<40	53.0	58.0	58.4	58.0	58.4	58.6	58.9	56.4	58.3	59.9	60.9	61.7	<40	60.4	63.2	63.5	63.9	63.8	64.2	64.7	64.8	64.6
8	54.2	53.9	53.6	53.2	<40	52.9	58.0	58.4	58.0	58.4	58.5	58.6	56.0	58.1	59.7	60.8	61.6	<40	60.3	63.2	63.5	63.8	63.8	64.1	64.6	64.7	64.5
7	54.1	53.7	53.4	53.1	<40	52.8	57.9	58.3	58.0	58.4	58.5	58.4	55.7	58.0	59.5	60.7	61.4	<40	60.2	63.1	63.4	63.7	63.6	63.9	64.5	64.5	64.4
6	53.9	53.6	53.2	52.9	<40	52.5	57.8	58.2	58.0	58.4	58.5	58.3	55.3	57.6	59.3	60.4	61.3	<40	60.1	63.0	63.3	63.6	63.5	63.8	64.3	64.4	64.2
5	53.5	53.2	52.8	52.4	<40	52.1	57.6	58.1	57.9	58.2	58.3	58.0	54.7	56.8	58.8	60.0	60.9	<40	59.8	62.7	63.0	63.3	63.2	63.5	64.0	64.0	63.8
4	52.5	52.3	52.0	51.6	<40	51.3	57.1	57.5	57.3	57.7	57.6	57.3	52.5	54.1	56.9	58.8	59.9	<40	59.3	62.0	62.4	62.8	62.6	62.9	63.3	63.4	63.3
3	50.3	50.3	50.2	50.0	<40	49.5	56.1	56.2	55.2	55.7	54.5	53.8	49.1	50.5	55.0	57.5	59.0	<40	58.4	61.2	61.7	62.2	62.0	62.4	62.8	62.7	62.4
Max	56.2	55.9	55.8	55.5	47.6	54.8	58.2	58.5	58.0	58.4	58.8	60.1	58.4	59.8	61.0	61.8	62.4	<40	61.3	63.7	64.0	64.2	64.1	64.5	65.0	65.0	65.0
Min	50.3	50.3	50.2	50.0	40.4	49.5	56.1	56.2	55.2	55.7	54.5	53.8	49.1	50.5	55.0	57.5	59.0	<40	58.4	61.2	61.7	62.2	62.0	62.4	62.8	62.7	62.4

Floor	R2306a	R2306b	R2307a	R2307b	R2308a	R2308b	R2308c	R2309a	R2309b	R2309c	R2101 max	R2102 max	R2103 max	R2104 max	R2105 max	R2106 max	R2107 max	R2108 max	R2109 max	R2110 max	R2111 max	R2112 max	R2113 max	R2114 max	R2115 max	R2116 max	R2117 max
46											63.1	61.9	61.1	59.5	58.9	58.5	58.9	59.0	59.4	59.5	59.8	59.9	57.0	73.2	73.2	73.2	73.4
45											63.1	62.0	61.2	59.5	59.0	58.5	59.0	59.1	59.4	59.6	59.9	59.9	57.0	73.3	73.3	73.3	73.4
44											63.2	62.0	61.2	59.5	59.0	58.6	59.0	59.1	59.5	59.6	59.9	59.9	57.1	73.4	73.4	73.4	73.5
43											63.2	62.0	61.2	59.6	59.0	58.6	59.0	59.2	59.5	59.7	59.9	60.0	57.1	73.4	73.5	73.5	73.6
42											63.3	62.1	61.3	59.6	59.1	58.7	59.1	59.2	59.6	59.7	60.0	60.0	57.2	73.5	73.6	73.6	73.6
41											63.3	62.1	61.3	59.6	59.0	58.7	59.1	59.3	59.6	59.7	60.0	60.1	57.2	73.6	73.6	73.6	73.7
40											63.4	62.1	61.3	59.6	59.1	58.7	59.1	59.2	59.6	59.8	60.1	60.1	57.2	73.7	73.7	73.7	73.8
39	64.3	64.6	64.8	64.8	65.2	65.4	61.4	56.3	65.4	65.2	63.4	62.2	61.3	59.7	59.1	58.7	59.1	59.3	59.7	59.8	60.1	60.2	57.3	73.8	73.8	73.8	73.9
38	64.3	64.6	64.8	64.9	65.2	65.4	61.4	56.3	65.4	65.3	63.5	62.2	61.4	59.7	59.1	58.7	59.2	59.3	59.7	59.9	60.2	60.2	57.3	73.9	73.9	73.9	74.0
37	64.4	64.6	64.9	64.9	65.2	65.5	61.5	56.3	65.4	65.3	63.5	62.2	61.4	59.7	59.1	58.7	59.2	59.3	59.8	59.9	60.2	60.3	57.4	73.9	74.0	74.0	74.1
36	64.4	64.7	64.9	65.0	65.3	65.5	61.5	56.3	65.5	65.4	63.5	62.3	61.4	59.7	59.1	58.7	59.2	59.4	59.7	60.0	60.3	60.3	57.4	74.0	74.0	74.0	74.1
35	64.5	64.7	65.0	65.0	65.4	65.6	61.5	56.4	65.5	65.4	63.6	62.3	61.4	59.7	59.1	58.7	59.2	59.3	59.8	59.9	60.3	60.4	57.5	74.1	74.1	74.1	74.2
34	64.5	64.8	65.0	65.1	65.4	65.6	61.6	56.3	65.6	65.4	63.6	62.3	61.4	59.7	59.0	58.7	59.2	59.4	59.8	60.0	60.3	60.4	57.5	74.2	74.2	74.2	74.3
33	64.6	64.8	65.0	65.1	65.4	65.6	61.6	56.4	65.6	65.5	63.6	62.3	61.5	59.6	59.0	58.6	59.2	59.3	59.8	60.0	60.4	60.4	57.6	74.3	74.3	74.3	74.4
32	64.6	64.9	65.1	65.1	65.5	65.7	61.6	56.4	65.6	65.5	63.6	62.3	61.4	59.6	59.0	58.6	59.1	59.4	59.8	60.0	60.4	60.4	57.6	74.4	74.4	74.4	74.5
31	64.7	64.9	65.1	65.2	65.5	65.7	61.6	56.3	65.7	65.5	63.6	62.3	61.4	59.5	58.9	58.5	59.1	59.3	59.8	60.0	60.4	60.5	57.6	74.5	74.5	74.5	74.6
30	64.7	65.0	65.2	65.2	65.6	65.8	61.6	56.3	65.7	65.6	63.7	62.3	61.4	59.5	59.0	58.5	59.1	59.3	59.8	60.0	60.5	60.5	57.7	74.6	74.6	74.6	74.7
29	64.7	65.0	65.2	65.3	65.6	65.8	61.6	56.3	65.7	65.6	63.7	62.3	61.4	59.5	58.9	58.5	59.0	59.3	59.7	60.0	60.4	60.5	57.7	74.7	74.7	74.7	74.8
28	64.8	65.0	65.2	65.3	65.6	65.8	61.6	56.2	65.8	65.6	63.7	62.3	61.3	59.4	58.9	58.4	59.1	59.2	59.7	59.9	60.4	60.5	57.7	74.8	74.8	74.8	74.9
27	64.8	65.1	65.3	65.3	65.6	65.8	61.5	56.1	65.8	65.6	63.7	62.3	61.3	59.3	58.8	58.4	59.0	59.2	59.7	59.9	60.4	60.5	57.7	74.9	74.9	74.9	75.0
26	64.8	65.1	65.3	65.4	65.7	65.9	61.5	55.9	65.8	65.6	63.7	62.2	61.2	59.3	58.7	58.4	59.0	59.2	59.7	59.9	60.4	60.5	57.7	75.0	75.0	75.0	75.1
25	64.9	65.1	65.3	65.4	65.7	65.9	61.4	55.8	65.8	65.6	63.7	62.2	61.2	59.1	58.6	58.3	58.9	59.2	59.7	59.9	60.3	60.5	57.6	75.1	75.1	75.1	75.3
24	64.9	65.1	65.4	65.4	65.7	65.9	61.3	55.6	65.8	65.6																	
23	64.9	65.2	65.4	65.4	65.7	65.9	61.2	55.4	65.8	65.6	63.6	62.0	60.9	58.7	58.4	58.2	58.8	59.0	59.6	59.8	60.4	60.5	57.5	75.4	75.4	75.5	75.5
22	64.9	65.2	65.4	65.4	65.7	65.9	61.2	55.3	65.8	65.6	63.6	61.9	60.8	58.7	58.3	58.2	58.8	59.0	59.6	59.8	60.4	60.6	57.5	75.5	75.5	75.6	75.6
21	65.0	65.2	65.4	65.4	65.7	65.9	61.1	55.2	65.8	65.6	63.6	61.9	60.8	58.6	58.3	58.1	58.7	58.9	59.5	59.8	60.4	60.5	57.5	75.6	75.7	75.7	75.8
20	65.0	65.2	65.5	65.5	65.8	65.9	61.0	55.1	65.8	65.6	63.6	61.9	60.7	58.5	58.3	58.2	58.7	58.9	59.5	59.7	60.4	60.6	57.5	75.7	75.8	75.8	75.9
19	65.0	65.3	65.4	65.5	65.8	65.9	61.0	55.0	65.8	65.6	63.6	61.9	60.7	58.5	58.2	58.1	58.7	58.9	59.5	59.7	60.4	60.6	57.6	75.9	75.9	75.9	76.0
18	65.0	65.3	65.5	65.5	65.8	65.9	61.0	54.9	65.8	65.6	63.6	61.9	60.7	58.4	58.2	58.1	58.6	58.9	59.4	59.7	60.4	60.6	57.6	76.0	76.0	76.1	76.2
17	65.0	65.3	65.5	65.5	65.8	66.0	60.9	54.8	65.8	65.6	63.6	61.9	60.6	58.3	58.2	58.2	58.6	58.8	59.4	59.7	60.4	60.6	57.6	76.1	76.1	76.2	76.3
16	65.1	65.3	65.5	65.5	65.8	66.0	60.9	54.7	65.8	65.6	63.7	61.9	60.7	58.3	58.2	58.2	58.6	58.8	59.3	59.7	60.4	60.6	57.6	76.2	76.3	76.3	76.4
15	65.1	65.3	65.5	65.5	65.8	66.0	60.9	54.7	65.8	65.6	63.7	61.9	60.7	58.3	58.1	58.1	58.6	58.9	59.3	59.6	60.4	60.7	57.6	76.4	76.4	76.4	76.5
14	65.1	65.3	65.5	65.5	65.8	66.0	60.8	54.7	65.8	65.7	63.7	61.9	60.7	58.3	58.1	58.2	58.6	58.8	59.4	59.7	60.3	60.6	57.7	76.5	76.5	76.5	76.7
13	65.0	65.3	65.5	65.5	65.8	66.0	60.7	54.5	65.8	65.6	63.8	62.0	60.7	58.2	58.1	58.1	58.5	58.8	59.3	59.6	60.3	60.6	57.6	76.6	76.6	76.7	76.8
12	65.0	65.2	65.4	65.4	65.7	65.9	60.6	54.4	65.8	65.6	63.8	62.0	60.7	58.3	58.1	58.0	58.5	58.8	59.3	59.6	60.3	60.6	57.6	76.7	76.8	76.8	76.9
11	65.0	65.2	65.3	65.3	65.7	65.8	60.3	54.3	65.7	65.6	63.8	62.0	60.7	58.2	57.9	57.9	58.4	58.7	59.3	59.6	60.2	60.4	57.5	76.9	76.9	76.9	77.0
10	64.8	65.1	65.2	65.3	65.6	65.8	60.1	54.0	65.7	65.4	63.7	61.9	60.7	58.0	57.9	57.8	58.3	58.6	59.2	59.5	60.1	60.4	57.5	77.0	77.0	77.0	77.2
9	64.7	64.9	65.0	65.1	65.4	65.6	59.7	53.6	65.5	65.3	63.6	61.8	60.6	57.8	57.7	57.7	58.2	58.4	59.0	59.3	60.0	60.3	57.4	77.1	77.1	77.2	77.3
8	64.5	64.7	64.8	64.9	65.3	65.4	59.3	53.0	65.2	65.1	63.5	61.6	60.5	57.6	57.5	57.6	58.1	58.3	58.8	59.1	59.8	60.0	57.3	77.2	77.3	77.3	77.4
7	64.4	64.6	64.7	64.7	65.0	65.1	58.6	52.3	64.9	64.7	63.3	61.4	60.3	57.4	57.3	57.4	58.0	58.2	58.7	59.0	59.7	59.9	57.3	77.3	77.4	77.4	77.5
6	64.3	64.4	64.5	64.4	64.6	64.7	57.5	51.2	64.5	64.3	62.7	60.9	59.9	57.1	57.0	57.2	57.8	58.1	58.6	58.9	59.5	59.7	57.3	77.4	77.4	77.5	77.5
5	63.9	64.1	64.2	64.0	64.2	64.3	56.3	50.0	64.1	63.8	61.9	60.1	59.4	56.8	56.6	56.9	57.6	57.9	58.4	58.7	59.2	59.5	57.3	77.5	77.5	77.6	77.6
4	63.4	63.6	63.6	63.4	63.7	63.8	54.8	48.2	63.6	63.3	61.1	58.9	58.6	56.4	56.3	56.5	57.3	57.6	58.1	58.4	59.0	59.2	57.2	77.6	77.6	77.6	77.6
3	62.5	62.9	62.8	62.5	62.9	63.1	52.9	46.3	63.0	62.7	60.3	57.6	57.3	55.9	55.9	55.3	56.2	56.5	57.2	57.4	58.1	58.3	56.1	77.6	77.6	77.6	77.5
Max	65.1	65.3	65.5	65.5	65.8	66.0	61.6	56.4	65.8	65.7	63.8	62.3	61.5	59.7	59.1	58.7	59.2	59.4	59.8	60.0	60.5	60.7	57.7	77.6	77.6	77.6	77.6
Min	62.5	62.9	62.8	62.5	62.9	63.1	52.9	46.3	63.0	62.7	60.3	57.6	57.3	55.9	55.9	55.3	56.2	56.5	57.2	57.4	58.1	58.3	56.1	73.2	73.2	73.2	73.4

Base Scenario (2028) - Site 2

Floor	R2201 max	R2202 max	R2203 max	R2204 max	R2205 max	R2206 max	R2207 max	R2208 max	R2209 max	R2210 max	R2211 max	R2212 max	R2301 max	R2302 max	R2303 max	R2304 max	R2305 max	R2306 max	R2307 max	R2308 max	R2309 max
46																					
45																					
44	68.6	69.2	69.5	70.2	69.8	69.3	55.5	55.1	57.0	56.4	58.9	60.3									
43	68.6	69.2	69.5	70.3	69.8	69.3	55.6	55.1	57.1	56.4	58.8	60.2									
42	68.7	69.3	69.6	70.3	69.9	69.4	55.6	55.1	57.1	56.5	58.9	60.3									
41	68.7	69.3	69.7	70.4	69.9	69.4	55.7	55.3	57.1	56.6	58.9	60.2									
40	68.7	69.3	69.7	70.4	70.0	69.5	55.7	55.2	57.2	56.6	58.9	60.3									
39	68.8	69.4	69.8	70.5	70.1	69.5	55.8	55.3	57.3	56.7	59.0	60.3	61.5	63.0	63.3	64.0	64.1	64.6	64.8	65.4	65.4
38	68.8	69.4	69.8	70.6	70.1	69.6	55.8	55.3	57.3	56.7	59.0	60.4	61.5	63.1	63.3	64.0	64.1	64.6	64.9	65.4	65.4
37	68.9	69.5	69.9	70.6	70.2	69.6	55.8	55.4	57.4	56.8	59.1	60.4	61.5	63.1	63.4	64.1	64.2	64.6	64.9	65.5	65.4
36	68.9	69.5	69.9	70.7	70.2	69.7	55.9	55.3	57.4	56.9	59.1	60.4	61.6	63.1	63.4	64.1	64.2	64.7	65.0	65.5	65.5
35	69.0	69.6	70.0	70.7	70.3	69.7	55.9	55.4	57.5	56.9	59.2	60.5	61.6	63.2	63.5	64.2	64.3	64.7	65.0	65.6	65.5
34	69.0	69.6	70.1	70.8	70.3	69.8	55.9	55.4	57.6	57.0	59.2	60.5	61.7	63.2	63.5	64.2	64.3	64.8	65.1	65.6	65.6
33	69.1	69.7	70.1	70.9	70.4	69.9	56.0	55.5	57.6	57.1	59.3	60.6	61.7	63.3	63.6	64.3	64.3	64.8	65.1	65.6	65.6
32	69.2	69.7	70.2	70.9	70.5	69.9	56.0	55.5	57.7	57.2	59.3	60.6	61.8	63.3	63.6	64.3	64.4	64.9	65.1	65.7	65.6
31	69.2	69.8	70.2	71.0	70.5	70.0	56.1	55.6	57.8	57.2	59.4	60.7	61.8	63.4	63.7	64.3	64.4	64.9	65.2	65.7	65.7
30	69.2	69.8	70.3	71.0	70.6	70.0	56.1	55.6	57.8	57.3	59.5	60.7	61.8	63.4	63.7	64.4	64.5	65.0	65.2	65.8	65.7
29	69.3	69.9	70.3	71.1	70.6	70.1	56.1	55.7	57.9	57.4	59.5	60.7	61.9	63.5	63.7	64.5	64.5	65.0	65.3	65.8	65.7
28	69.4	69.9	70.4	71.2	70.7	70.2	56.1	55.7	57.9	57.5	59.6	60.8	61.9	63.5	63.8	64.5	64.6	65.0	65.3	65.8	65.8
27	69.4	70.0	70.4	71.2	70.8	70.2	56.2	55.7	58.0	57.5	59.6	60.8	62.0	63.5	63.8	64.5	64.6	65.1	65.3	65.8	65.8
26	69.5	70.1	70.5	71.3	70.8	70.2	56.2	55.7	58.1	57.6	59.7	60.9	62.0	63.6	63.9	64.6	64.6	65.1	65.4	65.9	65.8
25	69.5	70.1	70.6	71.3	70.9	70.3	56.2	55.8	58.1	57.7	59.7	60.9	62.0	63.6	63.9	64.6	64.7	65.1	65.4	65.9	65.8
24													62.1	63.7	63.9	64.7	64.7	65.1	65.4	65.9	65.8
23	69.6	70.2	70.7	71.5	71.0	70.4	56.2	55.7	58.3	57.9	59.9	61.0	62.1	63.7	64.0	64.7	64.7	65.2	65.4	65.9	65.8
22	69.7	70.3	70.7	71.5	71.1	70.4	56.1	55.7	58.3	57.9	59.9	61.0	62.2	63.7	64.0	64.7	64.8	65.2	65.4	65.9	65.8
21	69.7	70.3	70.8	71.6	71.1	70.5	56.2	55.7	58.3	58.0	59.9	61.0	62.2	63.8	64.1	64.8	64.8	65.2	65.4	65.9	65.8
20	69.7	70.4	70.8	71.6	71.1	70.5	56.1	55.6	58.4	58.1	60.0	61.0	62.2	63.8	64.1	64.8	64.9	65.2	65.5	65.9	65.8
19	69.7	70.4	70.8	71.7	71.1	70.5	56.1	55.5	58.4	58.1	60.0	61.0	62.3	63.8	64.1	64.8	64.9	65.3	65.5	65.9	65.8
18	69.8	70.4	70.9	71.7	71.2	70.5	56.0	55.5	58.4	58.2	60.0	61.0	62.3	63.9	64.2	64.8	64.9	65.3	65.5	65.9	65.8
17	69.8	70.4	70.9	71.7	71.2	70.5	55.9	55.4	58.4	58.2	60.0	61.0	62.3	63.9	64.2	64.9	65.0	65.3	65.5	66.0	65.8
16	69.8	70.4	70.9	71.7	71.2	70.5	55.8	55.3	58.5	58.2	60.1	61.0	62.3	63.9	64.2	64.9	65.0	65.3	65.5	66.0	65.8
15	69.8	70.4	70.8	71.7	71.2	70.5	55.7	55.2	58.5	58.2	60.1	61.0	62.4	64.0	64.2	64.9	65.0	65.3	65.5	66.0	65.8
14	69.7	70.4	70.8	71.7	71.2	70.5	55.6	55.1	58.5	58.3	60.0	60.9	62.3	63.9	64.2	64.9	65.0	65.3	65.5	66.0	65.8
13	69.7	70.4	70.8	71.7	71.2	70.5	55.4	54.9	58.5	58.3	59.9	60.8	62.3	63.9	64.2	65.0	65.0	65.3	65.5	66.0	65.8
12	69.7	70.4	70.8	71.7	71.2	70.5	55.2	54.7	58.5	58.3	59.8	60.7	62.2	63.9	64.1	64.9	65.0	65.2	65.4	65.9	65.8
11	69.7	70.4	70.8	71.7	71.1	70.5	54.8	54.4	58.5	58.4	59.6	60.5	62.1	63.8	64.1	64.8	64.9	65.2	65.3	65.8	65.7
10	69.7	70.4	70.8	71.7	71.1	70.5	54.6	54.0	58.5	58.4	59.2	60.2	61.9	63.7	64.0	64.8	64.8	65.1	65.3	65.8	65.7
9	69.6	70.3	70.8	71.7	71.1	70.4	54.3	53.7	58.4	58.4	58.9	59.9	61.7	63.5	63.9	64.7	64.8	64.9	65.1	65.6	65.5
8	69.5	70.2	70.7	71.7	71.0	70.3	54.2	53.6	58.4	58.4	58.6	59.7	61.6	63.5	63.8	64.6	64.7	64.7	64.9	65.4	65.2
7	69.3	70.1	70.7	71.6	70.9	70.1	54.1	53.4	58.3	58.4	58.5	59.5	61.4	63.4	63.7	64.5	64.5	64.6	64.7	65.1	64.9
6	69.1	69.9	70.5	71.5	70.8	70.0	53.9	53.2	58.2	58.4	58.5	59.3	61.3	63.3	63.6	64.3	64.4	64.4	64.5	64.7	64.5
5	68.8	69.7	70.2	71.4	70.7	69.8	53.5	52.8	58.1	58.2	58.3	58.8	60.9	63.0	63.3	64.0	64.0	64.1	64.2	64.3	64.1
4	68.4	69.3	69.9	71.0	70.4	69.5	52.5	52.0	57.5	57.7	57.6	56.9	59.9	62.4	62.8	63.3	63.4	63.6	63.6	63.8	63.6
3	67.7	68.6	68.9	70.5	70.0	69.0	50.3	50.2	56.2	55.7	54.5	55.0	59.0	61.7	62.2	62.8	62.7	62.9	62.8	63.1	63.0
Max	69.8	70.4	70.9	71.7	71.2	70.5	56.2	55.8	58.5	58.4	60.1	61.0	62.4	64.0	64.2	65.0	65.0	65.3	65.5	66.0	65.8
Min	67.7	68.6	68.9	70.2	69.8	69.0	50.3	50.2	56.2	55.7	54.5	55.0	59.0	61.7	62.2	62.8	62.7	62.9	62.8	63.1	63.0

Appendix 4.7

Predicted Traffic Noise Levels for Site 1 Residential Blocks (Basecase Scenario B)

Floor	R1101a	R1101b	R1101c	R1102a	R1102b	R1102c	R1103a	R1103b	R1103c	R1104a	R1104b	R1104c	R1105a	R1105b	R1105c	R1106a	R1106b	R1106c	R1107a	R1107b	R1107c	R1107d	R1108a	R1108b	R1108c	R1109a	R1109b
44																											
43																											
42																											
41																											
40																67.3	67.3	65.4	65.6	65.6	64.0	59.0	62.1	62.5	52.6	<40	62.9
39																67.3	67.4	65.4	65.7	65.6	64.1	59.1	62.2	62.6	52.7	<40	63.0
38																67.4	67.4	65.5	65.7	65.7	64.2	59.1	62.2	62.7	52.8	<40	63.1
37																67.4	67.5	65.5	65.7	65.8	64.3	59.1	62.3	62.7	52.9	<40	63.2
36																67.5	67.5	65.6	65.8	65.8	64.3	59.2	62.4	62.8	53.0	<40	63.3
35																67.5	67.5	65.6	65.8	65.9	64.4	59.3	62.5	62.9	53.1	<40	63.4
34																67.5	67.6	65.6	65.9	66.0	64.5	59.4	62.6	63.0	53.1	<40	63.5
33																67.6	67.6	65.7	65.9	66.0	64.4	59.5	62.7	63.1	53.2	<40	63.6
32																67.7	67.7	65.7	66.0	66.0	64.5	59.6	62.8	63.2	53.3	<40	63.7
31																67.7	67.7	65.8	66.0	66.1	64.6	59.6	62.9	63.3	53.4	<40	63.8
30																67.8	67.8	65.8	66.0	66.1	64.7	59.7	63.0	63.4	53.5	<40	63.9
29																67.8	67.8	65.8	66.1	66.2	64.7	59.7	63.1	63.5	53.5	<40	64.0
28																67.8	67.9	65.8	66.1	66.2	64.8	59.7	63.2	63.6	53.6	<40	64.1
27																67.9	67.9	65.9	66.1	66.3	64.9	59.8	63.3	63.7	53.7	<40	64.2
26																67.9	67.9	65.9	66.2	66.3	64.9	59.8	63.4	63.8	53.7	<40	64.3
25																67.9	68.0	65.9	66.2	66.3	65.0	59.9	63.5	63.9	53.8	<40	64.4
24																68.0	68.0	65.9	66.3	66.4	65.0	60.0	63.5	63.9	53.8	<40	64.5
23																68.0	68.0	66.0	66.3	66.4	65.1	59.9	63.6	64.0	53.8	<40	64.6
22																68.0	68.0	66.0	66.3	66.5	65.1	59.9	63.6	64.1	53.8	<40	64.7
21																68.1	68.1	66.0	66.3	66.5	65.1	59.9	63.7	64.2	53.8	<40	64.8
20																68.1	68.2	66.0	66.3	66.6	65.2	59.8	63.8	64.2	53.7	<40	65.0
19																68.1	68.2	66.0	66.3	66.5	65.2	59.6	63.9	64.2	53.6	<40	65.0
18																68.1	68.1	65.9	66.3	66.5	65.1	59.3	63.9	64.3	53.6	<40	65.1
17																68.1	68.1	65.8	66.2	66.5	65.1	58.8	63.8	64.4	53.4	<40	65.2
16	66.3	64.2	68.3	64.1	63.9	68.4	64.0	63.7	68.6	64.2	63.9	68.8	64.1	63.8	69.0	68.0	68.1	65.7	66.0	66.4	64.9	58.2	63.8	64.4	53.3	<40	65.2
15	66.3	64.2	68.3	64.0	63.9	68.4	64.0	63.7	68.6	64.1	63.9	68.8	64.0	63.9	69.0	67.9	68.0	65.5	66.0	66.3	64.7	58.0	63.7	64.2	53.1	<40	65.3
14	66.1	64.2	68.2	63.9	64.0	68.4	63.8	63.8	68.6	64.0	64.0	68.7	63.9	63.9	68.9	67.9	67.9	65.4	65.9	66.1	64.6	57.2	63.4	64.1	52.8	<40	65.3
13	66.0	64.2	68.2	63.8	64.0	68.3	63.7	63.8	68.5	63.9	63.9	68.7	63.8	63.9	68.9	67.8	67.8	65.3	65.7	66.0	64.4	56.6	63.1	63.8	52.5	<40	65.2
12	65.8	64.1	68.2	63.8	64.0	68.3	63.7	63.8	68.5	63.9	64.0	68.7	63.8	63.9	68.8	67.7	67.7	65.0	65.6	65.9	64.2	55.6	62.7	63.4	52.1	<40	65.0
11	65.7	64.2	68.1	63.6	64.1	68.3	63.5	63.9	68.5	63.7	64.1	68.7	63.6	64.0	68.9	67.6	67.6	64.8	65.3	65.7	63.8	54.0	62.4	63.0	51.9	<40	64.7
10	65.4	64.1	68.0	63.4	64.1	68.2	63.3	64.0	68.4	63.4	64.2	68.6	63.5	64.1	68.8	67.4	67.4	64.5	65.1	65.3	63.3	52.4	61.7	62.5	51.8	<40	64.2
9	65.1	64.0	67.8	62.8	64.2	68.0	62.7	64.0	68.2	62.9	64.2	68.5	62.9	64.0	68.7	67.3	67.2	64.1	64.8	65.0	62.8	50.4	60.5	61.7	51.8	<40	63.7
8	64.6	63.8	67.4	61.5	64.0	67.6	61.3	63.9	67.9	61.5	64.1	68.2	61.5	64.0	68.5	67.1	67.0	63.9	64.5	64.6	62.3	48.8	59.3	60.1	51.5	<40	62.8
7	63.8	63.1	66.3	60.1	63.3	66.7	59.7	63.3	67.2	60.1	63.6	67.6	60.1	63.6	67.9	67.0	66.8	63.5	64.2	64.3	61.9	47.4	57.6	58.3	51.0	<40	61.3
6	62.0	61.4	64.4	58.3	61.6	65.1	57.8	61.4	65.8	57.8	61.8	66.5	57.6	61.8	67.0	66.8	66.6	63.1	63.6	64.0	61.5	46.1	56.1	56.5	49.2	<40	58.5
5	57.7	58.7	62.3	56.3	59.1	62.8	55.7	59.0	63.5	55.5	59.1	64.5	55.3	59.0	65.5	66.6	66.4	62.4	62.6	63.3	60.4	44.9	53.6	54.1	46.3	<40	55.4
4	54.0	55.2	59.7	53.8	56.1	60.2	53.3	55.8	60.9	53.2	55.8	61.7	53.0	55.5	62.9	65.9	65.5	60.2	60.1	60.6	56.9	43.6	50.6	51.2	44.4	<40	52.9
3																											
2																											
Max	66.3	64.2	68.3	64.1	64.2	68.4	64.0	64.0	68.6	64.2	64.2	68.8	64.1	64.1	69.0	68.1	68.2	66.0	66.3	66.6	65.2	60.0	63.9	64.4	53.8	<40	65.3
Min	54.0	55.2	59.7	53.8	56.1	60.2	53.3	55.8	60.9	53.2	55.8	61.7	53.0	55.5	62.9	65.9	65.5	60.2	60.1	60.6	56.9	43.6	50.6	51.2	44.4	<40	52.9

Total	2088.0
Exceed	567.0
Compliance	73%

Floor	R1109c	R1109d	R1110a	R1110b	R1111a	R1111b	R1112a	R1112b	R1113a	R1113b	R1114a	R1114b	R1115a	R1115b	R1116a	R1116b	R1116c	R1117a	R1117b	R1117c	R1118a	R1118b	R1118c	R1118d	R1119a	R1119b	R1119c
44																											
43																											
42																											
41																											
40	62.9	57.2	64.9	64.9	65.7	66.8	69.7	68.7	69.1	69.1	63.0	62.5	65.9	68.1	67.4	67.4	51.3	54.8	67.1	67.0	66.6	67.0	67.1	66.4	66.0	67.3	67.3
39	63.0	57.2	64.9	64.9	65.7	66.8	69.8	68.7	69.1	69.1	63.1	62.5	65.9	68.2	67.4	67.4	51.4	54.8	67.2	67.0	66.6	67.0	67.1	66.4	66.0	67.3	67.3
38	63.1	57.3	64.9	64.9	65.8	66.9	69.8	68.8	69.2	69.2	63.2	62.6	66.0	68.2	67.5	67.5	51.3	54.9	67.2	67.0	66.6	67.0	67.1	66.4	66.0	67.3	67.3
37	63.1	57.4	64.9	65.0	65.8	66.9	69.9	68.8	69.2	69.2	63.3	62.7	66.0	68.2	67.5	67.5	51.3	54.9	67.2	67.0	66.6	67.0	67.1	66.4	66.1	67.3	67.3
36	63.2	57.4	65.0	65.0	65.8	67.0	69.9	68.8	69.3	69.3	63.3	62.8	66.1	68.3	67.5	67.5	51.3	55.0	67.2	67.1	66.6	67.0	67.1	66.4	66.1	67.3	67.3
35	63.3	57.5	65.0	65.0	65.8	67.0	69.9	68.9	69.3	69.4	63.4	62.8	66.1	68.3	67.5	67.6	51.3	55.0	67.2	67.1	66.6	67.0	67.1	66.5	66.1	67.3	67.3
34	63.4	57.5	65.1	65.1	65.9	67.1	70.0	68.9	69.4	69.4	63.5	62.9	66.2	68.4	67.6	67.6	51.2	55.0	67.3	67.1	66.7	67.0	67.1	66.5	66.2	67.3	67.3
33	63.5	57.6	65.1	65.1	65.9	67.1	70.0	69.0	69.4	69.5	63.6	63.0	66.3	68.4	67.6	67.7	51.2	55.0	67.3	67.1	66.6	67.0	67.2	66.5	66.2	67.3	67.3
32	63.6	57.7	65.2	65.2	66.0	67.1	70.1	69.1	69.5	69.5	63.7	63.1	66.3	68.5	67.7	67.7	51.2	55.0	67.3	67.1	66.7	67.0	67.1	66.5	66.2	67.3	67.3
31	63.7	57.7	65.2	65.3	66.0	67.2	70.1	69.1	69.5	69.6	63.8	63.2	66.4	68.5	67.7	67.7	51.1	55.0	67.3	67.1	66.7	67.0	67.1	66.5	66.2	67.3	67.3
30	63.8	57.8	65.3	65.3	66.0	67.2	70.2	69.2	69.6	69.6	63.8	63.3	66.5	68.5	67.7	67.7	51.1	55.0	67.3	67.1	66.7	67.0	67.2	66.5	66.2	67.3	67.3
29	64.0	57.9	65.4	65.4	66.1	67.3	70.3	69.2	69.6	69.7	64.0	63.3	66.5	68.6	67.8	67.8	51.0	54.9	67.3	67.1	66.7	67.0	67.2	66.5	66.2	67.3	67.3
28	64.1	58.0	65.5	65.4	66.1	67.3	70.3	69.3	69.7	69.8	64.1	63.4	66.6	68.6	67.8	67.8	50.9	54.8	67.3	67.1	66.7	67.0	67.1	66.5	66.2	67.3	67.3
27	64.2	58.0	65.6	65.5	66.2	67.4	70.4	69.4	69.8	69.8	64.2	63.6	66.6	68.7	67.8	67.8	50.8	54.7	67.3	67.1	66.7	67.0	67.1	66.5	66.3	67.3	67.3
26	64.3	58.1	65.6	65.6	66.2	67.4	70.4	69.5	69.8	69.9	64.3	63.6	66.7	68.7	67.8	67.8	50.6	54.6	67.3	67.1	66.6	67.0	67.1	66.5	66.3	67.3	67.2
25	64.4	58.2	65.8	65.6	66.3	67.5	70.5	69.5	69.9	70.0	64.4	63.7	66.8	68.8	67.8	67.8	50.4	54.5	67.3	67.1	66.6	67.0	67.1	66.5	66.3	67.2	67.2
24	64.5	58.2	65.8	65.7	66.3	67.5	70.6	69.6	70.0	70.1	64.5	63.9	66.8	68.8	67.8	67.8	50.3	54.4	67.3	67.1	66.6	66.9	67.0	66.5	66.2	67.2	67.1
23	64.6	58.3	65.9	65.8	66.4	67.6	70.6	69.7	70.0	70.2	64.6	63.9	66.9	68.8	67.8	67.8	50.3	54.2	67.3	67.1	66.5	66.9	67.0	66.4	66.2	67.1	67.1
22	64.7	58.4	66.1	65.9	66.4	67.6	70.7	69.8	70.1	70.2	64.7	64.0	66.9	68.9	67.8	67.8	50.0	54.0	67.3	67.0	66.5	66.8	66.9	66.4	66.2	67.0	67.0
21	64.8	58.4	66.2	66.0	66.5	67.7	70.8	69.8	70.2	70.3	64.7	64.1	67.0	68.9	67.9	67.8	49.9	53.8	67.3	66.9	66.5	66.7	66.8	66.4	66.2	66.9	66.9
20	64.9	58.5	66.3	66.1	66.6	67.8	70.8	69.9	70.3	70.4	64.9	64.2	67.0	68.9	67.9	67.8	49.7	53.5	67.1	66.9	66.4	66.7	66.8	66.4	66.2	66.9	66.9
19	65.1	58.6	66.4	66.3	66.7	67.8	70.9	70.0	70.4	70.5	65.0	64.3	67.1	68.9	67.8	67.7	49.5	52.7	67.1	66.9	66.4	66.6	66.7	66.4	66.2	66.8	66.8
18	65.2	58.7	66.6	66.3	66.7	67.9	71.0	70.1	70.4	70.6	65.2	64.4	67.0	69.0	67.8	67.7	49.3	52.0	67.0	66.8	66.4	66.6	66.7	66.3	66.1	66.8	66.7
17	65.3	58.7	66.6	66.5	66.9	68.0	71.1	70.2	70.5	70.7	65.2	64.5	67.1	68.9	67.7	67.6	48.8	51.1	67.0	66.7	66.3	66.5	66.6	66.2	66.0	66.7	66.6
16	65.4	58.7	66.8	66.6	67.0	68.1	71.2	70.3	70.6	70.8	65.4	64.5	67.1	68.9	67.7	67.5	48.2	50.1	66.9	66.7	66.2	66.4	66.5	66.2	65.9	66.6	66.5
15	65.5	58.7	66.9	66.7	67.0	68.2	71.3	70.4	70.7	70.9	65.5	64.5	67.1	68.9	67.6	67.4	47.1	48.9	66.8	66.6	66.1	66.3	66.4	66.1	65.9	66.4	66.4
14	65.5	58.6	67.0	66.9	67.1	68.3	71.4	70.5	70.8	71.0	65.6	64.4	67.1	68.8	67.5	67.3	46.4	47.8	66.8	66.5	66.1	66.2	66.3	66.0	65.8	66.3	66.3
13	65.5	58.5	67.0	67.0	67.2	68.4	71.4	70.6	70.9	71.1	65.6	64.5	67.0	68.8	67.5	67.3	45.3	46.8	66.6	66.3	66.0	66.1	66.2	65.9	65.7	66.2	66.2
12	65.5	58.3	67.1	67.1	67.4	68.5	71.5	70.7	71.0	71.2	65.6	64.4	67.0	68.7	67.4	67.1	44.0	45.5	66.5	66.3	65.9	66.0	66.1	65.9	65.6	66.1	66.1
11	65.4	58.1	67.1	67.1	67.5	68.6	71.6	70.8	71.1	71.3	65.6	64.3	66.9	68.6	67.3	67.0	42.2	43.9	66.3	66.1	65.8	65.9	66.0	65.7	65.5	66.0	66.0
10	65.0	58.0	67.1	67.2	67.6	68.7	71.6	70.9	71.2	71.3	65.6	64.3	66.8	68.5	67.1	66.7	40.3	42.3	66.1	66.0	65.6	65.7	65.8	65.6	65.4	65.8	65.8
9	64.4	57.9	67.0	67.2	67.6	68.8	71.7	71.0	71.3	71.4	65.6	64.2	66.7	68.3	66.8	66.5	<40	41.1	66.0	65.8	65.5	65.6	65.6	65.5	65.2	65.6	65.6
8	63.7	57.8	66.7	67.1	67.6	68.9	71.6	71.0	71.3	71.3	65.6	64.1	66.6	68.0	66.5	66.3	<40	<40	65.7	65.6	65.3	65.4	65.4	65.3	65.1	65.5	65.4
7	62.5	57.8	65.9	66.8	67.6	68.9	71.2	71.1	71.3	71.1	65.6	64.0	66.2	67.5	66.2	65.9	<40	<40	65.4	65.3	65.2	65.2	65.2	65.1	64.9	65.2	65.2
6	60.1	57.5	64.9	65.9	67.4	68.8	70.6	70.8	71.2	70.3	65.5	63.6	65.5	67.0	65.6	65.4	<40	<40	65.1	65.1	64.9	65.0	64.9	64.4	64.1	64.4	64.2
5	57.3	56.5	63.1	64.3	66.3	68.4	69.3	69.6	70.3	68.8	65.1	62.1	64.7	66.2	65.2	65.0	<40	<40	64.8	64.7	64.6	64.6	64.3	62.3	61.8	61.2	59.7
4	54.4	53.7	59.8	60.2	62.5	64.9	67.3	66.5	67.4	66.6	59.9	55.7	63.2	65.2	64.5	64.5	<40	<40	64.3	64.1	64.0	64.1	63.7	60.9	60.3	59.1	56.3
3																											
2																											
Max	65.5	58.7	67.1	67.2	67.6	68.9	71.7	71.1	71.3	71.4	65.6	64.5	67.1	69.0	67.9	67.8	51.4	55.0	67.3	67.1	66.7	67.0	67.2	66.5	66.3	67.3	67.3
Min	54.4	53.7	59.8	60.2	62.5	64.9	67.3	66.5	67.4	66.6	59.9	55.7	63.2	65.2	64.5	64.5	<40	<40	64.3	64.1	64.0	64.1	63.7	60.9	60.3	59.1	56.3

Floor	R1201a	R1201b	R1201c	R1201d	R1202a	R1202b	R1202c	R1202d	R1202e	R1203a	R1203b	R1204a	R1204b	R1205a	R1205b	R1206a	R1206b	R1207a	R1207b	R1208a	R1208b	R1209a	R1209b	R1210a	R1210b	R1211a	R1211b
44	70.7	63.3	66.8	61.2	61.7	66.5	66.2	59.4	59.2	61.9	66.2	66.8	65.6	67.8	68.0	66.0	69.2	69.5	69.3	69.9	70.5	70.0	68.5	69.0	69.3	69.1	68.1
43	70.8	63.3	66.9	61.2	61.7	66.6	66.2	59.5	59.3	62.0	66.3	66.8	65.7	67.9	68.0	66.0	69.3	69.5	69.3	69.9	70.5	70.0	68.6	69.1	69.3	69.1	68.2
42	70.8	63.3	66.9	61.3	61.8	66.6	66.3	59.6	59.4	62.0	66.3	66.9	65.7	67.9	68.0	66.0	69.3	69.6	69.4	70.0	70.6	70.1	68.6	69.1	69.4	69.2	68.2
41	70.8	63.3	66.9	61.4	61.8	66.7	66.3	59.6	59.4	62.1	66.3	66.9	65.7	67.9	68.1	66.1	69.3	69.6	69.4	70.0	70.6	70.1	68.7	69.2	69.4	69.2	68.3
40	70.8	63.4	66.9	61.4	61.9	66.7	66.4	59.7	59.5	62.1	66.4	66.9	65.7	67.9	68.1	66.1	69.4	69.6	69.4	70.1	70.7	70.2	68.8	69.2	69.5	69.3	68.3
39	70.8	63.4	67.0	61.5	62.0	66.7	66.4	59.8	59.6	62.2	66.4	66.9	65.7	67.9	68.1	66.1	69.4	69.7	69.5	70.1	70.7	70.2	68.8	69.3	69.5	69.3	68.3
38	70.8	63.4	67.0	61.6	62.0	66.7	66.4	59.8	59.7	62.2	66.4	66.9	65.7	67.9	68.1	66.0	69.4	69.7	69.5	70.1	70.8	70.3	68.8	69.3	69.6	69.4	68.4
37	70.8	63.4	67.0	61.7	62.1	66.7	66.4	59.9	59.7	62.2	66.4	67.0	65.7	67.9	68.1	66.0	69.5	69.8	69.5	70.2	70.8	70.3	68.9	69.4	69.6	69.5	68.4
36	70.8	63.3	67.0	61.7	62.1	66.7	66.4	60.0	59.8	62.3	66.4	67.0	65.7	67.9	68.1	66.0	69.5	69.8	69.6	70.2	70.8	70.4	69.0	69.4	69.7	69.5	68.5
35	70.8	63.3	67.0	61.8	62.2	66.8	66.4	60.1	59.9	62.3	66.4	67.0	65.7	67.9	68.1	66.0	69.5	69.8	69.6	70.3	70.9	70.4	69.0	69.5	69.7	69.6	68.5
34	70.8	63.1	67.0	61.8	62.3	66.8	66.5	60.1	60.0	62.4	66.4	67.0	65.7	67.9	68.0	65.9	69.5	69.8	69.6	70.4	71.0	70.5	69.1	69.5	69.8	69.6	68.6
33	70.8	63.1	67.0	61.9	62.3	66.8	66.4	60.2	60.1	62.4	66.4	66.9	65.6	67.8	68.0	65.8	69.5	69.8	69.6	70.4	71.0	70.5	69.1	69.6	69.8	69.7	68.6
32	70.7	63.0	67.0	62.0	62.4	66.8	66.5	60.3	60.1	62.4	66.4	66.9	65.6	67.7	67.9	65.7	69.5	69.8	69.6	70.5	71.1	70.6	69.2	69.6	69.9	69.7	68.7
31	70.8	63.0	67.0	62.1	62.4	66.8	66.5	60.4	60.2	62.4	66.4	66.8	65.4	67.6	67.9	65.6	69.5	69.8	69.6	70.5	71.1	70.7	69.2	69.7	70.0	69.8	68.7
30	70.7	63.0	67.0	62.1	62.5	66.8	66.5	60.5	60.3	62.4	66.4	66.7	65.2	67.5	67.8	65.5	69.5	69.8	69.6	70.6	71.2	70.8	69.3	69.8	70.0	69.8	68.8
29	70.7	63.0	67.1	62.2	62.5	66.8	66.5	60.6	60.4	62.4	66.3	66.5	65.0	67.4	67.7	65.3	69.5	69.8	69.6	70.6	71.2	70.8	69.4	69.9	70.1	69.9	68.8
28	70.6	63.1	67.0	62.3	62.6	66.8	66.5	60.7	60.5	62.4	66.1	66.4	64.8	67.2	67.5	65.1	69.5	69.8	69.6	70.7	71.3	70.9	69.4	69.9	70.2	70.0	68.9
27	70.6	63.1	67.1	62.3	62.6	66.7	66.4	60.7	60.6	62.5	66.0	66.2	64.5	67.1	67.4	64.9	69.4	69.8	69.6	70.8	71.4	71.0	69.5	70.0	70.2	70.1	68.9
26	70.4	63.2	67.0	62.4	62.7	66.6	66.3	60.8	60.7	62.5	65.9	66.0	64.1	66.9	67.3	64.6	69.3	69.8	69.6	70.9	71.5	71.0	69.6	70.0	70.3	70.1	69.0
25	70.4	63.2	66.9	62.5	62.8	66.5	66.1	60.9	60.7	62.6	65.7	65.7	63.8	66.7	67.1	64.2	69.3	69.7	69.5	70.9	71.5	71.1	69.6	70.1	70.4	70.2	69.0
24	70.3	63.3	66.8	62.6	62.8	66.3	66.0	61.0	60.8	62.6	65.5	65.4	63.4	66.5	66.9	63.9	69.2	69.7	69.5	71.0	71.6	71.2	69.7	70.2	70.5	70.3	69.1
23																											
22	70.0	63.5	66.1	62.8	63.0	65.7	65.4	61.2	61.1	62.6	65.0	65.0	62.8	66.1	66.4	62.8	69.0	69.6	69.3	71.2	71.8	71.5	69.9	70.4	70.7	70.5	69.3
21	69.7	63.5	65.8	62.9	63.0	65.5	65.3	61.3	61.2	62.7	64.9	65.0	62.7	66.0	66.2	62.0	68.8	69.5	69.3	71.3	71.9	71.5	70.0	70.5	70.8	70.6	69.3
20	69.5	63.6	65.6	62.9	63.1	65.4	65.2	61.4	61.2	62.7	64.9	64.9	62.6	66.0	66.0	61.1	68.7	69.4	69.1	71.4	72.0	71.6	70.1	70.6	70.9	70.7	69.4
19	69.2	63.6	65.4	62.9	63.1	65.4	65.2	61.5	61.3	62.7	64.9	64.9	62.5	65.9	65.8	59.7	68.5	69.2	69.0	71.5	72.1	71.7	70.2	70.7	71.0	70.7	69.5
18	68.9	63.6	65.4	63.0	63.1	65.4	65.2	61.6	61.4	62.7	64.9	64.9	62.4	65.9	65.7	57.8	68.3	69.1	68.9	71.6	72.2	71.8	70.2	70.8	71.0	70.8	69.5
17	68.5	63.6	65.3	62.9	63.2	65.3	65.2	61.7	61.5	62.8	64.9	64.9	62.2	65.8	65.6	56.1	68.2	69.0	68.8	71.7	72.3	71.9	70.4	70.9	71.1	70.9	69.6
16	68.0	63.5	65.2	62.9	63.1	65.3	65.2	61.7	61.5	62.8	64.9	64.8	62.2	65.8	65.5	54.3	68.1	69.0	68.8	71.8	72.4	72.0	70.5	71.0	71.3	71.0	69.7
15	67.6	63.3	65.0	62.7	63.0	65.2	65.1	61.7	61.5	62.8	64.9	64.8	62.1	65.7	65.5	52.7	68.1	69.0	68.8	71.9	72.5	72.2	70.5	71.1	71.4	71.1	69.8
14	67.3	63.1	64.8	62.5	62.9	65.1	65.0	61.7	61.5	62.8	64.9	64.9	62.0	65.7	65.5	51.0	68.1	69.0	68.8	72.1	72.6	72.3	70.6	71.2	71.5	71.2	69.8
13	66.9	62.9	64.6	62.3	62.7	64.9	64.9	61.6	61.4	62.8	64.9	64.9	62.0	65.8	65.4	49.4	68.1	69.1	68.8	72.2	72.8	72.4	70.8	71.3	71.6	71.3	69.9
12	66.5	62.6	64.3	62.0	62.5	64.7	64.7	61.5	61.3	62.8	64.8	64.9	61.9	65.8	65.4	48.0	68.1	69.1	68.9	72.3	72.9	72.6	70.8	71.4	71.7	71.4	69.9
11	66.1	62.5	64.1	61.8	62.3	64.5	64.5	61.3	61.0	62.8	64.7	64.9	61.8	65.8	65.4	46.8	68.2	69.1	68.9	72.5	73.0	72.7	70.9	71.5	71.8	71.4	69.9
10	65.9	62.3	63.8	61.7	62.2	64.3	64.3	61.1	60.7	62.7	64.5	64.9	61.7	65.8	65.3	45.9	68.2	69.2	68.8	72.6	73.2	72.8	71.1	71.5	71.8	71.5	70.0
9	65.7	62.0	63.6	61.4	62.0	64.0	64.0	60.8	60.5	62.7	64.2	64.7	61.3	65.7	65.1	45.1	68.1	69.1	68.7	72.8	73.3	72.9	71.1	71.6	71.9	71.5	70.0
8	65.1	61.5	63.0	60.9	61.5	63.6	63.7	60.4	60.2	62.4	63.7	64.2	60.6	65.4	64.9	44.5	68.0	69.0	68.6	72.8	73.4	73.1	71.3	71.6	71.9	71.5	70.0
7	64.3	60.3	61.7	59.7	60.4	62.7	62.8	59.8	59.6	61.7	63.0	63.5	59.6	64.9	64.5	44.0	67.8	69.0	68.6	72.9	73.4	73.1	71.2	71.5	71.8	71.5	70.0
6	63.2	58.4	59.5	57.8	58.4	60.7	60.9	58.4	58.0	60.3	62.1	63.0	58.9	64.3	64.2	43.6	67.4	68.9	68.6	72.6	73.1	73.0	71.1	71.2	71.8	71.5	69.9
5	61.5	55.5	56.7	54.7	55.1	58.3	58.6	56.2	55.6	58.4	60.4	62.3	58.2	63.7	63.6	43.4	66.3	68.2	68.6	71.6	72.1	72.6	70.6	70.5	71.6	71.3	69.6
4	58.9	52.9	54.0	51.9	52.3	55.0	55.3	53.0	52.4	55.7	58.1	61.2	56.9	62.6	62.0	43.3	64.6	65.7	67.6	68.3	69.1	71.0	67.6	67.6	70.4	70.2	66.9
3																											
2																											
Max	70.8	63.6	67.1	63.0	63.2	66.8	66.5	61.7	61.5	62.8	66.4	67.0	65.7	67.9	68.1	66.1	69.5	69.8	69.6	72.9	73.4	73.1	71.3	71.6	71.9	71.5	70.0
Min	58.9	52.9	54.0	51.9	52.3	55.0	55.3	53.0	52.4	55.7	58.1	61.2	56.9	62.6	62.0	43.3	64.6	65.7	67.6	68.3	69.1	70.0	67.6	67.6	69.3	69.1	66.9

Floor	R1212a	R1212b	R1213a	R1213b	R1214a	R1214b	R1215a	R1215b	R1216a	R1216b	R1217a	R1217b	R1218a	R1218b	R1219a	R1219b	R1220a	R1220b	R1221a	R1221b	R1221c	R1222a	R1222b	R1222c	R1301a	R1301b	R1302a
44	65.3	69.2	69.5	69.5	67.8	70.8	70.8	70.6	61.9	64.0	61.8	56.6	58.3	59.5	55.1	58.7	59.1	57.6	62.4	65.3	63.8	65.5	66.7	66.4			
43	65.3	69.3	69.6	69.6	67.8	70.8	70.8	70.6	62.0	64.0	61.9	56.6	58.3	59.5	55.1	58.8	59.1	57.7	62.5	65.3	63.9	65.5	66.7	66.5			
42	65.4	69.3	69.6	69.6	67.9	70.8	70.9	70.7	62.1	64.1	61.9	56.5	58.3	59.6	55.1	58.9	59.1	57.8	62.5	65.4	63.9	65.6	66.8	66.5			
41	65.5	69.3	69.7	69.6	67.9	70.9	70.9	70.7	62.1	64.2	62.0	56.5	58.3	59.6	55.1	58.9	59.2	57.9	62.6	65.4	64.0	65.6	66.8	66.5			
40	65.5	69.4	69.7	69.7	68.0	70.9	71.0	70.7	62.2	64.2	62.0	56.6	58.4	59.7	55.2	58.9	59.3	58.0	62.7	65.4	64.0	65.6	66.8	66.6			
39	65.5	69.4	69.8	69.7	68.0	71.0	71.0	70.8	62.3	64.3	62.1	56.6	58.4	59.7	55.2	59.0	59.3	58.0	62.7	65.5	64.1	65.7	66.8	66.6			
38	65.6	69.5	69.8	69.8	68.0	71.0	71.1	70.8	62.4	64.3	62.2	56.6	58.5	59.8	55.2	59.0	59.4	58.1	62.7	65.5	64.1	65.7	66.9	66.6			
37	65.7	69.6	69.9	69.8	68.1	71.1	71.1	70.9	62.4	64.4	62.2	56.7	58.5	59.8	55.2	59.1	59.5	58.1	62.8	65.5	64.1	65.8	66.9	66.6			
36	65.7	69.6	69.9	69.9	68.2	71.2	71.2	70.9	62.5	64.5	62.3	56.7	58.6	59.9	55.2	59.2	59.5	58.2	62.8	65.6	64.2	65.8	66.9	66.7			
35	65.8	69.7	70.0	69.9	68.2	71.2	71.2	71.0	62.6	64.5	62.4	56.8	58.6	60.0	55.2	59.2	59.5	58.3	62.9	65.6	64.2	65.8	67.0	66.7			
34	65.9	69.7	70.1	70.0	68.3	71.2	71.3	71.0	62.7	64.6	62.5	56.8	58.7	60.0	55.2	59.3	59.6	58.4	63.0	65.7	64.3	65.9	67.0	66.7			
33	66.0	69.8	70.1	70.0	68.3	71.3	71.3	71.1	62.8	64.7	62.6	56.8	58.7	60.1	55.2	59.4	59.7	58.5	63.0	65.7	64.3	65.9	67.0	66.8			
32	66.0	69.8	70.2	70.1	68.4	71.4	71.4	71.1	62.9	64.8	62.6	56.9	58.8	60.1	55.2	59.4	59.8	58.6	63.1	65.8	64.4	66.0	67.1	66.8			
31	66.1	69.9	70.2	70.2	68.4	71.4	71.5	71.2	63.0	64.9	62.7	56.9	58.8	60.2	55.2	59.5	59.8	58.6	63.1	65.8	64.4	66.0	67.1	66.8			
30	66.2	69.9	70.3	70.2	68.5	71.5	71.5	71.3	63.1	64.9	62.8	56.9	58.9	60.3	55.2	59.5	59.9	58.7	63.1	65.8	64.4	66.0	67.1	66.8			
29	66.2	70.0	70.4	70.3	68.6	71.5	71.6	71.3	63.1	65.0	62.9	57.0	58.9	60.3	55.2	59.6	60.0	58.7	63.2	65.8	64.5	66.0	67.1	66.9			
28	66.3	70.1	70.4	70.4	68.6	71.6	71.6	71.4	63.2	65.1	63.1	57.0	59.0	60.4	55.3	59.6	60.0	58.8	63.3	65.9	64.5	66.1	67.2	66.9			
27	66.4	70.2	70.5	70.4	68.7	71.7	71.7	71.4	63.4	65.2	63.1	57.0	59.0	60.5	55.2	59.7	60.0	58.9	63.3	65.9	64.5	66.1	67.2	66.9			
26	66.5	70.2	70.5	70.5	68.8	71.7	71.8	71.5	63.5	65.3	63.2	57.1	59.2	60.5	55.2	59.8	60.1	58.9	63.3	66.0	64.6	66.1	67.2	67.0			
25	66.6	70.3	70.6	70.5	68.9	71.8	71.8	71.5	63.6	65.4	63.3	57.1	59.2	60.6	55.2	59.8	60.2	58.9	63.4	66.0	64.6	66.2	67.3	67.0			
24	66.6	70.4	70.7	70.6	68.9	71.9	71.9	71.6	63.7	65.4	63.4	57.1	59.3	60.7	55.2	59.8	60.2	59.0	63.4	66.0	64.6	66.2	67.3	67.0			
23																											
22	66.9	70.6	70.9	70.8	69.1	72.0	72.1	71.8	63.9	65.7	63.6	57.0	59.4	60.8	55.2	59.9	60.3	59.1	63.5	66.1	64.7	66.2	67.4	67.1			
21	67.0	70.7	71.0	70.9	69.2	72.2	72.2	71.9	64.0	65.7	63.7	56.9	59.3	60.8	55.2	59.9	60.3	59.2	63.5	66.1	64.7	66.2	67.4	67.0			
20	67.1	70.7	71.1	71.0	69.3	72.2	72.3	72.0	64.1	65.8	63.7	56.7	59.2	60.8	54.8	59.9	60.3	59.2	63.5	66.1	64.7	66.2	67.3	67.0			
19	67.2	70.8	71.2	71.1	69.4	72.3	72.4	72.0	64.2	65.9	63.8	56.4	59.1	60.7	54.5	59.8	60.3	59.2	63.5	66.1	64.6	66.2	67.3	67.0			
18	67.3	70.9	71.3	71.1	69.5	72.4	72.5	72.1	64.3	65.9	63.9	56.1	58.9	60.6	54.4	59.8	60.3	59.1	63.5	66.1	64.6	66.2	67.3	66.9			
17	67.4	71.0	71.4	71.2	69.6	72.5	72.5	72.2	64.3	66.0	63.9	55.8	58.7	60.6	54.3	59.8	60.2	58.9	63.4	66.1	64.5	66.1	67.2	66.9			
16	67.5	71.1	71.5	71.3	69.7	72.6	72.7	72.3	64.5	66.1	64.0	55.6	58.5	60.5	54.1	59.7	60.1	58.7	63.3	66.0	64.5	66.1	67.2	66.9			
15	67.6	71.2	71.6	71.4	69.8	72.7	72.8	72.4	64.6	66.2	64.0	55.3	58.4	60.4	53.9	59.6	59.9	58.3	63.1	65.9	64.4	66.0	67.1	66.7			
14	67.7	71.3	71.7	71.5	69.9	72.8	72.9	72.5	64.8	66.3	64.1	55.2	58.2	60.3	53.8	59.3	59.5	57.9	63.2	65.9	64.3	65.9	67.0	66.6			
13	67.8	71.3	71.7	71.6	70.0	72.9	73.0	72.6	64.9	66.4	64.2	55.1	58.0	60.1	53.5	59.1	59.2	57.6	62.9	65.8	64.2	65.8	66.8	66.5			
12	67.9	71.4	71.8	71.7	70.2	73.1	73.1	72.7	65.1	66.5	64.2	55.2	57.9	59.9	53.2	58.5	58.8	57.0	62.7	65.6	64.0	65.6	66.7	66.3			
11	68.0	71.5	71.9	71.8	70.3	73.2	73.2	72.9	65.1	66.6	64.3	55.1	57.6	59.5	52.5	57.9	58.3	56.2	62.2	65.4	63.8	65.4	66.5	66.2	69.2	65.4	59.8
10	68.1	71.5	71.9	71.8	70.4	73.3	73.3	72.9	65.2	66.7	64.2	55.2	57.4	58.9	52.1	57.1	57.5	54.6	61.7	65.1	63.7	65.2	66.3	66.0	68.9	64.8	59.1
9	68.1	71.5	72.0	71.9	70.5	73.4	73.4	73.0	65.3	66.7	64.1	55.3	56.9	58.5	51.7	56.2	56.0	52.5	61.2	64.9	63.6	65.1	66.1	65.9	68.6	64.2	58.4
8	68.2	71.5	72.0	71.9	70.5	73.5	73.5	73.1	65.4	66.7	63.8	55.4	56.6	57.8	51.4	54.8	53.9	50.1	60.8	64.7	63.5	64.9	65.9	65.7	68.3	63.8	57.7
7	68.3	71.6	72.0	71.9	70.6	73.5	73.4	73.0	65.5	66.6	63.5	55.5	56.2	56.9	51.2	53.6	51.5	48.1	60.5	64.5	63.4	64.7	65.6	65.4	67.8	63.3	56.9
6	68.4	71.6	72.1	71.8	70.6	73.4	73.2	72.7	65.2	66.4	62.8	55.6	55.7	56.0	51.3	52.6	49.4	46.3	60.3	64.2	63.3	64.5	65.3	65.2	67.4	62.7	56.2
5	68.0	71.6	72.0	71.0	70.0	73.1	71.9	71.5	64.8	65.7	60.6	55.5	55.3	55.5	51.0	52.1	47.4	44.8	60.0	63.8	63.0	64.1	64.9	64.8	66.9	62.1	55.2
4	64.0	70.3	70.5	68.3	66.9	71.2	69.4	68.8	62.4	62.5	57.8	54.2	53.9	54.7	48.8	51.4	45.6	43.3	58.9	62.5	61.6	62.7	64.3	64.3	66.4	61.6	54.3
3																									65.8	60.9	52.4
2																									63.9	59.1	50.0
Max	68.4	71.6	72.1	71.9	70.6	73.5	73.5	73.1	65.5	66.7	64.3	57.1	59.4	60.8	55.3	59.9	60.3	59.2	63.5	66.1	64.7	66.2	67.4	67.1	69.2	65.4	59.8
Min	64.0	69.2	69.5	68.3	66.9	70.8	69.4	68.8	61.9	62.5	57.8	54.2	53.9	54.7	48.8	51.4	45.6	43.3	58.9	62.5	61.6	62.7	64.3	64.3	63.9	59.1	50.0

Floor	R1302b	R1302c	R1302d	R1303a	R1303b	R1303c	R1303d	R1304a	R1304b	R1305a	R1305b	R1306a	R1306b	R1306c	R1307a	R1307b	R1308a	R1308b	R1309a	R1309b	R1309c	R1309d	R1310a	R1310b	R1311a	R1311b	R1312a
44																											
43																											
42																											
41																											
40										69.2	66.8	68.3	71.0	70.5	67.1	67.0	70.8	71.1	68.8	72.3	72.5	70.5	73.1	73.0	72.9	73.3	72.7
39										69.3	66.9	68.4	71.0	70.5	67.1	67.1	70.8	71.2	68.9	72.4	72.5	70.6	73.2	73.1	73.0	73.3	72.8
38										69.4	67.0	68.5	71.1	70.6	67.2	67.2	70.9	71.2	69.0	72.5	72.6	70.7	73.3	73.2	73.1	73.4	72.9
37										69.5	67.1	68.6	71.2	70.7	67.3	67.2	71.0	71.3	69.1	72.5	72.7	70.8	73.3	73.3	73.1	73.5	72.9
36										69.6	67.2	68.6	71.3	70.8	67.4	67.3	71.1	71.4	69.2	72.6	72.8	70.8	73.4	73.3	73.2	73.6	73.0
35										69.6	67.2	68.7	71.4	70.9	67.5	67.4	71.1	71.5	69.2	72.7	72.8	70.9	73.5	73.4	73.3	73.6	73.1
34										69.7	67.3	68.8	71.4	70.9	67.5	67.5	71.2	71.5	69.3	72.8	72.9	71.0	73.6	73.5	73.4	73.7	73.1
33										69.8	67.4	68.9	71.5	71.0	67.6	67.6	71.3	71.6	69.4	72.9	73.0	71.1	73.7	73.6	73.4	73.8	73.2
32										69.9	67.5	69.0	71.6	71.1	67.7	67.6	71.4	71.7	69.5	73.0	73.1	71.2	73.8	73.6	73.5	73.9	73.3
31										70.0	67.6	69.1	71.7	71.2	67.8	67.7	71.5	71.8	69.5	73.0	73.2	71.3	73.8	73.7	73.6	73.9	73.4
30										70.1	67.7	69.1	71.8	71.3	67.9	67.8	71.6	71.9	69.6	73.1	73.2	71.3	73.9	73.8	73.7	74.0	73.5
29										70.2	67.8	69.2	71.9	71.4	68.0	67.9	71.6	72.0	69.7	73.2	73.3	71.4	74.0	73.9	73.8	74.1	73.5
28										70.3	67.8	69.3	72.0	71.5	68.0	68.0	71.7	72.1	69.8	73.3	73.4	71.5	74.1	74.0	73.9	74.2	73.6
27										70.4	67.9	69.4	72.1	71.6	68.1	68.1	71.8	72.1	69.9	73.4	73.5	71.6	74.2	74.1	74.0	74.3	73.7
26										70.5	68.0	69.5	72.2	71.7	68.2	68.2	71.9	72.2	70.0	73.5	73.6	71.7	74.3	74.2	74.0	74.4	73.8
25										70.6	68.1	69.6	72.3	71.8	68.3	68.3	72.0	72.3	70.1	73.6	73.7	71.8	74.3	74.2	74.1	74.5	73.9
24										70.7	68.2	69.7	72.4	71.9	68.4	68.3	72.1	72.4	70.2	73.7	73.8	71.9	74.4	74.3	74.2	74.5	73.9
23										70.8	68.3	69.8	72.5	72.0	68.5	68.4	72.2	72.5	70.3	73.8	73.9	71.9	74.5	74.4	74.3	74.6	74.0
22										70.9	68.4	69.9	72.6	72.1	68.6	68.5	72.3	72.6	70.3	73.9	74.0	72.0	74.6	74.5	74.4	74.7	74.1
21										71.0	68.5	70.0	72.7	72.2	68.7	68.6	72.4	72.7	70.4	74.0	74.1	72.1	74.7	74.6	74.5	74.8	74.2
20										71.1	68.6	70.1	72.8	72.3	68.8	68.7	72.5	72.8	70.6	74.1	74.2	72.2	74.8	74.7	74.6	74.9	74.3
19										71.2	68.7	70.2	72.9	72.4	68.9	68.8	72.6	72.9	70.7	74.1	74.3	72.3	74.9	74.8	74.6	75.0	74.4
18										71.3	68.8	70.3	73.0	72.5	69.0	68.9	72.7	73.0	70.7	74.2	74.4	72.4	75.0	74.9	74.7	75.1	74.5
17										71.4	68.9	70.4	73.1	72.6	69.0	69.0	72.8	73.1	70.8	74.3	74.5	72.5	75.1	74.9	74.8	75.2	74.6
16										71.5	69.0	70.5	73.2	72.7	69.2	69.1	72.9	73.2	70.9	74.4	74.6	72.6	75.2	75.0	74.9	75.3	74.6
15										71.6	69.1	70.7	73.3	72.8	69.3	69.2	73.0	73.3	71.0	74.5	74.6	72.7	75.2	75.1	74.9	75.3	74.7
14										71.7	69.2	70.8	73.4	72.9	69.4	69.3	73.1	73.4	71.0	74.6	74.7	72.7	75.3	75.2	75.0	75.4	74.8
13										71.9	69.3	70.9	73.6	73.0	69.5	69.4	73.2	73.4	71.1	74.7	74.8	72.8	75.4	75.2	75.0	75.4	74.9
12										72.0	69.4	71.0	73.7	73.1	69.6	69.5	73.3	73.5	71.1	74.7	74.8	72.9	75.4	75.2	75.1	75.5	74.9
11	69.9	70.0	66.1	55.9	73.9	74.6	72.0	71.3	75.0	72.1	69.6	71.1	73.8	73.2	69.7	69.6	73.3	73.5	71.0	74.8	74.8	72.9	75.4	75.2	75.0	75.4	75.0
10	69.6	69.8	65.7	54.8	73.9	74.6	72.1	71.3	75.1	72.2	69.7	71.2	73.9	73.3	69.8	69.7	73.4	73.5	70.8	74.7	74.8	72.9	75.3	75.1	74.9	75.3	75.0
9	69.4	69.6	65.6	53.6	73.9	74.7	72.2	71.3	75.2	72.4	69.8	71.3	74.0	73.4	69.8	69.8	73.4	73.5	70.6	74.7	74.7	72.8	75.2	75.0	74.8	75.3	75.0
8	69.1	69.4	65.3	52.5	73.7	74.6	72.2	71.4	75.3	72.5	69.9	71.5	74.1	73.5	69.9	69.9	73.4	73.4	70.4	74.6	74.6	72.7	75.2	74.9	74.7	75.2	75.0
7	68.8	69.2	65.2	51.7	73.6	74.5	72.2	71.4	75.5	72.6	70.0	71.5	74.1	73.5	70.0	69.9	73.3	73.3	70.1	74.4	74.5	72.6	75.0	74.8	74.6	75.0	75.0
6	68.3	68.7	64.9	50.5	73.5	74.4	72.1	71.3	75.6	72.7	70.1	71.6	74.1	73.5	70.0	69.9	73.2	73.2	69.8	74.3	74.3	72.5	74.9	74.7	74.5	74.9	75.0
5	67.8	68.1	64.6	49.2	73.5	74.3	72.1	71.4	75.6	72.8	70.1	71.6	74.0	73.4	70.0	69.8	73.1	73.1	69.4	74.1	74.2	72.4	74.7	74.5	74.3	74.8	75.0
4	67.2	67.5	63.9	48.3	73.3	74.3	72.2	71.5	75.7	72.8	70.1	71.6	73.8	73.2	69.9	69.6	72.8	72.9	69.1	73.9	74.0	72.3	74.5	74.3	74.1	74.6	74.8
3	66.7	66.9	63.1	47.7	72.9	74.2	71.9	71.6	75.8	72.7	69.8	71.2	73.4	72.8	69.6	69.3	72.5	72.6	68.6	73.6	73.7	72.2	74.2	73.9	73.9	74.4	74.2
2	65.6	65.0	58.5	47.2	70.7	73.0	69.0	70.3	75.4	72.1	68.7	69.4	72.3	71.3	68.4	67.4	71.5	71.6	67.3	72.9	72.9	70.6	73.4	72.7	72.6	73.7	72.7
Max	69.9	70.0	66.1	55.9	73.9	74.7	72.2	71.6	75.8	72.8	70.1	71.6	74.1	73.5	70.0	69.9	73.4	73.5	71.1	74.8	74.8	72.9	75.4	75.2	75.1	75.5	75.0
Min	65.6	65.0	58.5	47.2	70.7	73.0	69.0	70.3	75.0	69.2	66.8	68.3	71.0	70.5	67.1	67.0	70.8	71.1	67.3	72.3	72.5	70.5	73.1	72.7	72.6	73.3	72.7

Floor	R1312b	R1313a	R1313b	R1314a	R1314b	R1315a	R1315b	R1316a	R1316b	R1316c	R1317a	R1317b	R1318a	R1318b	R1318c	R1319a	R1319b	R1101 max	R1102 max	R1103 max	R1104 max	R1105 max	R1106 max	R1107 max	R1108 max	R1109 max	R1110 max
44																											
43																											
42																											
41																											
40	72.6	66.9	68.8	66.3	66.9	67.2	67.5	66.8	67.2	45.1	66.7	67.0	67.1	67.2	67.2	67.3	67.5						67.3	65.6	62.5	62.9	64.9
39	72.6	67.0	68.9	66.3	66.9	67.3	67.5	66.9	67.2	45.2	66.7	67.0	67.1	67.3	67.2	67.4	67.5						67.4	65.7	62.6	63.0	64.9
38	72.7	67.0	68.9	66.4	67.0	67.3	67.6	66.9	67.3	45.3	66.8	67.0	67.2	67.3	67.3	67.4	67.6						67.4	65.7	62.7	63.1	64.9
37	72.8	67.1	69.0	66.4	67.0	67.4	67.6	67.0	67.3	45.4	66.8	67.1	67.2	67.4	67.3	67.5	67.6						67.5	65.8	62.7	63.2	65.0
36	72.8	67.1	69.0	66.5	67.1	67.4	67.7	67.0	67.4	45.3	66.8	67.1	67.3	67.4	67.4	67.5	67.7						67.5	65.8	62.8	63.3	65.0
35	72.9	67.2	69.1	66.5	67.1	67.5	67.7	67.0	67.4	45.4	66.9	67.2	67.3	67.5	67.4	67.5	67.7						67.5	65.9	62.9	63.4	65.0
34	73.0	67.2	69.1	66.6	67.2	67.5	67.8	67.1	67.5	45.5	66.9	67.2	67.3	67.5	67.5	67.6	67.8						67.6	66.0	63.0	63.5	65.1
33	73.1	67.3	69.2	66.6	67.2	67.6	67.8	67.1	67.5	45.5	67.0	67.3	67.4	67.5	67.5	67.7	67.8						67.6	66.0	63.1	63.6	65.1
32	73.1	67.3	69.2	66.7	67.3	67.6	67.9	67.2	67.6	45.6	67.0	67.3	67.4	67.6	67.5	67.7	67.9						67.7	66.0	63.2	63.7	65.2
31	73.2	67.4	69.3	66.7	67.3	67.7	67.9	67.2	67.6	45.7	67.1	67.4	67.5	67.6	67.6	67.7	67.9						67.7	66.1	63.3	63.8	65.3
30	73.3	67.4	69.3	66.8	67.4	67.7	68.0	67.3	67.7	45.7	67.1	67.4	67.5	67.7	67.6	67.8	68.0						67.8	66.1	63.4	63.9	65.3
29	73.4	67.5	69.4	66.8	67.4	67.8	68.0	67.3	67.7	45.8	67.1	67.4	67.6	67.7	67.7	67.8	68.0						67.8	66.2	63.5	64.0	65.4
28	73.5	67.5	69.4	66.9	67.5	67.8	68.1	67.3	67.8	45.9	67.2	67.5	67.6	67.8	67.7	67.9	68.1						67.9	66.2	63.6	64.1	65.5
27	73.6	67.6	69.5	67.0	67.5	67.9	68.1	67.4	67.8	45.8	67.2	67.5	67.7	67.8	67.8	67.9	68.1						67.9	66.3	63.7	64.2	65.6
26	73.6	67.7	69.5	67.0	67.6	67.9	68.2	67.4	67.9	45.8	67.3	67.6	67.7	67.9	67.8	68.0	68.2						67.9	66.3	63.8	64.3	65.6
25	73.7	67.7	69.6	67.1	67.7	68.0	68.3	67.5	67.9	45.7	67.3	67.6	67.8	67.9	67.8	68.0	68.2						68.0	66.3	63.9	64.4	65.8
24	73.8	67.8	69.7	67.2	67.7	68.1	68.3	67.5	68.0	45.6	67.3	67.7	67.8	68.0	67.9	68.0	68.2						68.0	66.4	63.9	64.5	65.8
23	73.9	67.9	69.8	67.2	67.8	68.1	68.4	67.6	68.0	45.4	67.4	67.7	67.8	68.0	67.9	68.1	68.3						68.0	66.4	64.0	64.6	65.9
22	73.9	67.9	69.8	67.3	67.8	68.2	68.4	67.6	68.1	45.1	67.4	67.8	67.9	68.0	68.0	68.1	68.3						68.0	66.5	64.1	64.7	66.1
21	74.0	68.0	69.9	67.4	67.9	68.2	68.5	67.7	68.1	44.9	67.5	67.8	67.9	68.1	68.0	68.2	68.4						68.1	66.5	64.2	64.8	66.2
20	74.1	68.1	70.0	67.4	68.0	68.3	68.6	67.7	68.2	44.6	67.5	67.9	68.0	68.1	68.0	68.2	68.4						68.2	66.6	64.2	65.0	66.3
19	74.2	68.2	70.1	67.5	68.0	68.4	68.6	67.8	68.3	44.5	67.6	67.9	68.0	68.2	68.1	68.3	68.4						68.2	66.5	64.2	65.1	66.4
18	74.3	68.2	70.1	67.6	68.1	68.4	68.7	67.8	68.3	44.2	67.6	68.0	68.1	68.2	68.1	68.3	68.5						68.1	66.5	64.3	65.2	66.6
17	74.4	68.3	70.2	67.6	68.1	68.5	68.8	67.9	68.4	44.0	67.7	68.0	68.1	68.3	68.2	68.3	68.6						68.1	66.5	64.4	65.3	66.6
16	74.4	68.4	70.3	67.7	68.2	68.6	68.8	67.9	68.4	43.6	67.7	68.1	68.2	68.3	68.2	68.4	68.6	68.3	68.4	68.6	68.8	69.0	68.1	66.4	64.4	65.4	66.8
15	74.5	68.5	70.4	67.8	68.3	68.6	68.9	68.0	68.5	43.2	67.7	68.1	68.2	68.4	68.3	68.4	68.6	68.3	68.4	68.6	68.8	69.0	68.0	66.3	64.2	65.5	66.9
14	74.5	68.6	70.5	67.9	68.3	68.7	69.0	68.1	68.5	42.4	67.8	68.1	68.3	68.4	68.3	68.5	68.7	68.2	68.4	68.6	68.7	68.9	67.9	66.1	64.1	65.5	67.0
13	74.6	68.7	70.6	67.9	68.4	68.8	69.0	68.1	68.6	41.3	67.9	68.2	68.3	68.4	68.3	68.5	68.7	68.2	68.3	68.5	68.7	68.9	67.8	66.0	63.8	65.5	67.0
12	74.6	68.8	70.7	68.0	68.5	68.8	69.1	68.2	68.6	40.5	67.9	68.2	68.3	68.5	68.3	68.5	68.7	68.2	68.3	68.5	68.7	68.8	67.7	65.9	63.4	65.5	67.1
11	74.6	68.8	70.9	68.1	68.5	68.9	69.2	68.2	68.7	<40	67.9	68.2	68.3	68.5	68.3	68.6	68.8	68.1	68.3	68.5	68.7	68.9	67.6	65.7	63.0	65.4	67.1
10	74.6	69.0	71.0	68.2	68.6	69.0	69.3	68.3	68.7	<40	67.9	68.2	68.3	68.4	68.2	68.5	68.8	68.0	68.2	68.4	68.6	68.8	67.4	65.3	62.5	65.0	67.2
9	74.5	69.1	71.1	68.2	68.7	69.0	69.3	68.3	68.8	<40	67.8	68.0	68.1	68.3	68.0	68.3	68.7	67.8	68.0	68.2	68.5	68.7	67.3	65.0	61.7	64.4	67.2
8	74.5	69.1	71.2	68.3	68.7	69.1	69.4	68.3	68.7	<40	67.5	67.6	67.7	68.0	67.7	68.1	68.4	67.4	67.6	67.9	68.2	68.5	67.1	64.6	60.1	63.7	67.1
7	74.4	69.2	71.2	68.3	68.7	69.1	69.4	68.2	68.6	<40	67.1	67.1	67.3	67.6	67.4	67.8	68.2	66.3	66.7	67.2	67.6	67.9	67.0	64.3	58.3	62.5	66.8
6	74.4	69.3	71.2	68.4	68.8	69.2	69.5	67.9	68.1	<40	66.5	66.6	66.6	67.0	67.0	67.4	67.8	64.4	65.1	65.8	66.5	67.0	66.8	64.0	56.5	60.1	65.9
5	74.4	69.2	70.8	68.5	68.8	69.1	69.4	67.3	67.3	<40	66.1	66.2	66.2	66.4	66.3	66.8	67.4	62.3	62.8	63.5	64.5	65.5	66.6	63.3	54.1	57.3	64.3
4	74.3	68.9	70.1	68.4	68.7	68.7	69.1	66.5	66.6	<40	65.7	65.7	65.7	65.9	65.7	66.0	66.6	59.7	60.2	60.9	61.7	62.9	65.9	60.6	51.2	54.4	60.2
3	74.1	67.8	69.0	68.3	68.2	68.0	67.6	65.7	65.8	<40	65.2	65.2	65.2	65.3	65.2	65.4	65.7										
2	72.2	66.1	67.1	67.1	66.4	65.8	65.8	65.1	65.1	<40	64.6	64.6	64.6	64.7	64.5	64.7	64.9										
Max	74.6	69.3	71.2	68.5	68.8	69.2	69.5	68.3	68.8	45.9	67.9	68.2	68.3	68.5	68.3	68.6	68.8	68.3	68.4	68.6	68.8	69.0	68.2	66.6	64.4	65.5	67.2
Min	72.2	66.1	67.1	66.3	66.4	65.8	65.8	65.1	65.1	<40	64.6	64.6	64.6	64.7	64.5	64.7	64.9	59.7	60.2	60.9	61.7	62.9	65.9	60.6	51.2	54.4	60.2

Base Scenario (2045) - Site 1

Floor	R1111 max	R1112 max	R1113 max	R1114 max	R1115 max	R1116 max	R1117 max	R1118 max	R1119 max	R1201 max	R1202 max	R1203 max	R1204 max	R1205 max	R1206 max	R1207 max	R1208 max	R1209 max	R1210 max	R1211 max	R1212 max	R1213 max	R1214 max	R1215 max	R1216 max	R1217 max	R1218 max
44										70.7	66.5	66.2	66.8	68.0	69.2	69.5	70.5	70.0	69.3	69.1	69.2	69.5	70.8	70.8	64.0	61.8	59.5
43										70.8	66.6	66.3	66.8	68.0	69.3	69.5	70.5	70.0	69.3	69.1	69.3	69.6	70.8	70.8	64.0	61.9	59.5
42										70.8	66.6	66.3	66.9	68.0	69.3	69.6	70.6	70.1	69.4	69.2	69.3	69.6	70.8	70.9	64.1	61.9	59.6
41										70.8	66.7	66.3	66.9	68.1	69.3	69.6	70.6	70.1	69.4	69.2	69.3	69.7	70.9	70.9	64.2	62.0	59.6
40	66.8	69.7	69.1	63.0	68.1	67.4	67.1	67.1	67.3	70.8	66.7	66.4	66.9	68.1	69.4	69.6	70.7	70.2	69.5	69.3	69.4	69.7	70.9	71.0	64.2	62.0	59.7
39	66.8	69.8	69.1	63.1	68.2	67.4	67.2	67.1	67.3	70.8	66.7	66.4	66.9	68.1	69.4	69.7	70.7	70.2	69.5	69.3	69.4	69.8	71.0	71.0	64.3	62.1	59.7
38	66.9	69.8	69.2	63.2	68.2	67.5	67.2	67.1	67.3	70.8	66.7	66.4	66.9	68.1	69.4	69.7	70.8	70.3	69.6	69.4	69.5	69.8	71.0	71.1	64.3	62.2	59.8
37	66.9	69.9	69.2	63.3	68.2	67.5	67.2	67.1	67.3	70.8	66.7	66.4	67.0	68.1	69.5	69.8	70.8	70.3	69.6	69.5	69.6	69.9	71.1	71.1	64.4	62.2	59.8
36	67.0	69.9	69.3	63.3	68.3	67.5	67.2	67.1	67.3	70.8	66.7	66.4	67.0	68.1	69.5	69.8	70.8	70.4	69.7	69.5	69.6	69.9	71.2	71.2	64.5	62.3	59.9
35	67.0	69.9	69.4	63.4	68.3	67.6	67.2	67.1	67.3	70.8	66.8	66.4	67.0	68.1	69.5	69.8	70.9	70.4	69.7	69.6	69.7	70.0	71.2	71.2	64.5	62.4	60.0
34	67.1	70.0	69.4	63.5	68.4	67.6	67.3	67.1	67.3	70.8	66.8	66.4	67.0	68.0	69.5	69.8	71.0	70.5	69.8	69.6	69.7	70.1	71.2	71.3	64.6	62.5	60.0
33	67.1	70.0	69.5	63.6	68.4	67.7	67.3	67.2	67.3	70.8	66.8	66.4	66.9	68.0	69.5	69.8	71.0	70.5	69.8	69.7	69.8	70.1	71.3	71.3	64.7	62.6	60.1
32	67.1	70.1	69.5	63.7	68.5	67.7	67.3	67.1	67.3	70.7	66.8	66.4	66.9	67.9	69.5	69.8	71.1	70.6	69.9	69.7	69.8	70.2	71.4	71.4	64.8	62.6	60.1
31	67.2	70.1	69.6	63.8	68.5	67.7	67.3	67.1	67.3	70.8	66.8	66.4	66.8	67.9	69.5	69.8	71.1	70.7	70.0	69.8	69.9	70.2	71.4	71.5	64.9	62.7	60.2
30	67.2	70.2	69.6	63.8	68.5	67.7	67.3	67.2	67.3	70.7	66.8	66.4	66.7	67.8	69.5	69.8	71.2	70.8	70.0	69.8	69.9	70.3	71.5	71.5	64.9	62.8	60.3
29	67.3	70.3	69.7	64.0	68.6	67.8	67.3	67.2	67.3	70.7	66.8	66.3	66.5	67.7	69.5	69.8	71.2	70.8	70.1	69.9	70.0	70.4	71.5	71.6	65.0	62.9	60.3
28	67.3	70.3	69.8	64.1	68.6	67.8	67.3	67.1	67.3	70.6	66.8	66.1	66.4	67.5	69.5	69.8	71.3	70.9	70.2	70.0	70.1	70.4	71.6	71.6	65.1	63.1	60.4
27	67.4	70.4	69.8	64.2	68.7	67.8	67.3	67.1	67.3	70.6	66.7	66.0	66.2	67.4	69.4	69.8	71.4	71.0	70.2	70.1	70.2	70.5	71.7	71.7	65.2	63.1	60.5
26	67.4	70.4	69.9	64.3	68.7	67.8	67.3	67.1	67.3	70.4	66.6	65.9	66.0	67.3	69.3	69.8	71.5	71.0	70.3	70.1	70.2	70.5	71.7	71.8	65.3	63.2	60.5
25	67.5	70.5	70.0	64.4	68.8	67.8	67.3	67.1	67.2	70.4	66.5	65.7	65.7	67.1	69.3	69.7	71.5	71.1	70.4	70.2	70.3	70.6	71.8	71.8	65.4	63.3	60.6
24	67.5	70.6	70.1	64.5	68.8	67.8	67.3	67.0	67.2	70.3	66.3	65.5	65.4	66.9	69.2	69.7	71.6	71.2	70.5	70.3	70.4	70.7	71.9	71.9	65.4	63.4	60.7
23	67.6	70.6	70.2	64.6	68.8	67.8	67.3	67.0	67.1																		
22	67.6	70.7	70.2	64.7	68.9	67.8	67.3	66.9	67.0	70.0	65.7	65.0	65.0	66.4	69.0	69.6	71.8	71.5	70.7	70.5	70.6	70.9	72.0	72.1	65.7	63.6	60.8
21	67.7	70.8	70.3	64.7	68.9	67.9	67.3	66.8	66.9	69.7	65.5	64.9	65.0	66.2	68.8	69.5	71.9	71.5	70.8	70.6	70.7	71.0	72.2	72.2	65.7	63.7	60.8
20	67.8	70.8	70.4	64.9	68.9	67.9	67.1	66.8	66.9	69.5	65.4	64.9	64.9	66.0	68.7	69.4	72.0	71.6	70.9	70.7	70.7	71.1	72.2	72.3	65.8	63.7	60.8
19	67.8	70.9	70.5	65.0	68.9	67.8	67.1	66.7	66.8	69.2	65.4	64.9	64.9	65.9	68.5	69.2	72.1	71.7	71.0	70.7	70.8	71.2	72.3	72.4	65.9	63.8	60.7
18	67.9	71.0	70.6	65.2	69.0	67.8	67.0	66.7	66.8	68.9	65.4	64.9	64.9	65.9	68.3	69.1	72.2	71.8	71.0	70.8	70.9	71.3	72.4	72.5	65.9	63.9	60.6
17	68.0	71.1	70.7	65.2	68.9	67.7	67.0	66.6	66.7	68.5	65.3	64.9	64.9	65.8	68.2	69.0	72.3	71.9	71.1	70.9	71.0	71.4	72.5	72.5	66.0	63.9	60.6
16	68.1	71.2	70.8	65.4	68.9	67.7	66.9	66.5	66.6	68.0	65.3	64.9	64.8	65.8	68.1	69.0	72.4	72.0	71.3	71.0	71.1	71.5	72.6	72.7	66.1	64.0	60.5
15	68.2	71.3	70.9	65.5	68.9	67.6	66.8	66.4	66.4	67.6	65.2	64.9	64.8	65.7	68.1	69.0	72.5	72.2	71.4	71.1	71.2	71.6	72.7	72.8	66.2	64.0	60.4
14	68.3	71.4	71.0	65.6	68.8	67.5	66.8	66.3	66.3	67.3	65.1	64.9	64.9	65.7	68.1	69.0	72.6	72.3	71.5	71.2	71.3	71.7	72.8	72.9	66.3	64.1	60.3
13	68.4	71.4	71.1	65.6	68.8	67.5	66.6	66.2	66.2	66.9	64.9	64.9	64.9	65.8	68.1	69.1	72.8	72.4	71.6	71.3	71.3	71.7	72.9	73.0	66.4	64.2	60.1
12	68.5	71.5	71.2	65.6	68.7	67.4	66.5	66.1	66.1	66.5	64.7	64.8	64.9	65.8	68.1	69.1	72.9	72.6	71.7	71.4	71.4	71.8	73.1	73.1	66.5	64.2	59.9
11	68.6	71.6	71.3	65.6	68.6	67.3	66.3	66.0	66.0	66.1	64.5	64.7	64.9	65.8	68.2	69.1	73.0	72.7	71.8	71.4	71.5	71.9	73.2	73.2	66.6	64.3	59.5
10	68.7	71.6	71.3	65.6	68.5	67.1	66.1	65.8	65.8	65.9	64.3	64.5	64.9	65.8	68.2	69.2	73.2	72.8	71.8	71.5	71.5	71.9	73.3	73.3	66.7	64.2	58.9
9	68.8	71.7	71.4	65.6	68.3	66.8	66.0	65.6	65.6	65.7	64.0	64.2	64.7	65.7	68.1	69.1	73.3	72.9	71.9	71.5	71.5	72.0	73.4	73.4	66.7	64.1	58.5
8	68.9	71.6	71.3	65.6	68.0	66.5	65.7	65.4	65.5	65.1	63.7	63.7	64.2	65.4	68.0	69.0	73.4	73.1	71.9	71.5	71.5	72.0	73.5	73.5	66.7	63.8	57.8
7	68.9	71.2	71.3	65.6	67.5	66.2	65.4	65.2	65.2	64.3	62.8	63.0	63.5	64.9	67.8	69.0	73.4	73.1	71.8	71.5	71.6	72.0	73.5	73.4	66.6	63.5	56.9
6	68.8	70.8	71.2	65.5	67.0	65.6	65.1	65.0	64.4	63.2	60.9	62.1	63.0	64.3	67.4	68.9	73.1	73.0	71.8	71.5	71.6	72.1	73.4	73.2	66.4	62.8	56.0
5	68.4	69.6	70.3	65.1	66.2	65.2	64.8	64.6	61.8	61.5	58.6	60.4	62.3	63.7	66.3	68.6	72.1	72.6	71.6	71.3	71.6	72.0	73.1	71.9	65.7	60.6	55.5
4	64.9	67.3	67.4	59.9	65.2	64.5	64.3	64.1	60.3	58.9	55.3	58.1	61.2	62.6	64.6	67.6	69.1	71.0	70.4	70.2	70.3	70.5	71.2	69.4	62.5	57.8	54.7
3																											
2																											
Max	68.9	71.7	71.4	65.6	69.0	67.9	67.3	67.2	67.3	70.8	66.8	66.4	67.0	68.1	69.5	69.8	73.4	73.1	71.9	71.5	71.6	72.1	73.5	73.5	66.7	64.3	60.8
Min	64.9	67.3	67.4	59.9	65.2	64.5	64.3	64.1	60.3	58.9	55.3	58.1	61.2	62.6	64.6	67.6	69.1	70.0	69.3	69.1	69.2	69.5	70.8	69.4	62.5	57.8	54.7

Base Scenario (2045) - Site 1

Floor	R1219 max	R1220 max	R1221 max	R1222 max	R1301 max	R1302 max	R1303 max	R1304 max	R1305 max	R1306 max	R1307 max	R1308 max	R1309 max	R1310 max	R1311 max	R1312 max	R1313 max	R1314 max	R1315 max	R1316 max	R1317 max	R1318 max	R1319 max
44	58.7	59.1	65.3	66.7																			
43	58.8	59.1	65.3	66.7																			
42	58.9	59.1	65.4	66.8																			
41	58.9	59.2	65.4	66.8																			
40	58.9	59.3	65.4	66.8					69.2	71.0	67.1	71.1	72.5	73.1	73.3	72.7	68.8	66.9	67.5	67.2	67.0	67.2	67.5
39	59.0	59.3	65.5	66.8					69.3	71.0	67.1	71.2	72.5	73.2	73.3	72.8	68.9	66.9	67.5	67.2	67.0	67.3	67.5
38	59.0	59.4	65.5	66.9					69.4	71.1	67.2	71.2	72.6	73.3	73.4	72.9	68.9	67.0	67.6	67.3	67.0	67.3	67.6
37	59.1	59.5	65.5	66.9					69.5	71.2	67.3	71.3	72.7	73.3	73.5	72.9	69.0	67.0	67.6	67.3	67.1	67.4	67.6
36	59.2	59.5	65.6	66.9					69.6	71.3	67.4	71.4	72.8	73.4	73.6	73.0	69.0	67.1	67.7	67.4	67.1	67.4	67.7
35	59.2	59.5	65.6	67.0					69.6	71.4	67.5	71.5	72.8	73.5	73.6	73.1	69.1	67.1	67.7	67.4	67.2	67.5	67.7
34	59.3	59.6	65.7	67.0					69.7	71.4	67.5	71.5	72.9	73.6	73.7	73.1	69.1	67.2	67.8	67.5	67.2	67.5	67.8
33	59.4	59.7	65.7	67.0					69.8	71.5	67.6	71.6	73.0	73.7	73.8	73.2	69.2	67.2	67.8	67.5	67.3	67.5	67.8
32	59.4	59.8	65.8	67.1					69.9	71.6	67.7	71.7	73.1	73.8	73.9	73.3	69.2	67.3	67.9	67.6	67.3	67.6	67.9
31	59.5	59.8	65.8	67.1					70.0	71.7	67.8	71.8	73.2	73.8	73.9	73.4	69.3	67.3	67.9	67.6	67.4	67.6	67.9
30	59.5	59.9	65.8	67.1					70.1	71.8	67.9	71.9	73.2	73.9	74.0	73.5	69.3	67.4	68.0	67.7	67.4	67.7	68.0
29	59.6	60.0	65.8	67.1					70.2	71.9	68.0	72.0	73.3	74.0	74.1	73.5	69.4	67.4	68.0	67.7	67.4	67.7	68.0
28	59.6	60.0	65.9	67.2					70.3	72.0	68.0	72.1	73.4	74.1	74.2	73.6	69.4	67.5	68.1	67.8	67.5	67.8	68.1
27	59.7	60.0	65.9	67.2					70.4	72.1	68.1	72.1	73.5	74.2	74.3	73.7	69.5	67.5	68.1	67.8	67.5	67.8	68.1
26	59.8	60.1	66.0	67.2					70.5	72.2	68.2	72.2	73.6	74.3	74.4	73.8	69.5	67.6	68.2	67.9	67.6	67.9	68.2
25	59.8	60.2	66.0	67.3					70.6	72.3	68.3	72.3	73.7	74.3	74.5	73.9	69.6	67.7	68.3	67.9	67.6	67.9	68.2
24	59.8	60.2	66.0	67.3					70.7	72.4	68.4	72.4	73.8	74.4	74.5	73.9	69.7	67.7	68.3	68.0	67.7	68.0	68.2
23									70.8	72.5	68.5	72.5	73.9	74.5	74.6	74.0	69.8	67.8	68.4	68.0	67.7	68.0	68.3
22	59.9	60.3	66.1	67.4					70.9	72.6	68.6	72.6	74.0	74.6	74.7	74.1	69.8	67.8	68.4	68.1	67.8	68.0	68.3
21	59.9	60.3	66.1	67.4					71.0	72.7	68.7	72.7	74.1	74.7	74.8	74.2	69.9	67.9	68.5	68.1	67.8	68.1	68.4
20	59.9	60.3	66.1	67.3					71.1	72.8	68.8	72.8	74.2	74.8	74.9	74.3	70.0	68.0	68.6	68.2	67.9	68.1	68.4
19	59.8	60.3	66.1	67.3					71.2	72.9	68.9	72.9	74.3	74.9	75.0	74.4	70.1	68.0	68.6	68.3	67.9	68.2	68.4
18	59.8	60.3	66.1	67.3					71.3	73.0	69.0	73.0	74.4	75.0	75.1	74.5	70.1	68.1	68.7	68.3	68.0	68.2	68.5
17	59.8	60.2	66.1	67.2					71.4	73.1	69.0	73.1	74.5	75.1	75.2	74.6	70.2	68.1	68.8	68.4	68.0	68.3	68.6
16	59.7	60.1	66.0	67.2					71.5	73.2	69.2	73.2	74.6	75.2	75.3	74.6	70.3	68.2	68.8	68.4	68.1	68.3	68.6
15	59.6	59.9	65.9	67.1					71.6	73.3	69.3	73.3	74.6	75.2	75.3	74.7	70.4	68.3	68.9	68.5	68.1	68.4	68.6
14	59.3	59.5	65.9	67.0					71.7	73.4	69.4	73.4	74.7	75.3	75.4	74.8	70.5	68.3	69.0	68.5	68.1	68.4	68.7
13	59.1	59.2	65.8	66.8					71.9	73.6	69.5	73.4	74.8	75.4	75.4	74.9	70.6	68.4	69.0	68.6	68.2	68.4	68.7
12	58.5	58.8	65.6	66.7					72.0	73.7	69.6	73.5	74.8	75.4	75.5	74.9	70.7	68.5	69.1	68.6	68.2	68.5	68.7
11	57.9	58.3	65.4	66.5	69.2	70.0	74.6	75.0	72.1	73.8	69.7	73.5	74.8	75.4	75.4	75.0	70.9	68.5	69.2	68.7	68.2	68.5	68.8
10	57.1	57.5	65.1	66.3	68.9	69.8	74.6	75.1	72.2	73.9	69.8	73.5	74.8	75.3	75.3	75.0	71.0	68.6	69.3	68.7	68.2	68.4	68.8
9	56.2	56.0	64.9	66.1	68.6	69.6	74.7	75.2	72.4	74.0	69.8	73.5	74.7	75.2	75.3	75.0	71.1	68.7	69.3	68.8	68.0	68.3	68.7
8	54.8	53.9	64.7	65.9	68.3	69.4	74.6	75.3	72.5	74.1	69.9	73.4	74.6	75.2	75.2	75.0	71.2	68.7	69.4	68.7	67.6	68.0	68.4
7	53.6	51.5	64.5	65.6	67.8	69.2	74.5	75.5	72.6	74.1	70.0	73.3	74.5	75.0	75.0	75.0	71.2	68.7	69.4	68.6	67.1	67.6	68.2
6	52.6	49.4	64.2	65.3	67.4	68.7	74.4	75.6	72.7	74.1	70.0	73.2	74.3	74.9	74.9	75.0	71.2	68.8	69.5	68.1	66.6	67.0	67.8
5	52.1	47.4	63.8	64.9	66.9	68.1	74.3	75.6	72.8	74.0	70.0	73.1	74.2	74.7	74.8	75.0	70.8	68.8	69.4	67.3	66.2	66.4	67.4
4	51.4	45.6	62.5	64.3	66.4	67.5	74.3	75.7	72.8	73.8	69.9	72.9	74.0	74.5	74.6	74.8	70.1	68.7	69.1	66.6	65.7	65.9	66.6
3					65.8	66.9	74.2	75.8	72.7	73.4	69.6	72.6	73.7	74.2	74.4	74.2	69.0	68.3	68.0	65.8	65.2	65.3	65.7
2					63.9	65.6	73.0	75.4	72.1	72.3	68.4	71.6	72.9	73.4	73.7	72.7	67.1	67.1	65.8	65.1	64.6	64.7	64.9
Max	59.9	60.3	66.1	67.4	69.2	70.0	74.7	75.8	72.8	74.1	70.0	73.5	74.8	75.4	75.5	75.0	71.2	68.8	69.5	68.8	68.2	68.5	68.8
Min	51.4	45.6	62.5	64.3	63.9	65.6	73.0	75.0	69.2	71.0	67.1	71.1	72.5	73.1	73.3	72.7	67.1	66.9	65.8	65.1	64.6	64.7	64.9

Appendix 4.8

Predicted Traffic Noise Levels for Site 2 Residential Blocks (Basecase Scenario B)

Floor	R2101a	R2101b	R2102a	R2102b	R2103a	R2103b	R2104a	R2104b	R2105a	R2105b	R2106a	R2106b	R2107a	R2107b	R2108a	R2108b	R2109a	R2109b	R2110a	R2110b	R2111a	R2111b	R2112a	R2112b	R2113a	R2113b	R2114a
46	63.5	64.0	62.7	62.5	61.5	60.1	59.5	59.2	58.6	58.9	58.5	58.2	52.0	58.9	59.0	58.6	53.9	59.4	59.5	58.9	49.4	59.8	59.8	58.8	56.9	54.7	73.3
45	63.5	64.1	62.7	62.5	61.6	60.1	59.5	59.3	58.6	59.0	58.5	58.3	52.0	59.0	59.1	58.7	54.0	59.4	59.6	58.9	49.4	59.8	59.9	58.8	57.0	54.7	73.4
44	63.6	64.1	62.8	62.5	61.6	60.2	59.5	59.3	58.6	59.0	58.6	58.2	52.1	59.0	59.1	58.7	54.0	59.5	59.6	59.0	49.3	59.9	59.9	58.8	57.0	54.7	73.4
43	63.6	64.2	62.8	62.6	61.7	60.2	59.6	59.3	58.6	59.0	58.6	58.3	52.1	59.0	59.2	58.8	54.1	59.5	59.7	59.0	49.4	59.9	60.0	58.9	57.0	54.8	73.5
42	63.7	64.2	62.9	62.6	61.7	60.2	59.6	59.3	58.7	59.1	58.6	58.3	52.1	59.1	59.2	58.8	54.1	59.6	59.7	59.1	49.4	60.0	60.0	58.9	57.1	54.8	73.5
41	63.7	64.3	62.9	62.7	61.7	60.2	59.7	59.4	58.7	59.0	58.7	58.3	52.2	59.0	59.3	58.8	54.2	59.6	59.7	59.1	49.4	60.0	60.1	59.0	57.1	54.8	73.6
40	63.8	64.3	62.9	62.7	61.8	60.3	59.6	59.4	58.7	59.1	58.7	58.4	52.2	59.1	59.2	58.8	54.2	59.6	59.8	59.2	49.4	60.1	60.1	59.0	57.2	54.9	73.7
39	63.8	64.4	63.0	62.8	61.8	60.3	59.7	59.4	58.7	59.1	58.7	58.4	52.2	59.1	59.3	58.9	54.3	59.7	59.8	59.2	49.5	60.1	60.1	59.1	57.2	54.9	73.8
38	63.9	64.4	63.0	62.8	61.9	60.3	59.7	59.4	58.7	59.1	58.7	58.4	52.3	59.2	59.3	58.9	54.3	59.7	59.9	59.3	49.6	60.2	60.2	59.1	57.2	54.9	73.9
37	63.9	64.5	63.0	62.8	61.9	60.3	59.7	59.4	58.7	59.1	58.7	58.4	52.3	59.2	59.3	58.9	54.4	59.8	59.8	59.3	49.6	60.2	60.2	59.2	57.3	55.0	73.9
36	63.9	64.5	63.1	62.8	61.9	60.3	59.7	59.4	58.7	59.1	58.7	58.4	52.4	59.2	59.3	58.9	54.4	59.7	59.9	59.3	49.7	60.3	60.2	59.2	57.3	55.0	74.0
35	64.0	64.5	63.1	62.8	61.9	60.3	59.7	59.4	58.7	59.1	58.6	58.4	52.4	59.2	59.3	59.0	54.5	59.8	59.9	59.4	49.7	60.3	60.3	59.3	57.4	55.0	74.1
34	64.0	64.6	63.2	62.9	61.9	60.3	59.7	59.4	58.6	59.0	58.6	58.3	52.5	59.2	59.4	59.0	54.5	59.8	60.0	59.4	49.8	60.3	60.3	59.4	57.4	55.1	74.1
33	64.0	64.6	63.2	62.9	61.9	60.3	59.6	59.4	58.6	59.0	58.6	58.4	52.5	59.2	59.3	59.0	54.6	59.8	60.0	59.4	49.9	60.3	60.4	59.4	57.5	55.1	74.2
32	64.0	64.6	63.2	62.9	61.9	60.2	59.6	59.4	58.6	59.0	58.6	58.3	52.6	59.1	59.4	59.0	54.6	59.8	60.0	59.5	50.0	60.4	60.4	59.5	57.5	55.1	74.3
31	64.1	64.7	63.2	62.9	61.9	60.2	59.5	59.3	58.6	58.9	58.5	58.2	52.6	59.1	59.3	58.9	54.7	59.8	60.0	59.5	50.0	60.4	60.5	59.5	57.6	55.1	74.4
30	64.1	64.7	63.2	62.9	61.9	60.2	59.5	59.3	58.5	59.0	58.5	58.3	52.6	59.1	59.3	58.9	54.8	59.8	60.0	59.5	50.1	60.4	60.4	59.6	57.6	55.1	74.4
29	64.1	64.7	63.2	62.9	61.9	60.2	59.5	59.3	58.5	58.9	58.5	58.3	52.7	59.0	59.3	58.9	54.8	59.7	60.0	59.5	50.2	60.4	60.5	59.6	57.6	55.1	74.5
28	64.1	64.7	63.2	62.9	61.9	60.1	59.4	59.2	58.4	58.8	58.4	58.2	52.6	59.1	59.2	58.9	54.9	59.7	59.9	59.6	50.2	60.4	60.4	59.7	57.6	55.0	74.5
27	64.1	64.7	63.2	62.9	61.8	60.0	59.3	59.2	58.4	58.8	58.4	58.2	52.7	59.0	59.2	58.9	54.9	59.7	59.9	59.5	50.3	60.4	60.4	59.7	57.6	55.0	74.6
26	64.1	64.8	63.2	62.9	61.8	59.9	59.3	59.1	58.4	58.7	58.4	58.2	52.7	59.0	59.1	58.9	54.9	59.7	59.9	59.5	50.4	60.4	60.4	59.8	57.6	54.9	74.7
25	64.1	64.7	63.1	62.8	61.7	59.8	59.1	59.0	58.3	58.6	58.3	58.2	52.7	58.9	59.2	58.8	55.0	59.7	59.9	59.6	50.4	60.3	60.5	59.8	57.5	54.7	74.7
24																											
23	64.1	64.7	63.0	62.7	61.5	59.4	58.8	58.7	58.1	58.4	58.2	58.2	52.6	58.8	59.0	58.9	55.1	59.6	59.8	59.6	50.5	60.3	60.5	59.8	57.4	54.3	74.7
22	64.1	64.7	63.0	62.6	61.5	59.3	58.7	58.5	58.1	58.3	58.2	58.1	52.6	58.7	58.9	58.8	55.1	59.6	59.8	59.7	50.6	60.3	60.5	59.9	57.4	54.3	74.8
21	64.1	64.8	63.0	62.6	61.5	59.3	58.6	58.5	58.1	58.3	58.1	58.1	52.6	58.7	58.9	58.9	55.1	59.5	59.8	59.7	50.5	60.3	60.5	59.9	57.5	54.2	74.8
20	64.1	64.8	63.0	62.6	61.4	59.2	58.5	58.4	58.0	58.2	58.1	58.2	52.7	58.7	58.9	58.8	55.0	59.5	59.7	59.7	50.4	60.4	60.6	60.0	57.4	54.2	74.8
19	64.1	64.8	63.0	62.6	61.4	59.1	58.5	58.4	58.0	58.2	58.1	58.1	52.7	58.7	58.9	58.8	55.0	59.5	59.7	59.7	50.3	60.3	60.6	60.0	57.5	54.2	74.9
18	64.1	64.8	63.0	62.6	61.4	59.1	58.4	58.3	58.0	58.2	58.1	58.1	52.7	58.6	58.8	58.9	55.0	59.4	59.6	59.7	50.1	60.4	60.6	60.0	57.5	54.3	74.8
17	64.2	64.8	63.0	62.6	61.4	59.1	58.3	58.3	58.0	58.2	58.0	58.2	52.7	58.6	58.8	58.8	55.0	59.4	59.6	59.7	49.9	60.4	60.6	60.1	57.6	54.3	74.8
16	64.2	64.9	63.0	62.7	61.4	59.0	58.3	58.3	58.0	58.2	58.1	58.2	52.7	58.6	58.8	58.8	55.1	59.3	59.6	59.7	49.7	60.4	60.6	60.2	57.6	54.3	74.8
15	64.2	64.9	63.1	62.6	61.4	59.0	58.3	58.3	58.0	58.1	58.1	58.1	52.7	58.6	58.8	58.9	55.0	59.3	59.6	59.6	49.4	60.4	60.7	60.2	57.6	54.3	74.9
14	64.3	65.0	63.1	62.7	61.4	59.0	58.3	58.2	58.0	58.1	58.0	58.2	52.8	58.6	58.8	58.8	55.1	59.4	59.5	59.7	49.0	60.3	60.6	60.2	57.7	54.4	74.9
13	64.3	65.0	63.1	62.7	61.4	59.0	58.2	58.2	57.9	58.1	58.0	58.1	52.9	58.5	58.7	58.8	55.2	59.3	59.5	59.6	48.7	60.3	60.6	60.2	57.6	54.3	74.9
12	64.3	65.0	63.1	62.7	61.5	59.0	58.3	58.2	57.8	58.1	58.0	58.0	52.9	58.5	58.7	58.8	55.2	59.3	59.5	59.6	48.5	60.3	60.6	60.2	57.6	54.2	75.0
11	64.3	65.0	63.1	62.7	61.5	58.9	58.2	58.1	57.7	57.9	57.9	57.9	52.9	58.4	58.7	58.7	55.2	59.3	59.5	59.6	48.4	60.2	60.4	60.2	57.5	54.0	75.1
10	64.3	65.0	63.1	62.7	61.4	58.9	58.0	58.0	57.6	57.9	57.7	57.8	52.9	58.3	58.5	58.6	55.3	59.2	59.4	59.5	48.4	60.2	60.4	60.1	57.5	53.9	75.1
9	64.3	64.9	63.0	62.6	61.4	58.8	57.8	57.8	57.4	57.7	57.6	57.7	53.0	58.2	58.4	58.4	55.3	59.0	59.2	59.3	48.4	60.0	60.3	60.1	57.4	53.7	75.2
8	64.1	64.8	62.9	62.4	61.3	58.6	57.6	57.6	57.3	57.5	57.5	57.6	52.9	58.1	58.2	58.3	55.3	58.8	59.1	59.1	48.5	59.8	60.0	59.9	57.3	53.5	75.3
7	63.9	64.6	62.6	62.2	61.1	58.4	57.4	57.3	57.0	57.3	57.3	57.4	52.9	58.0	58.2	58.2	55.3	58.7	58.9	59.0	48.5	59.7	59.9	59.8	57.3	53.4	75.4
6	63.4	64.1	62.2	61.7	60.8	58.2	57.1	57.1	56.8	57.0	57.1	57.2	52.8	57.8	58.1	58.1	55.4	58.6	58.8	58.9	48.6	59.5	59.7	59.7	57.3	53.4	75.5
5	62.3	63.2	61.4	61.0	60.3	57.9	56.7	56.8	56.5	56.6	56.7	56.9	52.8	57.6	57.9	57.9	55.5	58.4	58.6	58.7	48.8	59.2	59.5	59.5	57.3	53.5	75.6
4	60.9	62.3	60.1	60.0	59.3	57.4	56.4	56.4	56.1	56.3	56.4	56.5	52.8	57.3	57.6	57.5	55.5	58.1	58.4	58.3	48.8	59.0	59.2	59.2	57.2	53.7	75.6
3	59.4	61.4	58.3	58.5	57.8	56.2	55.7	56.0	55.4	55.9	55.3	54.6	51.6	56.2	56.5	55.7	54.2	57.1	57.4	56.6	48.2	58.1	58.3	57.6	56.1	53.3	75.5
Max	64.3	65.0	63.2	62.9	61.9	60.3	59.7	59.4	58.7	59.1	58.7	58.4	53.0	59.2	59.4	59.0	55.5	59.8	60.0	59.7	50.6	60.4	60.7	60.2	57.7	55.1	75.6
Min	59.4	61.4	58.3	58.5	57.8	56.2	55.7	56.0	55.4	55.9	55.3	54.6	51.6	56.2	56.5	55.7	53.9	57.1	57.4	56.6	48.2	58.1	58.3	57.6	56.1	53.3	73.3

Total	1556.0
Exceed	210.0
Compliance	86.5%

Floor	R2114b	R2114c	R2115a	R2115b	R2115c	R2116a	R2116b	R2116c	R2117a	R2117b	R2117c	R2201a	R2201b	R2201c	R2201d	R2202a	R2202b	R2202c	R2203a	R2203b	R2203c	R2204a	R2204b	R2205a	R2205b	R2206a	R2206b
46	73.7	74.6	73.0	73.6	74.6	72.8	73.6	74.6	72.8	73.6	74.6																
45	73.7	74.7	73.0	73.6	74.6	72.8	73.7	74.6	72.8	73.6	74.7																
44	73.8	74.8	73.1	73.7	74.7	72.9	73.7	74.7	72.9	73.7	74.8	68.7	68.3	66.8	65.8	69.3	68.9	68.0	68.4	69.7	68.9	70.6	70.7	70.2	68.0	69.7	69.4
43	73.9	74.9	73.2	73.8	74.8	73.0	73.8	74.8	73.0	73.8	74.8	68.7	68.3	66.9	65.9	69.3	68.9	68.0	68.4	69.7	68.9	70.6	70.6	70.2	67.9	69.7	69.4
42	73.9	74.9	73.2	73.9	74.9	73.1	73.9	74.9	73.1	73.8	74.9	68.7	68.3	66.9	65.9	69.3	68.9	68.1	68.5	69.7	68.9	70.6	70.6	70.2	67.9	69.7	69.4
41	74.0	75.0	73.3	74.0	75.0	73.2	74.0	74.9	73.1	73.9	75.0	68.7	68.3	67.0	66.0	69.3	68.9	68.1	68.5	69.8	69.0	70.6	70.6	70.2	67.8	69.7	69.4
40	74.1	75.1	73.4	74.0	75.1	73.2	74.0	75.0	73.2	74.0	75.1	68.7	68.3	67.0	66.0	69.3	68.9	68.1	68.5	69.7	69.0	70.6	70.6	70.2	67.8	69.7	69.4
39	74.2	75.1	73.5	74.1	75.1	73.3	74.1	75.1	73.3	74.1	75.2	68.8	68.4	67.1	66.1	69.3	68.9	68.1	68.5	69.8	69.0	70.6	70.7	70.2	67.7	69.7	69.4
38	74.3	75.2	73.6	74.2	75.2	73.4	74.2	75.2	73.4	74.2	75.2	68.8	68.4	67.1	66.1	69.4	68.9	68.1	68.5	69.8	69.0	70.6	70.7	70.2	67.7	69.7	69.4
37	74.4	75.3	73.6	74.3	75.3	73.5	74.3	75.3	73.5	74.3	75.3	68.8	68.4	67.2	66.2	69.4	68.9	68.2	68.6	69.8	69.0	70.6	70.7	70.2	67.7	69.7	69.4
36	74.4	75.4	73.7	74.4	75.4	73.6	74.4	75.4	73.6	74.4	75.4	68.8	68.4	67.2	66.2	69.4	69.0	68.2	68.6	69.8	69.0	70.7	70.7	70.2	67.7	69.7	69.4
35	74.5	75.5	73.8	74.5	75.5	73.6	74.5	75.5	73.7	74.4	75.5	68.9	68.4	67.3	66.3	69.4	69.0	68.3	68.6	69.8	69.0	70.7	70.7	70.2	67.6	69.7	69.4
34	74.6	75.6	73.9	74.6	75.6	73.7	74.6	75.5	73.8	74.5	75.6	68.9	68.5	67.3	66.3	69.4	69.0	68.3	68.7	69.8	69.0	70.7	70.7	70.2	67.6	69.7	69.3
33	74.7	75.7	73.9	74.7	75.7	73.8	74.7	75.6	73.8	74.6	75.7	69.0	68.5	67.4	66.4	69.5	69.1	68.3	68.7	69.8	69.1	70.7	70.7	70.2	67.5	69.7	69.3
32	74.7	75.7	74.0	74.7	75.8	73.9	74.8	75.7	73.9	74.7	75.8	69.0	68.6	67.4	66.5	69.5	69.1	68.4	68.8	69.9	69.1	70.7	70.7	70.2	67.5	69.7	69.3
31	74.8	75.8	74.1	74.8	75.8	74.0	74.8	75.8	74.0	74.8	75.9	69.0	68.6	67.5	66.5	69.6	69.1	68.4	68.8	69.9	69.1	70.7	70.8	70.2	67.5	69.7	69.3
30	74.9	75.9	74.2	74.9	75.9	74.1	74.9	75.9	74.1	74.9	76.0	69.1	68.6	67.5	66.6	69.6	69.1	68.5	68.8	69.9	69.2	70.7	70.8	70.2	67.4	69.7	69.3
29	74.9	76.0	74.3	75.0	76.0	74.1	75.0	76.0	74.2	75.0	76.1	69.1	68.7	67.6	66.6	69.6	69.2	68.5	68.9	70.0	69.2	70.7	70.8	70.3	67.5	69.7	69.4
28	75.0	76.1	74.4	75.1	76.1	74.2	75.1	76.1	74.2	75.1	76.2	69.2	68.7	67.6	66.7	69.7	69.2	68.6	68.9	70.0	69.2	70.7	70.8	70.3	67.5	69.8	69.4
27	75.1	76.1	74.4	75.1	76.2	74.3	75.2	76.2	74.4	75.2	76.3	69.2	68.8	67.7	66.7	69.7	69.3	68.6	69.0	70.0	69.3	70.8	70.8	70.3	67.4	69.7	69.4
26	75.2	76.2	74.5	75.2	76.3	74.4	75.3	76.3	74.4	75.3	76.4	69.2	68.8	67.7	66.8	69.7	69.3	68.7	69.0	70.1	69.3	70.8	70.9	70.3	67.4	69.8	69.4
25	75.2	76.3	74.6	75.3	76.4	74.5	75.4	76.4	74.5	75.4	76.5	69.3	68.9	67.8	66.9	69.8	69.4	68.7	69.1	70.1	69.3	70.8	70.9	70.3	67.4	69.8	69.4
24																											
23	75.4	76.5	74.7	75.5	76.6	74.6	75.6	76.6	74.7	75.6	76.7	69.4	69.0	67.9	67.0	69.9	69.5	68.8	69.2	70.2	69.4	70.9	71.0	70.4	67.5	69.8	69.5
22	75.4	76.5	74.7	75.6	76.7	74.7	75.7	76.7	74.8	75.7	76.8	69.4	69.0	67.9	67.0	69.9	69.5	68.9	69.3	70.2	69.5	70.9	71.0	70.4	67.5	69.8	69.5
21	75.4	76.6	74.8	75.6	76.7	74.8	75.7	76.9	74.9	75.8	77.0	69.5	69.0	67.9	67.1	70.0	69.6	68.9	69.3	70.3	69.5	71.0	71.1	70.4	67.5	69.8	69.5
20	75.4	76.6	74.8	75.7	76.8	74.8	75.8	76.9	75.0	75.9	77.0	69.5	69.0	68.0	67.1	70.0	69.6	68.9	69.3	70.3	69.5	71.0	71.1	70.4	67.6	69.8	69.5
19	75.5	76.7	74.9	75.7	76.9	74.9	75.9	77.0	75.1	76.0	77.2	69.5	69.0	67.9	67.1	70.0	69.6	68.9	69.3	70.3	69.5	71.0	71.1	70.5	67.6	69.8	69.5
18	75.5	76.8	74.9	75.8	77.0	74.9	76.0	77.1	75.1	76.0	77.3	69.5	69.0	67.9	67.1	70.0	69.6	68.9	69.3	70.3	69.5	71.0	71.1	70.4	67.6	69.8	69.5
17	75.5	76.9	75.0	75.9	77.1	75.0	76.1	77.2	75.2	76.2	77.4	69.4	69.0	67.9	67.1	70.0	69.6	68.9	69.2	70.3	69.5	71.0	71.1	70.4	67.6	69.8	69.4
16	75.5	76.9	75.0	75.9	77.2	75.1	76.1	77.3	75.3	76.2	77.5	69.4	69.0	67.8	67.0	70.0	69.5	68.8	69.2	70.3	69.5	71.0	71.1	70.4	67.6	69.7	69.4
15	75.5	77.0	75.1	76.0	77.3	75.2	76.2	77.4	75.4	76.3	77.6	69.4	69.0	67.8	67.0	69.9	69.5	68.7	69.2	70.2	69.4	71.0	71.1	70.4	67.6	69.7	69.4
14	75.6	77.1	75.1	76.1	77.4	75.2	76.3	77.5	75.5	76.4	77.7	69.3	68.9	67.7	67.0	69.9	69.4	68.7	69.1	70.2	69.4	70.9	71.1	70.4	67.6	69.7	69.4
13	75.6	77.2	75.2	76.1	77.5	75.3	76.4	77.6	75.6	76.5	77.8	69.3	68.8	67.6	66.9	69.9	69.4	68.6	69.0	70.2	69.3	70.9	71.0	70.3	67.6	69.6	69.3
12	75.7	77.2	75.3	76.2	77.6	75.4	76.5	77.8	75.6	76.7	78.0	69.3	68.8	67.6	66.9	69.8	69.4	68.6	69.0	70.1	69.3	70.8	71.0	70.3	67.6	69.6	69.3
11	75.8	77.3	75.4	76.3	77.7	75.5	76.6	77.9	75.8	76.8	78.1	69.2	68.7	67.5	66.8	69.8	69.3	68.6	69.0	70.1	69.3	70.8	71.0	70.2	67.6	69.6	69.2
10	75.9	77.4	75.5	76.5	77.8	75.6	76.7	78.0	75.9	76.9	78.2	69.1	68.6	67.4	66.8	69.7	69.2	68.5	68.9	70.0	69.2	70.8	71.0	70.2	67.6	69.5	69.1
9	76.0	77.5	75.6	76.5	77.9	75.7	76.8	78.1	76.0	77.0	78.4	69.0	68.5	67.2	66.7	69.7	69.1	68.3	68.8	70.0	69.1	70.7	70.8	70.0	67.4	69.3	69.0
8	76.0	77.6	75.7	76.7	78.0	75.8	76.9	78.2	76.1	77.1	78.5	68.8	68.3	67.0	66.5	69.5	69.0	68.1	68.7	69.8	69.0	70.6	70.8	69.9	67.4	69.2	68.9
7	76.1	77.7	75.8	76.7	78.1	75.9	77.0	78.3	76.2	77.2	78.6	68.6	68.1	66.5	66.2	69.3	68.7	67.8	68.5	69.6	68.8	70.4	70.6	69.8	67.3	69.0	68.7
6	76.2	77.8	75.9	76.9	78.3	76.0	77.1	78.4	76.3	77.3	78.7	68.4	67.8	66.2	65.9	69.1	68.5	67.4	68.2	69.4	68.5	70.2	70.4	69.5	67.3	68.7	68.4
5	76.3	77.9	75.9	76.9	78.3	76.1	77.2	78.5	76.4	77.4	78.8	68.1	67.4	65.7	65.3	68.8	68.1	66.9	67.8	69.0	68.0	69.8	70.1	69.2	67.1	68.4	68.0
4	76.4	78.0	76.0	77.0	78.4	76.1	77.3	78.6	76.4	77.4	78.8	67.7	66.8	64.8	64.3	68.4	67.5	66.0	67.3	68.6	67.4	69.4	69.6	68.7	66.9	67.9	67.5
3	76.4	78.0	75.8	77.0	78.4	76.1	77.3	78.6	76.3	77.5	78.7	67.2	65.4	63.5	62.7	67.8	66.0	64.4	65.8	67.5	66.0	68.6	68.7	67.9	66.4	67.1	66.8
Max	76.4	78.0	76.0	77.0	78.4	76.1	77.3	78.6	76.4	77.5	78.8	69.5	69.0	68.0	67.1	70.0	69.6	68.9	69.3	70.3	69.5	71.0	71.1	70.5	68.0	69.8	69.5
Min	73.7	74.6	73.0	73.6	74.6	72.8	73.6	74.6	72.8	73.6	74.6	67.2	65.4	63.5	62.7	67.8	66.0	64.4	65.8	67.5	66.0	68.6	68.7	67.9	66.4	67.1	66.8

Floor	R2207a	R2207b	R2208a	R2208b	R2208c	R2209a	R2209b	R2209c	R2210a	R2210b	R2211a	R2211b	R2211c	R2212a	R2212b	R2301a	R2301b	R2301c	R2302a	R2302b	R2302c	R2303a	R2303b	R2304a	R2304b	R2305a	R2305b
46																											
45																											
44	55.3	55.1	55.0	55.1	46.3	54.6	57.3	57.3	57.6	58.2	58.9	59.7	57.8	58.5	59.5												
43	55.4	55.2	55.0	55.2	46.2	54.6	57.4	57.4	57.6	58.2	58.9	59.4	57.3	58.2	59.1												
42	55.4	55.2	55.0	55.2	46.6	54.7	57.5	57.5	57.6	58.2	58.8	59.2	56.9	57.8	58.8												
41	55.5	55.3	55.2	55.4	47.3	54.8	57.6	57.5	57.7	58.2	58.8	59.2	56.8	57.7	58.7												
40	55.6	55.3	55.2	55.4	47.3	54.9	57.7	57.6	57.7	58.3	58.9	59.2	56.7	57.6	58.7												
39	55.6	55.4	55.2	55.4	47.3	54.9	57.7	57.7	57.8	58.3	58.9	59.2	56.7	57.6	58.6	58.9	59.7	<40	58.5	61.5	61.9	62.3	62.3	62.7	63.1	63.5	63.8
38	55.6	55.4	55.3	55.5	47.3	55.0	57.7	57.7	57.9	58.4	59.0	59.2	56.7	57.5	58.6	58.9	59.7	<40	58.5	61.6	61.9	62.3	62.2	62.6	63.2	63.5	63.8
37	55.7	55.5	55.3	55.5	47.3	55.0	57.8	57.8	57.9	58.5	59.0	59.3	56.7	57.6	58.7	58.9	59.7	<40	58.6	61.5	61.9	62.3	62.2	62.6	63.1	63.5	63.8
36	55.7	55.5	55.3	55.6	47.3	55.1	57.9	57.9	58.0	58.5	59.1	59.3	56.8	57.6	58.6	59.0	59.7	<40	58.5	61.5	61.8	62.2	62.2	62.6	63.1	63.5	63.8
35	55.7	55.5	55.4	55.6	47.3	55.1	58.0	57.9	58.1	58.6	59.2	59.4	56.7	57.6	58.7	58.9	59.6	<40	58.5	61.4	61.8	62.2	62.1	62.6	63.1	63.4	63.7
34	55.8	55.6	55.4	55.6	47.3	55.2	58.0	58.0	58.1	58.7	59.2	59.4	56.8	57.6	58.7	59.0	59.7	<40	58.5	61.4	61.7	62.2	62.1	62.5	63.1	63.4	63.7
33	55.8	55.6	55.4	55.7	47.3	55.2	58.1	58.1	58.2	58.7	59.3	59.5	56.8	57.6	58.7	58.9	59.6	<40	58.5	61.4	61.8	62.2	62.1	62.6	63.0	63.4	63.7
32	55.9	55.6	55.5	55.7	47.3	55.3	58.2	58.2	58.3	58.8	59.3	59.5	56.9	57.7	58.7	58.9	59.6	<40	58.6	61.4	61.7	62.2	62.1	62.6	63.1	63.4	63.7
31	55.9	55.7	55.6	55.8	47.4	55.3	58.3	58.3	58.4	58.9	59.4	59.6	56.9	57.7	58.8	59.0	59.7	<40	58.6	61.4	61.8	62.2	62.2	62.6	63.0	63.5	63.7
30	56.0	55.7	55.6	55.8	47.4	55.3	58.3	58.3	58.4	59.0	59.5	59.6	56.9	57.7	58.8	58.9	59.6	<40	58.6	61.4	61.8	62.2	62.2	62.6	63.1	63.4	63.7
29	56.0	55.7	55.7	55.8	47.4	55.4	58.4	58.4	58.5	59.0	59.5	59.7	56.9	57.7	58.8	59.0	59.7	<40	58.6	61.5	61.8	62.2	62.2	62.6	63.1	63.5	63.8
28	56.0	55.8	55.7	55.9	47.3	55.4	58.4	58.4	58.5	59.1	59.6	59.7	56.9	57.8	58.8	59.0	59.7	<40	58.6	61.4	61.8	62.2	62.2	62.6	63.1	63.5	63.8
27	56.0	55.8	55.7	55.9	47.3	55.5	58.6	58.5	58.6	59.2	59.7	59.8	57.0	57.8	58.9	59.1	59.7	<40	58.6	61.4	61.8	62.2	62.2	62.6	63.1	63.5	63.8
26	56.1	55.8	55.7	55.9	47.2	55.5	58.6	58.6	58.7	59.2	59.7	59.8	57.0	57.8	58.9	59.0	59.7	<40	58.6	61.5	61.8	62.3	62.2	62.6	63.1	63.5	63.8
25	56.0	55.8	55.8	56.0	47.1	55.5	58.7	58.7	58.7	59.3	59.8	59.9	57.1	57.9	58.9	59.0	59.7	<40	58.7	61.5	61.9	62.3	62.2	62.7	63.1	63.5	63.8
24																59.1	59.7	<40	58.7	61.5	61.9	62.3	62.3	62.6	63.1	63.5	63.8
23	56.1	55.8	55.7	56.0	46.8	55.6	58.8	58.8	58.9	59.4	59.9	60.0	57.1	57.9	59.0	59.1	59.7	<40	58.7	61.5	61.9	62.3	62.2	62.7	63.1	63.5	63.8
22	56.0	55.8	55.7	56.0	46.6	55.6	58.9	58.9	59.0	59.5	60.0	60.1	57.2	57.9	59.0	59.2	59.8	<40	58.7	61.5	61.9	62.3	62.3	62.7	63.1	63.5	63.8
21	56.0	55.8	55.7	56.0	46.1	55.6	58.9	59.0	59.0	59.6	60.0	60.1	57.1	58.0	59.0	59.1	59.8	<40	58.7	61.6	62.0	62.4	62.3	62.6	63.1	63.6	63.8
20	56.0	55.8	55.7	55.9	45.6	55.6	58.9	59.0	59.1	59.6	60.1	60.1	57.2	58.0	59.0	59.1	59.7	<40	58.6	61.6	61.9	62.3	62.3	62.7	63.1	63.5	63.7
19	56.0	55.7	55.6	55.9	44.8	55.5	59.0	59.1	59.1	59.7	60.1	60.1	57.1	57.9	58.9	59.1	59.7	<40	58.7	61.6	61.9	62.3	62.3	62.6	63.1	63.5	63.7
18	55.9	55.6	55.5	55.8	43.8	55.4	59.0	59.1	59.2	59.8	60.1	60.2	57.1	58.0	58.9	59.1	59.7	<40	58.7	61.6	62.0	62.4	62.3	62.6	63.0	63.5	63.7
17	55.8	55.6	55.4	55.8	43.0	55.4	59.0	59.2	59.2	59.8	60.1	60.2	57.2	57.9	58.8	59.1	59.7	<40	58.6	61.6	62.0	62.4	62.2	62.6	63.0	63.5	63.7
16	55.8	55.5	55.3	55.7	42.1	55.4	59.1	59.2	59.3	59.8	60.2	60.2	57.2	57.9	58.8	59.2	59.8	<40	58.7	61.7	62.0	62.3	62.3	62.6	63.0	63.5	63.7
15	55.6	55.4	55.2	55.6	41.1	55.3	59.1	59.3	59.3	59.9	60.2	60.2	57.1	58.0	58.7	59.2	59.8	<40	58.5	61.7	62.0	62.4	62.3	62.6	63.0	63.5	63.7
14	55.5	55.3	55.2	55.5	40.2	55.3	59.1	59.3	59.3	59.9	60.2	60.2	57.0	57.9	58.6	59.0	59.6	<40	58.4	61.6	61.9	62.3	62.2	62.5	63.0	63.5	63.7
13	55.4	55.2	55.0	55.5	<40	55.3	59.2	59.4	59.3	59.9	60.2	60.1	56.9	57.7	58.5	59.0	59.6	<40	58.4	61.5	61.9	62.3	62.2	62.5	62.9	63.4	63.6
12	55.1	55.0	54.8	55.4	<40	55.2	59.2	59.4	59.4	60.0	60.2	60.1	56.6	57.7	58.4	58.9	59.5	<40	58.2	61.5	61.9	62.2	62.1	62.4	62.8	63.4	63.6
11	54.8	54.7	54.6	55.2	<40	55.0	59.2	59.4	59.4	60.0	60.2	59.9	56.3	57.2	58.1	58.5	59.2	<40	57.9	61.3	61.7	62.0	61.9	62.2	62.7	63.3	63.4
10	54.6	54.4	54.2	54.9	<40	54.9	59.2	59.4	59.4	60.0	60.2	59.8	56.0	57.0	57.7	58.3	59.0	<40	57.7	61.3	61.6	62.0	61.8	62.1	62.6	63.1	63.3
9	54.4	54.2	54.0	54.7	<40	54.7	59.2	59.4	59.5	60.1	60.2	59.6	55.7	56.7	57.6	58.1	58.9	<40	57.5	61.1	61.5	61.8	61.7	62.0	62.4	63.0	63.1
8	54.2	54.0	53.8	54.6	<40	54.7	59.2	59.5	59.5	60.0	60.2	59.6	55.5	56.5	57.5	58.0	58.8	<40	57.4	61.1	61.3	61.7	61.6	61.8	62.3	62.9	63.0
7	54.2	53.9	53.7	54.5	<40	54.7	59.2	59.5	59.4	60.0	60.2	59.5	55.3	56.4	57.3	57.9	58.6	<40	57.3	61.0	61.3	61.5	61.4	61.6	62.2	62.7	62.7
6	54.0	53.7	53.5	54.4	<40	54.5	59.2	59.4	59.4	60.0	60.2	59.4	55.1	56.2	57.0	57.6	58.4	40.0	57.2	60.8	61.0	61.2	61.0	61.3	61.8	62.4	62.4
5	53.5	53.3	53.1	54.0	<40	54.2	59.1	59.4	59.3	59.9	60.1	59.3	54.6	55.6	56.5	57.2	58.0	40.0	56.8	60.3	60.5	60.7	60.5	60.8	61.2	61.7	61.8
4	52.6	52.5	52.3	53.4	<40	53.7	58.9	59.0	58.8	59.5	59.6	58.6	52.9	53.3	54.8	56.0	57.0	40.0	56.4	59.4	59.6	59.9	59.7	60.0	60.2	60.5	60.8
3	50.3	50.5	50.6	52.1	<40	52.3	58.1	57.8	57.3	58.0	57.5	55.6	49.5	50.0	52.9	55.0	56.3	40.0	55.5	58.3	58.6	59.0	58.9	59.2	59.5	59.5	59.4
Max	56.1	55.8	55.8	56.0	47.4	55.6	59.2	59.5	59.5	60.1	60.2	60.2	57.8	58.5	59.5	59.2	59.8	40.0	58.7	61.7	62.0	62.4	62.3	62.7	63.2	63.6	63.8
Min	50.3	50.5	50.6	52.1	<40	52.3	57.3	57.3	57.3	58.0	57.5	55.6	49.5	50.0	52.9	55.0	56.3	<40	55.5	58.3	58.6	59.0	58.9	59.2	59.5	59.5	59.4

Floor	R2306a	R2306b	R2307a	R2307b	R2308a	R2308b	R2308c	R2309a	R2309b	R2309c	R2101 max	R2102 max	R2103 max	R2104 max	R2105 max	R2106 max	R2107 max	R2108 max	R2109 max	R2110 max	R2111 max	R2112 max	R2113 max	R2114 max	R2115 max	R2116 max	R2117 max
46											64.0	62.7	61.5	59.5	58.9	58.5	58.9	59.0	59.4	59.5	59.8	59.8	56.9	74.6	74.6	74.6	74.6
45											64.1	62.7	61.6	59.5	59.0	58.5	59.0	59.1	59.4	59.6	59.8	59.9	57.0	74.7	74.6	74.6	74.7
44											64.1	62.8	61.6	59.5	59.0	58.6	59.0	59.1	59.5	59.6	59.9	59.9	57.0	74.8	74.7	74.7	74.8
43											64.2	62.8	61.7	59.6	59.0	58.6	59.0	59.2	59.5	59.7	59.9	60.0	57.0	74.9	74.8	74.8	74.8
42											64.2	62.9	61.7	59.6	59.1	58.6	59.1	59.2	59.6	59.7	60.0	60.0	57.1	74.9	74.9	74.9	74.9
41											64.3	62.9	61.7	59.7	59.0	58.7	59.0	59.3	59.6	59.7	60.0	60.1	57.1	75.0	75.0	74.9	75.0
40											64.3	62.9	61.8	59.6	59.1	58.7	59.1	59.2	59.6	59.8	60.1	60.1	57.2	75.1	75.1	75.0	75.1
39	64.1	64.4	64.8	65.1	65.6	65.9	62.6	57.3	66.0	65.9	64.4	63.0	61.8	59.7	59.1	58.7	59.1	59.3	59.7	59.8	60.1	60.1	57.2	75.1	75.1	75.1	75.2
38	64.1	64.4	64.9	65.1	65.6	65.9	62.7	57.3	66.0	65.9	64.4	63.0	61.9	59.7	59.1	58.7	59.2	59.3	59.7	59.9	60.2	60.2	57.2	75.2	75.2	75.2	75.2
37	64.1	64.4	64.8	65.1	65.6	65.9	62.7	57.3	66.0	65.9	64.5	63.0	61.9	59.7	59.1	58.7	59.2	59.3	59.8	59.8	60.2	60.2	57.3	75.3	75.3	75.3	75.3
36	64.1	64.5	64.9	65.1	65.6	65.9	62.8	57.3	66.0	65.9	64.5	63.1	61.9	59.7	59.1	58.7	59.2	59.3	59.7	59.9	60.3	60.2	57.3	75.4	75.4	75.4	75.4
35	64.1	64.4	64.9	65.1	65.6	65.9	62.8	57.4	66.0	65.9	64.5	63.1	61.9	59.7	59.1	58.6	59.2	59.3	59.8	59.9	60.3	60.3	57.4	75.5	75.5	75.5	75.5
34	64.1	64.4	64.8	65.1	65.6	66.0	62.8	57.4	66.0	65.9	64.6	63.2	61.9	59.7	59.0	58.6	59.2	59.4	59.8	60.0	60.3	60.3	57.4	75.6	75.6	75.5	75.6
33	64.1	64.4	64.8	65.1	65.6	66.0	62.8	57.4	66.0	65.9	64.6	63.2	61.9	59.6	59.0	58.6	59.2	59.3	59.8	60.0	60.3	60.4	57.5	75.7	75.7	75.6	75.7
32	64.1	64.4	64.8	65.1	65.6	66.0	62.9	57.4	66.1	65.9	64.6	63.2	61.9	59.6	59.0	58.6	59.1	59.4	59.8	60.0	60.4	60.4	57.5	75.7	75.8	75.7	75.8
31	64.1	64.4	64.8	65.1	65.6	66.0	62.9	57.4	66.1	65.9	64.7	63.2	61.9	59.5	58.9	58.5	59.1	59.3	59.8	60.0	60.4	60.5	57.6	75.8	75.8	75.8	75.9
30	64.1	64.5	64.9	65.1	65.6	66.0	62.9	57.4	66.0	65.9	64.7	63.2	61.9	59.5	59.0	58.5	59.1	59.3	59.8	60.0	60.4	60.4	57.6	75.9	75.9	75.9	76.0
29	64.1	64.4	64.9	65.2	65.7	66.0	62.9	57.4	66.0	65.9	64.7	63.2	61.9	59.5	58.9	58.5	59.0	59.3	59.7	60.0	60.4	60.5	57.6	76.0	76.0	76.0	76.1
28	64.1	64.4	64.9	65.2	65.7	66.0	62.9	57.3	66.0	65.9	64.7	63.2	61.9	59.4	58.8	58.4	59.1	59.2	59.7	59.9	60.4	60.4	57.6	76.1	76.1	76.1	76.2
27	64.1	64.5	64.9	65.2	65.7	66.0	62.9	57.2	66.0	65.9	64.7	63.2	61.8	59.3	58.8	58.4	59.0	59.2	59.7	59.9	60.4	60.4	57.6	76.1	76.2	76.2	76.3
26	64.1	64.5	64.9	65.2	65.7	66.0	62.8	57.1	66.0	65.9	64.8	63.2	61.8	59.3	58.7	58.4	59.0	59.1	59.7	59.9	60.4	60.4	57.6	76.2	76.3	76.3	76.4
25	64.1	64.4	64.9	65.2	65.6	66.0	62.8	57.0	66.0	65.9	64.7	63.1	61.7	59.1	58.6	58.3	58.9	59.2	59.7	59.9	60.3	60.5	57.5	76.3	76.4	76.4	76.5
24	64.1	64.5	64.9	65.1	65.7	65.9	62.7	56.9	66.0	65.8																	
23	64.1	64.5	64.9	65.1	65.6	65.9	62.7	56.8	65.9	65.8	64.7	63.0	61.5	58.8	58.4	58.2	58.8	59.0	59.6	59.8	60.3	60.5	57.4	76.5	76.6	76.6	76.7
22	64.1	64.4	64.9	65.1	65.6	65.9	62.7	56.7	65.9	65.8	64.7	63.0	61.5	58.7	58.3	58.2	58.7	58.9	59.6	59.8	60.3	60.5	57.4	76.5	76.7	76.7	76.8
21	64.1	64.4	64.9	65.1	65.6	65.9	62.6	56.6	65.9	65.8	64.8	63.0	61.5	58.6	58.3	58.1	58.7	58.9	59.5	59.8	60.3	60.5	57.5	76.6	76.7	76.9	77.0
20	64.1	64.4	64.9	65.1	65.6	65.9	62.6	56.6	65.9	65.8	64.8	63.0	61.4	58.5	58.2	58.2	58.7	58.9	59.5	59.7	60.4	60.6	57.4	76.6	76.8	76.9	77.0
19	64.0	64.4	64.8	65.1	65.6	65.9	62.6	56.5	65.9	65.8	64.8	63.0	61.4	58.5	58.2	58.1	58.7	58.9	59.5	59.7	60.3	60.6	57.5	76.7	76.9	77.0	77.2
18	64.0	64.4	64.8	65.1	65.6	65.9	62.6	56.5	65.9	65.8	64.8	63.0	61.4	58.4	58.2	58.1	58.6	58.9	59.4	59.7	60.4	60.6	57.5	76.8	77.0	77.1	77.3
17	64.0	64.4	64.8	65.1	65.6	65.9	62.6	56.4	65.9	65.7	64.8	63.0	61.4	58.3	58.2	58.2	58.6	58.8	59.4	59.7	60.4	60.6	57.6	76.9	77.1	77.2	77.4
16	64.0	64.3	64.8	65.0	65.6	65.9	62.6	56.4	65.9	65.8	64.9	63.0	61.4	58.3	58.2	58.2	58.6	58.8	59.3	59.7	60.4	60.6	57.6	76.9	77.2	77.3	77.5
15	64.0	64.3	64.7	65.0	65.5	65.9	62.5	56.4	65.9	65.7	64.9	63.1	61.4	58.3	58.1	58.1	58.6	58.9	59.3	59.6	60.4	60.7	57.6	77.0	77.3	77.4	77.6
14	64.0	64.3	64.7	65.0	65.5	65.8	62.5	56.3	65.8	65.7	65.0	63.1	61.4	58.3	58.1	58.2	58.6	58.8	59.4	59.7	60.3	60.6	57.7	77.1	77.4	77.5	77.7
13	63.8	64.2	64.6	64.9	65.5	65.8	62.4	56.3	65.8	65.7	65.0	63.1	61.4	58.2	58.1	58.1	58.5	58.8	59.3	59.6	60.3	60.6	57.6	77.2	77.5	77.6	77.8
12	63.8	64.1	64.5	64.8	65.4	65.7	62.3	56.2	65.8	65.7	65.0	63.1	61.5	58.3	58.1	58.0	58.5	58.8	59.3	59.6	60.3	60.6	57.6	77.2	77.6	77.8	78.0
11	63.7	63.9	64.4	64.7	65.3	65.6	62.1	56.0	65.6	65.6	65.0	63.1	61.5	58.2	57.9	57.9	58.4	58.7	59.3	59.6	60.2	60.4	57.5	77.3	77.7	77.9	78.1
10	63.5	63.8	64.2	64.5	65.1	65.5	61.9	55.8	65.5	65.4	65.0	63.1	61.4	58.0	57.9	57.8	58.3	58.6	59.2	59.5	60.2	60.4	57.5	77.4	77.8	78.0	78.2
9	63.3	63.5	63.9	64.2	64.9	65.2	61.6	55.5	65.3	65.2	64.9	63.0	61.4	57.8	57.7	57.7	58.2	58.4	59.0	59.3	60.0	60.3	57.4	77.5	77.9	78.1	78.4
8	63.0	63.3	63.6	64.0	64.6	64.9	61.1	55.0	64.9	64.9	64.8	62.9	61.3	57.6	57.5	57.6	58.1	58.3	58.8	59.1	59.8	60.0	57.3	77.6	78.0	78.2	78.5
7	62.9	63.1	63.4	63.6	64.2	64.5	60.4	54.3	64.6	64.4	64.6	62.6	61.1	57.4	57.3	57.4	58.0	58.2	58.7	59.0	59.7	59.9	57.3	77.7	78.1	78.3	78.6
6	62.6	62.8	63.1	63.2	63.7	64.0	59.3	53.2	64.0	63.9	64.1	62.2	60.8	57.1	57.0	57.2	57.8	58.1	58.6	58.9	59.5	59.7	57.3	77.8	78.3	78.4	78.7
5	62.0	62.3	62.5	62.5	63.1	63.3	58.2	51.9	63.4	63.3	63.2	61.4	60.3	56.8	56.6	56.9	57.6	57.9	58.4	58.7	59.2	59.5	57.3	77.9	78.3	78.5	78.8
4	61.0	61.4	61.5	61.6	62.2	62.5	56.5	50.1	62.7	62.6	62.3	60.1	59.3	56.4	56.3	56.5	57.3	57.6	58.1	58.4	59.0	59.2	57.2	78.0	78.4	78.6	78.8
3	59.7	60.2	60.4	60.4	61.1	61.4	54.6	48.0	61.7	61.7	61.4	58.5	57.8	56.0	55.9	55.3	56.2	56.5	57.1	57.4	58.1	58.3	56.1	78.0	78.4	78.6	78.7
Max	64.1	64.5	64.9	65.2	65.7	66.0	62.9	57.4	66.1	65.9	65.0	63.2	61.9	59.7	59.1	58.7	59.2	59.4	59.8	60.0	60.4	60.7	57.7	78.0	78.4	78.6	78.8
Min	59.7	60.2	60.4	60.4	61.1	61.4	54.6	48.0	61.7	61.7	61.4	58.5	57.8	56.0	55.9	55.3	56.2	56.5	57.1	57.4	58.1	58.3	56.1	74.6	74.6	74.6	74.6

Base Scenario (2045) - Site 2

Floor	R2201 max	R2202 max	R2203 max	R2204 max	R2205 max	R2206 max	R2207 max	R2208 max	R2209 max	R2210 max	R2211 max	R2212 max	R2301 max	R2302 max	R2303 max	R2304 max	R2305 max	R2306 max	R2307 max	R2308 max	R2309 max
46																					
45																					
44	68.7	69.3	69.7	70.7	70.2	69.7	55.3	55.1	57.3	58.2	59.7	59.5									
43	68.7	69.3	69.7	70.6	70.2	69.7	55.4	55.2	57.4	58.2	59.4	59.1									
42	68.7	69.3	69.7	70.6	70.2	69.7	55.4	55.2	57.5	58.2	59.2	58.8									
41	68.7	69.3	69.8	70.6	70.2	69.7	55.5	55.4	57.6	58.2	59.2	58.7									
40	68.7	69.3	69.7	70.6	70.2	69.7	55.6	55.4	57.7	58.3	59.2	58.7									
39	68.8	69.3	69.8	70.7	70.2	69.7	55.6	55.4	57.7	58.3	59.2	58.6	59.7	61.9	62.3	63.1	63.8	64.4	65.1	65.9	66.0
38	68.8	69.4	69.8	70.7	70.2	69.7	55.6	55.5	57.7	58.4	59.2	58.6	59.7	61.9	62.3	63.2	63.8	64.4	65.1	65.9	66.0
37	68.8	69.4	69.8	70.7	70.2	69.7	55.7	55.5	57.8	58.5	59.3	58.7	59.7	61.9	62.3	63.1	63.8	64.4	65.1	65.9	66.0
36	68.8	69.4	69.8	70.7	70.2	69.7	55.7	55.6	57.9	58.5	59.3	58.6	59.7	61.8	62.2	63.1	63.8	64.5	65.1	65.9	66.0
35	68.9	69.4	69.8	70.7	70.2	69.7	55.7	55.6	58.0	58.6	59.4	58.7	59.6	61.8	62.2	63.1	63.7	64.4	65.1	65.9	66.0
34	68.9	69.4	69.8	70.7	70.2	69.7	55.8	55.6	58.0	58.7	59.4	58.7	59.7	61.7	62.2	63.1	63.7	64.4	65.1	66.0	66.0
33	69.0	69.5	69.8	70.7	70.2	69.7	55.8	55.7	58.1	58.7	59.5	58.7	59.6	61.8	62.2	63.0	63.7	64.4	65.1	66.0	66.0
32	69.0	69.5	69.9	70.7	70.2	69.7	55.9	55.7	58.2	58.8	59.5	58.7	59.6	61.7	62.2	63.1	63.7	64.4	65.1	66.0	66.1
31	69.0	69.6	69.9	70.8	70.2	69.7	55.9	55.8	58.3	58.9	59.6	58.8	59.7	61.8	62.2	63.0	63.7	64.4	65.1	66.0	66.1
30	69.1	69.6	69.9	70.8	70.2	69.7	56.0	55.8	58.3	59.0	59.6	58.8	59.6	61.8	62.2	63.1	63.7	64.5	65.1	66.0	66.0
29	69.1	69.6	70.0	70.8	70.3	69.7	56.0	55.8	58.4	59.0	59.7	58.8	59.7	61.8	62.2	63.1	63.8	64.4	65.2	66.0	66.0
28	69.2	69.7	70.0	70.8	70.3	69.8	56.0	55.9	58.4	59.1	59.7	58.8	59.7	61.8	62.2	63.1	63.8	64.4	65.2	66.0	66.0
27	69.2	69.7	70.0	70.8	70.3	69.7	56.0	55.9	58.6	59.2	59.8	58.9	59.7	61.8	62.2	63.1	63.8	64.5	65.2	66.0	66.0
26	69.2	69.7	70.1	70.9	70.3	69.8	56.1	55.9	58.6	59.2	59.8	58.9	59.7	61.8	62.3	63.1	63.8	64.5	65.2	66.0	66.0
25	69.3	69.8	70.1	70.9	70.3	69.8	56.0	56.0	58.7	59.3	59.9	58.9	59.7	61.9	62.3	63.1	63.8	64.4	65.2	66.0	66.0
24													59.7	61.9	62.3	63.1	63.8	64.5	65.1	65.9	66.0
23	69.4	69.9	70.2	71.0	70.4	69.8	56.1	56.0	58.8	59.4	60.0	59.0	59.7	61.9	62.3	63.1	63.8	64.5	65.1	65.9	65.9
22	69.4	69.9	70.2	71.0	70.4	69.8	56.0	56.0	58.9	59.5	60.1	59.0	59.8	61.9	62.3	63.1	63.8	64.4	65.1	65.9	65.9
21	69.5	70.0	70.3	71.1	70.4	69.8	56.0	56.0	59.0	59.6	60.1	59.0	59.8	62.0	62.4	63.1	63.8	64.4	65.1	65.9	65.9
20	69.5	70.0	70.3	71.1	70.4	69.8	56.0	55.9	59.0	59.6	60.1	59.0	59.7	61.9	62.3	63.1	63.7	64.4	65.1	65.9	65.9
19	69.5	70.0	70.3	71.1	70.5	69.8	56.0	55.9	59.1	59.7	60.1	58.9	59.7	61.9	62.3	63.1	63.7	64.4	65.1	65.9	65.9
18	69.5	70.0	70.3	71.1	70.4	69.8	55.9	55.8	59.1	59.8	60.2	58.9	59.7	62.0	62.4	63.0	63.7	64.4	65.1	65.9	65.9
17	69.4	70.0	70.3	71.1	70.4	69.8	55.8	55.8	59.2	59.8	60.2	58.8	59.7	62.0	62.4	63.0	63.7	64.4	65.1	65.9	65.9
16	69.4	70.0	70.3	71.1	70.4	69.7	55.8	55.7	59.2	59.8	60.2	58.8	59.8	62.0	62.3	63.0	63.7	64.3	65.0	65.9	65.9
15	69.4	69.9	70.2	71.1	70.4	69.7	55.6	55.6	59.3	59.9	60.2	58.7	59.8	62.0	62.4	63.0	63.7	64.3	65.0	65.9	65.9
14	69.3	69.9	70.2	71.1	70.4	69.7	55.5	55.5	59.3	59.9	60.2	58.6	59.6	61.9	62.3	63.0	63.7	64.3	65.0	65.8	65.8
13	69.3	69.9	70.2	71.0	70.3	69.6	55.4	55.5	59.4	59.9	60.2	58.5	59.6	61.9	62.3	62.9	63.6	64.2	64.9	65.8	65.8
12	69.3	69.8	70.1	71.0	70.3	69.6	55.1	55.4	59.4	60.0	60.2	58.4	59.5	61.9	62.2	62.8	63.6	64.1	64.8	65.7	65.8
11	69.2	69.8	70.1	71.0	70.2	69.6	54.8	55.2	59.4	60.0	60.2	58.1	59.2	61.7	62.0	62.7	63.4	63.9	64.7	65.6	65.6
10	69.1	69.7	70.0	71.0	70.2	69.5	54.6	54.9	59.4	60.0	60.2	57.7	59.0	61.6	62.0	62.6	63.3	63.8	64.5	65.5	65.5
9	69.0	69.7	70.0	70.8	70.0	69.3	54.4	54.7	59.4	60.1	60.2	57.6	58.9	61.5	61.8	62.4	63.1	63.5	64.2	65.2	65.3
8	68.8	69.5	69.8	70.8	69.9	69.2	54.2	54.6	59.5	60.0	60.2	57.5	58.8	61.3	61.7	62.3	63.0	63.3	64.0	64.9	64.9
7	68.6	69.3	69.6	70.6	69.8	69.0	54.2	54.5	59.5	60.0	60.2	57.3	58.6	61.3	61.5	62.2	62.7	63.1	63.6	64.5	64.6
6	68.4	69.1	69.4	70.4	69.5	68.7	54.0	54.4	59.4	60.0	60.2	57.0	58.4	61.0	61.2	61.8	62.4	62.8	63.2	64.0	64.0
5	68.1	68.8	69.0	70.1	69.2	68.4	53.5	54.0	59.4	59.9	60.1	56.5	58.0	60.5	60.7	61.2	61.8	62.3	62.5	63.3	63.4
4	67.7	68.4	68.6	69.6	68.7	67.9	52.6	53.4	59.0	59.5	59.6	54.8	57.0	59.6	59.9	60.2	60.8	61.4	61.6	62.5	62.7
3	67.2	67.8	67.5	68.7	67.9	67.1	50.5	52.1	58.1	58.0	57.5	52.9	56.3	58.6	59.0	59.5	59.5	60.2	60.4	61.4	61.7
Max	69.5	70.0	70.3	71.1	70.5	69.8	56.1	56.0	59.5	60.1	60.2	59.5	59.8	62.0	62.4	63.2	63.8	64.5	65.2	66.0	66.1
Min	67.2	67.8	67.5	68.7	67.9	67.1	50.5	52.1	57.3	58.0	57.5	52.9	56.3	58.6	59.0	59.5	59.5	60.2	60.4	61.4	61.7

Appendix 4.9

Summary of Noise Attenuation Performance for MFD with Acoustic Window

Summary of Noise Attenuation Performance for MFD with Acoustic Window

	Acoustic Window Configurations				Noise Attenuation dB(A)	
Flat Type	**Inner Window Opening (mm)**	**Outer Window Opening (mm)**	**Window Overlapping Length (mm)**	**Gap Width between Window Panel (mm)**	**With Sound Absorptive Lining**	**Without Sound Absorptive Lining**
Type A-3 (1/2P)	1383mm (H) x 840mm (W)	1383mm (H) x 870mm (W)	340mm	175mm	**7.0**	**5.8**
Type B-5 (2/3P)	1383mm (H) x 940mm (W)	1383mm (H) x 1010mm (W)	200mm	175mm	**6.6**	**5.5**
Type C-6 (1B) **& Type D-6** (2B)						
Living Room	1383mm (H) x 980mm (W)	1383mm (H) x 1040mm (W)	100mm	175mm	**7.0**	**5.5**
Bedroom 1	1383mm (H) x 675mm (W)	1383mm (H) x 600mm (W)	525mm	175mm		
Type C-7 (1B) **& Type D-7** (2B)						
Living Room	1383mm (H) x 1040mm (W)	1383mm (H) x 1060mm (W)	140mm	175mm	**6.9**	**5.4**
Bedroom 1	1383mm (H) x 575mm (W)	1383mm (H) x 550mm (W)	525mm	175mm		
Type C-8 (1B)						
Living Room	1383mm (H) x 1060mm (W)	1383mm (H) x 1050mm (W)	330mm	175mm	**7.1**	**5.6**
Bedroom 1	1383mm (H) x 675mm (W)	1383mm (H) x 600mm (W)	525mm	175mm		
Type D-6 (2B) **& Type D-7** (2B)						
Bedroom 2	1383mm (H) x 550mm (W)	1383mm (H) x 550mm (W)	500mm	175mm	**3.9**	**2.7**

For the acoustic window configuration deviated from the above, further discussion with Environmental Protection Department (EPD) is required on project basis.

Appendix 4.10

Predicted Traffic Noise Levels for Site 1 Residential Blocks (Mitigated Scenario)

Floor	R1101a	R1101b	R1101c	R1102a	R1102b	R1102c	R1103a	R1103b	R1103c	R1104a	R1104b	R1104c	R1105a	R1105b	R1105c	R1106a	R1106b	R1106c	R1107a	R1107b	R1107c	R1107d	R1108a	R1108b	R1108c	R1109a	R1109b	R1109c	R1109d
50																													
48																													
48																													
47																													
46																													
45																													
44																													
43																													
42																													
41																													
40																67.3	67.3	65.4	65.6	65.6	64.1	59.3	62.4	62.7	52.9	37.3	63.2	63.4	59.4
39																67.3	67.4	65.4	65.7	65.6	64.1	59.4	62.4	62.8	52.9	37.4	63.3	63.5	59.4
38																67.4	67.4	65.5	65.7	65.7	64.2	59.4	62.5	62.9	53.0	37.4	63.4	63.6	59.5
37																67.4	67.5	65.5	65.7	65.8	64.3	59.4	62.6	63.0	53.1	37.4	63.5	63.7	59.5
36																67.5	67.5	65.6	65.8	65.8	64.4	59.5	62.7	63.0	53.2	37.5	63.6	63.7	59.6
35																67.5	67.5	65.6	65.8	65.9	64.5	59.6	62.8	63.1	53.3	37.5	63.6	63.8	59.6
34																67.5	67.6	65.6	65.9	66.0	64.5	59.7	62.9	63.2	53.3	37.5	63.7	63.9	59.7
33																67.6	67.6	65.7	65.9	66.0	64.5	59.8	63.0	63.3	53.4	37.6	63.8	64.0	59.8
32																67.7	67.7	65.7	66.0	66.0	64.6	59.8	63.1	63.4	53.5	37.6	63.9	64.1	59.8
31																67.7	67.7	65.8	66.0	66.1	64.6	59.9	63.2	63.5	53.6	37.6	64.0	64.2	59.9
30																67.8	67.8	65.8	66.0	66.1	64.7	59.9	63.3	63.6	53.7	37.7	64.1	64.4	60.0
29																67.8	67.8	65.8	66.1	66.2	64.8	60.0	63.4	63.7	53.8	37.7	64.2	64.5	60.0
28																67.8	67.9	65.8	66.1	66.2	64.9	60.0	63.4	63.8	53.9	37.8	64.3	64.6	60.1
27																67.9	67.9	65.9	66.1	66.3	64.9	60.1	63.5	63.9	53.9	37.8	64.5	64.7	60.2
26																67.9	67.9	65.9	66.2	66.3	64.9	60.1	63.6	64.0	54.0	37.8	64.5	64.8	60.2
25																67.9	68.0	65.9	66.2	66.3	65.0	60.2	63.8	64.1	54.0	37.8	64.7	64.8	60.3
24																68.0	68.0	65.9	66.3	66.4	65.1	60.2	63.8	64.2	54.1	37.9	64.8	65.0	60.3
23																68.0	68.0	66.0	66.3	66.4	65.1	60.1	63.9	64.3	54.0	37.9	64.9	65.1	60.4
22																68.0	68.0	66.0	66.3	66.5	65.1	60.2	63.9	64.3	54.0	37.9	65.0	65.1	60.5
21																68.1	68.1	66.0	66.3	66.5	65.2	60.1	63.9	64.4	54.0	37.9	65.1	65.3	60.5
20																68.1	68.2	66.0	66.3	66.6	65.3	60.0	64.0	64.4	53.9	38.0	65.3	65.4	60.6
19																68.1	68.2	66.0	66.3	66.5	65.2	59.8	64.1	64.4	53.8	38.0	65.3	65.6	60.6
18																68.1	68.1	65.9	66.3	66.5	65.2	59.5	64.1	64.6	53.8	38.0	65.3	65.6	60.7
17																68.1	68.1	65.8	66.2	66.5	65.1	59.0	64.1	64.6	53.6	38.1	65.5	65.7	60.7
16	66.3	64.5	68.3	64.2	64.2	68.5	64.2	63.9	68.8	64.4	64.2	69.1	64.3	64.1	69.8	68.0	68.1	65.7	66.0	66.4	65.0	58.3	64.1	64.6	53.5	38.1	65.5	65.8	60.7
15	66.3	64.5	68.3	64.2	64.2	68.4	64.2	64.0	68.7	64.3	64.2	69.1	64.2	64.2	69.7	67.9	68.0	65.5	66.0	66.3	64.8	58.1	63.9	64.5	53.3	38.1	65.5	65.9	60.8
14	66.1	64.5	68.2	64.1	64.2	68.4	64.0	64.1	68.6	64.1	64.3	69.0	64.1	64.1	69.6	67.9	67.9	65.4	65.9	66.1	64.6	57.4	63.7	64.3	53.0	38.2	65.5	65.9	60.7
13	66.0	64.4	68.2	64.1	64.3	68.3	63.9	64.0	68.6	64.0	64.2	68.9	64.0	64.1	69.5	67.8	67.8	65.3	65.7	66.0	64.4	56.7	63.3	64.1	52.7	38.2	65.4	65.9	60.6
12	65.8	64.4	68.2	64.0	64.2	68.3	63.9	64.1	68.5	64.0	64.3	68.8	64.0	64.2	69.3	67.7	67.7	65.0	65.6	65.9	64.2	55.7	62.9	63.6	52.3	38.2	65.3	65.9	60.6
11	65.7	64.4	68.1	63.8	64.4	68.3	63.8	64.2	68.5	63.8	64.3	68.7	63.8	64.3	69.2	67.6	67.6	64.8	65.3	65.7	63.8	54.1	62.5	63.2	52.1	38.2	65.0	65.8	60.5
10	65.4	64.4	68.0	63.6	64.4	68.2	63.5	64.2	68.4	63.6	64.5	68.6	63.7	64.4	69.0	67.4	67.4	64.5	65.1	65.3	63.3	52.5	61.9	62.7	52.0	38.3	64.4	65.4	60.4
9	65.1	64.3	67.8	63.1	64.4	68.0	62.9	64.2	68.2	63.1	64.4	68.5	63.1	64.3	68.8	67.3	67.2	64.1	64.8	65.0	62.8	50.5	60.7	61.9	52.0	38.3	63.9	64.8	60.4
8	64.6	64.0	67.4	61.7	64.3	67.6	61.5	64.1	67.9	61.7	64.4	68.2	61.7	64.3	68.5	67.1	67.0	63.9	64.5	64.6	62.3	48.9	59.5	60.3	51.8	38.3	63.1	64.1	60.3
7	63.8	63.4	66.3	60.3	63.6	66.7	59.9	63.5	67.2	60.2	63.9	67.6	60.3	63.9	67.9	67.0	66.8	63.5	64.2	64.3	61.9	47.6	57.8	58.5	51.2	38.3	61.5	62.9	60.3
6	62.0	61.6	64.4	58.5	61.8	65.1	57.9	61.7	65.8	57.9	62.1	66.5	57.8	62.1	67.0	66.8	66.6	63.1	63.6	64.0	61.5	46.3	56.3	56.7	49.3	38.3	58.7	60.7	60.0
5	57.7	59.0	62.3	56.4	59.4	62.8	55.8	59.2	63.5	55.6	59.4	64.5	55.5	59.3	65.5	66.6	66.4	62.4	62.6	63.3	60.4	45.1	53.8	54.2	46.4	38.4	55.8	58.0	58.7
4	54.0	55.4	59.7	53.9	56.3	60.2	53.3	56.0	60.9	53.2	56.0	61.7	53.1	55.8	62.9	65.9	65.5	60.2	60.1	60.6	56.9	43.9	50.8	51.4	44.5	38.4	53.2	54.7	54.8
3																													
2																													
1																													
Max	66.3	64.5	68.3	64.2	64.4	68.5	64.2	64.2	68.8	64.4	64.5	69.1	64.3	64.4	69.8	68.1	68.2	66.0	66.3	66.6	65.3	60.2	64.1	64.6	54.1	38.4	65.5	65.9	60.8
Min	54.0	55.4	59.7	53.9	56.3	60.2	53.3	56.0	60.9	53.2	56.0	61.7	53.1	55.8	62.9	65.9	65.5	60.2	60.1	60.6	56.9	43.9	50.8	51.4	44.5	37.3	53.2	54.7	54.8

Total	2088.0
Exceedance	0.0
Compliance Rate	100%

Noise sensitive receivers with exceedance (≥70.5 dB(A))
- Noise sensitive receivers applied with fixed glazing
Noise sensitive receivers applied with acoustic window (non-absorptive)
Noise sensitive receivers applied with acoustic window (absorptive)

(These predicted noise levels are the equivalent noise levels at 1m from the external facade after accounting the reduction in noise levels inside the flat offered by the proposed acoustic window)

Floor	R1110a	R1110b	R1111a	R1111b	R1112a	R1112b	R1113a	R1113b	R1114a	R1114b	R1115a	R1115b	R1116a	R1116b	R1116c	R1117a	R1117b	R1117c	R1118a	R1118b	R1118c	R1118d	R1119a	R1119b	R1119c	R1201a	R1201b	R1201c	R1201d
50																													
48																													
48																													
47																													
46																													
45																													
44																										-	69.3	70.2	61.2
43																										-	69.4	70.3	61.2
42																										-	69.5	70.3	61.3
41																										-	69.5	70.4	61.4
40	66.0	66.0	66.4	67.2	69.7	68.8	69.1	69.1	63.3	62.7	65.9	68.1	67.4	67.4	51.5	55.0	67.1	67.0	66.6	67.0	67.1	66.4	66.0	67.3	67.3	-	64.1	65.0	61.4
39	66.0	66.1	66.4	67.2	69.8	68.9	69.1	69.1	63.3	62.8	65.9	68.2	67.4	67.4	51.5	55.0	67.2	67.0	66.6	67.0	67.1	66.4	66.0	67.3	67.3	-	64.1	65.0	61.5
38	66.1	66.2	66.5	67.3	69.9	68.9	69.2	69.2	63.4	62.8	66.0	68.2	67.5	67.5	51.5	55.0	67.2	67.0	66.6	67.0	67.1	66.4	66.0	67.3	67.3	-	64.2	65.1	61.6
37	66.2	66.2	66.5	67.3	69.9	69.0	69.2	69.2	63.5	62.9	66.0	68.2	67.5	67.5	51.5	55.1	67.2	67.0	66.6	67.0	67.1	66.4	66.1	67.3	67.3	-	64.3	65.2	61.7
36	66.3	66.3	66.6	67.4	70.0	69.0	69.3	69.3	63.5	63.0	66.1	68.3	67.5	67.5	51.5	55.1	67.2	67.1	66.6	67.0	67.1	66.4	66.1	67.3	67.3	-	64.3	65.2	61.7
35	66.3	66.3	66.6	67.5	70.0	69.1	69.3	69.4	63.6	63.0	66.1	68.3	67.5	67.6	51.4	55.1	67.2	67.1	66.6	67.0	67.1	66.5	66.1	67.3	67.3	-	64.4	65.3	61.8
34	66.4	66.4	66.7	67.5	70.1	69.1	69.4	69.4	63.8	63.1	66.2	68.4	67.6	67.6	51.4	55.1	67.3	67.1	66.7	67.0	67.1	66.5	66.2	67.3	67.3	-	64.5	65.4	61.9
33	66.5	66.5	66.8	67.6	70.1	69.2	69.4	69.5	63.8	63.2	66.3	68.4	67.6	67.7	51.4	55.2	67.3	67.1	66.6	67.0	67.2	66.5	66.2	67.3	67.3	-	64.6	65.4	62.0
32	66.5	66.6	66.9	67.6	70.2	69.3	69.5	69.5	63.9	63.3	66.3	68.5	67.7	67.7	51.4	55.2	67.3	67.1	66.7	67.0	67.1	66.5	66.2	67.3	67.3	-	64.6	65.5	62.1
31	66.6	66.6	66.9	67.7	70.2	69.3	69.5	69.6	64.0	63.4	66.4	68.5	67.7	67.7	51.3	55.2	67.3	67.1	66.7	67.0	67.1	66.5	66.2	67.3	67.3	-	64.7	65.6	62.2
30	66.7	66.7	67.0	67.7	70.3	69.4	69.6	69.6	64.1	63.5	66.5	68.5	67.7	67.7	51.2	55.1	67.3	67.1	66.7	67.0	67.2	66.5	66.2	67.3	67.3	-	64.8	65.6	62.2
29	66.8	66.8	67.0	67.8	70.4	69.5	69.6	69.7	64.2	63.6	66.5	68.6	67.8	67.8	51.2	55.0	67.3	67.1	66.7	67.0	67.2	66.5	66.2	67.3	67.3	-	64.8	65.7	62.3
28	66.8	66.9	67.1	67.9	70.4	69.5	69.7	69.8	64.3	63.6	66.6	68.6	67.8	67.8	51.1	54.9	67.3	67.1	66.7	67.0	67.1	66.5	66.2	67.3	67.3	-	64.9	65.7	62.4
27	66.9	66.9	67.2	68.0	64.7	69.6	69.8	69.8	64.4	63.8	66.6	68.7	67.8	67.8	50.9	54.8	67.3	67.1	66.7	67.0	67.1	66.5	66.3	67.3	67.3	-	65.0	65.8	62.5
26	67.0	67.0	67.2	68.0	64.8	69.7	69.8	69.9	64.5	63.9	66.7	68.7	67.8	67.8	50.8	54.7	67.3	67.1	66.6	67.0	67.1	66.5	66.3	67.3	67.2	-	65.0	65.9	62.6
25	67.1	67.1	67.3	68.1	64.8	69.8	69.9	70.0	64.6	63.9	66.8	68.8	67.8	67.8	50.5	54.6	67.3	67.1	66.6	67.0	67.1	66.5	66.3	67.2	67.2	-	65.1	65.9	62.7
24	67.2	67.2	67.4	68.2	64.9	69.9	70.0	70.1	64.7	64.1	66.8	68.8	67.8	67.8	50.4	54.5	67.3	67.1	66.6	66.9	67.0	66.5	66.2	67.2	67.1	-	65.1	66.0	62.8
23	67.3	67.3	67.5	68.3	65.0	69.9	70.0	70.2	64.8	64.1	66.9	68.8	67.8	67.8	50.4	54.3	67.3	67.1	66.5	66.9	67.0	66.4	66.2	67.1	67.1				
22	67.4	67.3	67.6	68.4	65.0	70.0	70.1	70.2	65.0	64.3	66.9	68.9	67.8	67.8	50.1	54.1	67.3	67.0	66.5	66.8	66.9	66.4	66.2	67.0	67.0	-	65.3	66.1	63.1
21	67.5	67.5	67.6	68.4	65.1	70.1	70.2	70.3	65.0	64.4	67.0	68.9	67.9	67.8	50.0	53.9	67.3	66.9	66.5	66.7	66.8	66.4	66.2	66.9	66.9	-	65.3	66.1	63.2
20	67.6	67.5	67.7	68.5	65.2	70.2	70.3	70.4	65.1	64.5	67.0	68.9	67.9	67.8	49.8	53.5	67.1	66.9	66.4	66.7	66.8	66.4	66.2	66.9	66.9	-	65.3	66.2	63.3
19	67.7	67.6	67.8	68.6	65.3	70.3	70.4	64.7	65.3	64.6	67.1	68.9	67.8	67.7	49.6	52.7	67.1	66.9	66.4	66.6	66.7	66.4	66.2	66.8	66.8	-	65.3	66.2	63.3
18	67.8	67.7	67.9	68.7	65.4	70.4	70.4	64.8	65.4	64.6	67.0	69.0	67.8	67.7	49.4	52.0	67.0	66.8	66.4	66.6	66.7	66.3	66.1	66.8	66.7	-	65.3	66.2	63.4
17	67.8	67.8	68.0	68.8	65.5	-	-	64.9	65.5	64.7	67.1	68.9	67.7	67.6	48.9	51.1	67.0	66.7	66.3	66.5	66.6	66.2	66.0	66.7	66.6	-	65.3	66.1	63.5
16	67.9	67.9	68.1	68.9	65.6	-	-	65.0	65.6	64.7	67.1	68.9	67.7	67.5	48.3	50.1	66.9	66.7	66.2	66.4	66.5	66.2	65.9	66.6	66.5	-	65.2	66.1	63.5
15	68.0	68.0	68.1	69.0	65.7	-	-	65.1	65.7	64.7	67.1	68.9	67.6	67.4	47.2	48.9	66.8	66.6	66.1	66.3	66.4	66.1	65.9	66.4	66.4	-	65.2	66.0	63.5
14	68.1	68.1	68.2	69.1	65.8	-	-	65.2	65.8	64.6	67.1	68.8	67.5	67.3	46.5	47.8	66.8	66.5	66.1	66.2	66.3	66.0	65.8	66.3	66.3	-	65.1	65.9	63.3
13	68.1	68.2	68.4	69.2	65.9	-	-	65.3	65.8	64.7	67.0	68.8	67.5	67.3	45.3	46.8	66.6	66.3	66.0	66.1	66.2	65.9	65.7	66.2	66.2	-	65.0	65.8	63.2
12	68.2	68.3	68.5	69.3	65.9	-	-	65.4	65.8	64.6	67.0	68.7	67.4	67.1	44.0	45.5	66.5	66.3	65.9	66.0	66.1	65.9	65.6	66.1	66.1	-	64.9	65.6	63.0
11	68.2	68.3	68.6	69.4	66.0	-	-	65.5	65.8	64.5	66.9	68.6	67.3	67.0	42.3	44.0	66.3	66.1	65.8	65.9	66.0	65.7	65.5	66.0	66.0	-	64.7	65.4	62.6
10	68.1	68.3	68.6	69.5	66.1	-	-	65.5	65.8	64.5	66.8	68.5	67.1	66.7	40.4	42.4	66.1	66.0	65.6	65.7	65.8	65.6	65.4	65.8	65.8	-	64.4	65.1	62.0
9	68.0	68.3	68.6	69.6	66.1	-	-	65.6	65.8	64.4	66.7	68.3	66.8	66.5	39.0	41.2	66.0	65.8	65.5	65.6	65.6	65.5	65.2	65.6	65.6	-	69.5	70.1	61.4
8	67.7	68.2	68.7	69.6	66.1	-	-	65.5	65.8	64.3	66.6	68.0	66.5	66.3	37.8	40.0	65.7	65.6	65.3	65.4	65.4	65.3	65.1	65.5	65.4	-	69.1	69.6	60.9
7	67.0	67.9	68.6	69.6	65.8	-	-	65.3	65.8	64.2	66.2	67.5	66.2	65.9	36.7	38.9	65.4	65.3	65.2	65.2	65.2	65.1	64.9	65.2	65.2	-	68.5	68.9	59.7
6	66.0	67.0	68.4	69.5	65.1	-	-	70.3	65.8	63.8	65.5	67.0	65.6	65.4	35.7	37.8	65.1	65.1	64.9	65.0	64.9	64.4	64.1	64.4	64.2	-	67.8	68.3	57.8
5	64.2	65.4	67.2	69.0	69.7	70.2	70.3	68.8	65.3	62.3	64.7	66.2	65.2	65.0	34.8	36.8	64.8	64.7	64.6	64.6	64.3	62.3	61.8	61.2	59.7	70.3	67.0	67.4	55.1
4	61.0	62.0	64.0	66.1	67.8	67.4	67.4	66.6	60.1	55.9	63.2	65.2	64.5	64.5	33.9	35.8	64.3	64.1	64.0	64.1	63.7	60.9	60.3	59.1	56.3	69.3	66.0	66.5	53.3
3																													
2																													
1																													
Max	68.2	68.3	68.7	69.6	70.4	70.4	70.4	70.4	65.8	64.7	67.1	69.0	67.9	67.8	51.5	55.2	67.3	67.1	66.7	67.0	67.2	66.5	66.3	67.3	67.3	70.3	69.5	70.4	63.5
Min	61.0	62.0	64.0	66.1	64.7	67.4	67.4	64.7	60.1	55.9	63.2	65.2	64.5	64.5	33.9	35.8	64.3	64.1	64.0	64.1	63.7	60.9	60.3	59.1	56.3	69.3	64.1	65.0	53.3

Noise sensitive receivers with exceedance (≥70.5 dB(A))
- Noise sensitive receivers applied with fixed glazing
Noise sensitive receivers applied with acoustic window (non-absorptive)
Noise sensitive receivers applied with acoustic window (absorptive)
(These predicted noise levels are the equivalent noise levels at 1m from the external facade after accounting the reduction in noise levels inside the flat offered by the proposed acoustic window)

Floor	R1202a	R1202b	R1202c	R1202d	R1202e	R1203a	R1203b	R1204a	R1204b	R1205a	R1205b	R1206a	R1206b	R1207a	R1207b	R1208a	R1208b	R1209a	R1209b	R1210a	R1210b	R1211a	R1211b	R1212a	R1212b	R1213a	R1213b	R1214a	R1214b
50																													
48																													
48																													
47																													
46																													
45																													
44	64.9	70.0	69.8	59.4	59.2	68.1	69.6	70.0	69.3	65.4	-	69.8	66.4	66.3	-	-	65.8	65.7	69.2	70.4	65.1	70.4	68.7	68.0	65.0	65.3	-	69.8	66.3
43	65.0	70.1	69.8	59.5	59.3	68.2	69.7	70.0	69.4	65.4	-	69.8	66.4	66.3	-	-	65.8	65.7	69.3	70.4	65.1	65.0	68.8	68.1	65.0	65.4	-	69.8	66.3
42	65.1	70.1	69.9	59.6	59.4	68.2	69.7	70.1	69.4	65.5	-	69.9	66.5	66.4	-	-	65.9	65.8	69.3	-	65.2	65.0	68.8	68.1	65.0	65.4	-	69.9	66.4
41	65.1	70.2	70.0	59.6	59.4	68.3	69.8	70.1	69.5	65.6	-	69.9	66.5	66.5	-	-	66.0	65.8	69.3	-	65.2	65.1	68.8	68.1	65.1	65.4	-	69.9	66.4
40	65.2	70.2	70.0	59.7	59.5	68.3	69.9	70.2	69.5	65.6	-	70.0	66.6	66.5	-	-	66.0	65.9	69.4	-	65.2	65.1	68.9	68.2	65.1	65.5	-	70.0	66.5
39	65.3	70.3	70.1	59.8	59.6	68.4	69.9	70.2	69.6	65.7	-	70.0	66.6	66.6	-	-	66.0	65.9	69.4	-	65.3	65.2	68.9	68.2	65.2	65.6	-	70.0	66.5
38	65.3	70.4	70.1	59.8	59.7	68.4	70.0	70.3	69.6	65.7	-	70.1	66.7	66.6	-	-	66.1	66.0	69.5	-	65.3	65.2	69.0	68.2	65.2	65.6	-	70.0	66.6
37	65.4	70.4	70.2	59.9	59.7	68.5	70.0	70.3	69.7	65.8	-	70.1	66.7	66.7	-	-	66.1	66.0	69.5	-	65.4	65.2	69.0	68.3	65.3	65.6	-	70.1	66.6
36	65.5	65.0	64.8	60.0	59.8	68.6	70.1	70.4	69.7	65.8	-	70.2	66.8	66.7	-	-	66.2	66.1	69.6	-	65.4	65.3	69.0	68.3	65.3	65.7	-	70.1	66.7
35	65.5	65.1	64.8	60.1	59.9	68.6	70.1	64.7	69.8	65.9	-	70.2	66.9	66.8	-	-	66.3	66.1	69.6	-	65.5	65.3	69.1	68.4	65.4	65.7	-	70.2	66.7
34	65.6	65.1	64.9	60.1	60.0	68.7	70.2	64.7	69.8	65.9	-	70.3	66.9	66.8	-	-	66.3	66.2	69.7	-	65.5	65.4	69.1	68.4	65.4	65.8	-	70.2	66.8
33	65.7	65.2	65.0	60.2	60.1	68.7	70.3	64.8	69.9	66.0	-	70.3	67.0	66.9	-	-	66.4	66.2	69.7	-	65.6	65.4	69.2	68.5	65.4	65.8	-	70.3	66.8
32	65.8	65.3	65.0	60.3	60.1	68.8	70.3	64.8	69.9	66.1	-	70.4	67.0	66.9	-	-	66.4	66.3	69.8	-	65.6	65.5	69.2	68.5	65.5	65.9	-	70.3	66.9
31	65.9	65.3	65.1	60.4	60.2	68.9	70.4	64.9	70.0	66.1	-	70.4	67.1	67.0	-	-	66.5	66.4	69.8	-	65.7	65.5	69.3	68.6	65.6	65.9	-	70.4	66.9
30	65.9	65.4	65.1	60.5	60.3	68.9	70.4	64.9	70.0	66.2	-	-	67.1	67.1	-	-	66.5	66.4	69.9	-	65.7	65.6	69.3	68.6	65.6	66.0	-	-	67.0
29	66.0	65.4	65.2	60.6	60.4	69.0	64.7	65.0	70.1	66.2	-	-	67.2	67.1	-	-	66.6	66.5	70.0	-	65.8	65.6	69.4	68.7	65.6	66.1	-	-	67.0
28	66.1	65.5	65.2	60.7	60.5	69.0	64.7	65.0	70.1	66.3	-	-	67.3	67.2	-	-	66.6	66.5	70.0	-	65.8	65.7	69.4	68.7	65.7	66.1	-	-	67.1
27	66.2	65.6	65.3	60.7	60.6	69.1	64.8	65.1	70.1	66.3	-	-	67.3	67.2	-	-	66.7	66.6	70.1	-	65.9	65.7	69.5	68.8	65.8	66.2	-	-	67.2
26	66.3	65.6	65.4	60.8	60.7	69.1	64.8	65.1	70.2	66.4	-	-	67.4	67.3	-	-	66.8	66.7	70.2	-	66.0	65.8	69.5	68.9	65.8	66.2	-	-	67.2
25	66.3	65.7	65.4	60.9	60.7	69.2	64.9	65.1	70.2	66.4	-	-	67.4	67.3	-	-	66.9	66.7	70.2	-	66.0	65.8	69.6	68.9	65.9	66.3	-	-	67.3
24	66.4	65.7	65.5	61.0	60.8	69.2	64.9	65.2	70.2	66.4	-	-	67.5	67.4	-	-	66.9	66.8	70.2	-	66.1	65.9	69.6	68.9	66.0	66.4	-	-	67.4
23																													
22	66.6	65.8	65.5	61.2	61.1	69.2	65.0	65.2	70.2	66.5	-	-	67.6	67.5	-	-	67.1	67.0	-	-	66.3	66.1	69.8	69.1	66.1	66.5	-	-	67.5
21	66.7	65.8	65.5	61.3	61.2	69.2	64.9	65.2	70.2	66.5	-	-	67.6	67.5	-	-	67.2	67.1	-	-	66.3	66.2	69.9	69.2	66.2	66.6	-	-	67.6
20	66.8	65.8	65.5	61.4	61.2	69.2	64.9	65.2	70.1	66.5	-	-	67.6	67.5	-	-	67.3	67.2	-	-	66.4	66.3	69.9	69.2	66.3	66.7	-	-	67.7
19	66.9	65.8	65.5	61.5	61.3	69.2	64.9	65.2	70.1	66.5	-	-	67.6	67.5	-	-	67.4	67.2	-	-	66.5	66.3	70.0	69.3	66.3	66.8	-	-	67.8
18	66.9	65.8	65.5	61.6	61.4	69.3	64.9	65.2	70.0	66.5	-	-	67.6	67.6	-	-	67.5	67.3	-	-	66.6	66.4	70.1	69.4	66.4	66.8	-	-	67.9
17	67.0	65.8	65.5	61.7	61.5	69.3	64.9	65.1	70.0	66.5	-	-	67.7	67.6	-	-	67.6	67.4	-	-	66.7	66.5	70.1	69.5	66.5	66.9	-	-	68.0
16	67.1	65.8	65.5	61.8	61.6	69.3	64.8	65.1	69.9	66.5	-	-	67.7	67.6	-	-	67.7	67.5	-	-	66.8	66.5	70.2	69.6	66.5	67.0	-	-	68.1
15	67.1	65.7	65.4	61.8	61.6	69.3	64.8	65.0	69.8	66.4	-	70.4	67.6	67.6	-	-	67.8	67.6	-	-	66.9	66.6	70.3	69.6	66.6	67.1	-	-	68.2
14	67.1	65.6	65.3	61.8	61.6	69.3	64.7	65.0	69.7	66.4	-	70.3	67.6	67.6	-	-	67.9	67.7	-	-	67.0	66.7	70.3	69.7	66.7	67.2	-	-	68.3
13	67.1	65.5	65.2	61.7	61.5	69.2	70.4	64.9	69.6	66.3	-	70.2	67.6	67.6	-	-	68.0	67.9	-	-	67.0	66.8	70.4	69.7	66.8	67.3	-	-	68.4
12	67.0	65.3	65.1	61.6	61.3	69.2	70.3	64.7	69.4	66.2	-	70.0	67.6	67.6	-	-	68.1	68.0	-	-	67.1	66.9	70.4	69.8	66.8	67.3	-	-	68.5
11	66.9	65.1	64.8	61.3	61.0	69.0	70.1	70.3	69.1	66.1	-	69.8	67.5	67.5	-	-	68.2	68.1	-	-	67.2	66.9	70.4	69.9	66.9	67.4	-	-	68.6
10	66.6	70.3	70.0	61.1	60.7	68.8	69.8	70.1	68.9	65.8	-	69.4	67.4	67.4	-	-	68.3	68.2	-	-	67.3	67.0	-	69.9	66.9	67.5	-	-	68.7
9	66.3	69.9	69.6	60.8	60.5	68.6	69.4	69.8	68.5	65.6	-	69.0	67.3	67.4	-	-	68.4	68.3	-	-	67.3	67.0	-	70.0	67.0	67.5	-	-	68.8
8	66.0	69.3	69.1	60.4	60.2	68.2	69.0	69.3	68.0	65.3	-	68.5	67.1	67.2	-	-	68.5	68.4	-	-	67.3	67.0	-	70.0	67.0	67.5	-	-	68.9
7	65.6	68.8	68.6	59.8	59.6	67.8	68.5	68.8	67.5	70.4	-	67.9	66.9	67.1	-	-	68.6	68.5	-	-	67.3	67.0	-	70.1	67.0	67.6	-	-	68.9
6	65.2	68.2	68.0	58.4	58.0	67.3	67.9	68.3	67.0	69.8	70.1	67.1	66.4	66.8	-	-	68.4	68.4	-	-	67.3	67.1	-	70.2	67.1	67.6	-	-	68.8
5	64.9	67.4	67.3	56.2	55.6	66.7	67.3	67.7	66.4	69.1	69.5	66.2	65.6	66.3	-	-	67.5	68.1	-	-	67.1	66.9	70.3	69.9	67.1	67.6	-	-	68.6
4	64.5	66.6	66.5	53.0	52.4	66.0	66.6	67.0	65.3	68.1	68.3	64.8	70.1	64.8	-	70.2	65.3	66.8	68.5	69.5	66.2	66.0	67.9	67.5	66.1	66.2	70.1	69.6	67.0
3																													
2																													
1																													
Max	67.1	70.4	70.2	61.8	61.6	69.3	70.4	70.4	70.2	70.4	70.1	70.4	70.1	67.6	-	70.2	68.6	68.5	70.2	70.4	67.3	70.4	70.4	70.2	67.1	67.6	70.1	70.4	68.9
Min	64.5	65.0	64.8	53.0	52.4	66.0	64.7	64.7	65.3	65.3	68.3	64.8	65.6	64.8	-	70.2	65.3	65.7	68.5	69.5	65.1	65.0	67.9	67.5	65.0	65.3	70.1	69.6	66.3

Noise sensitive receivers with exceedance (≥70.5 dB(A))
- Noise sensitive receivers applied with fixed glazing
Noise sensitive receivers applied with acoustic window (non-absorptive)
Noise sensitive receivers applied with acoustic window (absorptive)
(These predicted noise levels are the equivalent noise levels at 1m from the external facade after accounting the reduction in noise levels inside the flat offered by the proposed acoustic window)

Floor	R1215a	R1215b	R1216a	R1216b	R1217a	R1217b	R1218a	R1218b	R1219a	R1219b	R1220a	R1220b	R1221a	R1221b	R1221c	R1222a	R1222b	R1222c	R1301a	R1301b	R1302a	R1302b	R1302c	R1302d	R1303a	R1303b	R1303c	R1303d	R1304a
50																													
48																													
48																													
47																													
46																													
45																													
44	66.0	-	62.2	64.0	62.1	56.9	58.6	59.8	55.3	59.0	59.3	57.9	62.4	65.3	63.8	65.5	66.7	66.4											
43	66.0	-	62.3	64.1	62.2	57.0	58.6	59.8	55.4	59.0	59.3	57.9	62.5	65.3	63.9	65.5	66.7	66.5											
42	66.1	-	62.3	64.1	62.2	56.9	58.6	59.9	55.3	59.1	59.4	58.0	62.5	65.4	63.9	65.6	66.8	66.5											
41	66.2	-	62.4	64.2	62.2	56.9	58.6	59.9	55.4	59.1	59.4	58.1	62.6	65.4	64.0	65.6	66.8	66.5											
40	66.2	-	62.5	64.2	62.3	57.0	58.7	60.0	55.4	59.2	59.5	58.2	62.7	65.4	64.0	65.6	66.8	66.6											
39	66.2	-	62.6	64.3	62.4	57.0	58.7	60.0	55.4	59.2	59.5	58.3	62.7	65.5	64.1	65.7	66.8	66.6											
38	66.3	-	62.6	64.4	62.4	57.0	58.8	60.1	55.4	59.3	59.6	58.3	62.7	65.5	64.1	65.7	66.9	66.6											
37	66.3	-	62.7	64.4	62.5	57.0	58.9	60.1	55.4	59.4	59.7	58.4	62.8	65.5	64.1	65.8	66.9	66.6											
36	66.4	-	62.8	64.5	62.6	57.1	58.9	60.2	55.4	59.4	59.7	58.5	62.8	65.6	64.2	65.8	66.9	66.7											
35	66.4	-	62.9	64.6	62.7	57.1	58.9	60.3	55.4	59.5	59.8	58.6	62.9	65.6	64.2	65.8	67.0	66.7											
34	66.5	-	63.0	64.7	62.8	57.2	59.0	60.3	55.4	59.5	59.8	58.6	63.0	65.7	64.3	65.9	67.0	66.7											
33	66.5	-	63.1	64.7	62.8	57.2	59.1	60.4	55.4	59.6	59.9	58.7	63.0	65.7	64.3	65.9	67.0	66.8											
32	66.6	-	63.2	64.8	62.9	57.2	59.1	60.4	55.4	59.6	60.0	58.8	63.1	65.8	64.4	66.0	67.1	66.8											
31	66.7	-	63.3	64.9	63.0	57.3	59.1	60.5	55.4	59.7	60.1	58.8	63.1	65.8	64.4	66.0	67.1	66.8											
30	66.7	-	63.3	65.0	63.1	57.3	59.2	60.6	55.4	59.8	60.1	58.9	63.1	65.8	64.4	66.0	67.1	66.8											
29	66.8	-	63.4	65.1	63.2	57.3	59.3	60.6	55.4	59.8	60.2	59.0	63.2	65.8	64.5	66.0	67.1	66.9											
28	66.8	-	63.5	65.1	63.3	57.4	59.3	60.7	55.5	59.8	60.3	59.1	63.3	65.9	64.5	66.1	67.2	66.9											
27	66.9	-	63.7	65.2	63.4	57.4	59.4	60.8	55.4	59.9	60.3	59.1	63.3	65.9	64.5	66.1	67.2	66.9											
26	67.0	-	63.7	65.3	63.5	57.4	59.5	60.8	55.4	60.0	60.4	59.1	63.3	66.0	64.6	66.1	67.2	67.0											
25	67.0	-	63.8	65.4	63.6	57.4	59.5	60.9	55.4	60.0	60.4	59.1	63.4	66.0	64.6	66.2	67.3	67.0											
24	67.1	-	63.9	65.5	63.7	57.5	59.6	61.0	55.4	60.1	60.4	59.2	63.4	66.0	64.6	66.2	67.3	67.0											
23																													
22	67.3	-	64.2	65.7	63.9	57.4	59.7	61.1	55.5	60.2	60.5	59.3	63.5	66.1	64.7	66.2	67.4	67.1											
21	67.4	-	64.3	65.8	64.0	57.2	59.6	61.1	55.4	60.1	60.5	59.4	63.5	66.1	64.7	66.2	67.4	67.0											
20	67.4	-	64.3	65.9	64.0	57.0	59.4	61.1	55.1	60.1	60.5	59.4	63.5	66.1	64.7	66.2	67.3	67.0											
19	67.5	-	64.4	65.9	64.1	56.8	59.4	61.0	54.8	60.1	60.5	59.4	63.5	66.1	64.6	66.2	67.3	67.0											
18	67.6	-	64.5	66.0	64.1	56.4	59.2	60.9	54.7	60.0	60.5	59.3	63.5	66.1	64.6	66.2	67.3	66.9											
17	67.7	-	64.6	66.1	64.2	56.1	59.0	60.8	54.6	60.0	60.4	59.2	63.4	66.1	64.5	66.1	67.2	66.9											
16	67.8	-	64.7	66.2	64.2	55.9	58.8	60.7	54.4	59.9	60.3	58.9	63.3	66.0	64.5	66.1	67.2	66.9											
15	67.9	-	64.9	66.3	64.3	55.6	58.7	60.7	54.2	59.8	60.1	58.5	63.1	65.9	64.4	66.0	67.1	66.7											
14	68.0	-	65.0	66.4	64.4	55.5	58.5	60.6	54.1	59.6	59.7	58.0	63.2	65.9	64.3	65.9	67.0	66.6											
13	68.1	-	65.2	66.5	64.4	55.4	58.3	60.4	53.8	59.3	59.3	57.7	62.9	65.8	64.2	65.8	66.8	66.5											
12	68.2	-	65.3	66.6	64.4	55.5	58.1	60.2	53.5	58.7	59.0	57.2	62.7	65.6	64.0	65.6	66.7	66.3											
11	68.3	-	65.4	66.6	64.5	55.4	57.9	59.7	52.8	58.1	58.5	56.3	62.2	65.4	63.8	65.4	66.5	66.2	69.2	65.4	59.8	69.9	70.0	66.1	55.9	68.5	69.2	-	-
10	68.4	-	65.5	66.8	64.5	55.5	57.6	59.1	52.3	57.2	57.6	54.7	61.7	65.1	63.7	65.2	66.3	66.0	68.9	64.8	59.1	69.6	69.8	65.7	54.8	68.5	69.2	-	-
9	68.5	-	65.6	66.8	64.4	55.6	57.2	58.7	52.0	56.3	56.1	52.7	61.2	64.9	63.6	65.1	66.1	65.9	68.6	64.2	58.4	69.4	69.6	65.6	53.6	68.5	69.3	-	-
8	68.6	-	65.6	66.8	64.0	55.7	56.9	58.0	51.7	55.0	54.0	50.3	60.8	64.7	63.5	64.9	65.9	65.7	68.3	63.8	57.7	69.1	69.4	65.3	52.5	68.3	69.2	-	-
7	68.6	-	65.7	66.6	63.7	55.8	56.5	57.1	51.5	53.8	51.6	48.2	60.5	64.5	63.4	64.7	65.6	65.4	67.8	63.3	56.9	68.8	69.2	65.2	51.7	68.2	69.1	-	-
6	68.4	-	65.5	66.5	63.0	55.9	56.0	56.3	51.6	52.8	49.5	46.5	60.3	64.2	63.3	64.5	65.3	65.2	67.4	62.7	56.2	68.3	68.7	64.9	50.5	68.1	69.0	-	-
5	67.3	-	65.1	65.8	60.8	55.8	55.6	55.7	51.3	52.3	47.5	45.0	60.0	63.8	63.0	64.1	64.9	64.8	66.9	62.1	55.2	67.8	68.1	64.6	49.2	68.1	68.9	-	-
4	65.4	-	62.6	62.5	58.1	54.5	54.2	55.0	49.1	51.7	45.7	43.5	58.9	62.5	61.6	62.7	64.3	64.3	66.4	61.6	54.3	67.2	67.5	63.9	48.3	67.9	68.9	-	-
3																			65.8	60.9	52.4	66.7	66.9	63.1	47.7	67.5	68.8	-	-
2																			63.9	59.1	50.0	65.6	65.0	58.5	47.2	65.3	67.6	69.0	70.3
1																													
Max	68.6	-	65.7	66.8	64.5	57.5	59.7	61.1	55.5	60.2	60.5	59.4	63.5	66.1	64.7	66.2	67.4	67.1	69.2	65.4	59.8	69.9	70.0	66.1	55.9	68.5	69.3	69.0	70.3
Min	65.4	-	62.2	62.5	58.1	54.5	54.2	55.0	49.1	51.7	45.7	43.5	58.9	62.5	61.6	62.7	64.3	64.3	63.9	59.1	50.0	65.6	65.0	58.5	47.2	65.3	67.6	69.0	70.3

Noise sensitive receivers with exceedance (≥70.5 dB(A))
- Noise sensitive receivers applied with fixed glazing
Noise sensitive receivers applied with acoustic window (non-absorptive)
Noise sensitive receivers applied with acoustic window (absorptive)
(These predicted noise levels are the equivalent noise levels at 1m from the external facade after accounting the reduction in noise levels inside the flat offered by the proposed acoustic window)

Floor	R1304b	R1305a	R1305b	R1306a	R1306b	R1306c	R1307a	R1307b	R1308a	R1308b	R1309a	R1309b	R1309c	R1309d	R1310a	R1310b	R1311a	R1311b	R1312a	R1312b	R1313a	R1313b	R1314a	R1314b	R1315a	R1315b	R1316a	R1316b	R1316c
50																													
48																													
48																													
47																													
46																													
45																													
44																													
43																													
42																													
41																													
40		69.2	66.8	68.3	65.4	64.9	67.1	67.0	65.3	-	68.8	66.9	67.1	-	67.6	-	-	67.8	66.9	-	66.9	68.8	66.3	66.9	67.2	67.5	66.8	67.2	45.1
39		69.3	66.9	68.4	65.4	64.9	67.1	67.1	65.3	-	68.9	67.0	67.1	-	67.7	-	-	67.8	67.0	-	67.0	68.9	66.3	66.9	67.3	67.5	66.9	67.2	45.2
38		69.4	67.0	68.5	65.5	65.0	67.2	67.2	65.4	-	69.0	67.1	67.2	-	67.8	-	-	67.9	67.1	-	67.0	68.9	66.4	67.0	67.3	67.6	66.9	67.3	45.3
37		69.5	67.1	68.6	65.6	65.1	67.3	67.2	65.5	-	69.1	67.1	67.3	-	67.8	-	-	68.0	67.1	-	67.1	69.0	66.4	67.0	67.4	67.6	67.0	67.3	45.4
36		69.6	67.2	68.6	65.7	65.2	67.4	67.3	65.6	-	69.2	67.2	67.4	-	67.9	-	-	68.1	67.2	-	67.1	69.0	66.5	67.1	67.4	67.7	67.0	67.4	45.3
35		69.6	67.2	68.7	65.8	65.3	67.5	67.4	65.6	-	69.2	67.3	67.4	-	68.0	-	-	68.1	67.3	-	67.2	69.1	66.5	67.1	67.5	67.7	67.0	67.4	45.4
34		69.7	67.3	68.8	65.8	65.3	67.5	67.5	65.7	-	69.3	67.4	67.5	-	68.1	-	-	68.2	67.3	-	67.2	69.1	66.6	67.2	67.5	67.8	67.1	67.5	45.5
33		69.8	67.4	68.9	65.9	65.4	67.6	67.6	65.8	-	69.4	67.5	67.6	-	68.2	-	-	68.3	67.4	-	67.3	69.2	66.6	67.2	67.6	67.8	67.1	67.5	45.5
32		69.9	67.5	69.0	66.0	65.5	67.7	67.6	65.9	-	69.5	67.6	67.7	-	68.3	-	-	68.4	67.5	-	67.3	69.2	66.7	67.3	67.6	67.9	67.2	67.6	45.6
31		70.0	67.6	69.1	66.1	65.6	67.8	67.7	66.0	-	69.5	67.6	67.8	-	68.3	-	-	68.4	67.6	-	67.4	69.3	66.7	67.3	67.7	67.9	67.2	67.6	45.7
30		70.1	67.7	69.1	66.2	65.7	67.9	67.8	66.1	-	69.6	67.7	67.8	-	68.4	-	-	68.5	67.7	-	67.4	69.3	66.8	67.4	67.7	68.0	67.3	67.7	45.7
29		70.2	67.8	69.2	66.3	65.8	68.0	67.9	66.1	-	69.7	67.8	67.9	-	68.5	-	-	68.6	67.7	-	67.5	69.4	66.8	67.4	67.8	68.0	67.3	67.7	45.8
28		70.3	67.8	69.3	66.4	65.9	68.0	68.0	66.2	-	69.8	67.9	68.0	-	68.6	-	-	68.7	67.8	-	67.5	69.4	66.9	67.5	67.8	68.1	67.3	67.8	45.9
27		70.4	67.9	69.4	66.5	66.0	68.1	68.1	66.3	-	69.9	68.0	68.1	-	68.7	-	-	68.8	67.9	-	67.6	69.5	67.0	67.5	67.9	68.1	67.4	67.8	45.8
26		65.0	68.0	69.5	66.6	66.1	68.2	68.2	66.4	-	70.0	68.1	68.2	-	68.8	-	-	68.9	68.0	-	67.7	69.5	67.0	67.6	67.9	68.2	67.4	67.9	45.8
25		65.1	68.1	69.6	66.7	66.2	68.3	68.3	66.5	-	70.1	68.2	68.3	-	68.8	-	-	69.0	68.1	-	67.7	69.6	67.1	67.7	68.0	68.3	67.5	67.9	45.7
24		65.2	68.2	69.7	66.8	66.3	68.4	68.3	66.6	-	70.2	68.3	68.4	-	68.9	-	-	69.0	68.1	-	67.8	69.7	67.2	67.7	68.1	68.3	67.5	68.0	45.6
23		65.3	68.3	69.8	66.9	66.4	68.5	68.4	66.7	-	70.3	68.4	68.5	-	69.0	-	-	69.1	68.2	-	67.9	69.8	67.2	67.8	68.1	68.4	67.6	68.0	45.4
22		65.4	68.4	69.9	67.0	66.5	68.6	68.5	66.8	-	70.3	68.5	68.6	-	69.1	-	-	69.2	68.3	-	67.9	69.8	67.3	67.8	68.2	68.4	67.6	68.1	45.1
21		65.5	68.5	70.0	67.1	66.6	68.7	68.6	66.9	-	70.4	68.6	68.7	-	69.2	-	-	69.3	68.4	-	68.0	69.9	67.4	67.9	68.2	68.5	67.7	68.1	44.9
20		65.6	68.6	70.1	67.2	66.7	68.8	68.7	67.0	-	-	68.7	68.8	-	69.3	-	-	69.4	68.5	-	68.1	70.0	67.4	68.0	68.3	68.6	67.7	68.2	44.6
19		65.7	68.7	70.2	67.3	66.8	68.9	68.8	67.1	-	-	68.7	68.9	-	69.4	-	-	69.5	68.6	-	68.2	70.1	67.5	68.0	68.4	68.6	67.8	68.3	44.5
18		65.8	68.8	70.3	67.4	66.9	69.0	68.9	67.2	-	-	68.8	69.0	-	69.5	-	-	69.6	68.7	-	68.2	70.1	67.6	68.1	68.4	68.7	67.8	68.3	44.2
17		65.9	68.9	70.4	67.5	67.0	69.0	69.0	67.3	-	-	68.9	69.1	-	69.6	-	-	69.7	68.8	-	68.3	70.2	67.6	68.1	68.5	68.8	67.9	68.4	44.0
16		66.0	69.0	-	67.6	67.1	69.2	69.1	67.4	-	-	69.0	69.2	-	69.7	-	-	69.8	68.8	-	68.4	70.3	67.7	68.2	68.6	68.8	67.9	68.4	43.6
15		66.1	69.1	-	67.7	67.2	69.3	69.2	67.5	-	-	69.1	69.2	-	69.7	-	-	69.8	68.9	-	68.5	70.4	67.8	68.3	68.6	68.9	68.0	68.5	43.2
14		66.2	69.2	-	67.8	67.3	69.4	69.3	67.6	-	-	69.2	69.3	-	69.8	-	-	69.9	69.0	-	68.6	64.7	67.9	68.3	68.7	69.0	68.1	68.5	42.4
13		66.4	69.3	-	68.0	67.4	69.5	69.4	67.7	-	-	69.3	69.4	-	69.9	-	-	69.9	69.1	-	68.7	64.8	67.9	68.4	68.8	69.0	68.1	68.6	41.3
12		66.5	69.4	-	68.1	67.5	69.6	69.5	67.8	-	-	69.3	69.4	-	69.9	-	-	70.0	69.1	-	68.8	64.9	68.0	68.5	68.8	69.1	68.2	68.6	40.5
11	69.5	66.6	69.6	-	68.2	67.6	69.7	69.6	67.8	-	-	69.4	69.4	-	69.9	-	-	69.9	69.2	-	68.8	65.1	68.1	68.5	68.9	69.2	68.2	68.7	39.2
10	69.6	66.7	69.7	-	68.3	67.7	69.8	69.7	67.9	-	-	69.3	69.4	-	69.8	-	-	69.8	69.2	-	69.0	65.2	68.2	68.6	69.0	69.3	68.3	68.7	38.2
9	69.7	66.9	69.8	-	68.4	67.8	69.8	69.8	67.9	-	-	69.3	69.3	-	69.7	-	-	69.8	69.2	-	69.1	65.3	68.2	68.7	69.0	69.3	68.3	68.8	37.3
8	69.8	67.0	69.9	-	68.5	67.9	69.9	69.9	67.9	-	70.4	69.2	69.2	-	69.7	-	-	69.7	69.2	-	69.1	65.4	68.3	68.7	69.1	69.4	68.3	68.7	36.3
7	70.0	67.1	70.0	-	68.5	67.9	70.0	69.9	67.8	-	70.1	69.0	69.1	-	69.5	-	-	69.5	69.2	-	69.2	65.4	68.3	68.7	69.1	69.4	68.2	68.6	35.5
6	70.1	67.2	70.1	-	68.5	67.9	70.0	69.9	67.7	-	69.8	68.9	68.9	-	69.4	-	-	69.4	69.2	-	69.3	65.4	68.4	68.8	69.2	69.5	67.9	68.1	34.9
5	70.1	67.3	70.1	-	68.4	67.8	70.0	69.8	67.6	-	69.4	68.7	68.8	-	69.2	-	-	69.3	69.2	-	69.2	65.0	68.5	68.8	69.1	69.4	67.3	67.3	34.4
4	70.2	67.3	70.1	-	68.2	67.6	69.9	69.6	67.3	-	69.1	68.5	68.6	-	69.0	-	-	69.1	69.0	-	68.9	70.1	68.4	68.7	68.7	69.1	66.5	66.6	34.0
3	70.3	67.2	69.8	-	67.8	67.2	69.6	69.3	67.0	-	68.6	68.2	68.3	-	68.7	-	-	68.9	68.4	-	67.8	69.0	68.3	68.2	68.0	67.6	65.7	65.8	33.6
2	69.9	66.6	68.7	69.4	66.7	65.7	68.4	67.4	66.0	-	67.3	67.5	67.5	-	67.9	-	-	68.2	66.9	-	66.1	67.1	67.1	66.4	65.8	65.8	65.1	65.1	33.5
1																													
Max	70.3	70.4	70.1	70.4	68.5	67.9	70.0	69.9	67.9	-	70.4	69.4	69.4	-	69.9	-	-	70.0	69.2	-	69.3	70.4	68.5	68.8	69.2	69.5	68.3	68.8	45.9
Min	69.5	65.0	66.8	68.3	65.4	64.9	67.1	67.0	65.3	-	67.3	66.9	67.1	-	67.6	-	-	67.8	66.9	-	66.1	64.7	66.3	66.4	65.8	65.8	65.1	65.1	33.5

Noise sensitive receivers with exceedance (≥70.5 dB(A))
- Noise sensitive receivers applied with fixed glazing
Noise sensitive receivers applied with acoustic window (non-absorptive)
Noise sensitive receivers applied with acoustic window (absorptive)
(These predicted noise levels are the equivalent noise levels at 1m from the external facade after accounting the reduction in noise levels inside the flat offered by the proposed acoustic window)

Floor	R1317a	R1317b	R1318a	R1318b	R1318c	R1319a	R1319b
50							
48							
48							
47							
46							
45							
44							
43							
42							
41							
40	66.7	67.0	67.1	67.2	67.2	67.3	67.5
39	66.7	67.0	67.1	67.3	67.2	67.4	67.5
38	66.8	67.0	67.2	67.3	67.3	67.4	67.6
37	66.8	67.1	67.2	67.4	67.3	67.5	67.6
36	66.8	67.1	67.3	67.4	67.4	67.5	67.7
35	66.9	67.2	67.3	67.5	67.4	67.5	67.7
34	66.9	67.2	67.3	67.5	67.5	67.6	67.8
33	67.0	67.3	67.4	67.5	67.5	67.7	67.8
32	67.0	67.3	67.4	67.6	67.5	67.7	67.9
31	67.1	67.4	67.5	67.6	67.6	67.7	67.9
30	67.1	67.4	67.5	67.7	67.6	67.8	68.0
29	67.1	67.4	67.6	67.7	67.7	67.8	68.0
28	67.2	67.5	67.6	67.8	67.7	67.9	68.1
27	67.2	67.5	67.7	67.8	67.8	67.9	68.1
26	67.3	67.6	67.7	67.9	67.8	68.0	68.2
25	67.3	67.6	67.8	67.9	67.8	68.0	68.2
24	67.3	67.7	67.8	68.0	67.9	68.0	68.2
23	67.4	67.7	67.8	68.0	67.9	68.1	68.3
22	67.4	67.8	67.9	68.0	68.0	68.1	68.3
21	67.5	67.8	67.9	68.1	68.0	68.2	68.4
20	67.5	67.9	68.0	68.1	68.0	68.2	68.4
19	67.6	67.9	68.0	68.2	68.1	68.3	68.4
18	67.6	68.0	68.1	68.2	68.1	68.3	68.5
17	67.7	68.0	68.1	68.3	68.2	68.3	68.6
16	67.7	68.1	68.2	68.3	68.2	68.4	68.6
15	67.7	68.1	68.2	68.4	68.3	68.4	68.6
14	67.8	68.1	68.3	68.4	68.3	68.5	68.7
13	67.9	68.2	68.3	68.4	68.3	68.5	68.7
12	67.9	68.2	68.3	68.5	68.3	68.5	68.7
11	67.9	68.2	68.3	68.5	68.3	68.6	68.8
10	67.9	68.2	68.3	68.4	68.2	68.5	68.8
9	67.8	68.0	68.1	68.3	68.0	68.3	68.7
8	67.5	67.6	67.7	68.0	67.7	68.1	68.4
7	67.1	67.1	67.3	67.6	67.4	67.8	68.2
6	66.5	66.6	66.6	67.0	67.0	67.4	67.8
5	66.1	66.2	66.2	66.4	66.3	66.8	67.4
4	65.7	65.7	65.7	65.9	65.7	66.0	66.6
3	65.2	65.2	65.2	65.3	65.2	65.4	65.7
2	64.6	64.6	64.6	64.7	64.5	64.7	64.9
1							
Max	67.9	68.2	68.3	68.5	68.3	68.6	68.8
Min	64.6	64.6	64.6	64.7	64.5	64.7	64.9

Noise sensitive receivers with exceedance (≥70.5 dB(A))
- Noise sensitive receivers applied with fixed glazing
Noise sensitive receivers applied with acoustic window (non-absorptive)
Noise sensitive receivers applied with acoustic window (absorptive)
(These predicted noise levels are the equivalent noise levels at 1m from the external facade after accounting the reduction in noise levels inside the flat offered by the proposed acoustic window)

Appendix 4.11

Predicted Traffic Noise Levels for Site 2 Residential Blocks (Mitigated Scenario)

Floor	R2101a	R2101b	R2102a	R2102b	R2103a	R2103b	R2104a	R2104b	R2105a	R2105b	R2106a	R2106b	R2107a	R2107b	R2108a	R2108b	R2109a	R2109b	R2110a	R2110b	R2111a	R2111b	R2112a	R2112b	R2113a	R2113b	R2114a	R2114b	R2114c
50																													
48																													
48																													
47																													
46	63.5	64.0	62.7	62.5	61.5	60.1	59.5	59.2	58.6	58.9	58.5	58.2	52.0	58.9	59.0	58.6	54.0	59.4	59.5	58.9	49.6	59.8	59.9	58.8	57.0	54.8	67.7	68.1	-
45	63.5	64.1	62.7	62.5	61.6	60.1	59.5	59.3	58.6	59.0	58.5	58.3	52.0	59.0	59.1	58.7	54.1	59.4	59.6	58.9	49.5	59.9	59.9	58.9	57.0	54.8	67.8	68.1	-
44	63.6	64.1	62.8	62.5	61.6	60.2	59.5	59.3	58.6	59.0	58.6	58.3	52.1	59.0	59.1	58.7	54.1	59.5	59.6	59.0	49.5	59.9	59.9	58.9	57.1	54.8	67.8	68.2	-
43	63.6	64.2	62.8	62.6	61.7	60.2	59.6	59.3	58.6	59.0	58.6	58.3	52.1	59.0	59.2	58.8	54.1	59.5	59.7	59.0	49.5	59.9	60.0	59.0	57.1	54.9	67.9	68.3	-
42	63.7	64.2	62.9	62.6	61.7	60.2	59.6	59.4	58.7	59.1	58.7	58.3	52.1	59.1	59.2	58.8	54.1	59.6	59.7	59.1	49.6	60.0	60.0	59.0	57.2	54.9	67.9	68.3	-
41	63.7	64.3	62.9	62.7	61.7	60.2	59.7	59.4	58.7	59.0	58.7	58.3	52.2	59.1	59.3	58.8	54.2	59.6	59.7	59.1	49.5	60.0	60.1	59.1	57.2	54.9	68.0	68.4	-
40	63.8	64.3	62.9	62.7	61.8	60.3	59.6	59.4	58.7	59.1	58.7	58.4	52.2	59.1	59.2	58.8	54.3	59.6	59.8	59.2	49.6	60.1	60.1	59.1	57.2	55.0	68.1	68.5	-
39	63.8	64.4	63.0	62.8	61.8	60.3	59.7	59.4	58.7	59.1	58.7	58.4	52.3	59.1	59.3	58.9	54.3	59.7	59.8	59.2	49.6	60.1	60.2	59.2	57.3	55.0	68.2	68.6	-
38	63.9	64.4	63.0	62.8	61.9	60.3	59.7	59.4	58.7	59.1	58.7	58.4	52.3	59.2	59.3	58.9	54.4	59.7	59.9	59.3	49.7	60.2	60.2	59.2	57.3	55.0	68.3	68.7	-
37	63.9	64.5	63.0	62.8	61.9	60.3	59.7	59.4	58.7	59.1	58.7	58.4	52.4	59.2	59.3	59.0	54.4	59.8	59.9	59.3	49.8	60.2	60.3	59.3	57.4	55.1	68.3	68.8	-
36	63.9	64.5	63.1	62.8	61.9	60.3	59.7	59.4	58.7	59.1	58.7	58.4	52.4	59.2	59.4	58.9	54.5	59.7	60.0	59.4	49.8	60.3	60.3	59.3	57.4	55.1	68.4	68.8	-
35	64.0	64.5	63.1	62.8	61.9	60.3	59.7	59.4	58.7	59.1	58.7	58.4	52.4	59.2	59.3	59.0	54.5	59.8	59.9	59.4	49.9	60.3	60.4	59.4	57.5	55.2	68.5	68.9	-
34	64.0	64.6	63.2	62.9	61.9	60.3	59.7	59.4	58.7	59.0	58.7	58.3	52.5	59.2	59.4	59.0	54.6	59.8	60.0	59.4	50.0	60.3	60.4	59.4	57.5	55.2	68.5	69.0	-
33	64.0	64.6	63.2	62.9	61.9	60.3	59.6	59.4	58.6	59.0	58.6	58.4	52.5	59.2	59.3	59.0	54.6	59.8	60.0	59.5	50.0	60.4	60.4	59.5	57.6	55.2	68.6	69.1	-
32	64.0	64.6	63.2	62.9	61.9	60.2	59.6	59.4	58.6	59.0	58.6	58.3	52.6	59.1	59.4	59.0	54.7	59.8	60.0	59.5	50.1	60.4	60.4	59.5	57.6	55.2	68.7	69.1	-
31	64.1	64.7	63.2	62.9	61.9	60.2	59.5	59.3	58.6	58.9	58.5	58.2	52.6	59.1	59.3	58.9	54.7	59.8	60.0	59.5	50.2	60.4	60.5	59.6	57.6	55.3	68.8	69.2	-
30	64.1	64.7	63.2	62.9	61.9	60.2	59.5	59.3	58.5	59.0	58.5	58.3	52.6	59.1	59.3	58.9	54.8	59.8	60.0	59.6	50.2	60.5	60.5	59.7	57.7	55.3	68.8	69.3	-
29	64.1	64.7	63.2	62.9	61.9	60.2	59.5	59.3	58.5	58.9	58.5	58.3	52.7	59.0	59.3	58.9	54.8	59.7	60.0	59.6	50.3	60.4	60.5	59.7	57.7	55.2	68.9	69.3	-
28	64.1	64.7	63.2	62.9	61.9	60.1	59.4	59.2	58.4	58.9	58.4	58.2	52.7	59.1	59.2	58.9	54.9	59.7	59.9	59.6	50.4	60.4	60.5	59.7	57.7	55.2	68.9	69.4	-
27	64.1	64.7	63.2	62.9	61.8	60.0	59.3	59.2	58.4	58.8	58.4	58.2	52.7	59.0	59.2	58.9	54.9	59.7	59.9	59.6	50.4	60.4	60.5	59.7	57.7	55.1	69.0	69.5	-
26	64.1	64.8	63.2	62.9	61.8	59.9	59.3	59.1	58.4	58.7	58.4	58.2	52.7	59.0	59.2	58.9	54.9	59.7	59.9	59.6	50.5	60.4	60.5	59.8	57.7	55.0	69.1	69.6	-
25	64.1	64.7	63.1	62.8	61.7	59.8	59.1	59.0	58.3	58.6	58.3	58.2	52.7	58.9	59.2	58.8	55.0	59.7	59.9	59.6	50.5	60.3	60.5	59.8	57.6	54.8	69.1	69.6	-
24																													
23	64.1	64.7	63.0	62.7	61.5	59.4	58.8	58.7	58.1	58.4	58.2	58.2	52.7	58.8	59.0	58.9	55.1	59.6	59.8	59.6	50.6	60.4	60.5	59.9	57.5	54.4	69.1	69.8	-
22	64.1	64.7	63.0	62.6	61.5	59.3	58.7	58.5	58.1	58.3	58.2	58.2	52.7	58.8	59.0	58.9	55.1	59.6	59.8	59.7	50.6	60.4	60.6	59.9	57.5	54.4	69.2	69.8	-
21	64.1	64.8	63.0	62.6	61.5	59.3	58.6	58.5	58.1	58.3	58.1	58.1	52.6	58.7	58.9	58.9	55.1	59.5	59.8	59.7	50.5	60.4	60.5	59.9	57.5	54.3	69.2	69.8	-
20	64.1	64.8	63.0	62.6	61.4	59.2	58.5	58.4	58.0	58.3	58.1	58.2	52.7	58.7	58.9	58.8	55.0	59.5	59.7	59.7	50.4	60.4	60.6	60.0	57.5	54.3	69.2	69.8	-
19	64.1	64.8	63.0	62.6	61.4	59.1	58.5	58.4	58.0	58.2	58.1	58.1	52.7	58.7	58.9	58.8	55.1	59.5	59.7	59.7	50.3	60.4	60.6	60.0	57.6	54.3	69.3	69.9	-
18	64.1	64.8	63.0	62.6	61.4	59.1	58.4	58.3	58.0	58.2	58.1	58.1	52.7	58.6	58.8	58.9	55.0	59.4	59.6	59.7	50.1	60.4	60.6	60.1	57.6	54.4	69.2	69.9	-
17	64.2	64.8	63.0	62.6	61.4	59.1	58.3	58.3	58.0	58.2	58.1	58.2	52.7	58.6	58.8	58.8	55.0	59.4	59.6	59.7	49.9	60.4	60.6	60.1	57.6	54.4	69.2	69.9	-
16	64.2	64.9	63.0	62.7	61.4	59.0	58.3	58.3	58.0	58.2	58.1	58.2	52.8	58.6	58.8	58.8	55.1	59.3	59.6	59.7	49.7	60.4	60.6	60.2	57.6	54.4	69.2	69.9	-
15	64.2	64.9	63.1	62.6	61.4	59.0	58.3	58.3	58.0	58.1	58.1	58.1	52.8	58.6	58.8	58.9	55.1	59.3	59.6	59.6	49.4	60.4	60.7	60.2	57.6	54.4	69.3	69.9	-
14	64.3	65.0	63.1	62.7	61.4	59.0	58.3	58.2	58.0	58.1	58.0	58.2	52.8	58.6	58.8	58.8	55.1	59.4	59.5	59.7	49.0	60.3	60.6	60.2	57.7	54.4	69.4	70.0	-
13	64.3	65.0	63.1	62.7	61.4	59.0	58.2	58.2	57.9	58.1	58.0	58.1	52.9	58.5	58.7	58.8	55.2	59.3	59.5	59.6	48.7	60.3	60.6	60.2	57.6	54.3	69.5	70.0	-
12	64.3	65.0	63.1	62.7	61.5	59.0	58.3	58.2	57.8	58.1	58.0	58.0	52.9	58.5	58.7	58.8	55.2	59.3	59.5	59.6	48.5	60.3	60.6	60.2	57.6	54.2	69.6	70.1	-
11	64.3	65.0	63.1	62.7	61.5	58.9	58.2	58.1	57.7	57.9	57.9	57.9	52.9	58.4	58.7	58.7	55.2	59.3	59.5	59.6	48.4	60.2	60.4	60.2	57.5	54.0	69.7	70.2	-
10	64.3	65.0	63.1	62.7	61.4	58.9	58.0	58.0	57.6	57.9	57.7	57.8	52.9	58.3	58.5	58.6	55.3	59.2	59.4	59.5	48.4	60.2	60.4	60.1	57.5	53.9	69.8	70.4	-
9	64.3	64.9	63.0	62.6	61.4	58.8	57.8	57.8	57.4	57.7	57.6	57.7	53.0	58.2	58.4	58.4	55.3	59.0	59.2	59.3	48.4	60.0	60.3	60.1	57.4	53.7	68.5	69.0	-
8	64.1	64.8	62.9	62.4	61.3	58.6	57.6	57.6	57.3	57.5	57.5	57.6	52.9	58.1	58.2	58.3	55.3	58.8	59.1	59.1	48.5	59.8	60.0	59.9	57.3	53.5	68.6	69.1	-
7	63.9	64.6	62.6	62.2	61.1	58.4	57.4	57.3	57.0	57.3	57.3	57.4	52.9	58.0	58.2	58.2	55.3	58.7	58.9	59.0	48.5	59.7	59.9	59.8	57.3	53.4	68.7	69.2	-
6	63.4	64.1	62.2	61.7	60.8	58.2	57.1	57.1	56.8	57.0	57.1	57.2	52.8	57.8	58.1	58.1	55.4	58.6	58.8	58.9	48.6	59.5	59.7	59.7	57.3	53.4	68.8	69.3	-
5	62.3	63.2	61.4	61.0	60.3	57.9	56.7	56.8	56.5	56.6	56.7	56.9	52.8	57.6	57.9	57.9	55.5	58.4	58.6	58.7	48.8	59.2	59.5	59.5	57.3	53.5	68.9	69.4	-
4	60.9	62.3	60.1	60.0	59.3	57.4	56.4	56.4	56.1	56.3	56.4	56.5	52.8	57.3	57.6	57.5	55.5	58.1	58.4	58.3	48.8	59.0	59.2	59.2	57.2	53.7	69.0	69.5	-
3	59.4	61.4	58.3	58.5	57.8	56.2	55.7	56.0	55.4	55.9	55.3	54.7	51.6	56.2	56.5	55.7	54.2	57.2	57.4	56.6	48.2	58.1	58.3	57.6	56.1	53.3	68.9	69.6	-
2																													
1																													
Max	64.3	65.0	63.2	62.9	61.9	60.3	59.7	59.4	58.7	59.1	58.7	58.4	53.0	59.2	59.4	59.0	55.5	59.8	60.0	59.7	50.6	60.5	60.7	60.2	57.7	55.3	69.8	70.4	-
Min	59.4	61.4	58.3	58.5	57.8	56.2	55.7	56.0	55.4	55.9	55.3	54.7	51.6	56.2	56.5	55.7	54.0	57.2	57.4	56.6	48.2	58.1	58.3	57.6	56.1	53.3	67.7	68.1	-

Total	1556.0
Exceedance	0.0
Compliance Rate	100%

- Noise sensitive receivers with exceedance (≥70.5 dB(A))
- \- Noise sensitive receivers applied with fixed glazing
- Noise sensitive receivers applied with acoustic window (non-absorptive)
- Noise sensitive receivers applied with acoustic window (absorptive)

(These predicted noise levels are the equivalent noise levels at 1m from the external facade after accounting the reduction in noise levels inside the flat offered by the proposed acoustic window)

Floor	R2115a	R2115b	R2115c	R2116a	R2116b	R2116c	R2117a	R2117b	R2117c	R2201a	R2201b	R2201c	R2201d	R2202a	R2202b	R2202c	R2203a	R2203b	R2203c	R2204a	R2204b	R2205a	R2205b	R2206a	R2206b	R2207a	R2207b	R2208a	R2208b
50																													
48																													
48																													
47																													
46	67.4	68.0	-	67.2	68.0	-	67.2	68.0	-																				
45	67.4	68.0	-	67.2	68.1	-	67.2	68.0	-																				
44	67.5	68.1	-	67.3	68.1	-	67.3	68.1	-	68.7	68.3	66.8	65.8	69.3	68.9	68.0	68.4	69.7	68.9	65.1	-	70.2	68.0	69.7	69.4	55.5	55.3	55.1	55.1
43	67.6	68.2	-	67.4	68.2	-	67.4	68.2	-	68.7	68.3	66.9	65.9	69.3	68.9	68.0	68.4	69.7	68.9	65.1	-	70.2	67.9	69.7	69.4	55.6	55.3	55.1	55.2
42	67.6	68.3	-	67.5	68.3	-	67.5	68.2	-	68.7	68.3	66.9	65.9	69.3	68.9	68.1	68.5	69.7	68.9	65.1	-	70.2	68.0	69.7	69.4	55.6	55.3	55.1	55.2
41	67.7	68.4	-	67.6	68.4	-	67.5	68.3	-	68.7	68.3	67.0	66.0	69.3	68.9	68.1	68.5	69.8	69.0	65.1	-	70.2	68.0	69.7	69.4	55.7	55.4	55.3	55.4
40	67.8	68.4	-	67.6	68.4	-	67.6	68.4	-	68.7	68.3	67.0	66.0	69.3	68.9	68.1	68.5	69.7	69.0	65.1	-	70.2	68.1	69.7	69.4	55.7	55.5	55.2	55.4
39	67.9	68.5	-	67.7	68.5	-	67.7	68.5	-	68.8	68.4	67.1	66.1	69.4	68.9	68.1	68.5	69.8	69.0	65.1	-	70.2	68.1	69.7	69.4	55.8	55.5	55.3	55.4
38	68.0	68.6	-	67.8	68.6	-	67.8	68.6	-	68.8	68.4	67.1	66.1	69.4	68.9	68.1	68.5	69.8	69.0	65.1	-	70.2	68.2	69.7	69.4	55.8	55.5	55.3	55.5
37	68.0	68.7	-	67.9	68.7	-	67.9	68.7	-	68.9	68.4	67.2	66.2	69.5	68.9	68.2	68.6	69.9	69.0	65.1	-	70.2	68.2	69.7	69.4	55.8	55.6	55.4	55.5
36	68.1	68.8	-	68.0	68.8	-	68.0	68.8	-	68.9	68.4	67.2	66.2	69.5	69.0	68.2	68.6	69.9	69.0	65.2	-	70.2	68.3	69.7	69.4	55.9	55.6	55.3	55.6
35	68.2	68.9	-	68.0	68.9	-	68.1	68.8	-	69.0	68.4	67.3	66.3	69.6	69.0	68.3	68.6	70.0	69.0	65.2	-	70.3	68.4	69.7	69.5	55.9	55.6	55.4	55.6
34	68.3	69.0	-	68.1	69.0	-	68.2	68.9	-	69.0	68.5	67.3	66.3	69.6	69.0	68.3	68.7	70.1	69.0	65.2	-	70.3	68.4	69.8	69.5	55.9	55.7	55.4	55.6
33	68.3	69.1	-	68.2	69.1	-	68.2	69.0	-	69.1	68.5	67.4	66.4	69.7	69.1	68.3	68.7	70.1	69.1	65.3	-	70.4	68.5	69.9	69.6	56.0	55.7	55.5	55.7
32	68.4	69.1	-	68.3	69.2	-	68.3	69.1	-	69.2	68.6	67.4	66.5	69.7	69.1	68.4	68.8	70.2	69.1	65.4	-	65.0	68.5	69.9	69.6	56.0	55.7	55.5	55.7
31	68.5	69.2	-	68.4	69.2	-	68.4	69.2	-	69.2	68.6	67.5	66.5	69.8	69.1	68.4	68.8	70.2	69.1	65.4	-	65.0	68.6	70.0	69.7	56.1	55.8	55.6	55.8
30	68.6	69.3	-	68.5	69.3	-	68.5	69.3	-	69.2	68.6	67.5	66.6	69.8	69.2	68.5	68.8	70.3	69.2	65.5	-	65.1	68.7	70.0	69.7	56.1	55.8	55.6	55.8
29	68.7	69.4	-	68.5	69.4	-	68.6	69.4	-	69.3	68.7	67.6	66.6	69.9	69.2	68.5	68.9	70.3	69.2	65.5	-	65.1	68.7	70.1	69.8	56.1	55.8	55.7	55.8
28	68.8	69.5	-	68.6	69.5	-	68.6	69.5	-	69.4	68.7	67.6	66.7	69.9	69.3	68.6	68.9	70.4	69.2	65.6	-	65.2	68.8	70.2	69.9	56.1	55.9	55.7	55.9
27	68.8	69.5	-	68.7	69.6	-	68.8	69.6	-	69.4	68.8	67.7	66.7	70.0	69.4	68.6	69.0	70.4	69.3	65.7	-	65.3	68.8	70.2	69.9	56.2	55.9	55.7	55.9
26	68.9	69.6	-	68.8	69.7	-	68.8	69.7	-	69.5	68.8	67.7	66.8	70.1	69.4	68.7	69.0	65.1	63.9	65.7	-	65.3	68.9	70.2	70.0	56.2	55.9	55.7	55.9
25	69.0	69.7	-	68.9	69.8	-	68.9	69.8	-	69.5	68.9	67.8	66.9	70.1	69.5	68.7	69.1	65.2	63.9	65.8	-	65.4	68.9	70.3	70.0	56.2	55.9	55.8	56.0
24																													
23	69.1	69.9	-	69.0	70.0	-	69.1	70.0	-	69.6	69.0	67.9	67.0	70.2	69.6	68.8	69.2	65.3	64.1	65.9	-	65.5	69.1	70.4	70.2	56.2	55.9	55.7	56.0
22	69.1	70.0	-	69.1	70.1	-	69.2	70.1	-	69.7	69.0	67.9	67.0	70.3	69.6	68.9	69.3	65.3	64.1	66.0	-	65.6	69.2	70.4	70.2	56.1	55.9	55.7	56.0
21	69.2	70.0	-	69.2	70.1	-	69.3	70.2	-	69.7	69.0	67.9	67.1	70.3	69.7	68.9	69.3	65.4	64.1	66.0	-	65.6	69.2	65.0	70.2	56.2	55.9	55.7	56.0
20	69.2	70.1	-	69.2	70.2	-	69.4	70.3	-	69.7	69.0	68.0	67.1	70.4	69.7	68.9	69.3	65.4	64.2	66.0	-	65.6	69.3	65.0	70.2	56.1	55.8	55.7	55.9
19	69.3	70.1	-	69.3	70.3	-	69.5	70.4	-	69.7	69.1	67.9	67.1	70.4	69.7	68.9	69.3	65.4	64.2	66.1	-	65.6	69.3	65.0	70.3	56.1	55.8	55.6	55.9
18	69.3	70.2	-	69.3	70.4	-	69.5	70.4	-	69.8	69.1	67.9	67.1	70.4	69.8	68.9	69.3	65.5	64.2	66.1	-	65.7	69.4	65.0	70.3	56.0	55.7	55.5	55.8
17	69.4	70.3	-	67.9	69.0	-	68.1	69.1	-	69.8	69.1	67.9	67.1	70.4	69.7	68.9	69.2	65.5	64.2	66.1	-	65.7	69.4	65.0	70.2	55.9	55.6	55.4	55.8
16	69.4	70.3	-	68.0	69.0	-	68.2	69.1	-	69.8	69.0	67.8	67.0	70.4	69.7	68.8	69.2	65.5	64.2	66.1	-	65.7	69.5	65.0	70.3	55.8	55.5	55.3	55.7
15	69.5	70.4	-	68.1	69.1	-	68.3	69.2	-	69.8	69.1	67.8	67.0	70.4	69.7	68.7	69.2	65.4	64.1	66.1	-	65.7	69.5	65.0	70.3	55.7	55.4	55.2	55.6
14	68.0	69.0	-	68.1	69.2	-	68.4	69.3	-	69.7	69.0	67.7	67.0	70.4	69.7	68.7	69.1	65.4	64.1	66.1	-	65.7	69.6	65.0	70.3	55.6	55.3	55.2	55.5
13	68.1	69.0	-	68.2	69.3	-	68.5	69.4	-	69.7	69.0	67.6	66.9	70.4	69.7	68.6	69.0	65.4	64.1	66.1	-	65.7	69.6	65.0	70.2	55.4	55.2	55.0	55.5
12	68.2	69.1	-	68.3	69.4	-	68.5	69.6	-	69.7	69.0	67.6	66.9	70.4	69.7	68.6	69.0	65.4	64.1	66.1	-	65.7	69.6	65.0	70.3	55.2	55.0	54.8	55.4
11	68.3	69.2	-	68.4	69.5	-	68.7	69.7	-	69.7	69.0	67.5	66.8	70.4	69.7	68.6	69.0	65.4	64.1	66.1	-	65.6	69.6	65.0	70.3	54.8	54.7	54.6	55.2
10	68.4	69.4	-	68.5	69.6	-	68.8	69.8	-	69.7	68.9	67.4	66.8	70.4	69.7	68.5	68.9	65.4	64.1	66.1	-	65.6	69.6	65.0	70.2	54.6	54.4	54.2	54.9
9	68.5	69.4	-	68.6	69.7	-	68.9	69.9	-	69.6	68.9	67.2	66.7	70.3	69.6	68.5	68.9	65.4	64.1	66.1	-	65.6	69.6	70.4	70.1	54.4	54.2	54.0	54.7
8	68.6	69.6	-	68.7	69.8	-	69.0	70.0	-	69.5	68.7	67.0	66.5	70.2	69.5	68.3	68.8	65.3	64.0	66.0	-	65.5	69.6	70.3	70.1	54.2	54.0	53.8	54.6
7	68.7	69.6	-	68.8	69.9	-	69.1	70.1	-	69.3	68.5	66.5	66.2	70.1	69.4	68.1	68.6	65.3	63.9	66.0	-	65.4	69.5	70.1	69.9	54.2	53.9	53.7	54.5
6	68.8	69.8	-	68.9	70.0	-	69.2	70.2	-	69.1	68.3	66.2	65.9	69.9	69.1	67.8	68.4	65.1	63.7	65.8	-	65.3	69.5	70.0	69.8	54.0	53.7	53.5	54.4
5	68.8	69.8	-	69.0	70.1	-	69.3	70.3	-	68.8	67.9	65.7	65.3	69.7	68.8	67.3	68.1	70.2	68.8	65.7	-	65.2	69.5	69.8	69.6	53.5	53.3	53.1	54.0
4	68.9	69.9	-	69.0	70.2	-	69.3	70.3	-	68.4	67.2	64.8	64.3	69.3	68.2	66.5	67.6	69.9	68.3	65.4	-	70.4	69.3	69.5	69.3	52.6	52.5	52.3	53.4
3	68.7	69.9	-	69.0	70.2	-	69.2	70.4	-	67.7	65.7	63.5	62.7	68.6	66.8	65.0	66.2	68.9	67.1	70.4	-	70.0	69.0	69.0	68.9	50.3	50.5	50.6	52.1
2																													
1																													
Max	69.5	70.4	-	69.3	70.4	-	69.5	70.4	-	69.8	69.1	68.0	67.1	70.4	69.8	68.9	69.3	70.4	69.3	70.4	-	70.4	69.6	70.4	70.3	56.2	55.9	55.8	56.0
Min	67.4	68.0	-	67.2	68.0	-	67.2	68.0	-	67.7	65.7	63.5	62.7	68.6	66.8	65.0	66.2	65.1	63.7	65.1	-	65.0	67.9	65.0	68.9	50.3	50.5	50.6	52.1

Noise sensitive receivers with exceedance (≥70.5 dB(A))
- Noise sensitive receivers applied with fixed glazing
Noise sensitive receivers applied with acoustic window (non-absorptive)
Noise sensitive receivers applied with acoustic window (absorptive)
(These predicted noise levels are the equivalent noise levels at 1m from the external facade after accounting the reduction in noise levels inside the flat offered by the proposed acoustic window)

Floor	R2208c	R2209a	R2209b	R2209c	R2210a	R2210b	R2211a	R2211b	R2211c	R2212a	R2212b	R2301a	R2301b	R2301c	R2302a	R2302b	R2302c	R2303a	R2303b	R2304a	R2304b	R2305a	R2305b	R2306a	R2306b	R2307a	R2307b	R2308a	R2308b
50																													
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46																													
45																													
44	46.7	54.6	57.3	57.3	57.6	58.2	58.9	59.7	57.8	58.9	60.3																		
43	46.6	54.6	57.4	57.4	57.6	58.2	58.9	59.4	57.6	58.9	60.2																		
42	46.9	54.7	57.5	57.5	57.6	58.2	58.8	59.2	57.6	58.9	60.3																		
41	47.6	54.8	57.6	57.5	57.7	58.2	58.8	59.2	57.6	58.9	60.2																		
40	47.6	54.9	57.7	57.6	57.7	58.3	58.9	59.2	57.6	58.9	60.3																		
39	47.6	54.9	57.7	57.7	57.8	58.3	58.9	59.2	57.7	59.0	60.3	60.8	61.5	38.8	60.5	62.7	63.0	63.3	63.2	63.6	64.0	64.0	64.1	64.3	64.6	64.8	65.1	65.6	65.9
38	47.6	55.0	57.7	57.7	57.9	58.4	59.0	59.2	57.6	59.0	60.4	60.9	61.5	38.8	60.5	62.8	63.1	63.3	63.3	63.6	64.0	64.1	64.1	64.3	64.6	64.9	65.1	65.6	65.9
37	47.6	55.0	57.8	57.8	57.9	58.5	59.0	59.3	57.7	59.0	60.4	60.9	61.5	38.9	60.6	62.8	63.1	63.4	63.3	63.7	64.1	64.1	64.2	64.4	64.6	64.9	65.1	65.6	65.9
36	47.6	55.1	57.9	57.9	58.0	58.5	59.1	59.3	57.7	59.0	60.4	61.0	61.6	38.9	60.6	62.9	63.1	63.4	63.4	63.7	64.1	64.2	64.2	64.4	64.7	64.9	65.1	65.6	65.9
35	47.5	55.1	58.0	57.9	58.1	58.6	59.2	59.4	57.7	59.1	60.5	61.0	61.6	38.9	60.6	62.9	63.2	63.5	63.4	63.8	64.2	64.2	64.3	64.5	64.7	65.0	65.1	65.6	65.9
34	47.5	55.2	58.0	58.0	58.1	58.7	59.2	59.4	57.8	59.1	60.5	61.1	61.7	39.0	60.7	62.9	63.2	63.5	63.5	63.8	64.2	64.3	64.3	64.5	64.8	65.0	65.1	65.6	66.0
33	47.5	55.2	58.1	58.1	58.2	58.7	59.3	59.5	57.8	59.1	60.6	61.1	61.7	39.0	60.7	63.0	63.3	63.6	63.5	63.9	64.3	64.3	64.3	64.6	64.8	65.0	65.1	65.6	66.0
32	47.6	55.3	58.2	58.2	58.3	58.8	59.3	59.5	57.9	59.2	60.6	61.1	61.8	39.1	60.8	63.0	63.3	63.6	63.5	63.9	64.3	64.4	64.4	64.6	64.9	65.1	65.1	65.6	66.0
31	47.6	55.3	58.3	58.3	58.4	58.9	59.4	59.6	57.9	59.2	60.7	61.2	61.8	39.1	60.8	63.1	63.4	63.7	63.6	63.9	64.3	64.4	64.4	64.7	64.9	65.1	65.2	65.6	66.0
30	47.6	55.3	58.3	58.3	58.4	59.0	59.5	59.6	58.0	59.3	60.7	61.2	61.8	39.1	60.9	63.1	63.4	63.7	63.6	64.0	64.4	64.4	64.5	64.7	65.0	65.2	65.2	65.6	66.0
29	47.6	55.4	58.4	58.4	58.5	59.0	59.5	59.7	58.0	59.3	60.7	61.3	61.9	39.2	60.9	63.2	63.5	63.7	63.7	64.0	64.5	64.5	64.5	64.7	65.0	65.2	65.3	65.7	66.0
28	47.6	55.4	58.4	58.4	58.5	59.1	59.6	59.7	58.0	59.4	60.8	61.3	61.9	39.2	60.9	63.2	63.5	63.8	63.7	64.1	64.5	64.5	64.6	64.8	65.0	65.2	65.3	65.7	66.0
27	47.5	55.5	58.6	58.5	58.6	59.2	59.7	59.8	58.1	59.4	60.8	61.4	62.0	39.3	61.0	63.3	63.5	63.8	63.8	64.1	64.5	64.6	64.6	64.8	65.1	65.3	65.3	65.7	66.0
26	47.5	55.5	58.6	58.6	58.7	59.2	59.7	59.8	58.1	59.5	60.9	61.4	62.0	39.3	61.0	63.3	63.6	63.9	63.8	64.2	64.6	64.6	64.6	64.8	65.1	65.3	65.4	65.7	66.0
25	47.4	55.5	58.7	58.7	58.7	59.3	59.8	59.9	58.2	59.5	60.9	61.4	62.0	39.3	61.1	63.4	63.6	63.9	63.9	64.2	64.6	64.7	64.7	64.9	65.1	65.3	65.4	65.7	66.0
24												61.5	62.1	39.4	61.1	63.4	63.7	63.9	63.9	64.2	64.7	64.7	64.7	64.9	65.1	65.4	65.4	65.7	65.9
23	47.1	55.6	58.8	58.8	58.9	59.4	59.9	60.0	58.3	59.6	61.0	61.5	62.1	39.4	61.1	63.4	63.7	64.0	63.9	64.3	64.7	64.7	64.7	64.9	65.2	65.4	65.4	65.7	65.9
22	46.8	55.6	58.9	58.9	59.0	59.5	60.0	60.1	58.3	59.6	61.0	61.6	62.2	39.5	61.2	63.5	63.7	64.0	64.0	64.3	64.7	64.8	64.8	64.9	65.2	65.4	65.4	65.7	65.9
21	46.4	55.6	58.9	59.0	59.0	59.6	60.0	60.1	58.3	59.7	61.0	61.6	62.2	39.5	61.2	63.5	63.8	64.1	64.0	64.3	64.8	64.8	64.8	65.0	65.2	65.4	65.4	65.7	65.9
20	45.9	55.6	58.9	59.0	59.1	59.6	60.1	60.1	58.3	59.7	61.0	61.6	62.2	39.5	61.2	63.5	63.8	64.1	64.0	64.4	64.8	64.9	64.8	65.0	65.2	65.5	65.5	65.8	65.9
19	45.1	55.5	59.0	59.1	59.1	59.7	60.1	60.1	58.3	59.7	61.0	61.6	62.3	39.6	61.2	63.6	63.8	64.1	64.1	64.4	64.8	64.9	64.8	65.0	65.3	65.4	65.5	65.8	65.9
18	44.0	55.4	59.0	59.1	59.2	59.8	60.1	60.2	58.3	59.7	61.0	61.7	62.3	39.6	61.2	63.6	63.9	64.2	64.1	64.4	64.8	64.9	64.9	65.0	65.3	65.5	65.5	65.8	65.9
17	43.2	55.4	59.0	59.2	59.2	59.8	60.1	60.2	58.4	59.7	61.0	61.7	62.3	39.6	61.2	63.6	63.9	64.2	64.1	64.5	64.9	65.0	64.9	65.0	65.3	65.5	65.5	65.8	66.0
16	42.3	55.4	59.1	59.2	59.3	59.8	60.2	60.2	58.4	59.7	61.0	61.7	62.3	39.7	61.3	63.7	63.9	64.2	64.1	64.5	64.9	65.0	64.9	65.1	65.3	65.5	65.5	65.8	66.0
15	41.3	55.3	59.1	59.3	59.3	59.9	60.2	60.2	58.3	59.8	61.0	61.8	62.4	39.7	61.2	63.7	64.0	64.2	64.1	64.5	64.9	65.0	64.9	65.1	65.3	65.5	65.5	65.8	66.0
14	40.4	55.3	59.1	59.3	59.3	59.9	60.2	60.2	58.3	59.7	60.9	61.7	62.3	39.8	61.2	63.7	63.9	64.2	64.1	64.5	64.9	65.0	65.0	65.1	65.3	65.5	65.5	65.8	66.0
13	39.7	55.3	59.2	59.4	59.3	59.9	60.2	60.1	58.1	59.6	60.8	61.7	62.3	39.8	61.2	63.6	63.9	64.2	64.1	64.5	65.0	65.0	64.9	65.0	65.3	65.5	65.5	65.8	66.0
12	39.0	55.2	59.2	59.4	59.4	60.0	60.2	60.1	57.9	59.5	60.7	61.6	62.2	39.8	61.0	63.6	63.9	64.1	64.1	64.4	64.9	65.0	64.9	65.0	65.2	65.4	65.4	65.7	65.9
11	38.4	55.0	59.2	59.4	59.4	60.0	60.2	59.9	57.5	59.2	60.5	61.4	62.1	39.8	60.9	63.5	63.8	64.1	64.0	64.3	64.8	64.9	64.8	65.0	65.2	65.3	65.3	65.7	65.8
10	37.9	54.9	59.2	59.4	59.4	60.0	60.2	59.8	57.0	58.8	60.2	61.2	61.9	39.9	60.6	63.4	63.7	64.0	63.9	64.3	64.8	64.8	64.7	64.8	65.1	65.2	65.3	65.6	65.8
9	37.5	54.7	59.2	59.4	59.5	60.1	60.2	59.6	56.4	58.3	59.9	60.9	61.7	39.9	60.4	63.2	63.5	63.9	63.8	64.2	64.7	64.8	64.6	64.7	64.9	65.0	65.1	65.4	65.6
8	37.0	54.7	59.2	59.5	59.5	60.0	60.2	59.6	56.0	58.1	59.7	60.8	61.6	39.9	60.3	63.2	63.5	63.8	63.8	64.1	64.6	64.7	64.5	64.5	64.7	64.8	64.9	65.3	65.4
7	36.7	54.7	59.2	59.5	59.4	60.0	60.2	59.5	55.7	58.0	59.5	60.7	61.4	39.9	60.2	63.1	63.4	63.7	63.6	63.9	64.5	64.5	64.4	64.4	64.6	64.7	64.7	65.0	65.1
6	36.3	54.5	59.2	59.4	59.4	60.0	60.2	59.4	55.3	57.6	59.3	60.4	61.3	40.0	60.1	63.0	63.3	63.6	63.5	63.8	64.3	64.4	64.2	64.3	64.4	64.5	64.4	64.6	64.7
5	36.0	54.2	59.1	59.4	59.3	59.9	60.1	59.3	54.7	56.8	58.8	60.0	60.9	40.0	59.8	62.7	63.0	63.3	63.2	63.5	64.0	64.0	63.8	63.9	64.1	64.2	64.0	64.2	64.3
4	35.7	53.7	58.9	59.0	58.8	59.5	59.6	58.6	52.9	54.1	56.9	58.8	59.9	40.0	59.3	62.0	62.4	62.8	62.6	62.9	63.3	63.4	63.3	63.4	63.6	63.6	63.4	63.7	63.8
3	35.5	52.3	58.1	57.8	57.3	58.0	57.5	55.6	49.5	50.5	55.0	57.5	59.0	40.0	58.4	61.2	61.7	62.2	62.0	62.4	62.8	62.7	62.4	62.5	62.9	62.8	62.5	62.9	63.1
2																													
1																													
Max	47.6	55.6	59.2	59.5	59.5	60.1	60.2	60.2	58.4	59.8	61.0	61.8	62.4	40.0	61.3	63.7	64.0	64.2	64.1	64.5	65.0	65.0	65.0	65.1	65.3	65.5	65.5	65.8	66.0
Min	35.5	52.3	57.3	57.3	57.3	58.0	57.5	55.6	49.5	50.5	55.0	57.5	59.0	38.8	58.4	61.2	61.7	62.2	62.0	62.4	62.8	62.7	62.4	62.5	62.9	62.8	62.5	62.9	63.1

Noise sensitive receivers with exceedance (≥70.5 dB(A))
Noise sensitive receivers applied with fixed glazing
Noise sensitive receivers applied with acoustic window (non-absorptive)
Noise sensitive receivers applied with acoustic window (absorptive)
(These predicted noise levels are the equivalent noise levels at 1m from the external facade after accounting the reduction in noise levels inside the flat offered by the proposed acoustic window)

Floor	R2308c	R2309a	R2309b	R2309c
50				
48				
48				
47				
46				
45				
44				
43				
42				
41				
40				
39	62.6	57.3	66.0	65.9
38	62.7	57.3	66.0	65.9
37	62.7	57.3	66.0	65.9
36	62.8	57.3	66.0	65.9
35	62.8	57.4	66.0	65.9
34	62.8	57.4	66.0	65.9
33	62.8	57.4	66.0	65.9
32	62.9	57.4	66.1	65.9
31	62.9	57.4	66.1	65.9
30	62.9	57.4	66.0	65.9
29	62.9	57.4	66.0	65.9
28	62.9	57.3	66.0	65.9
27	62.9	57.2	66.0	65.9
26	62.8	57.1	66.0	65.9
25	62.8	57.0	66.0	65.9
24	62.7	56.9	66.0	65.8
23	62.7	56.8	65.9	65.8
22	62.7	56.7	65.9	65.8
21	62.6	56.6	65.9	65.8
20	62.6	56.6	65.9	65.8
19	62.6	56.5	65.9	65.8
18	62.6	56.5	65.9	65.8
17	62.6	56.4	65.9	65.7
16	62.6	56.4	65.9	65.8
15	62.5	56.4	65.9	65.7
14	62.5	56.3	65.8	65.7
13	62.4	56.3	65.8	65.7
12	62.3	56.2	65.8	65.7
11	62.1	56.0	65.7	65.6
10	61.9	55.8	65.7	65.4
9	61.6	55.5	65.5	65.3
8	61.1	55.0	65.2	65.1
7	60.4	54.3	64.9	64.7
6	59.3	53.2	64.5	64.3
5	58.2	51.9	64.1	63.8
4	56.5	50.1	63.6	63.3
3	54.6	48.0	63.0	62.7
2				
1				
Max	62.9	57.4	66.1	65.9
Min	54.6	48.0	63.0	62.7

Noise sensitive receivers with exceedance (≥70.5 dB(A))
- Noise sensitive receivers applied with fixed glazing
Noise sensitive receivers applied with acoustic window (non-absorptive)
Noise sensitive receivers applied with acoustic window (absorptive)

(These predicted noise levels are the equivalent noise levels at 1m from the external facade after accounting the reduction in noise levels inside the flat offered by the proposed acoustic window)

Appendix 5.1

Measured Sound Exposure Level (SEL) for Train Events Extracted from Choi Yuen Road Site

Project no: 276006-03
Project name: Sheung Shui Area 30 EAS
Title: Measured SEL (East Rail EMU to Hung Hom direction) [7]
Measurement Equipment Used: HARMONIE

East Rail EMU (to Hung Hom)

Event	Measured SEL (event), dB(A) [1]	Measurement Location	Reference Location	Dist. Corr for SEL, dB(A) [4]	SEL @ dref, dB(A) [5]	L_{max} (event) at reference location, dB(A) [6]
		Distance to track (d), m [2]	Distance to track (dref), m [3]			
1	89.5	10	25	-4.0	85.5	73.1
2	88.7	10	25	-4.0	84.7	73.2
3	88.8	10	25	-4.0	84.8	75.9
4	88.2	10	25	-4.0	84.2	72.8
5	88.8	10	25	-4.0	84.8	74.7
6	89.5	10	25	-4.0	85.5	74.8
7	88.7	10	25	-4.0	84.8	76.6
8	90.5	10	25	-4.0	86.5	77.5
9	89.0	10	25	-4.0	85.0	73.0
10	88.5	10	25	-4.0	84.5	72.3
11	89.8	10	25	-4.0	85.8	76.1
12	88.2	10	25	-4.0	84.2	73.4
13	90.8	10	25	-4.0	86.9	75.7
14	89.1	10	25	-4.0	85.1	73.1
15	88.5	10	25	-4.0	84.5	75.3
16	88.6	10	25	-4.0	84.6	71.9
17	89.6	10	25	-4.0	85.6	76.2
18	89.1	10	25	-4.0	85.1	73.1
19	89.7	10	25	-4.0	85.7	76.2
20	87.4	10	25	-4.0	83.4	75.0
21	88.8	10	25	-4.0	84.8	73.7
22	90.2	10	25	-4.0	86.2	77.7
23	87.8	10	25	-4.0	83.8	74.5
24	89.3	10	25	-4.0	85.3	74.1
				Averaged SEL @ 25m	**85.1**	

Note:
[1] Sound Exposure Level measured at measurement location
[2] Measurement distance from the track
[3] Reference distance from the track (@25m)
[4] A distance correction of -10 x log (d/dref) is applied.
[5] SEL at reference distance = [1] + [4]
[6] L_{max} (event) in reference location
[7] The measurement are extracted from Final EAS Report for HKHA housing development at Sheung Shui Choi Yuen Road Site 3 & 5 taken on 4/7/2013 and 11/7/2013 during time period 2230 - 0000 and 0600 - 0800.

Project no: 276006-03
Project name: Sheung Shui Area 30 EAS
Title: Measured SEL (East Rail EMU to Hung Hom direction) [7]
Measurement Equipment Used: HARMONIE

East Rail EMU (to Sheung Shui)

Event	Measured SEL (event), dB(A) [1]	Measurement Location	Reference Location	Dist. Corr for SEL, dB(A) [4]	SEL @ dref, dB(A) [5]	L_{max} (event) at reference location, dB(A) [6]
		Distance to track (d), m [2]	Distance to track (dref), m [3]			
1	88.6	14	25	-2.5	86.1	75.9
2	89.8	14	25	-2.5	87.3	77.5
3	90.2	14	25	-2.5	87.6	78.9
4	90.6	14	25	-2.5	88.1	79.6
5	90.4	14	25	-2.5	87.9	78.8
6	89.4	14	25	-2.5	86.8	77.5
7	88.5	14	25	-2.5	86.0	75.6
8	87.3	14	25	-2.5	84.8	77.5
9	87.3	14	25	-2.5	84.7	74.2
10	88.0	14	25	-2.5	85.5	75.1
11	88.0	14	25	-2.5	85.5	74.9
12	88.8	14	25	-2.5	86.3	75.4
13	87.6	14	25	-2.5	85.1	74.4
14	87.4	14	25	-2.5	84.9	74.6
15	88.7	14	25	-2.5	86.2	75.0
16	87.5	14	25	-2.5	85.0	74.6
				Averaged SEL @ 25m	**86.1**	

Note:
[1] Sound Exposure Level measured at measurement location
[2] Measurement distance from the track
[3] Reference distance from the track (@25m)
[4] A distance correction of -10 x log (d/dref) is applied.
[5] SEL at reference distance = [1] + [4]
[6] L_{max} (event) in reference location
[7] The measurement are extracted from Final EAS Report for HKHA housing development at Sheung Shui Choi Yuen Road Site 3 & 5 taken on 4/7/2013 and 11/7/2013 during time period 2230 - 0000 and 0600 - 0800.

Project no: 276006-03
Project name: Sheung Shui Area 30 EAS
Title: Measured SEL (Intercity through train) [7]
Measurement Equipment Used: HARMONIE

Intercity through train to Hung Hom

Event	Measured SEL (event), dB(A) [1]	Measurement Location	Reference Location	Dist. Corr for SEL, dB(A) [4]	SEL @ dref, dB(A) [5]	L_{max} (event) at reference location, dB(A) [6]
		Distance to track (d), m [2]	Distance to track (dref), m [3]			
1	90.2	10.0	25.0	-4.0	86.2	79.9
2	91.6	10.0	25.0	-4.0	87.6	78.7
3	91.2	10.0	25.0	-4.0	87.2	78.8
4	88.2	10.0	25.0	-4.0	84.3	74.7
5	92.6	10.0	25.0	-4.0	88.7	76.8
6	89.7	10.0	25.0	-4.0	85.8	76.7
7	90.1	10.0	25.0	-4.0	86.1	77.5
				Averaged SEL @ 25m	**86.5**	

Intercity through train to China

Event	Measured SEL (event), dB(A) [1]	Measurement Location	Reference Location	Dist. Corr for SEL, dB(A) [4]	SEL @ dref, dB(A) [5]	L_{max} (event) at reference location, dB(A) [6]
		Distance to track (d), m [2]	Distance to track (dref), m [3]			
1	88.8	14.0	25.0	-2.5	86.3	78.5
2	91.4	14.0	25.0	-2.5	88.9	77.5
3	90.5	14.0	25.0	-2.5	87.9	76.6
4	89.9	14.0	25.0	-2.5	87.4	74.5
5	90.7	14.0	25.0	-2.5	88.2	77.9
6	91.3	14.0	25.0	-2.5	88.8	79.9
				Averaged SEL @ 25m	**87.9**	

Note:
[1] Sound Exposure Level measured at measurement location
[2] Measurement distance from the track
[3] Reference distance from the track (@25m)
[4] A distance correction of -10 x log (d/dref) is applied.
[5] SEL at reference distance = [1] + [4]
[6] L_{max} (event) in reference location
[7] The measurement are extracted from Final EAS Report for HKHA housing development at Sheung Shui Choi Yuen Road Site 3 & 5 taken on 4/7/2013, 11/7/2013, 3/12/2013 and 4/12/2013 during time period 2230 - 0000; 0600 - 0800; 0800 - 1200 & 1900 - 2200 and 1000 - 1130.

Appendix 5.2

Assumptions Adopted for Rail Noise Impact Assessment

Parameters and assumptions for $L_{eq(30min)}$ calculation

Parameters	Assumptions (dB(A))	Remarks
Rail deterioration	+3 dB(A)	In-situ rail noise source term measurements included typical rail deterioration. Nonetheless, a 3dB(A) rail deterioration has been included for conservative assessment
Distance	$-10 \log (\frac{d}{d_{ref}})$ dB(A) d = nearest distance from assessment point to track d_{ref} = 25m	-
Barrier	Shadow Zone: For $\delta > 2.5$m, -21 dB(A) For $0 < \delta < 2.5$m, $= -7.75 \log (5.2 + 203\ \delta)$ dB(A) Illuminated Zone: For $\delta > 0.4$m, 0 dB(A) For $0 < \delta < 0.4$m, $= 0.88 + 2.14 \log (0.001 + \delta)$ dB(A) where δ = path difference between source and receiver	According to Chart 6(a) in Calculation of Railway Noise (CRN).
Reflective barrier	For D > 20m, 0 dB(A) For 1m < D < 20m, 5-0.25 D dB(A) For D < 1m, 4.8 dB(A) where D = horizontal distance between the barrier and the railhead	According to Chart 6(c) in Calculation of Railway Noise (CRN). Applied to reflective features only (i.e. concrete barriers and retained cuts.)
Dual barrier	0.5 dB(A) for each meter of the far-side barrier height	Only apply to the submerged rail section (EU Train from Hung Hom to Lok Ma Chau and EU Train from Lok Ma Chau to Hung Hom) to the northwest of Po Shek Wu Road where concrete barriers/retained cut exist on both sides of the rail tracks, when the reflecting barrier is at least 1.5m high.
Reflection from opposite facade	-	Since there are no substantial buildings or a noise fence or wall located within 20m beyond the tracks on the opposite side of the railway and approximately

Parameters	Assumptions (dB(A))	Remarks
		parallel to the railway, no correction for reflection from opposite facades has been assumed.
Angle of view	$10 \log (\frac{\pi\theta}{180} - \cos 2\alpha \sin \theta) - 5$ where α = angle of orientation of the segment θ = angle of view of the segment	According to the equation in Calculation of Railway Noise (CRN).
No. of train frequency	*10 log (no. of train frequency in 30mins)*	Note [1]
No. of train cars	12	Note [2]
Façade effect	+2.5 dB(A)	-
To $L_{eq, 30\ min}$	$10 \log (\frac{1}{1800})$	-

Note:

[1] Operation train frequency is based on Shatin-Central Link (SCL) EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.

[2] The number of train cars as stated in SCL EIA is 9. Since SCL starts operation in 2020 while the intake year of the project is 2019, for a conservative approach, the number of train cars is assumed to be the same as that of the current operation.

Parameters and assumptions for L_{max} calculation

Parameters	Assumptions (dB(A))	Remarks
Rail deterioration	+3	-
Distance	$-20 \times \log (\frac{d}{d_{ref}})$ ● d = distance from assessment point to track ● d_{ref} = distance from measurement point to track	-
Façade effect	2.5	-

Appendix 5.3

Calculation of Predicted Rail Noise Levels for Residential Blocks

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	149.7	47.2	87.7	10	43.8	7.5	-19.5	0.0	-	-	-7.8	-3.1	10.0	-32.6	2.5	3.0	37.7	42.2			
		ER Hung Hom to Lo Wu		86.1	142.7	47.2	89.8	10	36.7	7.5	-20.4	0.0	-	-	-7.6	-3.1	10.0	-32.6	2.5	3.0	38.1				
		ER Hung Hom to Lok Ma Chau		86.1	138.4	47.2	87.9	5	32.3	6.8	-21.0	0.0	1.0	-	-7.4	-3.1	7.0	-32.6	2.5	3.0	35.5				
		Intercity through train to Hung Hom		86.5	149.7	47.2	87.7	1	43.8	7.5	-19.5	0.0	-	-	-7.8	-3.1	0.0	-32.6	2.5	3.0	29.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	149.7	38.6	49.3	10	73.2	7.5	-15.1	0.0	-	-	-7.8	-6.2	10.0	-32.6	2.5	3.0	39.0	43.7			
		ER Hung Hom to Lo Wu		86.1	143.5	38.6	49.3	10	68.0	7.5	-15.6	0.0	-	-	-7.6	-6.2	10.0	-32.6	2.5	3.0	39.7				
		ER Hung Hom to Lok Ma Chau		86.1	138.8	38.6	49.5	5	63.2	4.8	-17.4	0.0	2.0	-	-7.4	-6.1	7.0	-32.6	2.5	3.0	37.1				
		Intercity through train to Hung Hom		86.5	149.7	38.6	49.3	1	73.2	7.5	-15.1	0.0	-	-	-7.8	-6.2	0.0	-32.6	2.5	3.0	30.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	157.6	5.8	29.9	10	-	7.2	0.0	-	-	-	-8.0	-18.0	10.0	-32.6	2.5	3.0	42.0	45.8			
		ER Hung Hom to Lo Wu		86.1	151.3	5.8	29.0	10	-	7.2	0.0	-	-	-	-7.8	-18.2	10.0	-32.6	2.5	3.0	43.0				
		Intercity through train to Hung Hom		86.5	157.6	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.0	-18.0	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	150.2	47.2	87.7	10	43.8	7.5	-18.9	0.0	-	-	-7.8	-3.1	10.0	-32.6	2.5	3.0	38.2	42.7			
		ER Hung Hom to Lo Wu		86.1	143.2	47.2	89.8	10	36.7	7.5	-19.9	0.0	-	-	-7.6	-3.1	10.0	-32.6	2.5	3.0	38.5				
		ER Hung Hom to Lok Ma Chau		86.1	138.9	47.2	87.9	5	32.3	6.8	-20.8	0.0	1.0	-	-7.4	-3.1	7.0	-32.6	2.5	3.0	35.7				
		Intercity through train to Hung Hom		86.5	150.2	47.2	87.7	1	43.8	7.5	-18.9	0.0	-	-	-7.8	-3.1	0.0	-32.6	2.5	3.0	29.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	150.2	38.6	49.3	10	73.2	7.5	-13.3	0.0	-	-	-7.8	-6.2	10.0	-32.6	2.5	3.0	40.8	45.3			
		ER Hung Hom to Lo Wu		86.1	144.0	38.6	49.3	10	68.0	7.5	-14.0	0.0	-	-	-7.6	-6.2	10.0	-32.6	2.5	3.0	41.3				
		ER Hung Hom to Lok Ma Chau		86.1	139.3	38.6	49.5	5	63.2	4.8	-16.2	0.0	2.0	-	-7.5	-6.1	7.0	-32.6	2.5	3.0	38.3				
		Intercity through train to Hung Hom		86.5	150.2	38.6	49.3	1	73.2	7.5	-13.3	0.0	-	-	-7.8	-6.2	0.0	-32.6	2.5	3.0	32.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	158.0	5.8	29.9	10	-	7.2	0.0	-	-	-	-8.0	-18.0	10.0	-32.6	2.5	3.0	42.0	45.8			
		ER Hung Hom to Lo Wu		86.1	151.7	5.8	29.0	10	-	7.2	0.0	-	-	-	-7.8	-18.2	10.0	-32.6	2.5	3.0	43.0				
		Intercity through train to Hung Hom		86.5	158.0	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.0	-18.0	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	150.7	47.2	87.7	10	43.8	7.5	-18.3	0.0	-	-	-7.8	-3.1	10.0	-32.6	2.5	3.0	38.8	43.2			
		ER Hung Hom to Lo Wu		86.1	143.7	47.2	89.8	10	36.7	7.5	-19.4	0.0	-	-	-7.6	-3.1	10.0	-32.6	2.5	3.0	39.0				
		ER Hung Hom to Lok Ma Chau		86.1	139.5	47.2	87.9	5	32.3	6.8	-20.4	0.0	1.0	-	-7.5	-3.1	7.0	-32.6	2.5	3.0	36.1				
		Intercity through train to Hung Hom		86.5	150.7	47.2	87.7	1	43.8	7.5	-18.3	0.0	-	-	-7.8	-3.1	0.0	-32.6	2.5	3.0	30.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	150.7	38.6	49.3	10	73.2	7.5	-11.0	0.0	-	-	-7.8	-6.2	10.0	-32.6	2.5	3.0	43.0	47.3			
		ER Hung Hom to Lo Wu		86.1	144.5	38.6	49.3	10	68.0	7.5	-11.9	0.0	-	-	-7.6	-6.2	10.0	-32.6	2.5	3.0	43.4				
		ER Hung Hom to Lok Ma Chau		86.1	139.9	38.6	49.5	5	63.2	4.8	-14.8	0.0	2.0	-	-7.5	-6.1	7.0	-32.6	2.5	3.0	39.7				
		Intercity through train to Hung Hom		86.5	150.7	38.6	49.3	1	73.2	7.5	-11.0	0.0	-	-	-7.8	-6.2	0.0	-32.6	2.5	3.0	34.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	158.5	5.8	29.9	10	-	7.2	0.0	-	-	-	-8.0	-18.0	10.0	-32.6	2.5	3.0	42.0	45.8			
		ER Hung Hom to Lo Wu		86.1	152.2	5.8	29.0	10	-	7.2	0.0	-	-	-	-7.8	-18.2	10.0	-32.6	2.5	3.0	43.0				
		Intercity through train to Hung Hom		86.5	158.5	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.0	-18.0	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	151.2	47.2	87.7	10	43.8	7.5	-17.6	0.0	-	-	-7.8	-3.1	10.0	-32.6	2.5	3.0	39.5	43.8			
		ER Hung Hom to Lo Wu		86.1	144.3	47.2	89.8	10	36.7	7.5	-18.8	0.0	-	-	-7.6	-3.1	10.0	-32.6	2.5	3.0	39.6				
		ER Hung Hom to Lok Ma Chau		86.1	140.1	47.2	87.9	5	32.3	6.8	-20.0	0.0	1.0	-	-7.5	-3.1	7.0	-32.6	2.5	3.0	36.5				
		Intercity through train to Hung Hom		86.5	151.2	47.2	87.7	1	43.8	7.5	-17.6	0.0	-	-	-7.8	-3.1	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	151.2	38.6	49.3	10	73.2	7.5	-8.1	0.0	-	-	-7.8	-6.2	10.0	-32.6	2.5	3.0	45.9	49.9			
		ER Hung Hom to Lo Wu		86.1	145.1	38.6	49.3	10	68.0	7.5	-9.2	0.0	-	-	-7.6	-6.2	10.0	-32.6	2.5	3.0	46.0				
		ER Hung Hom to Lok Ma Chau		86.1	140.5	38.6	49.5	5	63.2	4.8	-13.0	0.0	2.0	-	-7.5	-6.1	7.0	-32.6	2.5	3.0	41.4				
		Intercity through train to Hung Hom		86.5	151.2	38.6	49.3	1	73.2	7.5	-8.1	0.0	-	-	-7.8	-6.2	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	159.0	5.8	29.9	10	-	7.2	0.0	-	-	-	-8.0	-18.0	10.0	-32.6	2.5	3.0	42.0	45.8			
		ER Hung Hom to Lo Wu		86.1	152.8	5.8	29.0	10	-	7.2	0.0	-	-	-	-7.9	-18.2	10.0	-32.6	2.5	3.0	43.0				
		Intercity through train to Hung Hom		86.5	159.0	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.0	-18.0	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	151.8	47.2	87.7	10	43.8	7.5	-16.8	0.0	-	-	-7.8	-3.1	10.0	-32.6	2.5	3.0	40.3	44.4			
		ER Hung Hom to Lo Wu		86.1	144.9	47.2	89.8	10	36.7	7.5	-18.2	0.0	-	-	-7.6	-3.1	10.0	-32.6	2.5	3.0	40.1				
		ER Hung Hom to Lok Ma Chau		86.1	140.7	47.2	87.9	5	32.3	6.8	-19.5	0.0	1.0	-	-7.5	-3.1	7.0	-32.6	2.5	3.0	37.0				
		Intercity through train to Hung Hom		86.5	151.8	47.2	87.7	1	43.8	7.5	-16.8	0.0	-	-	-7.8	-3.1	0.0	-32.6	2.5	3.0	31.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	151.8	38.6	49.3	10	73.2	7.5	-5.6	0.0	-	-	-7.8	-6.2	10.0	-32.6	2.5	3.0	48.4	52.6			
		ER Hung Hom to Lo Wu		86.1	145.7	38.6	49.3	10	68.0	7.5	-6.2	0.0	-	-	-7.7	-6.2	10.0	-32.6	2.5	3.0	49.0				
		ER Hung Hom to Lok Ma Chau		86.1	141.2	38.6	49.5	5	63.2	4.8	-10.7	0.0	2.0	-	-7.5	-6.1	7.0	-32.6	2.5	3.0	43.7				
		Intercity through train to Hung Hom		86.5	151.8	38.6	49.3	1	73.2	7.5	-5.6	0.0	-	-	-7.8	-6.2	0.0	-32.6	2.5	3.0	39.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	159.6	5.8	29.9	10	-	7.2	0.0	-	-	-	-8.1	-18.0	10.0	-32.6	2.5	3.0	42.0	45.8			
		ER Hung Hom to Lo Wu		86.1	153.4	5.8	29.0	10	-	7.2	0.0	-	-	-	-7.9	-18.2	10.0	-32.6	2.5	3.0	43.0				
		Intercity through train to Hung Hom		86.5	159.6	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.1	-18.0	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	152.5	47.2	87.7	10	43.8	7.5	-16.0	0.0	-	-	-7.9	-3.1	10.0	-32.6	2.5	3.0	41.1	45.1			
		ER Hung Hom to Lo Wu		86.1	145.6	47.2	89.8	10	36.7	7.5	-17.6	0.0	-	-	-7.7	-3.1	10.0	-32.6	2.5	3.0	40.8				
		ER Hung Hom to Lok Ma Chau		86.1	141.4	47.2	87.9	5	32.3	6.8	-19.0	0.0	1.0	-	-7.5	-3.1	7.0	-32.6	2.5	3.0	37.5				
		Intercity through train to Hung Hom		86.5	152.5	47.2	87.7	1	43.8	7.5	-16.0	0.0	-	-	-7.9	-3.1	0.0	-32.6	2.5	3.0	32.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	152.5	38.6	49.3	10	73.2	7.5	-2.8	0.0	-	-	-7.9	-6.2	10.0	-32.6	2.5	3.0	51.2	55.3			
		ER Hung Hom to Lo Wu		86.1	146.4	38.6	49.3	10	68.0	7.5	-3.8	0.0	-	-	-7.7	-6.2	10.0	-32.6	2.5	3.0	51.5				
		ER Hung Hom to Lok Ma Chau		86.1	142.0	38.6	49.5	5	63.2	4.8	-7.9	0.0	2.0	-	-7.5	-6.1	7.0	-32.6	2.5	3.0	46.5				
		Intercity through train to Hung Hom		86.5	152.5	38.6	49.3	1	73.2	7.5	-2.8	0.0	-	-	-7.9	-6.2	0.0	-32.6	2.5	3.0	42.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	160.2	5.8	29.9	10	-	7.2	0.0	-	-	-	-8.1	-18.0	10.0	-32.6	2.5	3.0	42.0	45.8			
		ER Hung Hom to Lo Wu		86.1	154.0	5.8	29.0	10	-	7.2	0.0	-	-	-	-7.9	-18.2	10.0	-32.6	2.5	3.0	43.0				
		Intercity through train to Hung Hom		86.5	160.2	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.1	-18.0	0.0	-32.6	2.5	3.0	33.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	153.2	47.2	87.7	10	43.8	7.5	-15.0	0.0	-	-	-7.9	-3.1	10.0	-32.6	2.5	3.0	42.0	45.8			
		ER Hung Hom to Lo Wu		86.1	146.3	47.2	89.8	10	36.7	7.5	-16.9	0.0	-	-	-7.7	-3.1	10.0	-32.6	2.5	3.0	41.4				
		ER Hung Hom to Lok Ma Chau		86.1	142.2	47.2	87.9	5	32.3	6.8	-18.4	0.0	1.0	-	-7.5	-3.1	7.0	-32.6	2.5	3.0	38.0				
		Intercity through train to Hung Hom		86.5	153.2	47.2	87.7	1	43.8	7.5	-15.0	0.0	-	-	-7.9	-3.1	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	153.2	38.6	49.3	10	73.2	7.5	-1.4	0.0	-	-	-7.9	-6.2	10.0	-32.6	2.5	3.0	52.5	56.9			
		ER Hung Hom to Lo Wu		86.1	147.1	38.6	49.3	10	68.0	7.5	-1.9	0.0	-	-	-7.7	-6.2	10.0	-32.6	2.5	3.0	53.3				
		ER Hung Hom to Lok Ma Chau		86.1	142.8	38.6	49.5	5	63.2	4.8	-5.6	0.0	2.0	-	-7.6	-6.1	7.0	-32.6	2.5	3.0	48.8				
		Intercity through train to Hung Hom		86.5	153.2	38.6	49.3	1	73.2	7.5	-1.4	0.0	-	-	-7.9	-6.2	0.0	-32.6	2.5	3.0	44.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	160.9	5.8	29.9	10	-	7.2	0.0	-	-	-	-8.1	-18.0	10.0	-32.6	2.5	3.0	41.9	45.7			
		ER Hung Hom to Lo Wu		86.1	154.7	5.8	29.0	10	-	7.2	0.0	-	-	-	-7.9	-18.2	10.0	-32.6	2.5	3.0	42.9				
		Intercity through train to Hung Hom		86.5	160.9	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.1	-18.0	0.0	-32.6	2.5	3.0	33.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	153.9	47.2	87.7	10	43.8	7.5	-14.0	0.0	-	-	-7.9	-3.1	10.0	-32.6	2.5	3.0	43.1	46.7			
		ER Hung Hom to Lo Wu		86.1	147.1	47.2	89.8	10	36.7	7.5	-16.1	0.0	-	-	-7.7	-3.1	10.0	-32.6	2.5	3.0	42.2				
		ER Hung Hom to Lok Ma Chau		86.1	143.0	47.2	87.9	5	32.3	6.8	-17.8	0.0	1.0	-	-7.6	-3.1	7.0	-32.6	2.5	3.0	38.6				
		Intercity through train to Hung Hom		86.5	153.9	47.2	87.7	1	43.8	7.5	-14.0	0.0	-	-	-7.9	-3.1	0.0	-32.6	2.5	3.0	34.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	153.9	38.6	49.3	10	73.2	7.5	-0.7	0.0	-	-	-7.9	-6.2	10.0	-32.6	2.5	3.0	53.3	58.1			
		ER Hung Hom to Lo Wu		86.1	147.9	38.6	49.3	10	68.0	7.5	-1.0	0.0	-	-	-7.7	-6.2	10.0	-32.6	2.5	3.0	54.2				
		ER Hung Hom to Lok Ma Chau		86.1	143.6	38.6	49.5	5	63.2	4.8	-2.9	0.0	2.0	-	-7.6	-6.1	7.0	-32.6	2.5	3.0	51.5				
		Intercity through train to Hung Hom		86.5	153.9	38.6	49.3	1	73.2	7.5	-0.7	0.0	-	-	-7.9	-6.2	0.0	-32.6	2.5	3.0	44.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	161.6	5.8	29.9	10	-	7.2	0.0	-	-	-	-8.1	-18.0	10.0	-32.6	2.5	3.0	41.9	45.7			
		ER Hung Hom to Lo Wu		86.1	155.4	5.8	29.0	10	-	7.2	0.0	-	-	-	-7.9	-18.2	10.0	-32.6	2.5	3.0	42.9				
		Intercity through train to Hung Hom		86.5	161.6	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.1	-18.0	0.0	-32.6	2.5	3.0	33.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	154.7	47.2	87.7	10	43.8	7.5	-12.7	0.0	-	-	-7.9	-3.1	10.0	-32.6	2.5	3.0	44.3	47.7			
		ER Hung Hom to Lo Wu		86.1	147.9	47.2	89.8	10	36.7	7.5	-15.3	0.0	-	-	-7.7	-3.1	10.0	-32.6	2.5	3.0	43.0				
		ER Hung Hom to Lok Ma Chau		86.1	143.9	47.2	87.9	5	32.3	6.8	-17.2	0.0	1.0	-	-7.6	-3.1	7.0	-32.6	2.5	3.0	39.2				
		Intercity through train to Hung Hom		86.5	154.7	47.2	87.7	1	43.8	7.5	-12.7	0.0	-	-	-7.9	-3.1	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	154.7	38.6	49.3	10	73.2	7.5	-0.1	0.0	-	-	-7.9	-6.2	10.0	-32.6	2.5	3.0	53.8	58.8			
		ER Hung Hom to Lo Wu		86.1	148.7	38.6	49.3	10	68.0	7.5	-0.4	0.0	-	-	-7.7	-6.2	10.0	-32.6	2.5	3.0	54.8				
		ER Hung Hom to Lok Ma Chau		86.1	144.5	38.6	49.5	5	63.2	4.8	-1.5	0.0	2.0	-	-7.6	-6.1	7.0	-32.6	2.5	3.0	52.8				
		Intercity through train to Hung Hom		86.5	154.7	38.6	49.3	1	73.2	7.5	-0.1	0.0	-	-	-7.9	-6.2	0.0	-32.6	2.5	3.0	45.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	162.3	5.8	29.9	10	-	7.2	0.0	-	-	-	-8.1	-18.0	10.0	-32.6	2.5	3.0	41.9	45.7			
		ER Hung Hom to Lo Wu		86.1	156.2	5.8	29.0	10	-	7.2	0.0	-	-	-	-8.0	-18.2	10.0	-32.6	2.5	3.0	42.9				
		Intercity through train to Hung Hom		86.5	162.3	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.1	-18.0	0.0	-32.6	2.5	3.0	33.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	155.5	47.2	87.7	10	43.8	7.5	-11.2	0.0	-	-	-7.9	-3.1	10.0	-32.6	2.5	3.0	45.7	48.9			
		ER Hung Hom to Lo Wu		86.1	148.8	47.2	89.8	10	36.7	7.5	-14.3	0.0	-	-	-7.7	-3.1	10.0	-32.6	2.5	3.0	43.9				
		ER Hung Hom to Lok Ma Chau		86.1	144.8	47.2	87.9	5	32.3	6.8	-16.5	0.0	1.0	-	-7.6	-3.1	7.0	-32.6	2.5	3.0	39.8				
		Intercity through train to Hung Hom		86.5	155.5	47.2	87.7	1	43.8	7.5	-11.2	0.0	-	-	-7.9	-3.1	0.0	-32.6	2.5	3.0	37.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	155.5	38.6	49.3	10	73.2	7.5	0.0	0.0	-	-	-7.9	-6.2	10.0	-32.6	2.5	3.0	53.9	59.2			
		ER Hung Hom to Lo Wu		86.1	149.5	38.6	49.3	10	68.0	7.5	0.0	0.0	-	-	-7.8	-6.2	10.0	-32.6	2.5	3.0	55.1				
		ER Hung Hom to Lok Ma Chau		86.1	145.5	38.6	49.5	5	63.2	4.8	-0.8	0.0	2.0	-	-7.6	-6.1	7.0	-32.6	2.5	3.0	53.5				
		Intercity through train to Hung Hom		86.5	155.5	38.6	49.3	1	73.2	7.5	0.0	0.0	-	-	-7.9	-6.2	0.0	-32.6	2.5	3.0	45.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	163.1	5.8	29.9	10	-	7.2	0.0	-	-	-	-8.1	-18.0	10.0	-32.6	2.5	3.0	41.9	45.7			
		ER Hung Hom to Lo Wu		86.1	157.0	5.8	29.0	10	-	7.2	0.0	-	-	-	-8.0	-18.2	10.0	-32.6	2.5	3.0	42.9				
		Intercity through train to Hung Hom		86.5	163.1	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.1	-18.0	0.0	-32.6	2.5	3.0	33.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	156.4	47.2	87.7	10	43.8	7.5	-9.5	0.0	-	-	-8.0	-3.1	10.0	-32.6	2.5	3.0	47.4	50.3			
		ER Hung Hom to Lo Wu		86.1	149.7	47.2	89.8	10	36.7	7.5	-13.2	0.0	-	-	-7.8	-3.1	10.0	-32.6	2.5	3.0	45.0				
		ER Hung Hom to Lok Ma Chau		86.1	145.7	47.2	87.9	5	32.3	6.8	-15.8	0.0	1.0	-	-7.7	-3.1	7.0	-32.6	2.5	3.0	40.6				
		Intercity through train to Hung Hom		86.5	156.4	47.2	87.7	1	43.8	7.5	-9.5	0.0	-	-	-8.0	-3.1	0.0	-32.6	2.5	3.0	38.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	156.4	38.6	49.3	10	73.2	7.5	0.0	0.0	-	-	-8.0	-6.2	10.0	-32.6	2.5	3.0	53.9	59.3			
		ER Hung Hom to Lo Wu		86.1	150.5	38.6	49.3	10	68.0	7.5	0.0	0.0	-	-	-7.8	-6.2	10.0	-32.6	2.5	3.0	55.1				
		ER Hung Hom to Lok Ma Chau		86.1	146.4	38.6	49.5	5	63.2	4.8	-0.2	0.0	2.0	-	-7.7	-6.1	7.0	-32.6	2.5	3.0	54.0				
		Intercity through train to Hung Hom		86.5	156.4	38.6	49.3	1	73.2	7.5	0.0	0.0	-	-	-8.0	-6.2	0.0	-32.6	2.5	3.0	45.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	164.0	5.8	29.9	10	-	7.2	0.0	-	-	-	-8.2	-18.0	10.0	-32.6	2.5	3.0	41.9	45.7			
		ER Hung Hom to Lo Wu		86.1	157.9	5.8	29.0	10	-	7.2	0.0	-	-	-	-8.0	-18.2	10.0	-32.6	2.5	3.0	42.8				
		Intercity through train to Hung Hom		86.5	164.0	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.2	-18.0	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	157.3	47.2	87.7	10	43.8	7.5	-7.5	0.0	-	-	-8.0	-3.1	10.0	-32.6	2.5	3.0	49.4	51.9			
		ER Hung Hom to Lo Wu		86.1	150.6	47.2	89.8	10	36.7	7.5	-11.9	0.0	-	-	-7.8	-3.1	10.0	-32.6	2.5	3.0	46.2				
		ER Hung Hom to Lok Ma Chau		86.1	146.7	47.2	87.9	5	32.3	6.8	-14.9	0.0	1.0	-	-7.7	-3.1	7.0	-32.6	2.5	3.0	41.4				
		Intercity through train to Hung Hom		86.5	157.3	47.2	87.7	1	43.8	7.5	-7.5	0.0	-	-	-8.0	-3.1	0.0	-32.6	2.5	3.0	40.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	157.3	38.6	49.3	10	73.2	7.5	0.0	0.0	-	-	-8.0	-6.2	10.0	-32.6	2.5	3.0	53.9	59.4			
		ER Hung Hom to Lo Wu		86.1	151.4	38.6	49.3	10	68.0	7.5	0.0	0.0	-	-	-7.8	-6.2	10.0	-32.6	2.5	3.0	55.1				
		ER Hung Hom to Lok Ma Chau		86.1	147.5	38.6	49.5	5	63.2	4.8	0.0	0.0	2.0	-	-7.7	-6.1	7.0	-32.6	2.5	3.0	54.2				
		Intercity through train to Hung Hom		86.5	157.3	38.6	49.3	1	73.2	7.5	0.0	0.0	-	-	-8.0	-6.2	0.0	-32.6	2.5	3.0	45.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	164.8	5.8	29.9	10	-	7.2	0.0	-	-	-	-8.2	-18.0	10.0	-32.6	2.5	3.0	41.8	45.6			
		ER Hung Hom to Lo Wu		86.1	158.8	5.8	29.0	10	-	7.2	0.0	-	-	-	-8.0	-18.2	10.0	-32.6	2.5	3.0	42.8				
		Intercity through train to Hung Hom		86.5	164.8	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.2	-18.0	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

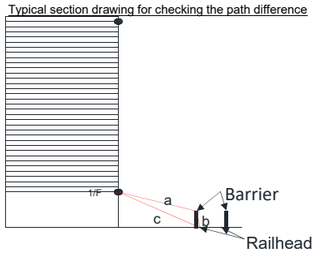
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	158.3	47.2	87.7	10	43.8	7.5	-5.9	0.0	-	-	-8.0	-3.1	10.0	-32.6	2.5	3.0	51.1	53.4			
		ER Hung Hom to Lo Wu		86.1	151.6	47.2	89.8	10	36.7	7.5	-10.5	0.0	-	-	-7.8	-3.1	10.0	-32.6	2.5	3.0	47.7				
		ER Hung Hom to Lok Ma Chau		86.1	147.8	47.2	87.9	5	32.3	6.8	-14.0	0.0	1.0	-	-7.7	-3.1	7.0	-32.6	2.5	3.0	42.3				
		Intercity through train to Hung Hom		86.5	158.3	47.2	87.7	1	43.8	7.5	-5.9	0.0	-	-	-8.0	-3.1	0.0	-32.6	2.5	3.0	42.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	158.3	38.6	49.3	10	73.2	7.5	0.0	0.0	-	-	-8.0	-6.2	10.0	-32.6	2.5	3.0	53.8	59.3			
		ER Hung Hom to Lo Wu		86.1	152.4	38.6	49.3	10	68.0	7.5	0.0	0.0	-	-	-7.9	-6.2	10.0	-32.6	2.5	3.0	55.1				
		ER Hung Hom to Lok Ma Chau		86.1	148.5	38.6	49.5	5	63.2	4.8	0.0	0.0	2.0	-	-7.7	-6.1	7.0	-32.6	2.5	3.0	54.2				
		Intercity through train to Hung Hom		86.5	158.3	38.6	49.3	1	73.2	7.5	0.0	0.0	-	-	-8.0	-6.2	0.0	-32.6	2.5	3.0	45.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	165.8	5.8	29.9	10	-	7.2	0.0	-	-	-	-8.2	-18.0	10.0	-32.6	2.5	3.0	41.8	45.6			
		ER Hung Hom to Lo Wu		86.1	159.8	5.8	29.0	10	-	7.2	0.0	-	-	-	-8.1	-18.2	10.0	-32.6	2.5	3.0	42.8				
		Intercity through train to Hung Hom		86.5	165.8	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.2	-18.0	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																						Max predicted noise impact $L_{eq\ 30min}$	60	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	149.7	47.2	87.7	8	43.8	7.5	-19.5	0.0	-	-	-7.8	-3.1	9.0	-32.6	2.5	3.0	36.7	41.3			
		ER Hung Hom to Lo Wu		86.1	142.7	47.2	89.8	8	36.7	7.5	-20.4	0.0	-	-	-7.6	-3.1	9.0	-32.6	2.5	3.0	37.1				
		ER Hung Hom to Lok Ma Chau		86.1	138.4	47.2	87.9	4	32.3	6.8	-21.0	0.0	1.0	-	-7.4	-3.1	6.0	-32.6	2.5	3.0	34.6				
		Intercity through train to Hung Hom		86.5	149.7	47.2	87.7	1	43.8	7.5	-19.5	0.0	-	-	-7.8	-3.1	0.0	-32.6	2.5	3.0	29.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	149.7	38.6	49.3	8	73.2	7.5	-15.1	0.0	-	-	-7.8	-6.2	9.0	-32.6	2.5	3.0	38.0	42.8			
		ER Hung Hom to Lo Wu		86.1	143.5	38.6	49.3	8	68.0	7.5	-15.6	0.0	-	-	-7.6	-6.2	9.0	-32.6	2.5	3.0	38.8				
		ER Hung Hom to Lok Ma Chau		86.1	138.8	38.6	49.5	4	63.2	4.8	-17.4	0.0	2.0	-	-7.4	-6.1	6.0	-32.6	2.5	3.0	36.1				
		Intercity through train to Hung Hom		86.5	149.7	38.6	49.3	1	73.2	7.5	-15.1	0.0	-	-	-7.8	-6.2	0.0	-32.6	2.5	3.0	30.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	157.6	5.8	29.9	8	-	7.2	0.0	-	-	-	-8.0	-18.0	9.0	-32.6	2.5	3.0	41.1	44.9			
		ER Hung Hom to Lo Wu		86.1	151.3	5.8	29.0	8	-	7.2	0.0	-	-	-	-7.8	-18.2	9.0	-32.6	2.5	3.0	42.1				
		Intercity through train to Hung Hom		86.5	157.6	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.0	-18.0	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	150.2	47.2	87.7	8	43.8	7.5	-18.9	0.0	-	-	-7.8	-3.1	9.0	-32.6	2.5	3.0	37.3	41.7			
		ER Hung Hom to Lo Wu		86.1	143.2	47.2	89.8	8	36.7	7.5	-19.9	0.0	-	-	-7.6	-3.1	9.0	-32.6	2.5	3.0	37.6				
		ER Hung Hom to Lok Ma Chau		86.1	138.9	47.2	87.9	4	32.3	6.8	-20.8	0.0	1.0	-	-7.4	-3.1	6.0	-32.6	2.5	3.0	34.7				
		Intercity through train to Hung Hom		86.5	150.2	47.2	87.7	1	43.8	7.5	-18.9	0.0	-	-	-7.8	-3.1	0.0	-32.6	2.5	3.0	29.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	150.2	38.6	49.3	8	73.2	7.5	-13.3	0.0	-	-	-7.8	-6.2	9.0	-32.6	2.5	3.0	39.8	44.4			
		ER Hung Hom to Lo Wu		86.1	144.0	38.6	49.3	8	68.0	7.5	-14.0	0.0	-	-	-7.6	-6.2	9.0	-32.6	2.5	3.0	40.4				
		ER Hung Hom to Lok Ma Chau		86.1	139.3	38.6	49.5	4	63.2	4.8	-16.2	0.0	2.0	-	-7.5	-6.1	6.0	-32.6	2.5	3.0	37.3				
		Intercity through train to Hung Hom		86.5	150.2	38.6	49.3	1	73.2	7.5	-13.3	0.0	-	-	-7.8	-6.2	0.0	-32.6	2.5	3.0	32.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	158.0	5.8	29.9	8	-	7.2	0.0	-	-	-	-8.0	-18.0	9.0	-32.6	2.5	3.0	41.0	44.9			
		ER Hung Hom to Lo Wu		86.1	151.7	5.8	29.0	8	-	7.2	0.0	-	-	-	-7.8	-18.2	9.0	-32.6	2.5	3.0	42.0				
		Intercity through train to Hung Hom		86.5	158.0	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.0	-18.0	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	150.7	47.2	87.7	8	43.8	7.5	-18.3	0.0	-	-	-7.8	-3.1	9.0	-32.6	2.5	3.0	37.9	42.3			
		ER Hung Hom to Lo Wu		86.1	143.7	47.2	89.8	8	36.7	7.5	-19.4	0.0	-	-	-7.6	-3.1	9.0	-32.6	2.5	3.0	38.1				
		ER Hung Hom to Lok Ma Chau		86.1	139.5	47.2	87.9	4	32.3	6.8	-20.4	0.0	1.0	-	-7.5	-3.1	6.0	-32.6	2.5	3.0	35.1				
		Intercity through train to Hung Hom		86.5	150.7	47.2	87.7	1	43.8	7.5	-18.3	0.0	-	-	-7.8	-3.1	0.0	-32.6	2.5	3.0	30.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	150.7	38.6	49.3	8	73.2	7.5	-11.0	0.0	-	-	-7.8	-6.2	9.0	-32.6	2.5	3.0	42.0	46.4			
		ER Hung Hom to Lo Wu		86.1	144.5	38.6	49.3	8	68.0	7.5	-11.9	0.0	-	-	-7.6	-6.2	9.0	-32.6	2.5	3.0	42.4				
		ER Hung Hom to Lok Ma Chau		86.1	139.9	38.6	49.5	4	63.2	4.8	-14.8	0.0	2.0	-	-7.5	-6.1	6.0	-32.6	2.5	3.0	38.7				
		Intercity through train to Hung Hom		86.5	150.7	38.6	49.3	1	73.2	7.5	-11.0	0.0	-	-	-7.8	-6.2	0.0	-32.6	2.5	3.0	34.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	158.5	5.8	29.9	8	-	7.2	0.0	-	-	-	-8.0	-18.0	9.0	-32.6	2.5	3.0	41.0	44.9			
		ER Hung Hom to Lo Wu		86.1	152.2	5.8	29.0	8	-	7.2	0.0	-	-	-	-7.8	-18.2	9.0	-32.6	2.5	3.0	42.0				
		Intercity through train to Hung Hom		86.5	158.5	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.0	-18.0	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	151.2	47.2	87.7	8	43.8	7.5	-17.6	0.0	-	-	-7.8	-3.1	9.0	-32.6	2.5	3.0	38.5	42.8			
		ER Hung Hom to Lo Wu		86.1	144.3	47.2	89.8	8	36.7	7.5	-18.8	0.0	-	-	-7.6	-3.1	9.0	-32.6	2.5	3.0	38.6				
		ER Hung Hom to Lok Ma Chau		86.1	140.1	47.2	87.9	4	32.3	6.8	-20.0	0.0	1.0	-	-7.5	-3.1	6.0	-32.6	2.5	3.0	35.6				
		Intercity through train to Hung Hom		86.5	151.2	47.2	87.7	1	43.8	7.5	-17.6	0.0	-	-	-7.8	-3.1	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	151.2	38.6	49.3	8	73.2	7.5	-8.1	0.0	-	-	-7.8	-6.2	9.0	-32.6	2.5	3.0	45.0	49.0			
		ER Hung Hom to Lo Wu		86.1	145.1	38.6	49.3	8	68.0	7.5	-9.2	0.0	-	-	-7.6	-6.2	9.0	-32.6	2.5	3.0	45.1				
		ER Hung Hom to Lok Ma Chau		86.1	140.5	38.6	49.5	4	63.2	4.8	-13.0	0.0	2.0	-	-7.5	-6.1	6.0	-32.6	2.5	3.0	40.5				
		Intercity through train to Hung Hom		86.5	151.2	38.6	49.3	1	73.2	7.5	-8.1	0.0	-	-	-7.8	-6.2	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	159.0	5.8	29.9	8	-	7.2	0.0	-	-	-	-8.0	-18.0	9.0	-32.6	2.5	3.0	41.0	44.9			
		ER Hung Hom to Lo Wu		86.1	152.8	5.8	29.0	8	-	7.2	0.0	-	-	-	-7.9	-18.2	9.0	-32.6	2.5	3.0	42.0				
		Intercity through train to Hung Hom		86.5	159.0	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.0	-18.0	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	151.8	47.2	87.7	8	43.8	7.5	-16.8	0.0	-	-	-7.8	-3.1	9.0	-32.6	2.5	3.0	39.3	43.5			
		ER Hung Hom to Lo Wu		86.1	144.9	47.2	89.8	8	36.7	7.5	-18.2	0.0	-	-	-7.6	-3.1	9.0	-32.6	2.5	3.0	39.2				
		ER Hung Hom to Lok Ma Chau		86.1	140.7	47.2	87.9	4	32.3	6.8	-19.5	0.0	1.0	-	-7.5	-3.1	6.0	-32.6	2.5	3.0	36.0				
		Intercity through train to Hung Hom		86.5	151.8	47.2	87.7	1	43.8	7.5	-16.8	0.0	-	-	-7.8	-3.1	0.0	-32.6	2.5	3.0	31.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	151.8	38.6	49.3	8	73.2	7.5	-5.6	0.0	-	-	-7.8	-6.2	9.0	-32.6	2.5	3.0	47.5	51.7			
		ER Hung Hom to Lo Wu		86.1	145.7	38.6	49.3	8	68.0	7.5	-6.2	0.0	-	-	-7.7	-6.2	9.0	-32.6	2.5	3.0	48.1				
		ER Hung Hom to Lok Ma Chau		86.1	141.2	38.6	49.5	4	63.2	4.8	-10.7	0.0	2.0	-	-7.5	-6.1	6.0	-32.6	2.5	3.0	42.7				
		Intercity through train to Hung Hom		86.5	151.8	38.6	49.3	1	73.2	7.5	-5.6	0.0	-	-	-7.8	-6.2	0.0	-32.6	2.5	3.0	39.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	159.6	5.8	29.9	8	-	7.2	0.0	-	-	-	-8.1	-18.0	9.0	-32.6	2.5	3.0	41.0	44.9			
		ER Hung Hom to Lo Wu		86.1	153.4	5.8	29.0	8	-	7.2	0.0	-	-	-	-7.9	-18.2	9.0	-32.6	2.5	3.0	42.0				
		Intercity through train to Hung Hom		86.5	159.6	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.1	-18.0	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	152.5	47.2	87.7	8	43.8	7.5	-16.0	0.0	-	-	-7.9	-3.1	9.0	-32.6	2.5	3.0	40.1	44.2			
		ER Hung Hom to Lo Wu		86.1	145.6	47.2	89.8	8	36.7	7.5	-17.6	0.0	-	-	-7.7	-3.1	9.0	-32.6	2.5	3.0	39.8				
		ER Hung Hom to Lok Ma Chau		86.1	141.4	47.2	87.9	4	32.3	6.8	-19.0	0.0	1.0	-	-7.5	-3.1	6.0	-32.6	2.5	3.0	36.5				
		Intercity through train to Hung Hom		86.5	152.5	47.2	87.7	1	43.8	7.5	-16.0	0.0	-	-	-7.9	-3.1	0.0	-32.6	2.5	3.0	32.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	152.5	38.6	49.3	8	73.2	7.5	-2.8	0.0	-	-	-7.9	-6.2	9.0	-32.6	2.5	3.0	50.2	54.3			
		ER Hung Hom to Lo Wu		86.1	146.4	38.6	49.3	8	68.0	7.5	-3.8	0.0	-	-	-7.7	-6.2	9.0	-32.6	2.5	3.0	50.5				
		ER Hung Hom to Lok Ma Chau		86.1	142.0	38.6	49.5	4	63.2	4.8	-7.9	0.0	2.0	-	-7.5	-6.1	6.0	-32.6	2.5	3.0	45.5				
		Intercity through train to Hung Hom		86.5	152.5	38.6	49.3	1	73.2	7.5	-2.8	0.0	-	-	-7.9	-6.2	0.0	-32.6	2.5	3.0	42.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	160.2	5.8	29.9	8	-	7.2	0.0	-	-	-	-8.1	-18.0	9.0	-32.6	2.5	3.0	41.0	44.9			
		ER Hung Hom to Lo Wu		86.1	154.0	5.8	29.0	8	-	7.2	0.0	-	-	-	-7.9	-18.2	9.0	-32.6	2.5	3.0	42.0				
		Intercity through train to Hung Hom		86.5	160.2	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.1	-18.0	0.0	-32.6	2.5	3.0	33.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	153.2	47.2	87.7	8	43.8	7.5	-15.0	0.0	-	-	-7.9	-3.1	9.0	-32.6	2.5	3.0	41.0	44.9			
		ER Hung Hom to Lo Wu		86.1	146.3	47.2	89.8	8	36.7	7.5	-16.9	0.0	-	-	-7.7	-3.1	9.0	-32.6	2.5	3.0	40.5				
		ER Hung Hom to Lok Ma Chau		86.1	142.2	47.2	87.9	4	32.3	6.8	-18.4	0.0	1.0	-	-7.5	-3.1	6.0	-32.6	2.5	3.0	37.0				
		Intercity through train to Hung Hom		86.5	153.2	47.2	87.7	1	43.8	7.5	-15.0	0.0	-	-	-7.9	-3.1	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	153.2	38.6	49.3	8	73.2	7.5	-1.4	0.0	-	-	-7.9	-6.2	9.0	-32.6	2.5	3.0	51.6	56.0			
		ER Hung Hom to Lo Wu		86.1	147.1	38.6	49.3	8	68.0	7.5	-1.9	0.0	-	-	-7.7	-6.2	9.0	-32.6	2.5	3.0	52.4				
		ER Hung Hom to Lok Ma Chau		86.1	142.8	38.6	49.5	4	63.2	4.8	-5.6	0.0	2.0	-	-7.6	-6.1	6.0	-32.6	2.5	3.0	47.8				
		Intercity through train to Hung Hom		86.5	153.2	38.6	49.3	1	73.2	7.5	-1.4	0.0	-	-	-7.9	-6.2	0.0	-32.6	2.5	3.0	44.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	160.9	5.8	29.9	8	-	7.2	0.0	-	-	-	-8.1	-18.0	9.0	-32.6	2.5	3.0	41.0	44.8			
		ER Hung Hom to Lo Wu		86.1	154.7	5.8	29.0	8	-	7.2	0.0	-	-	-	-7.9	-18.2	9.0	-32.6	2.5	3.0	42.0				
		Intercity through train to Hung Hom		86.5	160.9	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.1	-18.0	0.0	-32.6	2.5	3.0	33.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	153.9	47.2	87.7	8	43.8	7.5	-14.0	0.0	-	-	-7.9	-3.1	9.0	-32.6	2.5	3.0	42.1	45.8			
		ER Hung Hom to Lo Wu		86.1	147.1	47.2	89.8	8	36.7	7.5	-16.1	0.0	-	-	-7.7	-3.1	9.0	-32.6	2.5	3.0	41.2				
		ER Hung Hom to Lok Ma Chau		86.1	143.0	47.2	87.9	4	32.3	6.8	-17.8	0.0	1.0	-	-7.6	-3.1	6.0	-32.6	2.5	3.0	37.6				
		Intercity through train to Hung Hom		86.5	153.9	47.2	87.7	1	43.8	7.5	-14.0	0.0	-	-	-7.9	-3.1	0.0	-32.6	2.5	3.0	34.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	153.9	38.6	49.3	8	73.2	7.5	-0.7	0.0	-	-	-7.9	-6.2	9.0	-32.6	2.5	3.0	52.3	57.2			
		ER Hung Hom to Lo Wu		86.1	147.9	38.6	49.3	8	68.0	7.5	-1.0	0.0	-	-	-7.7	-6.2	9.0	-32.6	2.5	3.0	53.3				
		ER Hung Hom to Lok Ma Chau		86.1	143.6	38.6	49.5	4	63.2	4.8	-2.9	0.0	2.0	-	-7.6	-6.1	6.0	-32.6	2.5	3.0	50.5				
		Intercity through train to Hung Hom		86.5	153.9	38.6	49.3	1	73.2	7.5	-0.7	0.0	-	-	-7.9	-6.2	0.0	-32.6	2.5	3.0	44.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	161.6	5.8	29.9	8	-	7.2	0.0	-	-	-	-8.1	-18.0	9.0	-32.6	2.5	3.0	41.0	44.8			
		ER Hung Hom to Lo Wu		86.1	155.4	5.8	29.0	8	-	7.2	0.0	-	-	-	-7.9	-18.2	9.0	-32.6	2.5	3.0	41.9				
		Intercity through train to Hung Hom		86.5	161.6	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.1	-18.0	0.0	-32.6	2.5	3.0	33.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	154.7	47.2	87.7	8	43.8	7.5	-12.7	0.0	-	-	-7.9	-3.1	9.0	-32.6	2.5	3.0	43.3	46.8			
		ER Hung Hom to Lo Wu		86.1	147.9	47.2	89.8	8	36.7	7.5	-15.3	0.0	-	-	-7.7	-3.1	9.0	-32.6	2.5	3.0	42.0				
		ER Hung Hom to Lok Ma Chau		86.1	143.9	47.2	87.9	4	32.3	6.8	-17.2	0.0	1.0	-	-7.6	-3.1	6.0	-32.6	2.5	3.0	38.2				
		Intercity through train to Hung Hom		86.5	154.7	47.2	87.7	1	43.8	7.5	-12.7	0.0	-	-	-7.9	-3.1	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	154.7	38.6	49.3	8	73.2	7.5	-0.1	0.0	-	-	-7.9	-6.2	9.0	-32.6	2.5	3.0	52.8	57.9			
		ER Hung Hom to Lo Wu		86.1	148.7	38.6	49.3	8	68.0	7.5	-0.4	0.0	-	-	-7.7	-6.2	9.0	-32.6	2.5	3.0	53.8				
		ER Hung Hom to Lok Ma Chau		86.1	144.5	38.6	49.5	4	63.2	4.8	-1.5	0.0	2.0	-	-7.6	-6.1	6.0	-32.6	2.5	3.0	51.8				
		Intercity through train to Hung Hom		86.5	154.7	38.6	49.3	1	73.2	7.5	-0.1	0.0	-	-	-7.9	-6.2	0.0	-32.6	2.5	3.0	45.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	162.3	5.8	29.9	8	-	7.2	0.0	-	-	-	-8.1	-18.0	9.0	-32.6	2.5	3.0	40.9	44.8			
		ER Hung Hom to Lo Wu		86.1	156.2	5.8	29.0	8	-	7.2	0.0	-	-	-	-8.0	-18.2	9.0	-32.6	2.5	3.0	41.9				
		Intercity through train to Hung Hom		86.5	162.3	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.1	-18.0	0.0	-32.6	2.5	3.0	33.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	155.5	47.2	87.7	8	43.8	7.5	-11.2	0.0	-	-	-7.9	-3.1	9.0	-32.6	2.5	3.0	44.8	48.0			
		ER Hung Hom to Lo Wu		86.1	148.8	47.2	89.8	8	36.7	7.5	-14.3	0.0	-	-	-7.7	-3.1	9.0	-32.6	2.5	3.0	43.0				
		ER Hung Hom to Lok Ma Chau		86.1	144.8	47.2	87.9	4	32.3	6.8	-16.5	0.0	1.0	-	-7.6	-3.1	6.0	-32.6	2.5	3.0	38.9				
		Intercity through train to Hung Hom		86.5	155.5	47.2	87.7	1	43.8	7.5	-11.2	0.0	-	-	-7.9	-3.1	0.0	-32.6	2.5	3.0	37.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	155.5	38.6	49.3	8	73.2	7.5	0.0	0.0	-	-	-7.9	-6.2	9.0	-32.6	2.5	3.0	52.9	58.3			
		ER Hung Hom to Lo Wu		86.1	149.5	38.6	49.3	8	68.0	7.5	0.0	0.0	-	-	-7.8	-6.2	9.0	-32.6	2.5	3.0	54.2				
		ER Hung Hom to Lok Ma Chau		86.1	145.5	38.6	49.5	4	63.2	4.8	-0.8	0.0	2.0	-	-7.6	-6.1	6.0	-32.6	2.5	3.0	52.5				
		Intercity through train to Hung Hom		86.5	155.5	38.6	49.3	1	73.2	7.5	0.0	0.0	-	-	-7.9	-6.2	0.0	-32.6	2.5	3.0	45.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	163.1	5.8	29.9	8	-	7.2	0.0	-	-	-	-8.1	-18.0	9.0	-32.6	2.5	3.0	40.9	44.8			
		ER Hung Hom to Lo Wu		86.1	157.0	5.8	29.0	8	-	7.2	0.0	-	-	-	-8.0	-18.2	9.0	-32.6	2.5	3.0	41.9				
		Intercity through train to Hung Hom		86.5	163.1	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.1	-18.0	0.0	-32.6	2.5	3.0	33.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	156.4	47.2	87.7	8	43.8	7.5	-9.5	0.0	-	-	-8.0	-3.1	9.0	-32.6	2.5	3.0	46.5	49.4			
		ER Hung Hom to Lo Wu		86.1	149.7	47.2	89.8	8	36.7	7.5	-13.2	0.0	-	-	-7.8	-3.1	9.0	-32.6	2.5	3.0	44.0				
		ER Hung Hom to Lok Ma Chau		86.1	145.7	47.2	87.9	4	32.3	6.8	-15.8	0.0	1.0	-	-7.7	-3.1	6.0	-32.6	2.5	3.0	39.6				
		Intercity through train to Hung Hom		86.5	156.4	47.2	87.7	1	43.8	7.5	-9.5	0.0	-	-	-8.0	-3.1	0.0	-32.6	2.5	3.0	38.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	156.4	38.6	49.3	8	73.2	7.5	0.0	0.0	-	-	-8.0	-6.2	9.0	-32.6	2.5	3.0	52.9	58.4			
		ER Hung Hom to Lo Wu		86.1	150.5	38.6	49.3	8	68.0	7.5	0.0	0.0	-	-	-7.8	-6.2	9.0	-32.6	2.5	3.0	54.1				
		ER Hung Hom to Lok Ma Chau		86.1	146.4	38.6	49.5	4	63.2	4.8	-0.2	0.0	2.0	-	-7.7	-6.1	6.0	-32.6	2.5	3.0	53.0				
		Intercity through train to Hung Hom		86.5	156.4	38.6	49.3	1	73.2	7.5	0.0	0.0	-	-	-8.0	-6.2	0.0	-32.6	2.5	3.0	45.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	164.0	5.8	29.9	8	-	7.2	0.0	-	-	-	-8.2	-18.0	9.0	-32.6	2.5	3.0	40.9	44.7			
		ER Hung Hom to Lo Wu		86.1	157.9	5.8	29.0	8	-	7.2	0.0	-	-	-	-8.0	-18.2	9.0	-32.6	2.5	3.0	41.9				
		Intercity through train to Hung Hom		86.5	164.0	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.2	-18.0	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	157.3	47.2	87.7	8	43.8	7.5	-7.5	0.0	-	-	-8.0	-3.1	9.0	-32.6	2.5	3.0	48.4	51.0			
		ER Hung Hom to Lo Wu		86.1	150.6	47.2	89.8	8	36.7	7.5	-11.9	0.0	-	-	-7.8	-3.1	9.0	-32.6	2.5	3.0	45.3				
		ER Hung Hom to Lok Ma Chau		86.1	146.7	47.2	87.9	4	32.3	6.8	-14.9	0.0	1.0	-	-7.7	-3.1	6.0	-32.6	2.5	3.0	40.4				
		Intercity through train to Hung Hom		86.5	157.3	47.2	87.7	1	43.8	7.5	-7.5	0.0	-	-	-8.0	-3.1	0.0	-32.6	2.5	3.0	40.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	157.3	38.6	49.3	8	73.2	7.5	0.0	0.0	-	-	-8.0	-6.2	9.0	-32.6	2.5	3.0	52.9	58.4			
		ER Hung Hom to Lo Wu		86.1	151.4	38.6	49.3	8	68.0	7.5	0.0	0.0	-	-	-7.8	-6.2	9.0	-32.6	2.5	3.0	54.1				
		ER Hung Hom to Lok Ma Chau		86.1	147.5	38.6	49.5	4	63.2	4.8	0.0	0.0	2.0	-	-7.7	-6.1	6.0	-32.6	2.5	3.0	53.2				
		Intercity through train to Hung Hom		86.5	157.3	38.6	49.3	1	73.2	7.5	0.0	0.0	-	-	-8.0	-6.2	0.0	-32.6	2.5	3.0	45.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	164.8	5.8	29.9	8	-	7.2	0.0	-	-	-	-8.2	-18.0	9.0	-32.6	2.5	3.0	40.9	44.7			
		ER Hung Hom to Lo Wu		86.1	158.8	5.8	29.0	8	-	7.2	0.0	-	-	-	-8.0	-18.2	9.0	-32.6	2.5	3.0	41.8				
		Intercity through train to Hung Hom		86.5	164.8	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.2	-18.0	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

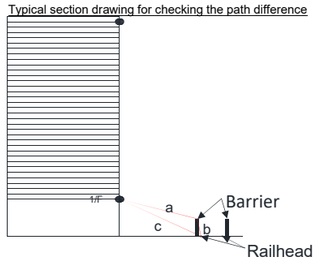
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59.6	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	158.3	47.2	87.7	8	43.8	7.5	-5.9	0.0	-	-	-8.0	-3.1	9.0	-32.6	2.5	3.0	50.1	52.6			
		ER Hung Hom to Lo Wu		86.1	151.6	47.2	89.8	8	36.7	7.5	-10.5	0.0	-	-	-7.8	-3.1	9.0	-32.6	2.5	3.0	46.7				
		ER Hung Hom to Lok Ma Chau		86.1	147.8	47.2	87.9	4	32.3	6.8	-14.0	0.0	1.0	-	-7.7	-3.1	6.0	-32.6	2.5	3.0	41.3				
		Intercity through train to Hung Hom		86.5	158.3	47.2	87.7	1	43.8	7.5	-5.9	0.0	-	-	-8.0	-3.1	0.0	-32.6	2.5	3.0	42.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	158.3	38.6	49.3	8	73.2	7.5	0.0	0.0	-	-	-8.0	-6.2	9.0	-32.6	2.5	3.0	52.9	58.4			
		ER Hung Hom to Lo Wu		86.1	152.4	38.6	49.3	8	68.0	7.5	0.0	0.0	-	-	-7.9	-6.2	9.0	-32.6	2.5	3.0	54.1				
		ER Hung Hom to Lok Ma Chau		86.1	148.5	38.6	49.5	4	63.2	4.8	0.0	0.0	2.0	-	-7.7	-6.1	6.0	-32.6	2.5	3.0	53.2				
		Intercity through train to Hung Hom		86.5	158.3	38.6	49.3	1	73.2	7.5	0.0	0.0	-	-	-8.0	-6.2	0.0	-32.6	2.5	3.0	45.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	165.8	5.8	29.9	8	-	7.2	0.0	-	-	-	-8.2	-18.0	9.0	-32.6	2.5	3.0	40.8	44.7			
		ER Hung Hom to Lo Wu		86.1	159.8	5.8	29.0	8	-	7.2	0.0	-	-	-	-8.1	-18.2	9.0	-32.6	2.5	3.0	41.8				
		Intercity through train to Hung Hom		86.5	165.8	5.8	29.9	1	-	7.2	0.0	-	-	-	-8.2	-18.0	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																					Max predicted noise impact $L_{eq\ 30min}$	60	60	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	147.8	34.9	86.4	10	43.9	7.5	-19.4	0.0	-	-	-7.7	-4.3	10.0	-32.6	2.5	3.0	36.6	41.1			
		ER Hung Hom to Lo Wu		86.1	140.3	34.9	84.9	10	36.5	7.5	-20.3	0.0	-	-	-7.5	-4.3	10.0	-32.6	2.5	3.0	36.9				
		ER Hung Hom to Lok Ma Chau		86.1	136.5	34.9	86.4	5	32.3	6.8	-21.0	0.0	1.0	-	-7.4	-4.3	7.0	-32.6	2.5	3.0	34.4				
		Intercity through train to Hung Hom		86.5	147.8	34.9	86.4	1	43.9	7.5	-19.4	0.0	-	-	-7.7	-4.3	0.0	-32.6	2.5	3.0	28.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	148.5	39.3	50.0	10	83.1	7.5	-13.0	0.0	-	-	-7.7	-6.0	10.0	-32.6	2.5	3.0	41.3	45.8			
		ER Hung Hom to Lo Wu		86.1	142.0	39.3	49.6	10	76.9	7.5	-13.6	0.0	-	-	-7.5	-6.0	10.0	-32.6	2.5	3.0	41.8				
		ER Hung Hom to Lok Ma Chau		86.1	137.3	39.3	49.7	5	71.4	4.8	-15.8	0.0	2.0	-	-7.4	-6.0	7.0	-32.6	2.5	3.0	38.8				
		Intercity through train to Hung Hom		86.5	148.5	39.3	50.0	1	83.1	7.5	-13.0	0.0	-	-	-7.7	-6.0	0.0	-32.6	2.5	3.0	32.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	156.0	5.7	29.5	10	-	7.2	0.0	-	-	-	-8.0	-18.2	10.0	-32.6	2.5	3.0	41.9	45.7			
		ER Hung Hom to Lo Wu		86.1	149.5	5.7	28.5	10	-	7.3	0.0	-	-	-	-7.8	-18.4	10.0	-32.6	2.5	3.0	42.9				
		Intercity through train to Hung Hom		86.5	156.0	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.0	-18.2	0.0	-32.6	2.5	3.0	33.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	148.3	34.9	86.4	10	43.9	7.5	-18.8	0.0	-	-	-7.7	-4.3	10.0	-32.6	2.5	3.0	37.1	41.5			
		ER Hung Hom to Lo Wu		86.1	140.8	34.9	84.9	10	36.5	7.5	-19.9	0.0	-	-	-7.5	-4.3	10.0	-32.6	2.5	3.0	37.4				
		ER Hung Hom to Lok Ma Chau		86.1	137.0	34.9	86.4	5	32.3	6.8	-20.8	0.0	1.0	-	-7.4	-4.3	7.0	-32.6	2.5	3.0	34.6				
		Intercity through train to Hung Hom		86.5	148.3	34.9	86.4	1	43.9	7.5	-18.8	0.0	-	-	-7.7	-4.3	0.0	-32.6	2.5	3.0	28.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	149.0	39.3	50.0	10	83.1	7.5	-10.1	0.0	-	-	-7.8	-6.0	10.0	-32.6	2.5	3.0	44.1	48.3			
		ER Hung Hom to Lo Wu		86.1	142.5	39.3	49.6	10	76.9	7.5	-11.1	0.0	-	-	-7.6	-6.0	10.0	-32.6	2.5	3.0	44.4				
		ER Hung Hom to Lok Ma Chau		86.1	137.8	39.3	49.7	5	71.4	4.8	-14.0	0.0	2.0	-	-7.4	-6.0	7.0	-32.6	2.5	3.0	40.6				
		Intercity through train to Hung Hom		86.5	149.0	39.3	50.0	1	83.1	7.5	-10.1	0.0	-	-	-7.8	-6.0	0.0	-32.6	2.5	3.0	35.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	156.4	5.7	29.5	10	-	7.2	0.0	-	-	-	-8.0	-18.2	10.0	-32.6	2.5	3.0	41.9	45.7			
		ER Hung Hom to Lo Wu		86.1	149.9	5.7	28.5	10	-	7.3	0.0	-	-	-	-7.8	-18.4	10.0	-32.6	2.5	3.0	42.9				
		Intercity through train to Hung Hom		86.5	156.4	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.0	-18.2	0.0	-32.6	2.5	3.0	33.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	148.8	34.9	86.4	10	43.9	7.5	-18.2	0.0	-	-	-7.7	-4.3	10.0	-32.6	2.5	3.0	37.8	42.1			
		ER Hung Hom to Lo Wu		86.1	141.4	34.9	84.9	10	36.5	7.5	-19.3	0.0	-	-	-7.5	-4.3	10.0	-32.6	2.5	3.0	37.9				
		ER Hung Hom to Lok Ma Chau		86.1	137.6	34.9	86.4	5	32.3	6.8	-20.4	0.0	1.0	-	-7.4	-4.3	7.0	-32.6	2.5	3.0	35.0				
		Intercity through train to Hung Hom		86.5	148.8	34.9	86.4	1	43.9	7.5	-18.2	0.0	-	-	-7.7	-4.3	0.0	-32.6	2.5	3.0	29.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	149.5	39.3	50.0	10	83.1	7.5	-6.5	0.0	-	-	-7.8	-6.0	10.0	-32.6	2.5	3.0	47.7	51.7			
		ER Hung Hom to Lo Wu		86.1	143.0	39.3	49.6	10	76.9	7.5	-7.7	0.0	-	-	-7.6	-6.0	10.0	-32.6	2.5	3.0	47.8				
		ER Hung Hom to Lok Ma Chau		86.1	138.4	39.3	49.7	5	71.4	4.8	-11.7	0.0	2.0	-	-7.4	-6.0	7.0	-32.6	2.5	3.0	42.9				
		Intercity through train to Hung Hom		86.5	149.5	39.3	50.0	1	83.1	7.5	-6.5	0.0	-	-	-7.8	-6.0	0.0	-32.6	2.5	3.0	39.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	156.9	5.7	29.5	10	-	7.2	0.0	-	-	-	-8.0	-18.2	10.0	-32.6	2.5	3.0	41.9	45.7			
		ER Hung Hom to Lo Wu		86.1	150.4	5.7	28.5	10	-	7.3	0.0	-	-	-	-7.8	-18.4	10.0	-32.6	2.5	3.0	42.8				
		Intercity through train to Hung Hom		86.5	156.9	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.0	-18.2	0.0	-32.6	2.5	3.0	33.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	149.4	34.9	86.4	10	43.9	7.5	-17.5	0.0	-	-	-7.8	-4.3	10.0	-32.6	2.5	3.0	38.5	42.7			
		ER Hung Hom to Lo Wu		86.1	142.0	34.9	84.9	10	36.5	7.5	-18.8	0.0	-	-	-7.5	-4.3	10.0	-32.6	2.5	3.0	38.4				
		ER Hung Hom to Lok Ma Chau		86.1	138.2	34.9	86.4	5	32.3	6.8	-19.9	0.0	1.0	-	-7.4	-4.3	7.0	-32.6	2.5	3.0	35.4				
		Intercity through train to Hung Hom		86.5	149.4	34.9	86.4	1	43.9	7.5	-17.5	0.0	-	-	-7.8	-4.3	0.0	-32.6	2.5	3.0	30.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	150.1	39.3	50.0	10	83.1	7.5	-3.6	0.0	-	-	-7.8	-6.0	10.0	-32.6	2.5	3.0	50.7	54.5			
		ER Hung Hom to Lo Wu		86.1	143.6	39.3	49.6	10	76.9	7.5	-5.1	0.0	-	-	-7.6	-6.0	10.0	-32.6	2.5	3.0	50.3				
		ER Hung Hom to Lok Ma Chau		86.1	139.1	39.3	49.7	5	71.4	4.8	-8.6	0.0	2.0	-	-7.5	-6.0	7.0	-32.6	2.5	3.0	45.9				
		Intercity through train to Hung Hom		86.5	150.1	39.3	50.0	1	83.1	7.5	-3.6	0.0	-	-	-7.8	-6.0	0.0	-32.6	2.5	3.0	42.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	157.5	5.7	29.5	10	-	7.2	0.0	-	-	-	-8.0	-18.2	10.0	-32.6	2.5	3.0	41.9	45.6			
		ER Hung Hom to Lo Wu		86.1	151.0	5.7	28.5	10	-	7.3	0.0	-	-	-	-7.8	-18.4	10.0	-32.6	2.5	3.0	42.8				
		Intercity through train to Hung Hom		86.5	157.5	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.0	-18.2	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	150.0	34.9	86.4	10	43.9	7.5	-16.7	0.0	-	-	-7.8	-4.3	10.0	-32.6	2.5	3.0	39.2	43.3			
		ER Hung Hom to Lo Wu		86.1	142.6	34.9	84.9	10	36.5	7.5	-18.2	0.0	-	-	-7.6	-4.3	10.0	-32.6	2.5	3.0	39.0				
		ER Hung Hom to Lok Ma Chau		86.1	138.9	34.9	86.4	5	32.3	6.8	-19.4	0.0	1.0	-	-7.4	-4.3	7.0	-32.6	2.5	3.0	35.9				
		Intercity through train to Hung Hom		86.5	150.0	34.9	86.4	1	43.9	7.5	-16.7	0.0	-	-	-7.8	-4.3	0.0	-32.6	2.5	3.0	30.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	150.7	39.3	50.0	10	83.1	7.5	-1.6	0.0	-	-	-7.8	-6.0	10.0	-32.6	2.5	3.0	52.6	57.0			
		ER Hung Hom to Lo Wu		86.1	144.2	39.3	49.6	10	76.9	7.5	-2.1	0.0	-	-	-7.6	-6.0	10.0	-32.6	2.5	3.0	53.3				
		ER Hung Hom to Lok Ma Chau		86.1	139.8	39.3	49.7	5	71.4	4.8	-5.6	0.0	2.0	-	-7.5	-6.0	7.0	-32.6	2.5	3.0	48.9				
		Intercity through train to Hung Hom		86.5	150.7	39.3	50.0	1	83.1	7.5	-1.6	0.0	-	-	-7.8	-6.0	0.0	-32.6	2.5	3.0	44.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	158.0	5.7	29.5	10	-	7.2	0.0	-	-	-	-8.0	-18.2	10.0	-32.6	2.5	3.0	41.8	45.6			
		ER Hung Hom to Lo Wu		86.1	151.6	5.7	28.5	10	-	7.3	0.0	-	-	-	-7.8	-18.4	10.0	-32.6	2.5	3.0	42.8				
		Intercity through train to Hung Hom		86.5	158.0	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.0	-18.2	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	150.6	34.9	86.4	10	43.9	7.5	-15.8	0.0	-	-	-7.8	-4.3	10.0	-32.6	2.5	3.0	40.1	44.0			
		ER Hung Hom to Lo Wu		86.1	143.3	34.9	84.9	10	36.5	7.5	-17.5	0.0	-	-	-7.6	-4.3	10.0	-32.6	2.5	3.0	39.7				
		ER Hung Hom to Lok Ma Chau		86.1	139.6	34.9	86.4	5	32.3	6.8	-18.9	0.0	1.0	-	-7.5	-4.3	7.0	-32.6	2.5	3.0	36.4				
		Intercity through train to Hung Hom		86.5	150.6	34.9	86.4	1	43.9	7.5	-15.8	0.0	-	-	-7.8	-4.3	0.0	-32.6	2.5	3.0	31.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	151.3	39.3	50.0	10	83.1	7.5	-0.7	0.0	-	-	-7.8	-6.0	10.0	-32.6	2.5	3.0	53.5	58.4			
		ER Hung Hom to Lo Wu		86.1	144.9	39.3	49.6	10	76.9	7.5	-1.0	0.0	-	-	-7.6	-6.0	10.0	-32.6	2.5	3.0	54.4				
		ER Hung Hom to Lok Ma Chau		86.1	140.6	39.3	49.7	5	71.4	4.8	-2.7	0.0	2.0	-	-7.5	-6.0	7.0	-32.6	2.5	3.0	51.8				
		Intercity through train to Hung Hom		86.5	151.3	39.3	50.0	1	83.1	7.5	-0.7	0.0	-	-	-7.8	-6.0	0.0	-32.6	2.5	3.0	45.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	158.7	5.7	29.5	10	-	7.2	0.0	-	-	-	-8.0	-18.2	10.0	-32.6	2.5	3.0	41.8	45.6			
		ER Hung Hom to Lo Wu		86.1	152.2	5.7	28.5	10	-	7.3	0.0	-	-	-	-7.8	-18.4	10.0	-32.6	2.5	3.0	42.8				
		Intercity through train to Hung Hom		86.5	158.7	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.0	-18.2	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	151.3	34.9	86.4	10	43.9	7.5	-14.8	0.0	-	-	-7.8	-4.3	10.0	-32.6	2.5	3.0	41.1	44.8			
		ER Hung Hom to Lo Wu		86.1	144.0	34.9	84.9	10	36.5	7.5	-16.8	0.0	-	-	-7.6	-4.3	10.0	-32.6	2.5	3.0	40.4				
		ER Hung Hom to Lok Ma Chau		86.1	140.4	34.9	86.4	5	32.3	6.8	-18.3	0.0	1.0	-	-7.5	-4.3	7.0	-32.6	2.5	3.0	36.9				
		Intercity through train to Hung Hom		86.5	151.3	34.9	86.4	1	43.9	7.5	-14.8	0.0	-	-	-7.8	-4.3	0.0	-32.6	2.5	3.0	32.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	152.0	39.3	50.0	10	83.1	7.5	-0.1	0.0	-	-	-7.8	-6.0	10.0	-32.6	2.5	3.0	54.1	59.2			
		ER Hung Hom to Lo Wu		86.1	145.6	39.3	49.6	10	76.9	7.5	-0.3	0.0	-	-	-7.7	-6.0	10.0	-32.6	2.5	3.0	55.1				
		ER Hung Hom to Lok Ma Chau		86.1	141.4	39.3	49.7	5	71.4	4.8	-1.3	0.0	2.0	-	-7.5	-6.0	7.0	-32.6	2.5	3.0	53.2				
		Intercity through train to Hung Hom		86.5	152.0	39.3	50.0	1	83.1	7.5	-0.1	0.0	-	-	-7.8	-6.0	0.0	-32.6	2.5	3.0	45.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	159.3	5.7	29.5	10	-	7.2	0.0	-	-	-	-8.0	-18.2	10.0	-32.6	2.5	3.0	41.8	45.6			
		ER Hung Hom to Lo Wu		86.1	152.9	5.7	28.5	10	-	7.3	0.0	-	-	-	-7.9	-18.4	10.0	-32.6	2.5	3.0	42.8				
		Intercity through train to Hung Hom		86.5	159.3	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.0	-18.2	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	152.1	34.9	86.4	10	43.9	7.5	-13.7	0.0	-	-	-7.8	-4.3	10.0	-32.6	2.5	3.0	42.2	45.7			
		ER Hung Hom to Lo Wu		86.1	144.8	34.9	84.9	10	36.5	7.5	-16.0	0.0	-	-	-7.6	-4.3	10.0	-32.6	2.5	3.0	41.1				
		ER Hung Hom to Lok Ma Chau		86.1	141.2	34.9	86.4	5	32.3	6.8	-17.7	0.0	1.0	-	-7.5	-4.3	7.0	-32.6	2.5	3.0	37.5				
		Intercity through train to Hung Hom		86.5	152.1	34.9	86.4	1	43.9	7.5	-13.7	0.0	-	-	-7.8	-4.3	0.0	-32.6	2.5	3.0	33.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	152.8	39.3	50.0	10	83.1	7.5	0.0	0.0	-	-	-7.9	-6.0	10.0	-32.6	2.5	3.0	54.1	59.5			
		ER Hung Hom to Lo Wu		86.1	146.4	39.3	49.6	10	76.9	7.5	0.0	0.0	-	-	-7.7	-6.0	10.0	-32.6	2.5	3.0	55.3				
		ER Hung Hom to Lok Ma Chau		86.1	142.2	39.3	49.7	5	71.4	4.8	-0.5	0.0	2.0	-	-7.5	-6.0	7.0	-32.6	2.5	3.0	53.9				
		Intercity through train to Hung Hom		86.5	152.8	39.3	50.0	1	83.1	7.5	0.0	0.0	-	-	-7.9	-6.0	0.0	-32.6	2.5	3.0	45.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	160.0	5.7	29.5	10	-	7.2	0.0	-	-	-	-8.1	-18.2	10.0	-32.6	2.5	3.0	41.8	45.6			
		ER Hung Hom to Lo Wu		86.1	153.7	5.7	28.5	10	-	7.3	0.0	-	-	-	-7.9	-18.4	10.0	-32.6	2.5	3.0	42.7				
		Intercity through train to Hung Hom		86.5	160.0	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.1	-18.2	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	152.9	34.9	86.4	10	43.9	7.5	-12.4	0.0	-	-	-7.9	-4.3	10.0	-32.6	2.5	3.0	43.5	46.8			
		ER Hung Hom to Lo Wu		86.1	145.6	34.9	84.9	10	36.5	7.5	-15.1	0.0	-	-	-7.7	-4.3	10.0	-32.6	2.5	3.0	42.0				
		ER Hung Hom to Lok Ma Chau		86.1	142.1	34.9	86.4	5	32.3	6.8	-17.1	0.0	1.0	-	-7.5	-4.3	7.0	-32.6	2.5	3.0	38.2				
		Intercity through train to Hung Hom		86.5	152.9	34.9	86.4	1	43.9	7.5	-12.4	0.0	-	-	-7.9	-4.3	0.0	-32.6	2.5	3.0	35.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	153.5	39.3	50.0	10	83.1	7.5	0.0	0.0	-	-	-7.9	-6.0	10.0	-32.6	2.5	3.0	54.1	59.6			
		ER Hung Hom to Lo Wu		86.1	147.2	39.3	49.6	10	76.9	7.5	0.0	0.0	-	-	-7.7	-6.0	10.0	-32.6	2.5	3.0	55.3				
		ER Hung Hom to Lok Ma Chau		86.1	143.1	39.3	49.7	5	71.4	4.8	0.0	0.0	2.0	-	-7.6	-6.0	7.0	-32.6	2.5	3.0	54.4				
		Intercity through train to Hung Hom		86.5	153.5	39.3	50.0	1	83.1	7.5	0.0	0.0	-	-	-7.9	-6.0	0.0	-32.6	2.5	3.0	45.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	160.8	5.7	29.5	10	-	7.2	0.0	-	-	-	-8.1	-18.2	10.0	-32.6	2.5	3.0	41.8	45.5			
		ER Hung Hom to Lo Wu		86.1	154.5	5.7	28.5	10	-	7.3	0.0	-	-	-	-7.9	-18.4	10.0	-32.6	2.5	3.0	42.7				
		Intercity through train to Hung Hom		86.5	160.8	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.1	-18.2	0.0	-32.6	2.5	3.0	33.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	153.7	34.9	86.4	10	43.9	7.5	-10.8	0.0	-	-	-7.9	-4.3	10.0	-32.6	2.5	3.0	45.0	48.0			
		ER Hung Hom to Lo Wu		86.1	146.5	34.9	84.9	10	36.5	7.5	-14.1	0.0	-	-	-7.7	-4.3	10.0	-32.6	2.5	3.0	43.0				
		ER Hung Hom to Lok Ma Chau		86.1	143.0	34.9	86.4	5	32.3	6.8	-16.3	0.0	1.0	-	-7.6	-4.3	7.0	-32.6	2.5	3.0	38.8				
		Intercity through train to Hung Hom		86.5	153.7	34.9	86.4	1	43.9	7.5	-10.8	0.0	-	-	-7.9	-4.3	0.0	-32.6	2.5	3.0	36.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	154.4	39.3	50.0	10	83.1	7.5	0.0	0.0	-	-	-7.9	-6.0	10.0	-32.6	2.5	3.0	54.1	59.6			
		ER Hung Hom to Lo Wu		86.1	148.1	39.3	49.6	10	76.9	7.5	0.0	0.0	-	-	-7.7	-6.0	10.0	-32.6	2.5	3.0	55.3				
		ER Hung Hom to Lok Ma Chau		86.1	144.1	39.3	49.7	5	71.4	4.8	0.0	0.0	2.0	-	-7.6	-6.0	7.0	-32.6	2.5	3.0	54.4				
		Intercity through train to Hung Hom		86.5	154.4	39.3	50.0	1	83.1	7.5	0.0	0.0	-	-	-7.9	-6.0	0.0	-32.6	2.5	3.0	45.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	161.6	5.7	29.5	10	-	7.2	0.0	-	-	-	-8.1	-18.2	10.0	-32.6	2.5	3.0	41.7	45.5			
		ER Hung Hom to Lo Wu		86.1	155.3	5.7	28.5	10	-	7.3	0.0	-	-	-	-7.9	-18.4	10.0	-32.6	2.5	3.0	42.7				
		Intercity through train to Hung Hom		86.5	161.6	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.1	-18.2	0.0	-32.6	2.5	3.0	33.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	154.6	34.9	86.4	10	43.9	7.5	-9.0	0.0	-	-	-7.9	-4.3	10.0	-32.6	2.5	3.0	46.8	49.5			
		ER Hung Hom to Lo Wu		86.1	147.4	34.9	84.9	10	36.5	7.5	-13.0	0.0	-	-	-7.7	-4.3	10.0	-32.6	2.5	3.0	44.1				
		ER Hung Hom to Lok Ma Chau		86.1	143.9	34.9	86.4	5	32.3	6.8	-15.6	0.0	1.0	-	-7.6	-4.3	7.0	-32.6	2.5	3.0	39.6				
		Intercity through train to Hung Hom		86.5	154.6	34.9	86.4	1	43.9	7.5	-9.0	0.0	-	-	-7.9	-4.3	0.0	-32.6	2.5	3.0	38.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	155.3	39.3	50.0	10	83.1	7.5	0.0	0.0	-	-	-7.9	-6.0	10.0	-32.6	2.5	3.0	54.1	59.6			
		ER Hung Hom to Lo Wu		86.1	149.0	39.3	49.6	10	76.9	7.5	0.0	0.0	-	-	-7.8	-6.0	10.0	-32.6	2.5	3.0	55.3				
		ER Hung Hom to Lok Ma Chau		86.1	145.0	39.3	49.7	5	71.4	4.8	0.0	0.0	2.0	-	-7.6	-6.0	7.0	-32.6	2.5	3.0	54.4				
		Intercity through train to Hung Hom		86.5	155.3	39.3	50.0	1	83.1	7.5	0.0	0.0	-	-	-7.9	-6.0	0.0	-32.6	2.5	3.0	45.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	162.4	5.7	29.5	10	-	7.2	0.0	-	-	-	-8.1	-18.2	10.0	-32.6	2.5	3.0	41.7	45.5			
		ER Hung Hom to Lo Wu		86.1	156.2	5.7	28.5	10	-	7.3	0.0	-	-	-	-8.0	-18.4	10.0	-32.6	2.5	3.0	42.7				
		Intercity through train to Hung Hom		86.5	162.4	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.1	-18.2	0.0	-32.6	2.5	3.0	33.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	155.5	34.9	86.4	10	43.9	7.5	-7.0	0.0	-	-	-7.9	-4.3	10.0	-32.6	2.5	3.0	48.8	51.2			
		ER Hung Hom to Lo Wu		86.1	148.4	34.9	84.9	10	36.5	7.5	-11.7	0.0	-	-	-7.7	-4.3	10.0	-32.6	2.5	3.0	45.4				
		ER Hung Hom to Lok Ma Chau		86.1	145.0	34.9	86.4	5	32.3	6.8	-14.7	0.0	1.0	-	-7.6	-4.3	7.0	-32.6	2.5	3.0	40.4				
		Intercity through train to Hung Hom		86.5	155.5	34.9	86.4	1	43.9	7.5	-7.0	0.0	-	-	-7.9	-4.3	0.0	-32.6	2.5	3.0	40.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	156.2	39.3	50.0	10	83.1	7.5	0.0	0.0	-	-	-8.0	-6.0	10.0	-32.6	2.5	3.0	54.1	59.5			
		ER Hung Hom to Lo Wu		86.1	150.0	39.3	49.6	10	76.9	7.5	0.0	0.0	-	-	-7.8	-6.0	10.0	-32.6	2.5	3.0	55.2				
		ER Hung Hom to Lok Ma Chau		86.1	146.1	39.3	49.7	5	71.4	4.8	0.0	0.0	2.0	-	-7.7	-6.0	7.0	-32.6	2.5	3.0	54.4				
		Intercity through train to Hung Hom		86.5	156.2	39.3	50.0	1	83.1	7.5	0.0	0.0	-	-	-8.0	-6.0	0.0	-32.6	2.5	3.0	45.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	163.3	5.7	29.5	10	-	7.2	0.0	-	-	-	-8.2	-18.2	10.0	-32.6	2.5	3.0	41.7	45.5			
		ER Hung Hom to Lo Wu		86.1	157.1	5.7	28.5	10	-	7.3	0.0	-	-	-	-8.0	-18.4	10.0	-32.6	2.5	3.0	42.7				
		Intercity through train to Hung Hom		86.5	163.3	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.2	-18.2	0.0	-32.6	2.5	3.0	33.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

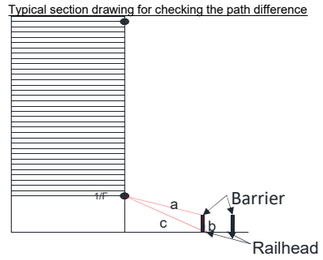
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	156.5	34.9	86.4	10	43.9	7.5	-5.6	0.0	-	-	-8.0	-4.3	10.0	-32.6	2.5	3.0	50.1	52.6			
		ER Hung Hom to Lo Wu		86.1	149.4	34.9	84.9	10	36.5	7.5	-10.1	0.0	-	-	-7.8	-4.3	10.0	-32.6	2.5	3.0	46.9				
		ER Hung Hom to Lok Ma Chau		86.1	146.0	34.9	86.4	5	32.3	6.8	-13.7	0.0	1.0	-	-7.7	-4.3	7.0	-32.6	2.5	3.0	41.4				
		Intercity through train to Hung Hom		86.5	156.5	34.9	86.4	1	43.9	7.5	-5.6	0.0	-	-	-8.0	-4.3	0.0	-32.6	2.5	3.0	41.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	157.2	39.3	50.0	10	83.1	7.5	0.0	0.0	-	-	-8.0	-6.0	10.0	-32.6	2.5	3.0	54.0	59.5			
		ER Hung Hom to Lo Wu		86.1	151.0	39.3	49.6	10	76.9	7.5	0.0	0.0	-	-	-7.8	-6.0	10.0	-32.6	2.5	3.0	55.2				
		ER Hung Hom to Lok Ma Chau		86.1	147.2	39.3	49.7	5	71.4	4.8	0.0	0.0	2.0	-	-7.7	-6.0	7.0	-32.6	2.5	3.0	54.3				
		Intercity through train to Hung Hom		86.5	157.2	39.3	50.0	1	83.1	7.5	0.0	0.0	-	-	-8.0	-6.0	0.0	-32.6	2.5	3.0	45.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	164.3	5.7	29.5	10	-	7.2	0.0	-	-	-	-8.2	-18.2	10.0	-32.6	2.5	3.0	41.7	45.4			
		ER Hung Hom to Lo Wu		86.1	158.1	5.7	28.5	10	-	7.3	0.0	-	-	-	-8.0	-18.4	10.0	-32.6	2.5	3.0	42.6				
		Intercity through train to Hung Hom		86.5	164.3	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.2	-18.2	0.0	-32.6	2.5	3.0	33.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																					Max predicted noise impact $L_{eq\ 30min}$	60	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	147.8	34.9	86.4	8	43.9	7.5	-19.4	0.0	-	-	-7.7	-4.3	9.0	-32.6	2.5	3.0	35.6	40.2			
		ER Hung Hom to Lo Wu		86.1	140.3	34.9	84.9	8	36.5	7.5	-20.3	0.0	-	-	-7.5	-4.3	9.0	-32.6	2.5	3.0	36.0				
		ER Hung Hom to Lok Ma Chau		86.1	136.5	34.9	86.4	4	32.3	6.8	-21.0	0.0	1.0	-	-7.4	-4.3	6.0	-32.6	2.5	3.0	33.4				
		Intercity through train to Hung Hom		86.5	147.8	34.9	86.4	1	43.9	7.5	-19.4	0.0	-	-	-7.7	-4.3	0.0	-32.6	2.5	3.0	28.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	148.5	39.3	50.0	8	83.1	7.5	-13.0	0.0	-	-	-7.7	-6.0	9.0	-32.6	2.5	3.0	40.3	44.9			
		ER Hung Hom to Lo Wu		86.1	142.0	39.3	49.6	8	76.9	7.5	-13.6	0.0	-	-	-7.5	-6.0	9.0	-32.6	2.5	3.0	40.9				
		ER Hung Hom to Lok Ma Chau		86.1	137.3	39.3	49.7	4	71.4	4.8	-15.8	0.0	2.0	-	-7.4	-6.0	6.0	-32.6	2.5	3.0	37.8				
		Intercity through train to Hung Hom		86.5	148.5	39.3	50.0	1	83.1	7.5	-13.0	0.0	-	-	-7.7	-6.0	0.0	-32.6	2.5	3.0	32.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	156.0	5.7	29.5	8	-	7.2	0.0	-	-	-	-8.0	-18.2	9.0	-32.6	2.5	3.0	40.9	44.8			
		ER Hung Hom to Lo Wu		86.1	149.5	5.7	28.5	8	-	7.3	0.0	-	-	-	-7.8	-18.4	9.0	-32.6	2.5	3.0	41.9				
		Intercity through train to Hung Hom		86.5	156.0	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.0	-18.2	0.0	-32.6	2.5	3.0	33.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	148.3	34.9	86.4	8	43.9	7.5	-18.8	0.0	-	-	-7.7	-4.3	9.0	-32.6	2.5	3.0	36.2	40.6			
		ER Hung Hom to Lo Wu		86.1	140.8	34.9	84.9	8	36.5	7.5	-19.9	0.0	-	-	-7.5	-4.3	9.0	-32.6	2.5	3.0	36.4				
		ER Hung Hom to Lok Ma Chau		86.1	137.0	34.9	86.4	4	32.3	6.8	-20.8	0.0	1.0	-	-7.4	-4.3	6.0	-32.6	2.5	3.0	33.6				
		Intercity through train to Hung Hom		86.5	148.3	34.9	86.4	1	43.9	7.5	-18.8	0.0	-	-	-7.7	-4.3	0.0	-32.6	2.5	3.0	28.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	149.0	39.3	50.0	8	83.1	7.5	-10.1	0.0	-	-	-7.8	-6.0	9.0	-32.6	2.5	3.0	43.2	47.4			
		ER Hung Hom to Lo Wu		86.1	142.5	39.3	49.6	8	76.9	7.5	-11.1	0.0	-	-	-7.6	-6.0	9.0	-32.6	2.5	3.0	43.4				
		ER Hung Hom to Lok Ma Chau		86.1	137.8	39.3	49.7	4	71.4	4.8	-14.0	0.0	2.0	-	-7.4	-6.0	6.0	-32.6	2.5	3.0	39.6				
		Intercity through train to Hung Hom		86.5	149.0	39.3	50.0	1	83.1	7.5	-10.1	0.0	-	-	-7.8	-6.0	0.0	-32.6	2.5	3.0	35.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	156.4	5.7	29.5	8	-	7.2	0.0	-	-	-	-8.0	-18.2	9.0	-32.6	2.5	3.0	40.9	44.8			
		ER Hung Hom to Lo Wu		86.1	149.9	5.7	28.5	8	-	7.3	0.0	-	-	-	-7.8	-18.4	9.0	-32.6	2.5	3.0	41.9				
		Intercity through train to Hung Hom		86.5	156.4	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.0	-18.2	0.0	-32.6	2.5	3.0	33.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	148.8	34.9	86.4	8	43.9	7.5	-18.2	0.0	-	-	-7.7	-4.3	9.0	-32.6	2.5	3.0	36.8	41.2			
		ER Hung Hom to Lo Wu		86.1	141.4	34.9	84.9	8	36.5	7.5	-19.3	0.0	-	-	-7.5	-4.3	9.0	-32.6	2.5	3.0	36.9				
		ER Hung Hom to Lok Ma Chau		86.1	137.6	34.9	86.4	4	32.3	6.8	-20.4	0.0	1.0	-	-7.4	-4.3	6.0	-32.6	2.5	3.0	34.0				
		Intercity through train to Hung Hom		86.5	148.8	34.9	86.4	1	43.9	7.5	-18.2	0.0	-	-	-7.7	-4.3	0.0	-32.6	2.5	3.0	29.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	149.5	39.3	50.0	8	83.1	7.5	-6.5	0.0	-	-	-7.8	-6.0	9.0	-32.6	2.5	3.0	46.8	50.8			
		ER Hung Hom to Lo Wu		86.1	143.0	39.3	49.6	8	76.9	7.5	-7.7	0.0	-	-	-7.6	-6.0	9.0	-32.6	2.5	3.0	46.8				
		ER Hung Hom to Lok Ma Chau		86.1	138.4	39.3	49.7	4	71.4	4.8	-11.7	0.0	2.0	-	-7.4	-6.0	6.0	-32.6	2.5	3.0	41.9				
		Intercity through train to Hung Hom		86.5	149.5	39.3	50.0	1	83.1	7.5	-6.5	0.0	-	-	-7.8	-6.0	0.0	-32.6	2.5	3.0	39.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	156.9	5.7	29.5	8	-	7.2	0.0	-	-	-	-8.0	-18.2	9.0	-32.6	2.5	3.0	40.9	44.7			
		ER Hung Hom to Lo Wu		86.1	150.4	5.7	28.5	8	-	7.3	0.0	-	-	-	-7.8	-18.4	9.0	-32.6	2.5	3.0	41.9				
		Intercity through train to Hung Hom		86.5	156.9	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.0	-18.2	0.0	-32.6	2.5	3.0	33.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	149.4	34.9	86.4	8	43.9	7.5	-17.5	0.0	-	-	-7.8	-4.3	9.0	-32.6	2.5	3.0	37.5	41.8			
		ER Hung Hom to Lo Wu		86.1	142.0	34.9	84.9	8	36.5	7.5	-18.8	0.0	-	-	-7.5	-4.3	9.0	-32.6	2.5	3.0	37.5				
		ER Hung Hom to Lok Ma Chau		86.1	138.2	34.9	86.4	4	32.3	6.8	-19.9	0.0	1.0	-	-7.4	-4.3	6.0	-32.6	2.5	3.0	34.5				
		Intercity through train to Hung Hom		86.5	149.4	34.9	86.4	1	43.9	7.5	-17.5	0.0	-	-	-7.8	-4.3	0.0	-32.6	2.5	3.0	30.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	150.1	39.3	50.0	8	83.1	7.5	-3.6	0.0	-	-	-7.8	-6.0	9.0	-32.6	2.5	3.0	49.7	53.6			
		ER Hung Hom to Lo Wu		86.1	143.6	39.3	49.6	8	76.9	7.5	-5.1	0.0	-	-	-7.6	-6.0	9.0	-32.6	2.5	3.0	49.4				
		ER Hung Hom to Lok Ma Chau		86.1	139.1	39.3	49.7	4	71.4	4.8	-8.6	0.0	2.0	-	-7.5	-6.0	6.0	-32.6	2.5	3.0	45.0				
		Intercity through train to Hung Hom		86.5	150.1	39.3	50.0	1	83.1	7.5	-3.6	0.0	-	-	-7.8	-6.0	0.0	-32.6	2.5	3.0	42.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	157.5	5.7	29.5	8	-	7.2	0.0	-	-	-	-8.0	-18.2	9.0	-32.6	2.5	3.0	40.9	44.7			
		ER Hung Hom to Lo Wu		86.1	151.0	5.7	28.5	8	-	7.3	0.0	-	-	-	-7.8	-18.4	9.0	-32.6	2.5	3.0	41.9				
		Intercity through train to Hung Hom		86.5	157.5	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.0	-18.2	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	150.0	34.9	86.4	8	43.9	7.5	-16.7	0.0	-	-	-7.8	-4.3	9.0	-32.6	2.5	3.0	38.3	42.4			
		ER Hung Hom to Lo Wu		86.1	142.6	34.9	84.9	8	36.5	7.5	-18.2	0.0	-	-	-7.6	-4.3	9.0	-32.6	2.5	3.0	38.1				
		ER Hung Hom to Lok Ma Chau		86.1	138.9	34.9	86.4	4	32.3	6.8	-19.4	0.0	1.0	-	-7.4	-4.3	6.0	-32.6	2.5	3.0	34.9				
		Intercity through train to Hung Hom		86.5	150.0	34.9	86.4	1	43.9	7.5	-16.7	0.0	-	-	-7.8	-4.3	0.0	-32.6	2.5	3.0	30.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	150.7	39.3	50.0	8	83.1	7.5	-1.6	0.0	-	-	-7.8	-6.0	9.0	-32.6	2.5	3.0	51.6	56.1			
		ER Hung Hom to Lo Wu		86.1	144.2	39.3	49.6	8	76.9	7.5	-2.1	0.0	-	-	-7.6	-6.0	9.0	-32.6	2.5	3.0	52.3				
		ER Hung Hom to Lok Ma Chau		86.1	139.8	39.3	49.7	4	71.4	4.8	-5.6	0.0	2.0	-	-7.5	-6.0	6.0	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	150.7	39.3	50.0	1	83.1	7.5	-1.6	0.0	-	-	-7.8	-6.0	0.0	-32.6	2.5	3.0	44.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	158.0	5.7	29.5	8	-	7.2	0.0	-	-	-	-8.0	-18.2	9.0	-32.6	2.5	3.0	40.9	44.7			
		ER Hung Hom to Lo Wu		86.1	151.6	5.7	28.5	8	-	7.3	0.0	-	-	-	-7.8	-18.4	9.0	-32.6	2.5	3.0	41.8				
		Intercity through train to Hung Hom		86.5	158.0	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.0	-18.2	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	150.6	34.9	86.4	8	43.9	7.5	-15.8	0.0	-	-	-7.8	-4.3	9.0	-32.6	2.5	3.0	39.1	43.1			
		ER Hung Hom to Lo Wu		86.1	143.3	34.9	84.9	8	36.5	7.5	-17.5	0.0	-	-	-7.6	-4.3	9.0	-32.6	2.5	3.0	38.7				
		ER Hung Hom to Lok Ma Chau		86.1	139.6	34.9	86.4	4	32.3	6.8	-18.9	0.0	1.0	-	-7.5	-4.3	6.0	-32.6	2.5	3.0	35.4				
		Intercity through train to Hung Hom		86.5	150.6	34.9	86.4	1	43.9	7.5	-15.8	0.0	-	-	-7.8	-4.3	0.0	-32.6	2.5	3.0	31.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	151.3	39.3	50.0	8	83.1	7.5	-0.7	0.0	-	-	-7.8	-6.0	9.0	-32.6	2.5	3.0	52.6	57.4			
		ER Hung Hom to Lo Wu		86.1	144.9	39.3	49.6	8	76.9	7.5	-1.0	0.0	-	-	-7.6	-6.0	9.0	-32.6	2.5	3.0	53.5				
		ER Hung Hom to Lok Ma Chau		86.1	140.6	39.3	49.7	4	71.4	4.8	-2.7	0.0	2.0	-	-7.5	-6.0	6.0	-32.6	2.5	3.0	50.8				
		Intercity through train to Hung Hom		86.5	151.3	39.3	50.0	1	83.1	7.5	-0.7	0.0	-	-	-7.8	-6.0	0.0	-32.6	2.5	3.0	45.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	158.7	5.7	29.5	8	-	7.2	0.0	-	-	-	-8.0	-18.2	9.0	-32.6	2.5	3.0	40.8	44.7			
		ER Hung Hom to Lo Wu		86.1	152.2	5.7	28.5	8	-	7.3	0.0	-	-	-	-7.8	-18.4	9.0	-32.6	2.5	3.0	41.8				
		Intercity through train to Hung Hom		86.5	158.7	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.0	-18.2	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	151.3	34.9	86.4	8	43.9	7.5	-14.8	0.0	-	-	-7.8	-4.3	9.0	-32.6	2.5	3.0	40.1	43.9			
		ER Hung Hom to Lo Wu		86.1	144.0	34.9	84.9	8	36.5	7.5	-16.8	0.0	-	-	-7.6	-4.3	9.0	-32.6	2.5	3.0	39.4				
		ER Hung Hom to Lok Ma Chau		86.1	140.4	34.9	86.4	4	32.3	6.8	-18.3	0.0	1.0	-	-7.5	-4.3	6.0	-32.6	2.5	3.0	36.0				
		Intercity through train to Hung Hom		86.5	151.3	34.9	86.4	1	43.9	7.5	-14.8	0.0	-	-	-7.8	-4.3	0.0	-32.6	2.5	3.0	32.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	152.0	39.3	50.0	8	83.1	7.5	-0.1	0.0	-	-	-7.8	-6.0	9.0	-32.6	2.5	3.0	53.1	58.2			
		ER Hung Hom to Lo Wu		86.1	145.6	39.3	49.6	8	76.9	7.5	-0.3	0.0	-	-	-7.7	-6.0	9.0	-32.6	2.5	3.0	54.1				
		ER Hung Hom to Lok Ma Chau		86.1	141.4	39.3	49.7	4	71.4	4.8	-1.3	0.0	2.0	-	-7.5	-6.0	6.0	-32.6	2.5	3.0	52.2				
		Intercity through train to Hung Hom		86.5	152.0	39.3	50.0	1	83.1	7.5	-0.1	0.0	-	-	-7.8	-6.0	0.0	-32.6	2.5	3.0	45.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	159.3	5.7	29.5	8	-	7.2	0.0	-	-	-	-8.0	-18.2	9.0	-32.6	2.5	3.0	40.8	44.7			
		ER Hung Hom to Lo Wu		86.1	152.9	5.7	28.5	8	-	7.3	0.0	-	-	-	-7.9	-18.4	9.0	-32.6	2.5	3.0	41.8				
		Intercity through train to Hung Hom		86.5	159.3	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.0	-18.2	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	152.1	34.9	86.4	8	43.9	7.5	-13.7	0.0	-	-	-7.8	-4.3	9.0	-32.6	2.5	3.0	41.2	44.8			
		ER Hung Hom to Lo Wu		86.1	144.8	34.9	84.9	8	36.5	7.5	-16.0	0.0	-	-	-7.6	-4.3	9.0	-32.6	2.5	3.0	40.2				
		ER Hung Hom to Lok Ma Chau		86.1	141.2	34.9	86.4	4	32.3	6.8	-17.7	0.0	1.0	-	-7.5	-4.3	6.0	-32.6	2.5	3.0	36.6				
		Intercity through train to Hung Hom		86.5	152.1	34.9	86.4	1	43.9	7.5	-13.7	0.0	-	-	-7.8	-4.3	0.0	-32.6	2.5	3.0	33.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	152.8	39.3	50.0	8	83.1	7.5	0.0	0.0	-	-	-7.9	-6.0	9.0	-32.6	2.5	3.0	53.2	58.6			
		ER Hung Hom to Lo Wu		86.1	146.4	39.3	49.6	8	76.9	7.5	0.0	0.0	-	-	-7.7	-6.0	9.0	-32.6	2.5	3.0	54.4				
		ER Hung Hom to Lok Ma Chau		86.1	142.2	39.3	49.7	4	71.4	4.8	-0.5	0.0	2.0	-	-7.5	-6.0	6.0	-32.6	2.5	3.0	53.0				
		Intercity through train to Hung Hom		86.5	152.8	39.3	50.0	1	83.1	7.5	0.0	0.0	-	-	-7.9	-6.0	0.0	-32.6	2.5	3.0	45.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	160.0	5.7	29.5	8	-	7.2	0.0	-	-	-	-8.1	-18.2	9.0	-32.6	2.5	3.0	40.8	44.7			
		ER Hung Hom to Lo Wu		86.1	153.7	5.7	28.5	8	-	7.3	0.0	-	-	-	-7.9	-18.4	9.0	-32.6	2.5	3.0	41.8				
		Intercity through train to Hung Hom		86.5	160.0	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.1	-18.2	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	152.9	34.9	86.4	8	43.9	7.5	-12.4	0.0	-	-	-7.9	-4.3	9.0	-32.6	2.5	3.0	42.5	45.9			
		ER Hung Hom to Lo Wu		86.1	145.6	34.9	84.9	8	36.5	7.5	-15.1	0.0	-	-	-7.7	-4.3	9.0	-32.6	2.5	3.0	41.0				
		ER Hung Hom to Lok Ma Chau		86.1	142.1	34.9	86.4	4	32.3	6.8	-17.1	0.0	1.0	-	-7.5	-4.3	6.0	-32.6	2.5	3.0	37.2				
		Intercity through train to Hung Hom		86.5	152.9	34.9	86.4	1	43.9	7.5	-12.4	0.0	-	-	-7.9	-4.3	0.0	-32.6	2.5	3.0	35.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	153.5	39.3	50.0	8	83.1	7.5	0.0	0.0	-	-	-7.9	-6.0	9.0	-32.6	2.5	3.0	53.2	58.7			
		ER Hung Hom to Lo Wu		86.1	147.2	39.3	49.6	8	76.9	7.5	0.0	0.0	-	-	-7.7	-6.0	9.0	-32.6	2.5	3.0	54.4				
		ER Hung Hom to Lok Ma Chau		86.1	143.1	39.3	49.7	4	71.4	4.8	0.0	0.0	2.0	-	-7.6	-6.0	6.0	-32.6	2.5	3.0	53.5				
		Intercity through train to Hung Hom		86.5	153.5	39.3	50.0	1	83.1	7.5	0.0	0.0	-	-	-7.9	-6.0	0.0	-32.6	2.5	3.0	45.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	160.8	5.7	29.5	8	-	7.2	0.0	-	-	-	-8.1	-18.2	9.0	-32.6	2.5	3.0	40.8	44.6			
		ER Hung Hom to Lo Wu		86.1	154.5	5.7	28.5	8	-	7.3	0.0	-	-	-	-7.9	-18.4	9.0	-32.6	2.5	3.0	41.8				
		Intercity through train to Hung Hom		86.5	160.8	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.1	-18.2	0.0	-32.6	2.5	3.0	33.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	153.7	34.9	86.4	8	43.9	7.5	-10.8	0.0	-	-	-7.9	-4.3	9.0	-32.6	2.5	3.0	44.0	47.1			
		ER Hung Hom to Lo Wu		86.1	146.5	34.9	84.9	8	36.5	7.5	-14.1	0.0	-	-	-7.7	-4.3	9.0	-32.6	2.5	3.0	42.0				
		ER Hung Hom to Lok Ma Chau		86.1	143.0	34.9	86.4	4	32.3	6.8	-16.3	0.0	1.0	-	-7.6	-4.3	6.0	-32.6	2.5	3.0	37.9				
		Intercity through train to Hung Hom		86.5	153.7	34.9	86.4	1	43.9	7.5	-10.8	0.0	-	-	-7.9	-4.3	0.0	-32.6	2.5	3.0	36.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	154.4	39.3	50.0	8	83.1	7.5	0.0	0.0	-	-	-7.9	-6.0	9.0	-32.6	2.5	3.0	53.1	58.7			
		ER Hung Hom to Lo Wu		86.1	148.1	39.3	49.6	8	76.9	7.5	0.0	0.0	-	-	-7.7	-6.0	9.0	-32.6	2.5	3.0	54.3				
		ER Hung Hom to Lok Ma Chau		86.1	144.1	39.3	49.7	4	71.4	4.8	0.0	0.0	2.0	-	-7.6	-6.0	6.0	-32.6	2.5	3.0	53.5				
		Intercity through train to Hung Hom		86.5	154.4	39.3	50.0	1	83.1	7.5	0.0	0.0	-	-	-7.9	-6.0	0.0	-32.6	2.5	3.0	45.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	161.6	5.7	29.5	8	-	7.2	0.0	-	-	-	-8.1	-18.2	9.0	-32.6	2.5	3.0	40.8	44.6			
		ER Hung Hom to Lo Wu		86.1	155.3	5.7	28.5	8	-	7.3	0.0	-	-	-	-7.9	-18.4	9.0	-32.6	2.5	3.0	41.7				
		Intercity through train to Hung Hom		86.5	161.6	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.1	-18.2	0.0	-32.6	2.5	3.0	33.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	154.6	34.9	86.4	8	43.9	7.5	-9.0	0.0	-	-	-7.9	-4.3	9.0	-32.6	2.5	3.0	45.8	48.6			
		ER Hung Hom to Lo Wu		86.1	147.4	34.9	84.9	8	36.5	7.5	-13.0	0.0	-	-	-7.7	-4.3	9.0	-32.6	2.5	3.0	43.1				
		ER Hung Hom to Lok Ma Chau		86.1	143.9	34.9	86.4	4	32.3	6.8	-15.6	0.0	1.0	-	-7.6	-4.3	6.0	-32.6	2.5	3.0	38.6				
		Intercity through train to Hung Hom		86.5	154.6	34.9	86.4	1	43.9	7.5	-9.0	0.0	-	-	-7.9	-4.3	0.0	-32.6	2.5	3.0	38.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	155.3	39.3	50.0	8	83.1	7.5	0.0	0.0	-	-	-7.9	-6.0	9.0	-32.6	2.5	3.0	53.1	58.6			
		ER Hung Hom to Lo Wu		86.1	149.0	39.3	49.6	8	76.9	7.5	0.0	0.0	-	-	-7.8	-6.0	9.0	-32.6	2.5	3.0	54.3				
		ER Hung Hom to Lok Ma Chau		86.1	145.0	39.3	49.7	4	71.4	4.8	0.0	0.0	2.0	-	-7.6	-6.0	6.0	-32.6	2.5	3.0	53.4				
		Intercity through train to Hung Hom		86.5	155.3	39.3	50.0	1	83.1	7.5	0.0	0.0	-	-	-7.9	-6.0	0.0	-32.6	2.5	3.0	45.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	162.4	5.7	29.5	8	-	7.2	0.0	-	-	-	-8.1	-18.2	9.0	-32.6	2.5	3.0	40.7	44.6			
		ER Hung Hom to Lo Wu		86.1	156.2	5.7	28.5	8	-	7.3	0.0	-	-	-	-8.0	-18.4	9.0	-32.6	2.5	3.0	41.7				
		Intercity through train to Hung Hom		86.5	162.4	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.1	-18.2	0.0	-32.6	2.5	3.0	33.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	155.5	34.9	86.4	8	43.9	7.5	-7.0	0.0	-	-	-7.9	-4.3	9.0	-32.6	2.5	3.0	47.8	50.3			
		ER Hung Hom to Lo Wu		86.1	148.4	34.9	84.9	8	36.5	7.5	-11.7	0.0	-	-	-7.7	-4.3	9.0	-32.6	2.5	3.0	44.4				
		ER Hung Hom to Lok Ma Chau		86.1	145.0	34.9	86.4	4	32.3	6.8	-14.7	0.0	1.0	-	-7.6	-4.3	6.0	-32.6	2.5	3.0	39.5				
		Intercity through train to Hung Hom		86.5	155.5	34.9	86.4	1	43.9	7.5	-7.0	0.0	-	-	-7.9	-4.3	0.0	-32.6	2.5	3.0	40.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	156.2	39.3	50.0	8	83.1	7.5	0.0	0.0	-	-	-8.0	-6.0	9.0	-32.6	2.5	3.0	53.1	58.6			
		ER Hung Hom to Lo Wu		86.1	150.0	39.3	49.6	8	76.9	7.5	0.0	0.0	-	-	-7.8	-6.0	9.0	-32.6	2.5	3.0	54.3				
		ER Hung Hom to Lok Ma Chau		86.1	146.1	39.3	49.7	4	71.4	4.8	0.0	0.0	2.0	-	-7.7	-6.0	6.0	-32.6	2.5	3.0	53.4				
		Intercity through train to Hung Hom		86.5	156.2	39.3	50.0	1	83.1	7.5	0.0	0.0	-	-	-8.0	-6.0	0.0	-32.6	2.5	3.0	45.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	163.3	5.7	29.5	8	-	7.2	0.0	-	-	-	-8.2	-18.2	9.0	-32.6	2.5	3.0	40.7	44.6			
		ER Hung Hom to Lo Wu		86.1	157.1	5.7	28.5	8	-	7.3	0.0	-	-	-	-8.0	-18.4	9.0	-32.6	2.5	3.0	41.7				
		Intercity through train to Hung Hom		86.5	163.3	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.2	-18.2	0.0	-32.6	2.5	3.0	33.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

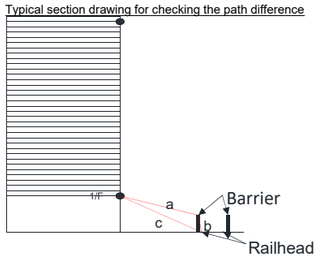
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1101b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	156.5	34.9	86.4	8	43.9	7.5	-5.6	0.0	-	-	-8.0	-4.3	9.0	-32.6	2.5	3.0	49.2	51.7			
		ER Hung Hom to Lo Wu		86.1	149.4	34.9	84.9	8	36.5	7.5	-10.1	0.0	-	-	-7.8	-4.3	9.0	-32.6	2.5	3.0	45.9				
		ER Hung Hom to Lok Ma Chau		86.1	146.0	34.9	86.4	4	32.3	6.8	-13.7	0.0	1.0	-	-7.7	-4.3	6.0	-32.6	2.5	3.0	40.4				
		Intercity through train to Hung Hom		86.5	156.5	34.9	86.4	1	43.9	7.5	-5.6	0.0	-	-	-8.0	-4.3	0.0	-32.6	2.5	3.0	41.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	157.2	39.3	50.0	8	83.1	7.5	0.0	0.0	-	-	-8.0	-6.0	9.0	-32.6	2.5	3.0	53.1	58.6			
		ER Hung Hom to Lo Wu		86.1	151.0	39.3	49.6	8	76.9	7.5	0.0	0.0	-	-	-7.8	-6.0	9.0	-32.6	2.5	3.0	54.2				
		ER Hung Hom to Lok Ma Chau		86.1	147.2	39.3	49.7	4	71.4	4.8	0.0	0.0	2.0	-	-7.7	-6.0	6.0	-32.6	2.5	3.0	53.4				
		Intercity through train to Hung Hom		86.5	157.2	39.3	50.0	1	83.1	7.5	0.0	0.0	-	-	-8.0	-6.0	0.0	-32.6	2.5	3.0	45.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	164.3	5.7	29.5	8	-	7.2	0.0	-	-	-	-8.2	-18.2	9.0	-32.6	2.5	3.0	40.7	44.5			
		ER Hung Hom to Lo Wu		86.1	158.1	5.7	28.5	8	-	7.3	0.0	-	-	-	-8.0	-18.4	9.0	-32.6	2.5	3.0	41.7				
		Intercity through train to Hung Hom		86.5	164.3	5.7	29.5	1	-	7.2	0.0	-	-	-	-8.2	-18.2	0.0	-32.6	2.5	3.0	33.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																						Max predicted noise impact $L_{eq\ 30min}$	60	60	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1105b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	148.0	47.6	80.0	10	43.9	7.5	-19.4	0.0	-	-	-7.7	-3.2	10.0	-32.6	2.5	3.0	37.7	42.2			
		ER Hung Hom to Lo Wu		86.1	139.1	47.6	78.3	10	35.3	7.5	-20.5	0.0	-	-	-7.5	-3.2	10.0	-32.6	2.5	3.0	37.9				
		ER Hung Hom to Lok Ma Chau		86.1	136.7	47.6	80.0	5	32.2	6.8	-21.0	0.0	1.0	-	-7.4	-3.2	7.0	-32.6	2.5	3.0	35.5				
		Intercity through train to Hung Hom		86.5	148.0	47.6	80.0	1	43.9	7.5	-19.4	0.0	-	-	-7.7	-3.2	0.0	-32.6	2.5	3.0	29.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	149.3	30.4	41.8	10	64.7	7.5	-16.4	0.0	1.0	-	-7.8	-8.2	10.0	-32.6	2.5	3.0	36.6	41.1			
		ER Hung Hom to Lo Wu		86.1	142.5	30.4	41.4	10	58.5	7.5	-17.1	0.0	1.0	-	-7.6	-8.3	10.0	-32.6	2.5	3.0	37.1				
		ER Hung Hom to Lok Ma Chau		86.1	137.4	30.4	41.3	5	53.0	4.8	-18.9	0.0	2.5	-	-7.4	-8.3	7.0	-32.6	2.5	3.0	33.9				
		Intercity through train to Hung Hom		86.5	149.3	30.4	41.8	1	64.7	7.5	-16.4	0.0	1.0	-	-7.8	-8.2	0.0	-32.6	2.5	3.0	28.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	157.4	4.3	26.0	10	110.8	7.4	-6.1	0.0	-	-	-8.0	-20.4	10.0	-32.6	2.5	3.0	33.5	37.2			
		ER Hung Hom to Lo Wu		86.1	149.5	4.3	25.4	10	104.1	7.4	-6.5	0.0	-	-	-7.8	-20.6	10.0	-32.6	2.5	3.0	34.2				
		Intercity through train to Hung Hom		86.5	157.4	4.3	26.0	1	110.8	7.4	-6.1	0.0	-	-	-8.0	-20.4	0.0	-32.6	2.5	3.0	25.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	148.5	47.6	80.0	10	43.9	7.5	-18.8	0.0	-	-	-7.7	-3.2	10.0	-32.6	2.5	3.0	38.3	42.6			
		ER Hung Hom to Lo Wu		86.1	139.6	47.6	78.3	10	35.3	7.5	-20.0	0.0	-	-	-7.5	-3.2	10.0	-32.6	2.5	3.0	38.4				
		ER Hung Hom to Lok Ma Chau		86.1	137.2	47.6	80.0	5	32.2	6.8	-20.8	0.0	1.0	-	-7.4	-3.2	7.0	-32.6	2.5	3.0	35.7				
		Intercity through train to Hung Hom		86.5	148.5	47.6	80.0	1	43.9	7.5	-18.8	0.0	-	-	-7.7	-3.2	0.0	-32.6	2.5	3.0	29.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	149.8	30.4	41.8	10	64.7	7.5	-15.2	0.0	1.0	-	-7.8	-8.2	10.0	-32.6	2.5	3.0	37.8	42.2			
		ER Hung Hom to Lo Wu		86.1	143.0	30.4	41.4	10	58.5	7.5	-16.0	0.0	1.0	-	-7.6	-8.3	10.0	-32.6	2.5	3.0	38.2				
		ER Hung Hom to Lok Ma Chau		86.1	137.9	30.4	41.3	5	53.0	4.8	-18.1	0.0	2.5	-	-7.4	-8.3	7.0	-32.6	2.5	3.0	34.7				
		Intercity through train to Hung Hom		86.5	149.8	30.4	41.8	1	64.7	7.5	-15.2	0.0	1.0	-	-7.8	-8.2	0.0	-32.6	2.5	3.0	29.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	157.8	4.3	26.0	10	110.8	7.4	-2.4	0.0	-	-	-8.0	-20.4	10.0	-32.6	2.5	3.0	37.2	41.0			
		ER Hung Hom to Lo Wu		86.1	150.0	4.3	25.4	10	104.1	7.4	-2.6	0.0	-	-	-7.8	-20.6	10.0	-32.6	2.5	3.0	38.1				
		Intercity through train to Hung Hom		86.5	157.8	4.3	26.0	1	110.8	7.4	-2.4	0.0	-	-	-8.0	-20.4	0.0	-32.6	2.5	3.0	28.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1105b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	149.0	47.6	80.0	10	43.9	7.5	-18.2	0.0	-	-	-7.8	-3.2	10.0	-32.6	2.5	3.0	38.9	43.1			
		ER Hung Hom to Lo Wu		86.1	140.1	47.6	78.3	10	35.3	7.5	-19.5	0.0	-	-	-7.5	-3.2	10.0	-32.6	2.5	3.0	38.8				
		ER Hung Hom to Lok Ma Chau		86.1	137.8	47.6	80.0	5	32.2	6.8	-20.4	0.0	1.0	-	-7.4	-3.2	7.0	-32.6	2.5	3.0	36.1				
		Intercity through train to Hung Hom		86.5	149.0	47.6	80.0	1	43.9	7.5	-18.2	0.0	-	-	-7.8	-3.2	0.0	-32.6	2.5	3.0	30.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	150.3	30.4	41.8	10	64.7	7.5	-13.7	0.0	1.0	-	-7.8	-8.2	10.0	-32.6	2.5	3.0	39.3	43.5			
		ER Hung Hom to Lo Wu		86.1	143.5	30.4	41.4	10	58.5	7.5	-14.7	0.0	1.0	-	-7.6	-8.3	10.0	-32.6	2.5	3.0	39.5				
		ER Hung Hom to Lok Ma Chau		86.1	138.5	30.4	41.3	5	53.0	4.8	-17.2	0.0	2.5	-	-7.4	-8.3	7.0	-32.6	2.5	3.0	35.6				
		Intercity through train to Hung Hom		86.5	150.3	30.4	41.8	1	64.7	7.5	-13.7	0.0	1.0	-	-7.8	-8.2	0.0	-32.6	2.5	3.0	30.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	158.3	4.3	26.0	10	110.8	7.4	-0.8	0.0	-	-	-8.0	-20.4	10.0	-32.6	2.5	3.0	38.8	42.6			
		ER Hung Hom to Lo Wu		86.1	150.5	4.3	25.4	10	104.1	7.4	-0.9	0.0	-	-	-7.8	-20.6	10.0	-32.6	2.5	3.0	39.8				
		Intercity through train to Hung Hom		86.5	158.3	4.3	26.0	1	110.8	7.4	-0.8	0.0	-	-	-8.0	-20.4	0.0	-32.6	2.5	3.0	30.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	149.6	47.6	80.0	10	43.9	7.5	-17.5	0.0	-	-	-7.8	-3.2	10.0	-32.6	2.5	3.0	39.6	43.7			
		ER Hung Hom to Lo Wu		86.1	140.7	47.6	78.3	10	35.3	7.5	-19.0	0.0	-	-	-7.5	-3.2	10.0	-32.6	2.5	3.0	39.4				
		ER Hung Hom to Lok Ma Chau		86.1	138.4	47.6	80.0	5	32.2	6.8	-19.9	0.0	1.0	-	-7.4	-3.2	7.0	-32.6	2.5	3.0	36.5				
		Intercity through train to Hung Hom		86.5	149.6	47.6	80.0	1	43.9	7.5	-17.5	0.0	-	-	-7.8	-3.2	0.0	-32.6	2.5	3.0	31.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	150.8	30.4	41.8	10	64.7	7.5	-11.8	0.0	1.0	-	-7.8	-8.2	10.0	-32.6	2.5	3.0	41.2	45.1			
		ER Hung Hom to Lo Wu		86.1	144.1	30.4	41.4	10	58.5	7.5	-13.1	0.0	1.0	-	-7.6	-8.3	10.0	-32.6	2.5	3.0	41.1				
		ER Hung Hom to Lok Ma Chau		86.1	139.2	30.4	41.3	5	53.0	4.8	-16.1	0.0	2.5	-	-7.5	-8.3	7.0	-32.6	2.5	3.0	36.7				
		Intercity through train to Hung Hom		86.5	150.8	30.4	41.8	1	64.7	7.5	-11.8	0.0	1.0	-	-7.8	-8.2	0.0	-32.6	2.5	3.0	32.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	158.8	4.3	26.0	10	110.8	7.4	0.0	0.0	-	-	-8.0	-20.4	10.0	-32.6	2.5	3.0	39.6	43.4			
		ER Hung Hom to Lo Wu		86.1	151.1	4.3	25.4	10	104.1	7.4	0.0	0.0	-	-	-7.8	-20.6	10.0	-32.6	2.5	3.0	40.7				
		Intercity through train to Hung Hom		86.5	158.8	4.3	26.0	1	110.8	7.4	0.0	0.0	-	-	-8.0	-20.4	0.0	-32.6	2.5	3.0	31.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1105b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	150.2	47.6	80.0	10	43.9	7.5	-16.7	0.0	-	-	-7.8	-3.2	10.0	-32.6	2.5	3.0	40.3	44.3			
		ER Hung Hom to Lo Wu		86.1	141.3	47.6	78.3	10	35.3	7.5	-18.4	0.0	-	-	-7.5	-3.2	10.0	-32.6	2.5	3.0	39.9				
		ER Hung Hom to Lok Ma Chau		86.1	139.1	47.6	80.0	5	32.2	6.8	-19.4	0.0	1.0	-	-7.5	-3.2	7.0	-32.6	2.5	3.0	37.0				
		Intercity through train to Hung Hom		86.5	150.2	47.6	80.0	1	43.9	7.5	-16.7	0.0	-	-	-7.8	-3.2	0.0	-32.6	2.5	3.0	31.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	151.4	30.4	41.8	10	64.7	7.5	-9.3	0.0	1.0	-	-7.8	-8.2	10.0	-32.6	2.5	3.0	43.6	47.2			
		ER Hung Hom to Lo Wu		86.1	144.7	30.4	41.4	10	58.5	7.5	-11.1	0.0	1.0	-	-7.6	-8.3	10.0	-32.6	2.5	3.0	43.0				
		ER Hung Hom to Lok Ma Chau		86.1	139.9	30.4	41.3	5	53.0	4.8	-14.9	0.0	2.5	-	-7.5	-8.3	7.0	-32.6	2.5	3.0	37.9				
		Intercity through train to Hung Hom		86.5	151.4	30.4	41.8	1	64.7	7.5	-9.3	0.0	1.0	-	-7.8	-8.2	0.0	-32.6	2.5	3.0	35.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	159.4	4.3	26.0	10	110.8	7.4	0.0	0.0	-	-	-8.0	-20.4	10.0	-32.6	2.5	3.0	39.6	43.4			
		ER Hung Hom to Lo Wu		86.1	151.7	4.3	25.4	10	104.1	7.4	0.0	0.0	-	-	-7.8	-20.6	10.0	-32.6	2.5	3.0	40.7				
		Intercity through train to Hung Hom		86.5	159.4	4.3	26.0	1	110.8	7.4	0.0	0.0	-	-	-8.0	-20.4	0.0	-32.6	2.5	3.0	31.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	150.8	47.6	80.0	10	43.9	7.5	-15.8	0.0	-	-	-7.8	-3.2	10.0	-32.6	2.5	3.0	41.2	45.0			
		ER Hung Hom to Lo Wu		86.1	142.0	47.6	78.3	10	35.3	7.5	-17.8	0.0	-	-	-7.5	-3.2	10.0	-32.6	2.5	3.0	40.5				
		ER Hung Hom to Lok Ma Chau		86.1	139.8	47.6	80.0	5	32.2	6.8	-18.9	0.0	1.0	-	-7.5	-3.2	7.0	-32.6	2.5	3.0	37.5				
		Intercity through train to Hung Hom		86.5	150.8	47.6	80.0	1	43.9	7.5	-15.8	0.0	-	-	-7.8	-3.2	0.0	-32.6	2.5	3.0	32.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	152.1	30.4	41.8	10	64.7	7.5	-6.6	0.0	1.0	-	-7.8	-8.2	10.0	-32.6	2.5	3.0	46.4	49.7			
		ER Hung Hom to Lo Wu		86.1	145.4	30.4	41.4	10	58.5	7.5	-8.6	0.0	1.0	-	-7.6	-8.3	10.0	-32.6	2.5	3.0	45.5				
		ER Hung Hom to Lok Ma Chau		86.1	140.6	30.4	41.3	5	53.0	4.8	-13.4	0.0	2.5	-	-7.5	-8.3	7.0	-32.6	2.5	3.0	39.3				
		Intercity through train to Hung Hom		86.5	152.1	30.4	41.8	1	64.7	7.5	-6.6	0.0	1.0	-	-7.8	-8.2	0.0	-32.6	2.5	3.0	37.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	160.0	4.3	26.0	10	110.8	7.4	0.0	0.0	-	-	-8.1	-20.4	10.0	-32.6	2.5	3.0	39.5	43.4			
		ER Hung Hom to Lo Wu		86.1	152.3	4.3	25.4	10	104.1	7.4	0.0	0.0	-	-	-7.8	-20.6	10.0	-32.6	2.5	3.0	40.6				
		Intercity through train to Hung Hom		86.5	160.0	4.3	26.0	1	110.8	7.4	0.0	0.0	-	-	-8.1	-20.4	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1105b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	151.5	47.6	80.0	10	43.9	7.5	-14.9	0.0	-	-	-7.8	-3.2	10.0	-32.6	2.5	3.0	42.2	45.8			
		ER Hung Hom to Lo Wu		86.1	142.8	47.6	78.3	10	35.3	7.5	-17.1	0.0	-	-	-7.6	-3.2	10.0	-32.6	2.5	3.0	41.2				
		ER Hung Hom to Lok Ma Chau		86.1	140.6	47.6	80.0	5	32.2	6.8	-18.3	0.0	1.0	-	-7.5	-3.2	7.0	-32.6	2.5	3.0	38.1				
		Intercity through train to Hung Hom		86.5	151.5	47.6	80.0	1	43.9	7.5	-14.9	0.0	-	-	-7.8	-3.2	0.0	-32.6	2.5	3.0	33.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	152.8	30.4	41.8	10	64.7	7.5	-4.7	0.0	1.0	-	-7.9	-8.2	10.0	-32.6	2.5	3.0	48.2	51.9			
		ER Hung Hom to Lo Wu		86.1	146.1	30.4	41.4	10	58.5	7.5	-6.0	0.0	1.0	-	-7.7	-8.3	10.0	-32.6	2.5	3.0	48.1				
		ER Hung Hom to Lok Ma Chau		86.1	141.4	30.4	41.3	5	53.0	4.8	-11.6	0.0	2.5	-	-7.5	-8.3	7.0	-32.6	2.5	3.0	41.1				
		Intercity through train to Hung Hom		86.5	152.8	30.4	41.8	1	64.7	7.5	-4.7	0.0	1.0	-	-7.9	-8.2	0.0	-32.6	2.5	3.0	39.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	160.6	4.3	26.0	10	110.8	7.4	0.0	0.0	-	-	-8.1	-20.4	10.0	-32.6	2.5	3.0	39.5	43.4			
		ER Hung Hom to Lo Wu		86.1	153.0	4.3	25.4	10	104.1	7.4	0.0	0.0	-	-	-7.9	-20.6	10.0	-32.6	2.5	3.0	40.6				
		Intercity through train to Hung Hom		86.5	160.6	4.3	26.0	1	110.8	7.4	0.0	0.0	-	-	-8.1	-20.4	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	152.3	47.6	80.0	10	43.9	7.5	-13.7	0.0	-	-	-7.8	-3.2	10.0	-32.6	2.5	3.0	43.3	46.7			
		ER Hung Hom to Lo Wu		86.1	143.6	47.6	78.3	10	35.3	7.5	-16.3	0.0	-	-	-7.6	-3.2	10.0	-32.6	2.5	3.0	41.9				
		ER Hung Hom to Lok Ma Chau		86.1	141.4	47.6	80.0	5	32.2	6.8	-17.7	0.0	1.0	-	-7.5	-3.2	7.0	-32.6	2.5	3.0	38.6				
		Intercity through train to Hung Hom		86.5	152.3	47.6	80.0	1	43.9	7.5	-13.7	0.0	-	-	-7.8	-3.2	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	153.5	30.4	41.8	10	64.7	7.5	-2.4	0.0	1.0	-	-7.9	-8.2	10.0	-32.6	2.5	3.0	50.5	54.0			
		ER Hung Hom to Lo Wu		86.1	146.9	30.4	41.4	10	58.5	7.5	-3.9	0.0	1.0	-	-7.7	-8.3	10.0	-32.6	2.5	3.0	50.1				
		ER Hung Hom to Lok Ma Chau		86.1	142.3	30.4	41.3	5	53.0	4.8	-9.4	0.0	2.5	-	-7.6	-8.3	7.0	-32.6	2.5	3.0	43.3				
		Intercity through train to Hung Hom		86.5	153.5	30.4	41.8	1	64.7	7.5	-2.4	0.0	1.0	-	-7.9	-8.2	0.0	-32.6	2.5	3.0	42.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	161.4	4.3	26.0	10	110.8	7.4	0.0	0.0	-	-	-8.1	-20.4	10.0	-32.6	2.5	3.0	39.5	43.4			
		ER Hung Hom to Lo Wu		86.1	153.7	4.3	25.4	10	104.1	7.4	0.0	0.0	-	-	-7.9	-20.6	10.0	-32.6	2.5	3.0	40.6				
		Intercity through train to Hung Hom		86.5	161.4	4.3	26.0	1	110.8	7.4	0.0	0.0	-	-	-8.1	-20.4	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1105b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	153.1	47.6	80.0	10	43.9	7.5	-12.4	0.0	-	-	-7.9	-3.2	10.0	-32.6	2.5	3.0	44.6	47.8			
		ER Hung Hom to Lo Wu		86.1	144.4	47.6	78.3	10	35.3	7.5	-15.5	0.0	-	-	-7.6	-3.2	10.0	-32.6	2.5	3.0	42.7				
		ER Hung Hom to Lok Ma Chau		86.1	142.2	47.6	80.0	5	32.2	6.8	-17.1	0.0	1.0	-	-7.6	-3.2	7.0	-32.6	2.5	3.0	39.3				
		Intercity through train to Hung Hom		86.5	153.1	47.6	80.0	1	43.9	7.5	-12.4	0.0	-	-	-7.9	-3.2	0.0	-32.6	2.5	3.0	36.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	154.3	30.4	41.8	10	64.7	7.5	-1.3	0.0	1.0	-	-7.9	-8.2	10.0	-32.6	2.5	3.0	51.5	55.5			
		ER Hung Hom to Lo Wu		86.1	147.7	30.4	41.4	10	58.5	7.5	-2.1	0.0	1.0	-	-7.7	-8.3	10.0	-32.6	2.5	3.0	51.9				
		ER Hung Hom to Lok Ma Chau		86.1	143.2	30.4	41.3	5	53.0	4.8	-6.8	0.0	2.5	-	-7.6	-8.3	7.0	-32.6	2.5	3.0	45.9				
		Intercity through train to Hung Hom		86.5	154.3	30.4	41.8	1	64.7	7.5	-1.3	0.0	1.0	-	-7.9	-8.2	0.0	-32.6	2.5	3.0	43.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	162.1	4.3	26.0	10	110.8	7.4	0.0	0.0	-	-	-8.1	-20.4	10.0	-32.6	2.5	3.0	39.5	43.3			
		ER Hung Hom to Lo Wu		86.1	154.5	4.3	25.4	10	104.1	7.4	0.0	0.0	-	-	-7.9	-20.6	10.0	-32.6	2.5	3.0	40.6				
		Intercity through train to Hung Hom		86.5	162.1	4.3	26.0	1	110.8	7.4	0.0	0.0	-	-	-8.1	-20.4	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	153.9	47.6	80.0	10	43.9	7.5	-10.9	0.0	-	-	-7.9	-3.2	10.0	-32.6	2.5	3.0	46.1	49.0			
		ER Hung Hom to Lo Wu		86.1	145.3	47.6	78.3	10	35.3	7.5	-14.6	0.0	-	-	-7.6	-3.2	10.0	-32.6	2.5	3.0	43.6				
		ER Hung Hom to Lok Ma Chau		86.1	143.2	47.6	80.0	5	32.2	6.8	-16.4	0.0	1.0	-	-7.6	-3.2	7.0	-32.6	2.5	3.0	39.9				
		Intercity through train to Hung Hom		86.5	153.9	47.6	80.0	1	43.9	7.5	-10.9	0.0	-	-	-7.9	-3.2	0.0	-32.6	2.5	3.0	37.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	155.1	30.4	41.8	10	64.7	7.5	-0.7	0.0	1.0	-	-7.9	-8.2	10.0	-32.6	2.5	3.0	52.2	56.4			
		ER Hung Hom to Lo Wu		86.1	148.6	30.4	41.4	10	58.5	7.5	-1.2	0.0	1.0	-	-7.7	-8.3	10.0	-32.6	2.5	3.0	52.8				
		ER Hung Hom to Lok Ma Chau		86.1	144.1	30.4	41.3	5	53.0	4.8	-5.3	0.0	2.5	-	-7.6	-8.3	7.0	-32.6	2.5	3.0	47.3				
		Intercity through train to Hung Hom		86.5	155.1	30.4	41.8	1	64.7	7.5	-0.7	0.0	1.0	-	-7.9	-8.2	0.0	-32.6	2.5	3.0	43.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	162.9	4.3	26.0	10	110.8	7.4	0.0	0.0	-	-	-8.1	-20.4	10.0	-32.6	2.5	3.0	39.5	43.3			
		ER Hung Hom to Lo Wu		86.1	155.4	4.3	25.4	10	104.1	7.4	0.0	0.0	-	-	-7.9	-20.6	10.0	-32.6	2.5	3.0	40.5				
		Intercity through train to Hung Hom		86.5	162.9	4.3	26.0	1	110.8	7.4	0.0	0.0	-	-	-8.1	-20.4	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1105b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	154.8	47.6	80.0	10	43.9	7.5	-9.0	0.0	-	-	-7.9	-3.2	10.0	-32.6	2.5	3.0	47.9	50.5			
		ER Hung Hom to Lo Wu		86.1	146.2	47.6	78.3	10	35.3	7.5	-13.5	0.0	-	-	-7.7	-3.2	10.0	-32.6	2.5	3.0	44.7				
		ER Hung Hom to Lok Ma Chau		86.1	144.1	47.6	80.0	5	32.2	6.8	-15.6	0.0	1.0	-	-7.6	-3.2	7.0	-32.6	2.5	3.0	40.7				
		Intercity through train to Hung Hom		86.5	154.8	47.6	80.0	1	43.9	7.5	-9.0	0.0	-	-	-7.9	-3.2	0.0	-32.6	2.5	3.0	39.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	156.0	30.4	41.8	10	64.7	7.5	-0.2	0.0	1.0	-	-8.0	-8.2	10.0	-32.6	2.5	3.0	52.6	57.2			
		ER Hung Hom to Lo Wu		86.1	149.5	30.4	41.4	10	58.5	7.5	-0.6	0.0	1.0	-	-7.8	-8.3	10.0	-32.6	2.5	3.0	53.4				
		ER Hung Hom to Lok Ma Chau		86.1	145.1	30.4	41.3	5	53.0	4.8	-2.8	0.0	2.5	-	-7.6	-8.3	7.0	-32.6	2.5	3.0	49.8				
		Intercity through train to Hung Hom		86.5	156.0	30.4	41.8	1	64.7	7.5	-0.2	0.0	1.0	-	-8.0	-8.2	0.0	-32.6	2.5	3.0	44.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	163.7	4.3	26.0	10	110.8	7.4	0.0	0.0	-	-	-8.2	-20.4	10.0	-32.6	2.5	3.0	39.4	43.3			
		ER Hung Hom to Lo Wu		86.1	156.2	4.3	25.4	10	104.1	7.4	0.0	0.0	-	-	-8.0	-20.6	10.0	-32.6	2.5	3.0	40.5				
		Intercity through train to Hung Hom		86.5	163.7	4.3	26.0	1	110.8	7.4	0.0	0.0	-	-	-8.2	-20.4	0.0	-32.6	2.5	3.0	30.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	155.7	47.6	80.0	10	43.9	7.5	-7.0	0.0	-	-	-7.9	-3.2	10.0	-32.6	2.5	3.0	49.9	52.1			
		ER Hung Hom to Lo Wu		86.1	147.2	47.6	78.3	10	35.3	7.5	-12.3	0.0	-	-	-7.7	-3.2	10.0	-32.6	2.5	3.0	45.8				
		ER Hung Hom to Lok Ma Chau		86.1	145.1	47.6	80.0	5	32.2	6.8	-14.7	0.0	1.0	-	-7.6	-3.2	7.0	-32.6	2.5	3.0	41.5				
		Intercity through train to Hung Hom		86.5	155.7	47.6	80.0	1	43.9	7.5	-7.0	0.0	-	-	-7.9	-3.2	0.0	-32.6	2.5	3.0	41.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	156.9	30.4	41.8	10	64.7	7.5	0.0	0.0	1.0	-	-8.0	-8.2	10.0	-32.6	2.5	3.0	52.8	57.6			
		ER Hung Hom to Lo Wu		86.1	150.5	30.4	41.4	10	58.5	7.5	-0.2	0.0	1.0	-	-7.8	-8.3	10.0	-32.6	2.5	3.0	53.8				
		ER Hung Hom to Lok Ma Chau		86.1	146.2	30.4	41.3	5	53.0	4.8	-1.6	0.0	2.5	-	-7.7	-8.3	7.0	-32.6	2.5	3.0	50.9				
		Intercity through train to Hung Hom		86.5	156.9	30.4	41.8	1	64.7	7.5	0.0	0.0	1.0	-	-8.0	-8.2	0.0	-32.6	2.5	3.0	44.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	164.6	4.3	26.0	10	110.8	7.4	0.0	0.0	-	-	-8.2	-20.4	10.0	-32.6	2.5	3.0	39.4	43.3			
		ER Hung Hom to Lo Wu		86.1	157.2	4.3	25.4	10	104.1	7.4	0.0	0.0	-	-	-8.0	-20.6	10.0	-32.6	2.5	3.0	40.5				
		Intercity through train to Hung Hom		86.5	164.6	4.3	26.0	1	110.8	7.4	0.0	0.0	-	-	-8.2	-20.4	0.0	-32.6	2.5	3.0	30.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

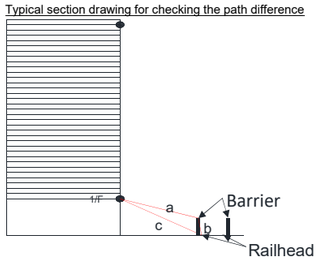
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1105b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	156.7	47.6	80.0	10	43.9	7.5	-5.6	0.0	-	-	-8.0	-3.2	10.0	-32.6	2.5	3.0	51.2	53.5			
		ER Hung Hom to Lo Wu		86.1	148.2	47.6	78.3	10	35.3	7.5	-10.9	0.0	-	-	-7.7	-3.2	10.0	-32.6	2.5	3.0	47.2				
		ER Hung Hom to Lok Ma Chau		86.1	146.2	47.6	80.0	5	32.2	6.8	-13.8	0.0	1.0	-	-7.7	-3.2	7.0	-32.6	2.5	3.0	42.5				
		Intercity through train to Hung Hom		86.5	156.7	47.6	80.0	1	43.9	7.5	-5.6	0.0	-	-	-8.0	-3.2	0.0	-32.6	2.5	3.0	42.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	157.9	30.4	41.8	10	64.7	7.5	0.0	0.0	1.0	-	-8.0	-8.2	10.0	-32.6	2.5	3.0	52.8	57.8			
		ER Hung Hom to Lo Wu		86.1	151.5	30.4	41.4	10	58.5	7.5	0.0	0.0	1.0	-	-7.8	-8.3	10.0	-32.6	2.5	3.0	53.9				
		ER Hung Hom to Lok Ma Chau		86.1	147.2	30.4	41.3	5	53.0	4.8	-1.0	0.0	2.5	-	-7.7	-8.3	7.0	-32.6	2.5	3.0	51.6				
		Intercity through train to Hung Hom		86.5	157.9	30.4	41.8	1	64.7	7.5	0.0	0.0	1.0	-	-8.0	-8.2	0.0	-32.6	2.5	3.0	44.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	165.5	4.3	26.0	10	110.8	7.4	0.0	0.0	-	-	-8.2	-20.4	10.0	-32.6	2.5	3.0	39.4	43.2			
		ER Hung Hom to Lo Wu		86.1	158.1	4.3	25.4	10	104.1	7.4	0.0	0.0	-	-	-8.0	-20.6	10.0	-32.6	2.5	3.0	40.5				
		Intercity through train to Hung Hom		86.5	165.5	4.3	26.0	1	110.8	7.4	0.0	0.0	-	-	-8.2	-20.4	0.0	-32.6	2.5	3.0	30.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																					Max predicted noise impact $L_{eq\ 30min}$	59	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1105b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	148.0	47.6	80.0	8	43.9	7.5	-19.4	0.0	-	-	-7.7	-3.2	9.0	-32.6	2.5	3.0	36.7	41.2			
		ER Hung Hom to Lo Wu		86.1	139.1	47.6	78.3	8	35.3	7.5	-20.5	0.0	-	-	-7.5	-3.2	9.0	-32.6	2.5	3.0	36.9				
		ER Hung Hom to Lok Ma Chau		86.1	136.7	47.6	80.0	4	32.2	6.8	-21.0	0.0	1.0	-	-7.4	-3.2	6.0	-32.6	2.5	3.0	34.5				
		Intercity through train to Hung Hom		86.5	148.0	47.6	80.0	1	43.9	7.5	-19.4	0.0	-	-	-7.7	-3.2	0.0	-32.6	2.5	3.0	29.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	149.3	30.4	41.8	8	64.7	7.5	-16.4	0.0	1.0	-	-7.8	-8.2	9.0	-32.6	2.5	3.0	35.6	40.2			
		ER Hung Hom to Lo Wu		86.1	142.5	30.4	41.4	8	58.5	7.5	-17.1	0.0	1.0	-	-7.6	-8.3	9.0	-32.6	2.5	3.0	36.1				
		ER Hung Hom to Lok Ma Chau		86.1	137.4	30.4	41.3	4	53.0	4.8	-18.9	0.0	2.5	-	-7.4	-8.3	6.0	-32.6	2.5	3.0	33.0				
		Intercity through train to Hung Hom		86.5	149.3	30.4	41.8	1	64.7	7.5	-16.4	0.0	1.0	-	-7.8	-8.2	0.0	-32.6	2.5	3.0	28.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	157.4	4.3	26.0	8	110.8	7.4	-6.1	0.0	-	-	-8.0	-20.4	9.0	-32.6	2.5	3.0	32.5	36.3			
		ER Hung Hom to Lo Wu		86.1	149.5	4.3	25.4	8	104.1	7.4	-6.5	0.0	-	-	-7.8	-20.6	9.0	-32.6	2.5	3.0	33.3				
		Intercity through train to Hung Hom		86.5	157.4	4.3	26.0	1	110.8	7.4	-6.1	0.0	-	-	-8.0	-20.4	0.0	-32.6	2.5	3.0	25.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	148.5	47.6	80.0	8	43.9	7.5	-18.8	0.0	-	-	-7.7	-3.2	9.0	-32.6	2.5	3.0	37.3	41.7			
		ER Hung Hom to Lo Wu		86.1	139.6	47.6	78.3	8	35.3	7.5	-20.0	0.0	-	-	-7.5	-3.2	9.0	-32.6	2.5	3.0	37.4				
		ER Hung Hom to Lok Ma Chau		86.1	137.2	47.6	80.0	4	32.2	6.8	-20.8	0.0	1.0	-	-7.4	-3.2	6.0	-32.6	2.5	3.0	34.7				
		Intercity through train to Hung Hom		86.5	148.5	47.6	80.0	1	43.9	7.5	-18.8	0.0	-	-	-7.7	-3.2	0.0	-32.6	2.5	3.0	29.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	149.8	30.4	41.8	8	64.7	7.5	-15.2	0.0	1.0	-	-7.8	-8.2	9.0	-32.6	2.5	3.0	36.8	41.3			
		ER Hung Hom to Lo Wu		86.1	143.0	30.4	41.4	8	58.5	7.5	-16.0	0.0	1.0	-	-7.6	-8.3	9.0	-32.6	2.5	3.0	37.2				
		ER Hung Hom to Lok Ma Chau		86.1	137.9	30.4	41.3	4	53.0	4.8	-18.1	0.0	2.5	-	-7.4	-8.3	6.0	-32.6	2.5	3.0	33.8				
		Intercity through train to Hung Hom		86.5	149.8	30.4	41.8	1	64.7	7.5	-15.2	0.0	1.0	-	-7.8	-8.2	0.0	-32.6	2.5	3.0	29.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	157.8	4.3	26.0	8	110.8	7.4	-2.4	0.0	-	-	-8.0	-20.4	9.0	-32.6	2.5	3.0	36.3	40.1			
		ER Hung Hom to Lo Wu		86.1	150.0	4.3	25.4	8	104.1	7.4	-2.6	0.0	-	-	-7.8	-20.6	9.0	-32.6	2.5	3.0	37.1				
		Intercity through train to Hung Hom		86.5	157.8	4.3	26.0	1	110.8	7.4	-2.4	0.0	-	-	-8.0	-20.4	0.0	-32.6	2.5	3.0	28.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1105b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	149.0	47.6	80.0	8	43.9	7.5	-18.2	0.0	-	-	-7.8	-3.2	9.0	-32.6	2.5	3.0	37.9	42.2			
		ER Hung Hom to Lo Wu		86.1	140.1	47.6	78.3	8	35.3	7.5	-19.5	0.0	-	-	-7.5	-3.2	9.0	-32.6	2.5	3.0	37.9				
		ER Hung Hom to Lok Ma Chau		86.1	137.8	47.6	80.0	4	32.2	6.8	-20.4	0.0	1.0	-	-7.4	-3.2	6.0	-32.6	2.5	3.0	35.1				
		Intercity through train to Hung Hom		86.5	149.0	47.6	80.0	1	43.9	7.5	-18.2	0.0	-	-	-7.8	-3.2	0.0	-32.6	2.5	3.0	30.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	150.3	30.4	41.8	8	64.7	7.5	-13.7	0.0	1.0	-	-7.8	-8.2	9.0	-32.6	2.5	3.0	38.4	42.6			
		ER Hung Hom to Lo Wu		86.1	143.5	30.4	41.4	8	58.5	7.5	-14.7	0.0	1.0	-	-7.6	-8.3	9.0	-32.6	2.5	3.0	38.5				
		ER Hung Hom to Lok Ma Chau		86.1	138.5	30.4	41.3	4	53.0	4.8	-17.2	0.0	2.5	-	-7.4	-8.3	6.0	-32.6	2.5	3.0	34.7				
		Intercity through train to Hung Hom		86.5	150.3	30.4	41.8	1	64.7	7.5	-13.7	0.0	1.0	-	-7.8	-8.2	0.0	-32.6	2.5	3.0	30.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	158.3	4.3	26.0	8	110.8	7.4	-0.8	0.0	-	-	-8.0	-20.4	9.0	-32.6	2.5	3.0	37.8	41.7			
		ER Hung Hom to Lo Wu		86.1	150.5	4.3	25.4	8	104.1	7.4	-0.9	0.0	-	-	-7.8	-20.6	9.0	-32.6	2.5	3.0	38.9				
		Intercity through train to Hung Hom		86.5	158.3	4.3	26.0	1	110.8	7.4	-0.8	0.0	-	-	-8.0	-20.4	0.0	-32.6	2.5	3.0	30.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	149.6	47.6	80.0	8	43.9	7.5	-17.5	0.0	-	-	-7.8	-3.2	9.0	-32.6	2.5	3.0	38.6	42.8			
		ER Hung Hom to Lo Wu		86.1	140.7	47.6	78.3	8	35.3	7.5	-19.0	0.0	-	-	-7.5	-3.2	9.0	-32.6	2.5	3.0	38.4				
		ER Hung Hom to Lok Ma Chau		86.1	138.4	47.6	80.0	4	32.2	6.8	-19.9	0.0	1.0	-	-7.4	-3.2	6.0	-32.6	2.5	3.0	35.6				
		Intercity through train to Hung Hom		86.5	149.6	47.6	80.0	1	43.9	7.5	-17.5	0.0	-	-	-7.8	-3.2	0.0	-32.6	2.5	3.0	31.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	150.8	30.4	41.8	8	64.7	7.5	-11.8	0.0	1.0	-	-7.8	-8.2	9.0	-32.6	2.5	3.0	40.2	44.2			
		ER Hung Hom to Lo Wu		86.1	144.1	30.4	41.4	8	58.5	7.5	-13.1	0.0	1.0	-	-7.6	-8.3	9.0	-32.6	2.5	3.0	40.1				
		ER Hung Hom to Lok Ma Chau		86.1	139.2	30.4	41.3	4	53.0	4.8	-16.1	0.0	2.5	-	-7.5	-8.3	6.0	-32.6	2.5	3.0	35.7				
		Intercity through train to Hung Hom		86.5	150.8	30.4	41.8	1	64.7	7.5	-11.8	0.0	1.0	-	-7.8	-8.2	0.0	-32.6	2.5	3.0	32.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	158.8	4.3	26.0	8	110.8	7.4	0.0	0.0	-	-	-8.0	-20.4	9.0	-32.6	2.5	3.0	38.6	42.5			
		ER Hung Hom to Lo Wu		86.1	151.1	4.3	25.4	8	104.1	7.4	0.0	0.0	-	-	-7.8	-20.6	9.0	-32.6	2.5	3.0	39.7				
		Intercity through train to Hung Hom		86.5	158.8	4.3	26.0	1	110.8	7.4	0.0	0.0	-	-	-8.0	-20.4	0.0	-32.6	2.5	3.0	31.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1105b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	150.2	47.6	80.0	8	43.9	7.5	-16.7	0.0	-	-	-7.8	-3.2	9.0	-32.6	2.5	3.0	39.4	43.4			
		ER Hung Hom to Lo Wu		86.1	141.3	47.6	78.3	8	35.3	7.5	-18.4	0.0	-	-	-7.5	-3.2	9.0	-32.6	2.5	3.0	39.0				
		ER Hung Hom to Lok Ma Chau		86.1	139.1	47.6	80.0	4	32.2	6.8	-19.4	0.0	1.0	-	-7.5	-3.2	6.0	-32.6	2.5	3.0	36.0				
		Intercity through train to Hung Hom		86.5	150.2	47.6	80.0	1	43.9	7.5	-16.7	0.0	-	-	-7.8	-3.2	0.0	-32.6	2.5	3.0	31.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	151.4	30.4	41.8	8	64.7	7.5	-9.3	0.0	1.0	-	-7.8	-8.2	9.0	-32.6	2.5	3.0	42.6	46.3			
		ER Hung Hom to Lo Wu		86.1	144.7	30.4	41.4	8	58.5	7.5	-11.1	0.0	1.0	-	-7.6	-8.3	9.0	-32.6	2.5	3.0	42.1				
		ER Hung Hom to Lok Ma Chau		86.1	139.9	30.4	41.3	4	53.0	4.8	-14.9	0.0	2.5	-	-7.5	-8.3	6.0	-32.6	2.5	3.0	36.9				
		Intercity through train to Hung Hom		86.5	151.4	30.4	41.8	1	64.7	7.5	-9.3	0.0	1.0	-	-7.8	-8.2	0.0	-32.6	2.5	3.0	35.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	159.4	4.3	26.0	8	110.8	7.4	0.0	0.0	-	-	-8.0	-20.4	9.0	-32.6	2.5	3.0	38.6	42.5			
		ER Hung Hom to Lo Wu		86.1	151.7	4.3	25.4	8	104.1	7.4	0.0	0.0	-	-	-7.8	-20.6	9.0	-32.6	2.5	3.0	39.7				
		Intercity through train to Hung Hom		86.5	159.4	4.3	26.0	1	110.8	7.4	0.0	0.0	-	-	-8.0	-20.4	0.0	-32.6	2.5	3.0	31.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	150.8	47.6	80.0	8	43.9	7.5	-15.8	0.0	-	-	-7.8	-3.2	9.0	-32.6	2.5	3.0	40.2	44.1			
		ER Hung Hom to Lo Wu		86.1	142.0	47.6	78.3	8	35.3	7.5	-17.8	0.0	-	-	-7.5	-3.2	9.0	-32.6	2.5	3.0	39.6				
		ER Hung Hom to Lok Ma Chau		86.1	139.8	47.6	80.0	4	32.2	6.8	-18.9	0.0	1.0	-	-7.5	-3.2	6.0	-32.6	2.5	3.0	36.5				
		Intercity through train to Hung Hom		86.5	150.8	47.6	80.0	1	43.9	7.5	-15.8	0.0	-	-	-7.8	-3.2	0.0	-32.6	2.5	3.0	32.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	152.1	30.4	41.8	8	64.7	7.5	-6.6	0.0	1.0	-	-7.8	-8.2	9.0	-32.6	2.5	3.0	45.4	48.8			
		ER Hung Hom to Lo Wu		86.1	145.4	30.4	41.4	8	58.5	7.5	-8.6	0.0	1.0	-	-7.6	-8.3	9.0	-32.6	2.5	3.0	44.6				
		ER Hung Hom to Lok Ma Chau		86.1	140.6	30.4	41.3	4	53.0	4.8	-13.4	0.0	2.5	-	-7.5	-8.3	6.0	-32.6	2.5	3.0	38.4				
		Intercity through train to Hung Hom		86.5	152.1	30.4	41.8	1	64.7	7.5	-6.6	0.0	1.0	-	-7.8	-8.2	0.0	-32.6	2.5	3.0	37.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	160.0	4.3	26.0	8	110.8	7.4	0.0	0.0	-	-	-8.1	-20.4	9.0	-32.6	2.5	3.0	38.6	42.5			
		ER Hung Hom to Lo Wu		86.1	152.3	4.3	25.4	8	104.1	7.4	0.0	0.0	-	-	-7.8	-20.6	9.0	-32.6	2.5	3.0	39.7				
		Intercity through train to Hung Hom		86.5	160.0	4.3	26.0	1	110.8	7.4	0.0	0.0	-	-	-8.1	-20.4	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1105b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	151.5	47.6	80.0	8	43.9	7.5	-14.9	0.0	-	-	-7.8	-3.2	9.0	-32.6	2.5	3.0	41.2	44.9			
		ER Hung Hom to Lo Wu		86.1	142.8	47.6	78.3	8	35.3	7.5	-17.1	0.0	-	-	-7.6	-3.2	9.0	-32.6	2.5	3.0	40.2				
		ER Hung Hom to Lok Ma Chau		86.1	140.6	47.6	80.0	4	32.2	6.8	-18.3	0.0	1.0	-	-7.5	-3.2	6.0	-32.6	2.5	3.0	37.1				
		Intercity through train to Hung Hom		86.5	151.5	47.6	80.0	1	43.9	7.5	-14.9	0.0	-	-	-7.8	-3.2	0.0	-32.6	2.5	3.0	33.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	152.8	30.4	41.8	8	64.7	7.5	-4.7	0.0	1.0	-	-7.9	-8.2	9.0	-32.6	2.5	3.0	47.3	51.0			
		ER Hung Hom to Lo Wu		86.1	146.1	30.4	41.4	8	58.5	7.5	-6.0	0.0	1.0	-	-7.7	-8.3	9.0	-32.6	2.5	3.0	47.1				
		ER Hung Hom to Lok Ma Chau		86.1	141.4	30.4	41.3	4	53.0	4.8	-11.6	0.0	2.5	-	-7.5	-8.3	6.0	-32.6	2.5	3.0	40.1				
		Intercity through train to Hung Hom		86.5	152.8	30.4	41.8	1	64.7	7.5	-4.7	0.0	1.0	-	-7.9	-8.2	0.0	-32.6	2.5	3.0	39.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	160.6	4.3	26.0	8	110.8	7.4	0.0	0.0	-	-	-8.1	-20.4	9.0	-32.6	2.5	3.0	38.6	42.5			
		ER Hung Hom to Lo Wu		86.1	153.0	4.3	25.4	8	104.1	7.4	0.0	0.0	-	-	-7.9	-20.6	9.0	-32.6	2.5	3.0	39.6				
		Intercity through train to Hung Hom		86.5	160.6	4.3	26.0	1	110.8	7.4	0.0	0.0	-	-	-8.1	-20.4	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	152.3	47.6	80.0	8	43.9	7.5	-13.7	0.0	-	-	-7.8	-3.2	9.0	-32.6	2.5	3.0	42.3	45.8			
		ER Hung Hom to Lo Wu		86.1	143.6	47.6	78.3	8	35.3	7.5	-16.3	0.0	-	-	-7.6	-3.2	9.0	-32.6	2.5	3.0	41.0				
		ER Hung Hom to Lok Ma Chau		86.1	141.4	47.6	80.0	4	32.2	6.8	-17.7	0.0	1.0	-	-7.5	-3.2	6.0	-32.6	2.5	3.0	37.7				
		Intercity through train to Hung Hom		86.5	152.3	47.6	80.0	1	43.9	7.5	-13.7	0.0	-	-	-7.8	-3.2	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	153.5	30.4	41.8	8	64.7	7.5	-2.4	0.0	1.0	-	-7.9	-8.2	9.0	-32.6	2.5	3.0	49.6	53.1			
		ER Hung Hom to Lo Wu		86.1	146.9	30.4	41.4	8	58.5	7.5	-3.9	0.0	1.0	-	-7.7	-8.3	9.0	-32.6	2.5	3.0	49.2				
		ER Hung Hom to Lok Ma Chau		86.1	142.3	30.4	41.3	4	53.0	4.8	-9.4	0.0	2.5	-	-7.6	-8.3	6.0	-32.6	2.5	3.0	42.3				
		Intercity through train to Hung Hom		86.5	153.5	30.4	41.8	1	64.7	7.5	-2.4	0.0	1.0	-	-7.9	-8.2	0.0	-32.6	2.5	3.0	42.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	161.4	4.3	26.0	8	110.8	7.4	0.0	0.0	-	-	-8.1	-20.4	9.0	-32.6	2.5	3.0	38.5	42.4			
		ER Hung Hom to Lo Wu		86.1	153.7	4.3	25.4	8	104.1	7.4	0.0	0.0	-	-	-7.9	-20.6	9.0	-32.6	2.5	3.0	39.6				
		Intercity through train to Hung Hom		86.5	161.4	4.3	26.0	1	110.8	7.4	0.0	0.0	-	-	-8.1	-20.4	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1105b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	153.1	47.6	80.0	8	43.9	7.5	-12.4	0.0	-	-	-7.9	-3.2	9.0	-32.6	2.5	3.0	43.6	46.9			
		ER Hung Hom to Lo Wu		86.1	144.4	47.6	78.3	8	35.3	7.5	-15.5	0.0	-	-	-7.6	-3.2	9.0	-32.6	2.5	3.0	41.8				
		ER Hung Hom to Lok Ma Chau		86.1	142.2	47.6	80.0	4	32.2	6.8	-17.1	0.0	1.0	-	-7.6	-3.2	6.0	-32.6	2.5	3.0	38.3				
		Intercity through train to Hung Hom		86.5	153.1	47.6	80.0	1	43.9	7.5	-12.4	0.0	-	-	-7.9	-3.2	0.0	-32.6	2.5	3.0	36.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	154.3	30.4	41.8	8	64.7	7.5	-1.3	0.0	1.0	-	-7.9	-8.2	9.0	-32.6	2.5	3.0	50.6	54.6			
		ER Hung Hom to Lo Wu		86.1	147.7	30.4	41.4	8	58.5	7.5	-2.1	0.0	1.0	-	-7.7	-8.3	9.0	-32.6	2.5	3.0	51.0				
		ER Hung Hom to Lok Ma Chau		86.1	143.2	30.4	41.3	4	53.0	4.8	-6.8	0.0	2.5	-	-7.6	-8.3	6.0	-32.6	2.5	3.0	44.9				
		Intercity through train to Hung Hom		86.5	154.3	30.4	41.8	1	64.7	7.5	-1.3	0.0	1.0	-	-7.9	-8.2	0.0	-32.6	2.5	3.0	43.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	162.1	4.3	26.0	8	110.8	7.4	0.0	0.0	-	-	-8.1	-20.4	9.0	-32.6	2.5	3.0	38.5	42.4			
		ER Hung Hom to Lo Wu		86.1	154.5	4.3	25.4	8	104.1	7.4	0.0	0.0	-	-	-7.9	-20.6	9.0	-32.6	2.5	3.0	39.6				
		Intercity through train to Hung Hom		86.5	162.1	4.3	26.0	1	110.8	7.4	0.0	0.0	-	-	-8.1	-20.4	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	153.9	47.6	80.0	8	43.9	7.5	-10.9	0.0	-	-	-7.9	-3.2	9.0	-32.6	2.5	3.0	45.1	48.1			
		ER Hung Hom to Lo Wu		86.1	145.3	47.6	78.3	8	35.3	7.5	-14.6	0.0	-	-	-7.6	-3.2	9.0	-32.6	2.5	3.0	42.7				
		ER Hung Hom to Lok Ma Chau		86.1	143.2	47.6	80.0	4	32.2	6.8	-16.4	0.0	1.0	-	-7.6	-3.2	6.0	-32.6	2.5	3.0	39.0				
		Intercity through train to Hung Hom		86.5	153.9	47.6	80.0	1	43.9	7.5	-10.9	0.0	-	-	-7.9	-3.2	0.0	-32.6	2.5	3.0	37.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	155.1	30.4	41.8	8	64.7	7.5	-0.7	0.0	1.0	-	-7.9	-8.2	9.0	-32.6	2.5	3.0	51.2	55.4			
		ER Hung Hom to Lo Wu		86.1	148.6	30.4	41.4	8	58.5	7.5	-1.2	0.0	1.0	-	-7.7	-8.3	9.0	-32.6	2.5	3.0	51.8				
		ER Hung Hom to Lok Ma Chau		86.1	144.1	30.4	41.3	4	53.0	4.8	-5.3	0.0	2.5	-	-7.6	-8.3	6.0	-32.6	2.5	3.0	46.3				
		Intercity through train to Hung Hom		86.5	155.1	30.4	41.8	1	64.7	7.5	-0.7	0.0	1.0	-	-7.9	-8.2	0.0	-32.6	2.5	3.0	43.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	162.9	4.3	26.0	8	110.8	7.4	0.0	0.0	-	-	-8.1	-20.4	9.0	-32.6	2.5	3.0	38.5	42.4			
		ER Hung Hom to Lo Wu		86.1	155.4	4.3	25.4	8	104.1	7.4	0.0	0.0	-	-	-7.9	-20.6	9.0	-32.6	2.5	3.0	39.6				
		Intercity through train to Hung Hom		86.5	162.9	4.3	26.0	1	110.8	7.4	0.0	0.0	-	-	-8.1	-20.4	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1105b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	154.8	47.6	80.0	8	43.9	7.5	-9.0	0.0	-	-	-7.9	-3.2	9.0	-32.6	2.5	3.0	46.9	49.6			
		ER Hung Hom to Lo Wu		86.1	146.2	47.6	78.3	8	35.3	7.5	-13.5	0.0	-	-	-7.7	-3.2	9.0	-32.6	2.5	3.0	43.7				
		ER Hung Hom to Lok Ma Chau		86.1	144.1	47.6	80.0	4	32.2	6.8	-15.6	0.0	1.0	-	-7.6	-3.2	6.0	-32.6	2.5	3.0	39.7				
		Intercity through train to Hung Hom		86.5	154.8	47.6	80.0	1	43.9	7.5	-9.0	0.0	-	-	-7.9	-3.2	0.0	-32.6	2.5	3.0	39.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	156.0	30.4	41.8	8	64.7	7.5	-0.2	0.0	1.0	-	-8.0	-8.2	9.0	-32.6	2.5	3.0	51.6	56.3			
		ER Hung Hom to Lo Wu		86.1	149.5	30.4	41.4	8	58.5	7.5	-0.6	0.0	1.0	-	-7.8	-8.3	9.0	-32.6	2.5	3.0	52.4				
		ER Hung Hom to Lok Ma Chau		86.1	145.1	30.4	41.3	4	53.0	4.8	-2.8	0.0	2.5	-	-7.6	-8.3	6.0	-32.6	2.5	3.0	48.9				
		Intercity through train to Hung Hom		86.5	156.0	30.4	41.8	1	64.7	7.5	-0.2	0.0	1.0	-	-8.0	-8.2	0.0	-32.6	2.5	3.0	44.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	163.7	4.3	26.0	8	110.8	7.4	0.0	0.0	-	-	-8.2	-20.4	9.0	-32.6	2.5	3.0	38.5	42.4			
		ER Hung Hom to Lo Wu		86.1	156.2	4.3	25.4	8	104.1	7.4	0.0	0.0	-	-	-8.0	-20.6	9.0	-32.6	2.5	3.0	39.6				
		Intercity through train to Hung Hom		86.5	163.7	4.3	26.0	1	110.8	7.4	0.0	0.0	-	-	-8.2	-20.4	0.0	-32.6	2.5	3.0	30.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	155.7	47.6	80.0	8	43.9	7.5	-7.0	0.0	-	-	-7.9	-3.2	9.0	-32.6	2.5	3.0	48.9	51.3			
		ER Hung Hom to Lo Wu		86.1	147.2	47.6	78.3	8	35.3	7.5	-12.3	0.0	-	-	-7.7	-3.2	9.0	-32.6	2.5	3.0	44.9				
		ER Hung Hom to Lok Ma Chau		86.1	145.1	47.6	80.0	4	32.2	6.8	-14.7	0.0	1.0	-	-7.6	-3.2	6.0	-32.6	2.5	3.0	40.6				
		Intercity through train to Hung Hom		86.5	155.7	47.6	80.0	1	43.9	7.5	-7.0	0.0	-	-	-7.9	-3.2	0.0	-32.6	2.5	3.0	41.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	156.9	30.4	41.8	8	64.7	7.5	0.0	0.0	1.0	-	-8.0	-8.2	9.0	-32.6	2.5	3.0	51.8	56.7			
		ER Hung Hom to Lo Wu		86.1	150.5	30.4	41.4	8	58.5	7.5	-0.2	0.0	1.0	-	-7.8	-8.3	9.0	-32.6	2.5	3.0	52.8				
		ER Hung Hom to Lok Ma Chau		86.1	146.2	30.4	41.3	4	53.0	4.8	-1.6	0.0	2.5	-	-7.7	-8.3	6.0	-32.6	2.5	3.0	49.9				
		Intercity through train to Hung Hom		86.5	156.9	30.4	41.8	1	64.7	7.5	0.0	0.0	1.0	-	-8.0	-8.2	0.0	-32.6	2.5	3.0	44.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	164.6	4.3	26.0	8	110.8	7.4	0.0	0.0	-	-	-8.2	-20.4	9.0	-32.6	2.5	3.0	38.5	42.4			
		ER Hung Hom to Lo Wu		86.1	157.2	4.3	25.4	8	104.1	7.4	0.0	0.0	-	-	-8.0	-20.6	9.0	-32.6	2.5	3.0	39.5				
		Intercity through train to Hung Hom		86.5	164.6	4.3	26.0	1	110.8	7.4	0.0	0.0	-	-	-8.2	-20.4	0.0	-32.6	2.5	3.0	30.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

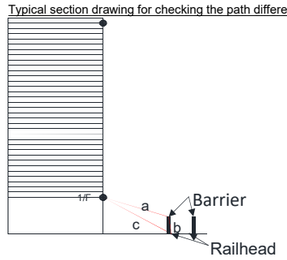
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1105b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	156.7	47.6	80.0	8	43.9	7.5	-5.6	0.0	-	-	-8.0	-3.2	9.0	-32.6	2.5	3.0	50.3	52.6			
		ER Hung Hom to Lo Wu		86.1	148.2	47.6	78.3	8	35.3	7.5	-10.9	0.0	-	-	-7.7	-3.2	9.0	-32.6	2.5	3.0	46.2				
		ER Hung Hom to Lok Ma Chau		86.1	146.2	47.6	80.0	4	32.2	6.8	-13.8	0.0	1.0	-	-7.7	-3.2	6.0	-32.6	2.5	3.0	41.5				
		Intercity through train to Hung Hom		86.5	156.7	47.6	80.0	1	43.9	7.5	-5.6	0.0	-	-	-8.0	-3.2	0.0	-32.6	2.5	3.0	42.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	157.9	30.4	41.8	8	64.7	7.5	0.0	0.0	1.0	-	-8.0	-8.2	9.0	-32.6	2.5	3.0	51.8	56.9			
		ER Hung Hom to Lo Wu		86.1	151.5	30.4	41.4	8	58.5	7.5	0.0	0.0	1.0	-	-7.8	-8.3	9.0	-32.6	2.5	3.0	53.0				
		ER Hung Hom to Lok Ma Chau		86.1	147.2	30.4	41.3	4	53.0	4.8	-1.0	0.0	2.5	-	-7.7	-8.3	6.0	-32.6	2.5	3.0	50.6				
		Intercity through train to Hung Hom		86.5	157.9	30.4	41.8	1	64.7	7.5	0.0	0.0	1.0	-	-8.0	-8.2	0.0	-32.6	2.5	3.0	44.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	165.5	4.3	26.0	8	110.8	7.4	0.0	0.0	-	-	-8.2	-20.4	9.0	-32.6	2.5	3.0	38.4	42.3			
		ER Hung Hom to Lo Wu		86.1	158.1	4.3	25.4	8	104.1	7.4	0.0	0.0	-	-	-8.0	-20.6	9.0	-32.6	2.5	3.0	39.5				
		Intercity through train to Hung Hom		86.5	165.5	4.3	26.0	1	110.8	7.4	0.0	0.0	-	-	-8.2	-20.4	0.0	-32.6	2.5	3.0	30.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																						Max predicted noise impact $L_{eq\ 30min}$	58	60	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	190.7	2.2	45.8	10	14.5	7.4	-3.4	1.4	-	-	-8.8	-19.0	10.0	-32.6	2.5	3.0	38.1	40.7			
		ER Lok Ma Chau to Hung Hom		85.1	185.0	2.2	45.7	5	8.7	6.2	-11.1	2.8	-	-	-8.7	-19.1	7.0	-32.6	2.5	3.0	28.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	179.1	2.2	45.7	15	2.8	7.4	-11.9	4.3	-	-	-8.6	-19.1	11.8	-32.6	2.5	3.0	35.6				
		Intercity through train to Hung Hom		86.5	190.7	2.2	45.8	1	14.5	7.4	-3.4	1.4	-	-	-8.8	-19.0	0.0	-32.6	2.5	3.0	29.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	190.5	8.3	50.9	10	2.1	7.4	-13.3	4.5	-	-	-8.8	-12.6	10.0	-32.6	2.5	3.0	37.8	43.9			
		ER Lok Ma Chau to Hung Hom		85.1	185.6	8.3	50.9	5	2.4	5.4	-18.9	4.4	2.0	-	-8.7	-12.6	7.0	-32.6	2.5	3.0	31.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	178.8	8.3	50.9	15	2.8	7.4	-11.9	4.3	-	-	-8.5	-12.6	11.8	-32.6	2.5	3.0	42.1				
		Intercity through train to Hung Hom		86.5	190.5	8.3	50.9	1	2.1	7.4	-13.3	4.5	-	-	-8.8	-12.6	0.0	-32.6	2.5	3.0	29.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	191.1	2.2	45.8	10	14.5	7.4	-2.8	1.4	-	-	-8.8	-19.0	10.0	-32.6	2.5	3.0	38.7	41.2			
		ER Lok Ma Chau to Hung Hom		85.1	185.4	2.2	45.7	5	8.7	6.2	-10.6	2.8	-	-	-8.7	-19.1	7.0	-32.6	2.5	3.0	29.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	179.5	2.2	45.7	15	2.8	7.4	-11.6	4.3	-	-	-8.6	-19.1	11.8	-32.6	2.5	3.0	35.9				
		Intercity through train to Hung Hom		86.5	191.1	2.2	45.8	1	14.5	7.4	-2.8	1.4	-	-	-8.8	-19.0	0.0	-32.6	2.5	3.0	30.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	190.9	8.3	50.9	10	2.1	7.4	-13.1	4.5	-	-	-8.8	-12.6	10.0	-32.6	2.5	3.0	38.0	44.1			
		ER Lok Ma Chau to Hung Hom		85.1	186.0	8.3	50.9	5	2.4	5.4	-18.7	4.4	2.0	-	-8.7	-12.6	7.0	-32.6	2.5	3.0	31.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	179.2	8.3	50.9	15	2.8	7.4	-11.6	4.3	-	-	-8.6	-12.6	11.8	-32.6	2.5	3.0	42.4				
		Intercity through train to Hung Hom		86.5	190.9	8.3	50.9	1	2.1	7.4	-13.1	4.5	-	-	-8.8	-12.6	0.0	-32.6	2.5	3.0	29.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	191.5	2.2	45.8	10	14.5	7.4	-2.3	1.4	-	-	-8.8	-19.0	10.0	-32.6	2.5	3.0	39.2	41.6			
		ER Lok Ma Chau to Hung Hom		85.1	185.9	2.2	45.7	5	8.7	6.2	-10.0	2.8	-	-	-8.7	-19.1	7.0	-32.6	2.5	3.0	30.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	179.9	2.2	45.7	15	2.8	7.4	-11.3	4.3	-	-	-8.6	-19.1	11.8	-32.6	2.5	3.0	36.2				
		Intercity through train to Hung Hom		86.5	191.5	2.2	45.8	1	14.5	7.4	-2.3	1.4	-	-	-8.8	-19.0	0.0	-32.6	2.5	3.0	30.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	191.3	8.3	50.9	10	2.1	7.4	-12.9	4.5	-	-	-8.8	-12.6	10.0	-32.6	2.5	3.0	38.2	44.4			
		ER Lok Ma Chau to Hung Hom		85.1	186.4	8.3	50.9	5	2.4	5.4	-18.6	4.4	2.0	-	-8.7	-12.6	7.0	-32.6	2.5	3.0	31.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	179.6	8.3	50.9	15	2.8	7.4	-11.3	4.3	-	-	-8.6	-12.6	11.8	-32.6	2.5	3.0	42.7				
		Intercity through train to Hung Hom		86.5	191.3	8.3	50.9	1	2.1	7.4	-12.9	4.5	-	-	-8.8	-12.6	0.0	-32.6	2.5	3.0	29.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	191.9	2.2	45.8	10	14.5	7.4	-2.0	1.4	-	-	-8.9	-19.0	10.0	-32.6	2.5	3.0	39.5	42.0			
		ER Lok Ma Chau to Hung Hom		85.1	186.3	2.2	45.7	5	8.7	6.2	-9.4	2.8	-	-	-8.7	-19.1	7.0	-32.6	2.5	3.0	30.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	180.4	2.2	45.7	15	2.8	7.4	-11.0	4.3	-	-	-8.6	-19.1	11.8	-32.6	2.5	3.0	36.5				
		Intercity through train to Hung Hom		86.5	191.9	2.2	45.8	1	14.5	7.4	-2.0	1.4	-	-	-8.9	-19.0	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	191.7	8.3	50.9	10	2.1	7.4	-12.7	4.5	-	-	-8.8	-12.6	10.0	-32.6	2.5	3.0	38.4	44.6			
		ER Lok Ma Chau to Hung Hom		85.1	186.9	8.3	50.9	5	2.4	5.4	-18.5	4.4	2.0	-	-8.7	-12.6	7.0	-32.6	2.5	3.0	31.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	180.1	8.3	50.9	15	2.8	7.4	-11.0	4.3	-	-	-8.6	-12.6	11.8	-32.6	2.5	3.0	43.0				
		Intercity through train to Hung Hom		86.5	191.7	8.3	50.9	1	2.1	7.4	-12.7	4.5	-	-	-8.8	-12.6	0.0	-32.6	2.5	3.0	29.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	192.4	2.2	45.8	10	14.5	7.4	-1.7	1.4	-	-	-8.9	-19.0	10.0	-32.6	2.5	3.0	39.8	42.3			
		ER Lok Ma Chau to Hung Hom		85.1	186.8	2.2	45.7	5	8.7	6.2	-8.8	2.8	-	-	-8.7	-19.1	7.0	-32.6	2.5	3.0	31.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	180.9	2.2	45.7	15	2.8	7.4	-10.7	4.3	-	-	-8.6	-19.1	11.8	-32.6	2.5	3.0	36.8				
		Intercity through train to Hung Hom		86.5	192.4	2.2	45.8	1	14.5	7.4	-1.7	1.4	-	-	-8.9	-19.0	0.0	-32.6	2.5	3.0	31.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	192.2	8.3	50.9	10	2.1	7.4	-12.4	4.5	-	-	-8.9	-12.6	10.0	-32.6	2.5	3.0	38.6	44.9			
		ER Lok Ma Chau to Hung Hom		85.1	187.4	8.3	50.9	5	2.4	5.4	-18.4	4.4	2.0	-	-8.7	-12.6	7.0	-32.6	2.5	3.0	31.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	180.6	8.3	50.9	15	2.8	7.4	-10.7	4.3	-	-	-8.6	-12.6	11.8	-32.6	2.5	3.0	43.3				
		Intercity through train to Hung Hom		86.5	192.2	8.3	50.9	1	2.1	7.4	-12.4	4.5	-	-	-8.9	-12.6	0.0	-32.6	2.5	3.0	30.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	192.9	2.2	45.8	10	14.5	7.4	-1.4	1.4	-	-	-8.9	-19.0	10.0	-32.6	2.5	3.0	40.1	42.6			
		ER Lok Ma Chau to Hung Hom		85.1	187.4	2.2	45.7	5	8.7	6.2	-8.1	2.8	-	-	-8.7	-19.1	7.0	-32.6	2.5	3.0	31.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	181.4	2.2	45.7	15	2.8	7.4	-10.4	4.3	-	-	-8.6	-19.1	11.8	-32.6	2.5	3.0	37.1				
		Intercity through train to Hung Hom		86.5	192.9	2.2	45.8	1	14.5	7.4	-1.4	1.4	-	-	-8.9	-19.0	0.0	-32.6	2.5	3.0	31.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	192.7	8.3	50.9	10	2.1	7.4	-12.2	4.5	-	-	-8.9	-12.6	10.0	-32.6	2.5	3.0	38.8	45.2			
		ER Lok Ma Chau to Hung Hom		85.1	187.9	8.3	50.9	5	2.4	5.4	-18.3	4.4	2.0	-	-8.8	-12.6	7.0	-32.6	2.5	3.0	31.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	181.2	8.3	50.9	15	2.8	7.4	-10.4	4.3	-	-	-8.6	-12.6	11.8	-32.6	2.5	3.0	43.6				
		Intercity through train to Hung Hom		86.5	192.7	8.3	50.9	1	2.1	7.4	-12.2	4.5	-	-	-8.9	-12.6	0.0	-32.6	2.5	3.0	30.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	193.5	2.2	45.8	10	14.5	7.4	-1.2	1.2	-	-	-8.9	-19.0	10.0	-32.6	2.5	3.0	40.1	42.8			
		ER Lok Ma Chau to Hung Hom		85.1	188.0	2.2	45.7	5	8.7	6.2	-7.5	2.8	-	-	-8.8	-19.1	7.0	-32.6	2.5	3.0	32.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	182.0	2.2	45.7	15	2.8	7.4	-10.0	4.3	-	-	-8.6	-19.1	11.8	-32.6	2.5	3.0	37.4				
		Intercity through train to Hung Hom		86.5	193.5	2.2	45.8	1	14.5	7.4	-1.2	1.2	-	-	-8.9	-19.0	0.0	-32.6	2.5	3.0	31.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	193.3	8.3	50.9	10	2.1	7.4	-12.0	4.5	-	-	-8.9	-12.6	10.0	-32.6	2.5	3.0	39.0	45.5			
		ER Lok Ma Chau to Hung Hom		85.1	188.5	8.3	50.9	5	2.4	5.4	-18.1	4.4	2.0	-	-8.8	-12.6	7.0	-32.6	2.5	3.0	31.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	181.7	8.3	50.9	15	2.8	7.4	-10.0	4.3	-	-	-8.6	-12.6	11.8	-32.6	2.5	3.0	43.9				
		Intercity through train to Hung Hom		86.5	193.3	8.3	50.9	1	2.1	7.4	-12.0	4.5	-	-	-8.9	-12.6	0.0	-32.6	2.5	3.0	30.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	194.0	2.2	45.8	10	14.5	7.4	-1.0	1.0	-	-	-8.9	-19.0	10.0	-32.6	2.5	3.0	40.1	42.9			
		ER Lok Ma Chau to Hung Hom		85.1	188.6	2.2	45.7	5	8.7	6.2	-6.8	2.8	-	-	-8.8	-19.1	7.0	-32.6	2.5	3.0	33.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	182.6	2.2	45.7	15	2.8	7.4	-9.7	4.3	-	-	-8.6	-19.1	11.8	-32.6	2.5	3.0	37.7				
		Intercity through train to Hung Hom		86.5	194.0	2.2	45.8	1	14.5	7.4	-1.0	1.0	-	-	-8.9	-19.0	0.0	-32.6	2.5	3.0	31.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	193.9	8.3	50.9	10	2.1	7.4	-11.8	4.5	-	-	-8.9	-12.6	10.0	-32.6	2.5	3.0	39.2	45.8			
		ER Lok Ma Chau to Hung Hom		85.1	189.2	8.3	50.9	5	2.4	5.4	-18.0	4.4	2.0	-	-8.8	-12.6	7.0	-32.6	2.5	3.0	32.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	182.4	8.3	50.9	15	2.8	7.4	-9.7	4.3	-	-	-8.6	-12.6	11.8	-32.6	2.5	3.0	44.2				
		Intercity through train to Hung Hom		86.5	193.9	8.3	50.9	1	2.1	7.4	-11.8	4.5	-	-	-8.9	-12.6	0.0	-32.6	2.5	3.0	30.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	194.7	2.2	45.8	10	14.5	7.4	-0.8	0.8	-	-	-8.9	-19.0	10.0	-32.6	2.5	3.0	40.1	43.1			
		ER Lok Ma Chau to Hung Hom		85.1	189.2	2.2	45.7	5	8.7	6.2	-6.3	2.8	-	-	-8.8	-19.1	7.0	-32.6	2.5	3.0	33.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	183.3	2.2	45.7	15	2.8	7.4	-9.3	4.3	-	-	-8.7	-19.1	11.8	-32.6	2.5	3.0	38.1				
		Intercity through train to Hung Hom		86.5	194.7	2.2	45.8	1	14.5	7.4	-0.8	0.8	-	-	-8.9	-19.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	194.5	8.3	50.9	10	2.1	7.4	-11.5	4.5	-	-	-8.9	-12.6	10.0	-32.6	2.5	3.0	39.4	46.1			
		ER Lok Ma Chau to Hung Hom		85.1	189.8	8.3	50.9	5	2.4	5.4	-17.9	4.4	2.0	-	-8.8	-12.6	7.0	-32.6	2.5	3.0	32.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	183.0	8.3	50.9	15	2.8	7.4	-9.3	4.3	-	-	-8.6	-12.6	11.8	-32.6	2.5	3.0	44.6				
		Intercity through train to Hung Hom		86.5	194.5	8.3	50.9	1	2.1	7.4	-11.5	4.5	-	-	-8.9	-12.6	0.0	-32.6	2.5	3.0	30.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	195.3	2.2	45.8	10	14.5	7.4	-0.6	0.6	-	-	-8.9	-19.0	10.0	-32.6	2.5	3.0	40.0	43.2			
		ER Lok Ma Chau to Hung Hom		85.1	189.9	2.2	45.7	5	8.7	6.2	-5.8	2.8	-	-	-8.8	-19.1	7.0	-32.6	2.5	3.0	34.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	184.0	2.2	45.7	15	2.8	7.4	-9.0	4.3	-	-	-8.7	-19.1	11.8	-32.6	2.5	3.0	38.4				
		Intercity through train to Hung Hom		86.5	195.3	2.2	45.8	1	14.5	7.4	-0.6	0.6	-	-	-8.9	-19.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	195.1	8.3	50.9	10	2.1	7.4	-11.3	4.5	-	-	-8.9	-12.6	10.0	-32.6	2.5	3.0	39.7	46.4			
		ER Lok Ma Chau to Hung Hom		85.1	190.5	8.3	50.9	5	2.4	5.4	-17.8	4.4	2.0	-	-8.8	-12.6	7.0	-32.6	2.5	3.0	32.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	183.7	8.3	50.9	15	2.8	7.4	-9.0	4.3	-	-	-8.7	-12.6	11.8	-32.6	2.5	3.0	44.9				
		Intercity through train to Hung Hom		86.5	195.1	8.3	50.9	1	2.1	7.4	-11.3	4.5	-	-	-8.9	-12.6	0.0	-32.6	2.5	3.0	31.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	196.0	2.2	45.8	10	14.5	7.4	-0.5	0.5	-	-	-8.9	-19.0	10.0	-32.6	2.5	3.0	40.0	43.4			
		ER Lok Ma Chau to Hung Hom		85.1	190.7	2.2	45.7	5	8.7	6.2	-5.6	2.8	-	-	-8.8	-19.1	7.0	-32.6	2.5	3.0	34.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	184.8	2.2	45.7	15	2.8	7.4	-8.6	4.3	-	-	-8.7	-19.1	11.8	-32.6	2.5	3.0	38.8				
		Intercity through train to Hung Hom		86.5	196.0	2.2	45.8	1	14.5	7.4	-0.5	0.5	-	-	-8.9	-19.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	195.8	8.3	50.9	10	2.1	7.4	-11.0	4.5	-	-	-8.9	-12.6	10.0	-32.6	2.5	3.0	39.9	46.7			
		ER Lok Ma Chau to Hung Hom		85.1	191.3	8.3	50.9	5	2.4	5.4	-17.6	4.4	2.0	-	-8.8	-12.6	7.0	-32.6	2.5	3.0	32.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	184.5	8.3	50.9	15	2.8	7.4	-8.6	4.3	-	-	-8.7	-12.6	11.8	-32.6	2.5	3.0	45.3				
		Intercity through train to Hung Hom		86.5	195.8	8.3	50.9	1	2.1	7.4	-11.0	4.5	-	-	-8.9	-12.6	0.0	-32.6	2.5	3.0	31.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	196.8	2.2	45.8	10	14.5	7.4	-0.3	0.3	-	-	-9.0	-19.0	10.0	-32.6	2.5	3.0	40.0	43.5			
		ER Lok Ma Chau to Hung Hom		85.1	191.4	2.2	45.7	5	8.7	6.2	-5.4	2.8	-	-	-8.8	-19.1	7.0	-32.6	2.5	3.0	34.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	185.5	2.2	45.7	15	2.8	7.4	-8.2	4.3	-	-	-8.7	-19.1	11.8	-32.6	2.5	3.0	39.1				
		Intercity through train to Hung Hom		86.5	196.8	2.2	45.8	1	14.5	7.4	-0.3	0.3	-	-	-9.0	-19.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	196.6	8.3	50.9	10	2.1	7.4	-10.8	4.5	-	-	-9.0	-12.6	10.0	-32.6	2.5	3.0	40.1	47.0			
		ER Lok Ma Chau to Hung Hom		85.1	192.1	8.3	50.9	5	2.4	5.4	-17.5	4.4	2.0	-	-8.9	-12.6	7.0	-32.6	2.5	3.0	32.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	185.2	8.3	50.9	15	2.8	7.4	-8.2	4.3	-	-	-8.7	-12.6	11.8	-32.6	2.5	3.0	45.6				
		Intercity through train to Hung Hom		86.5	196.6	8.3	50.9	1	2.1	7.4	-10.8	4.5	-	-	-9.0	-12.6	0.0	-32.6	2.5	3.0	31.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	197.5	2.2	45.8	10	14.5	7.4	-0.2	0.2	-	-	-9.0	-19.0	10.0	-32.6	2.5	3.0	40.0	43.7			
		ER Lok Ma Chau to Hung Hom		85.1	192.2	2.2	45.7	5	8.7	6.2	-4.6	2.8	-	-	-8.9	-19.1	7.0	-32.6	2.5	3.0	35.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	186.3	2.2	45.7	15	2.8	7.4	-7.9	4.3	-	-	-8.7	-19.1	11.8	-32.6	2.5	3.0	39.5				
		Intercity through train to Hung Hom		86.5	197.5	2.2	45.8	1	14.5	7.4	-0.2	0.2	-	-	-9.0	-19.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	197.3	8.3	50.9	10	2.1	7.4	-10.5	4.5	-	-	-9.0	-12.6	10.0	-32.6	2.5	3.0	40.4	47.3			
		ER Lok Ma Chau to Hung Hom		85.1	192.9	8.3	50.9	5	2.4	5.4	-17.4	4.4	2.0	-	-8.9	-12.6	7.0	-32.6	2.5	3.0	32.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	186.1	8.3	50.9	15	2.8	7.4	-7.9	4.3	-	-	-8.7	-12.6	11.8	-32.6	2.5	3.0	46.0				
		Intercity through train to Hung Hom		86.5	197.3	8.3	50.9	1	2.1	7.4	-10.5	4.5	-	-	-9.0	-12.6	0.0	-32.6	2.5	3.0	31.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
17	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	198.3	2.2	45.8	10	14.5	7.4	-0.1	0.1	-	-	-9.0	-19.0	10.0	-32.6	2.5	3.0	40.0	44.0			
		ER Lok Ma Chau to Hung Hom		85.1	193.1	2.2	45.7	5	8.7	6.2	-3.8	2.8	-	-	-8.9	-19.1	7.0	-32.6	2.5	3.0	36.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	187.2	2.2	45.7	15	2.8	7.4	-7.5	4.3	-	-	-8.7	-19.1	11.8	-32.6	2.5	3.0	39.8				
		Intercity through train to Hung Hom		86.5	198.3	2.2	45.8	1	14.5	7.4	-0.1	0.1	-	-	-9.0	-19.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	198.1	8.3	50.9	10	2.1	7.4	-10.3	4.5	-	-	-9.0	-12.6	10.0	-32.6	2.5	3.0	40.6	47.6			
		ER Lok Ma Chau to Hung Hom		85.1	193.7	8.3	50.9	5	2.4	5.4	-17.2	4.4	2.0	-	-8.9	-12.6	7.0	-32.6	2.5	3.0	32.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	186.9	8.3	50.9	15	2.8	7.4	-7.5	4.3	-	-	-8.7	-12.6	11.8	-32.6	2.5	3.0	46.3				
		Intercity through train to Hung Hom		86.5	198.1	8.3	50.9	1	2.1	7.4	-10.3	4.5	-	-	-9.0	-12.6	0.0	-32.6	2.5	3.0	32.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
18	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	199.2	2.2	45.8	10	14.5	7.4	0.0	0.0	-	-	-9.0	-19.0	10.0	-32.6	2.5	3.0	40.0	44.2			
		ER Lok Ma Chau to Hung Hom		85.1	194.0	2.2	45.7	5	8.7	6.2	-3.3	2.8	-	-	-8.9	-19.1	7.0	-32.6	2.5	3.0	36.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	188.1	2.2	45.7	15	2.8	7.4	-7.1	4.3	-	-	-8.8	-19.1	11.8	-32.6	2.5	3.0	40.2				
		Intercity through train to Hung Hom		86.5	199.2	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.0	-19.0	0.0	-32.6	2.5	3.0	31.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	199.0	8.3	50.9	10	2.1	7.4	-10.0	4.5	-	-	-9.0	-12.6	10.0	-32.6	2.5	3.0	40.9	47.9			
		ER Lok Ma Chau to Hung Hom		85.1	194.6	8.3	50.9	5	2.4	5.4	-17.1	4.4	2.0	-	-8.9	-12.6	7.0	-32.6	2.5	3.0	32.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	187.8	8.3	50.9	15	2.8	7.4	-7.1	4.3	-	-	-8.8	-12.6	11.8	-32.6	2.5	3.0	46.7				
		Intercity through train to Hung Hom		86.5	199.0	8.3	50.9	1	2.1	7.4	-10.0	4.5	-	-	-9.0	-12.6	0.0	-32.6	2.5	3.0	32.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
19	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	200.0	2.2	45.8	10	14.5	7.4	0.0	0.0	-	-	-9.0	-19.0	10.0	-32.6	2.5	3.0	39.9	44.4			
		ER Lok Ma Chau to Hung Hom		85.1	194.9	2.2	45.7	5	8.7	6.2	-2.9	2.8	-	-	-8.9	-19.1	7.0	-32.6	2.5	3.0	37.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	189.0	2.2	45.7	15	2.8	7.4	-6.8	4.3	-	-	-8.8	-19.1	11.8	-32.6	2.5	3.0	40.5				
		Intercity through train to Hung Hom		86.5	200.0	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.0	-19.0	0.0	-32.6	2.5	3.0	31.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	199.8	8.3	50.9	10	2.1	7.4	-9.7	4.5	-	-	-9.0	-12.6	10.0	-32.6	2.5	3.0	41.1	48.2			
		ER Lok Ma Chau to Hung Hom		85.1	195.5	8.3	50.9	5	2.4	5.4	-17.0	4.4	2.0	-	-8.9	-12.6	7.0	-32.6	2.5	3.0	32.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	188.7	8.3	50.9	15	2.8	7.4	-6.8	4.3	-	-	-8.8	-12.6	11.8	-32.6	2.5	3.0	47.0				
		Intercity through train to Hung Hom		86.5	199.8	8.3	50.9	1	2.1	7.4	-9.7	4.5	-	-	-9.0	-12.6	0.0	-32.6	2.5	3.0	32.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
20	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	200.9	2.2	45.8	10	14.5	7.4	0.0	0.0	-	-	-9.1	-19.0	10.0	-32.6	2.5	3.0	39.9	44.5			
		ER Lok Ma Chau to Hung Hom		85.1	195.8	2.2	45.7	5	8.7	6.2	-2.5	2.5	-	-	-8.9	-19.1	7.0	-32.6	2.5	3.0	37.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	190.0	2.2	45.7	15	2.8	7.4	-6.5	4.3	-	-	-8.8	-19.1	11.8	-32.6	2.5	3.0	40.8				
		Intercity through train to Hung Hom		86.5	200.9	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.1	-19.0	0.0	-32.6	2.5	3.0	31.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	200.8	8.3	50.9	10	2.1	7.4	-9.4	4.5	-	-	-9.0	-12.6	10.0	-32.6	2.5	3.0	41.4	48.5			
		ER Lok Ma Chau to Hung Hom		85.1	196.5	8.3	50.9	5	2.4	5.4	-16.8	4.4	2.0	-	-9.0	-12.6	7.0	-32.6	2.5	3.0	33.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	189.7	8.3	50.9	15	2.8	7.4	-6.5	4.3	-	-	-8.8	-12.6	11.8	-32.6	2.5	3.0	47.3				
		Intercity through train to Hung Hom		86.5	200.8	8.3	50.9	1	2.1	7.4	-9.4	4.5	-	-	-9.0	-12.6	0.0	-32.6	2.5	3.0	32.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
21	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	201.9	2.2	45.8	10	14.5	7.4	0.0	0.0	-	-	-9.1	-19.0	10.0	-32.6	2.5	3.0	39.9	44.6			
		ER Lok Ma Chau to Hung Hom		85.1	196.8	2.2	45.7	5	8.7	6.2	-2.2	2.2	-	-	-9.0	-19.1	7.0	-32.6	2.5	3.0	37.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	191.0	2.2	45.7	15	2.8	7.4	-6.2	4.3	-	-	-8.8	-19.1	11.8	-32.6	2.5	3.0	41.1				
		Intercity through train to Hung Hom		86.5	201.9	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.1	-19.0	0.0	-32.6	2.5	3.0	31.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	201.7	8.3	50.9	10	2.1	7.4	-9.2	4.5	-	-	-9.1	-12.6	10.0	-32.6	2.5	3.0	41.7	48.8			
		ER Lok Ma Chau to Hung Hom		85.1	197.5	8.3	50.9	5	2.4	5.4	-16.7	4.4	2.0	-	-9.0	-12.6	7.0	-32.6	2.5	3.0	33.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	190.7	8.3	50.9	15	2.8	7.4	-6.2	4.3	-	-	-8.8	-12.6	11.8	-32.6	2.5	3.0	47.5				
		Intercity through train to Hung Hom		86.5	201.7	8.3	50.9	1	2.1	7.4	-9.2	4.5	-	-	-9.1	-12.6	0.0	-32.6	2.5	3.0	33.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
22	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	202.9	2.2	45.8	10	14.5	7.4	0.0	0.0	-	-	-9.1	-19.0	10.0	-32.6	2.5	3.0	39.9	44.7			
		ER Lok Ma Chau to Hung Hom		85.1	197.8	2.2	45.7	5	8.7	6.2	-1.9	1.9	-	-	-9.0	-19.1	7.0	-32.6	2.5	3.0	37.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	192.0	2.2	45.7	15	2.8	7.4	-5.9	4.3	-	-	-8.9	-19.1	11.8	-32.6	2.5	3.0	41.3				
		Intercity through train to Hung Hom		86.5	202.9	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.1	-19.0	0.0	-32.6	2.5	3.0	31.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	202.7	8.3	50.9	10	2.1	7.4	-8.9	4.5	-	-	-9.1	-12.6	10.0	-32.6	2.5	3.0	41.9	49.0			
		ER Lok Ma Chau to Hung Hom		85.1	198.5	8.3	50.9	5	2.4	5.4	-16.5	4.4	2.0	-	-9.0	-12.6	7.0	-32.6	2.5	3.0	33.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	191.7	8.3	50.9	15	2.8	7.4	-5.9	4.3	-	-	-8.8	-12.6	11.8	-32.6	2.5	3.0	47.8				
		Intercity through train to Hung Hom		86.5	202.7	8.3	50.9	1	2.1	7.4	-8.9	4.5	-	-	-9.1	-12.6	0.0	-32.6	2.5	3.0	33.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
23	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	203.9	2.2	45.8	10	14.5	7.4	0.0	0.0	-	-	-9.1	-19.0	10.0	-32.6	2.5	3.0	39.8	44.8			
		ER Lok Ma Chau to Hung Hom		85.1	198.9	2.2	45.7	5	8.7	6.2	-1.7	1.7	-	-	-9.0	-19.1	7.0	-32.6	2.5	3.0	36.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	193.0	2.2	45.7	15	2.8	7.4	-5.8	4.3	-	-	-8.9	-19.1	11.8	-32.6	2.5	3.0	41.4				
		Intercity through train to Hung Hom		86.5	203.9	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.1	-19.0	0.0	-32.6	2.5	3.0	31.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	203.7	8.3	50.9	10	2.1	7.4	-8.6	4.5	-	-	-9.1	-12.6	10.0	-32.6	2.5	3.0	42.2	49.2			
		ER Lok Ma Chau to Hung Hom		85.1	199.5	8.3	50.9	5	2.4	5.4	-16.4	4.4	2.0	-	-9.0	-12.6	7.0	-32.6	2.5	3.0	33.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	192.8	8.3	50.9	15	2.8	7.4	-5.7	4.3	-	-	-8.9	-12.6	11.8	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	203.7	8.3	50.9	1	2.1	7.4	-8.6	4.5	-	-	-9.1	-12.6	0.0	-32.6	2.5	3.0	33.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
24	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	204.9	2.2	45.8	10	14.5	7.4	0.0	0.0	-	-	-9.1	-19.0	10.0	-32.6	2.5	3.0	39.8	44.8			
		ER Lok Ma Chau to Hung Hom		85.1	199.9	2.2	45.7	5	8.7	6.2	-1.5	1.5	-	-	-9.0	-19.1	7.0	-32.6	2.5	3.0	36.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	194.1	2.2	45.7	15	2.8	7.4	-5.6	4.3	-	-	-8.9	-19.1	11.8	-32.6	2.5	3.0	41.5				
		Intercity through train to Hung Hom		86.5	204.9	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.1	-19.0	0.0	-32.6	2.5	3.0	31.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	204.7	8.3	50.9	10	2.1	7.4	-8.3	4.5	-	-	-9.1	-12.6	10.0	-32.6	2.5	3.0	42.5	49.3			
		ER Lok Ma Chau to Hung Hom		85.1	200.6	8.3	50.9	5	2.4	5.4	-16.3	4.4	2.0	-	-9.0	-12.6	7.0	-32.6	2.5	3.0	33.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	193.9	8.3	50.9	15	2.8	7.4	-5.6	4.3	-	-	-8.9	-12.6	11.8	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	204.7	8.3	50.9	1	2.1	7.4	-8.3	4.5	-	-	-9.1	-12.6	0.0	-32.6	2.5	3.0	33.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
25	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	206.0	2.2	45.8	10	14.5	7.4	0.0	0.0	-	-	-9.2	-19.0	10.0	-32.6	2.5	3.0	39.8	44.8			
		ER Lok Ma Chau to Hung Hom		85.1	201.1	2.2	45.7	5	8.7	6.2	-1.4	1.4	-	-	-9.1	-19.1	7.0	-32.6	2.5	3.0	36.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	195.3	2.2	45.7	15	2.8	7.4	-5.6	4.3	-	-	-8.9	-19.1	11.8	-32.6	2.5	3.0	41.6				
		Intercity through train to Hung Hom		86.5	206.0	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.2	-19.0	0.0	-32.6	2.5	3.0	31.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	205.8	8.3	50.9	10	2.1	7.4	-8.0	4.5	-	-	-9.2	-12.6	10.0	-32.6	2.5	3.0	42.7	49.4			
		ER Lok Ma Chau to Hung Hom		85.1	201.8	8.3	50.9	5	2.4	5.4	-16.1	4.4	2.0	-	-9.1	-12.6	7.0	-32.6	2.5	3.0	33.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	195.0	8.3	50.9	15	2.8	7.4	-5.6	4.3	-	-	-8.9	-12.6	11.8	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	205.8	8.3	50.9	1	2.1	7.4	-8.0	4.5	-	-	-9.2	-12.6	0.0	-32.6	2.5	3.0	34.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
26	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	207.1	2.2	45.8	10	14.5	7.4	0.0	0.0	-	-	-9.2	-19.0	10.0	-32.6	2.5	3.0	39.8	44.8			
		ER Lok Ma Chau to Hung Hom		85.1	202.2	2.2	45.7	5	8.7	6.2	-1.2	1.2	-	-	-9.1	-19.1	7.0	-32.6	2.5	3.0	36.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	196.4	2.2	45.7	15	2.8	7.4	-5.5	4.3	-	-	-9.0	-19.1	11.8	-32.6	2.5	3.0	41.6				
		Intercity through train to Hung Hom		86.5	207.1	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.2	-19.0	0.0	-32.6	2.5	3.0	31.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	206.9	8.3	50.9	10	2.1	7.4	-7.7	4.5	-	-	-9.2	-12.6	10.0	-32.6	2.5	3.0	43.0	49.5			
		ER Lok Ma Chau to Hung Hom		85.1	202.9	8.3	50.9	5	2.4	5.4	-16.0	4.4	2.0	-	-9.1	-12.6	7.0	-32.6	2.5	3.0	33.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	196.1	8.3	50.9	15	2.8	7.4	-5.5	4.3	-	-	-8.9	-12.6	11.8	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	206.9	8.3	50.9	1	2.1	7.4	-7.7	4.5	-	-	-9.2	-12.6	0.0	-32.6	2.5	3.0	34.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
27	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	208.2	2.2	45.8	10	14.5	7.4	0.0	0.0	-	-	-9.2	-19.0	10.0	-32.6	2.5	3.0	39.8	45.0			
		ER Lok Ma Chau to Hung Hom		85.1	203.4	2.2	45.7	5	8.7	6.2	-1.1	1.1	-	-	-9.1	-19.1	7.0	-32.6	2.5	3.0	36.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	197.6	2.2	45.7	15	2.8	7.4	-5.1	4.3	-	-	-9.0	-19.1	11.8	-32.6	2.5	3.0	42.0				
		Intercity through train to Hung Hom		86.5	208.2	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.2	-19.0	0.0	-32.6	2.5	3.0	31.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	208.0	8.3	50.9	10	2.1	7.4	-7.4	4.5	-	-	-9.2	-12.6	10.0	-32.6	2.5	3.0	43.2	49.9			
		ER Lok Ma Chau to Hung Hom		85.1	204.1	8.3	50.9	5	2.4	5.4	-15.8	4.4	2.0	-	-9.1	-12.6	7.0	-32.6	2.5	3.0	33.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	197.3	8.3	50.9	15	2.8	7.4	-5.1	4.3	-	-	-9.0	-12.6	11.8	-32.6	2.5	3.0	48.5				
		Intercity through train to Hung Hom		86.5	208.0	8.3	50.9	1	2.1	7.4	-7.4	4.5	-	-	-9.2	-12.6	0.0	-32.6	2.5	3.0	34.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
28	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	209.3	2.2	45.8	10	14.5	7.4	0.0	0.0	-	-	-9.2	-19.0	10.0	-32.6	2.5	3.0	39.7	45.2			
		ER Lok Ma Chau to Hung Hom		85.1	204.6	2.2	45.7	5	8.7	6.2	-0.9	0.9	-	-	-9.1	-19.1	7.0	-32.6	2.5	3.0	36.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	198.8	2.2	45.7	15	2.8	7.4	-4.7	4.3	-	-	-9.0	-19.1	11.8	-32.6	2.5	3.0	42.4				
		Intercity through train to Hung Hom		86.5	209.3	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.2	-19.0	0.0	-32.6	2.5	3.0	31.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	209.2	8.3	50.9	10	2.1	7.4	-7.2	4.5	-	-	-9.2	-12.6	10.0	-32.6	2.5	3.0	43.5	50.2			
		ER Lok Ma Chau to Hung Hom		85.1	205.3	8.3	50.9	5	2.4	5.4	-15.6	4.4	2.0	-	-9.1	-12.6	7.0	-32.6	2.5	3.0	34.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	198.6	8.3	50.9	15	2.8	7.4	-4.6	4.3	-	-	-9.0	-12.6	11.8	-32.6	2.5	3.0	48.9				
		Intercity through train to Hung Hom		86.5	209.2	8.3	50.9	1	2.1	7.4	-7.2	4.5	-	-	-9.2	-12.6	0.0	-32.6	2.5	3.0	35.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
29	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	210.5	2.2	45.8	10	14.5	7.4	0.0	0.0	-	-	-9.3	-19.0	10.0	-32.6	2.5	3.0	39.7	45.3			
		ER Lok Ma Chau to Hung Hom		85.1	205.8	2.2	45.7	5	8.7	6.2	-0.8	0.8	-	-	-9.2	-19.1	7.0	-32.6	2.5	3.0	36.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	200.1	2.2	45.7	15	2.8	7.4	-4.2	4.2	-	-	-9.0	-19.1	11.8	-32.6	2.5	3.0	42.7				
		Intercity through train to Hung Hom		86.5	210.5	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.3	-19.0	0.0	-32.6	2.5	3.0	31.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	210.4	8.3	50.9	10	2.1	7.4	-6.9	4.5	-	-	-9.3	-12.6	10.0	-32.6	2.5	3.0	43.7	50.5			
		ER Lok Ma Chau to Hung Hom		85.1	206.5	8.3	50.9	5	2.4	5.4	-15.5	4.4	2.0	-	-9.2	-12.6	7.0	-32.6	2.5	3.0	34.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	199.8	8.3	50.9	15	2.8	7.4	-4.2	4.2	-	-	-9.0	-12.6	11.8	-32.6	2.5	3.0	49.2				
		Intercity through train to Hung Hom		86.5	210.4	8.3	50.9	1	2.1	7.4	-6.9	4.5	-	-	-9.3	-12.6	0.0	-32.6	2.5	3.0	35.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
30	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	211.8	2.2	45.8	10	14.5	7.4	0.0	0.0	-	-	-9.3	-19.0	10.0	-32.6	2.5	3.0	39.7	45.3			
		ER Lok Ma Chau to Hung Hom		85.1	207.1	2.2	45.7	5	8.7	6.2	-0.7	0.7	-	-	-9.2	-19.1	7.0	-32.6	2.5	3.0	36.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	201.4	2.2	45.7	15	2.8	7.4	-3.9	3.9	-	-	-9.1	-19.1	11.8	-32.6	2.5	3.0	42.7				
		Intercity through train to Hung Hom		86.5	211.8	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.3	-19.0	0.0	-32.6	2.5	3.0	31.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	211.6	8.3	50.9	10	2.1	7.4	-6.7	4.5	-	-	-9.3	-12.6	10.0	-32.6	2.5	3.0	44.0	50.6			
		ER Lok Ma Chau to Hung Hom		85.1	207.8	8.3	50.9	5	2.4	5.4	-15.3	4.4	2.0	-	-9.2	-12.6	7.0	-32.6	2.5	3.0	34.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	201.1	8.3	50.9	15	2.8	7.4	-3.9	3.9	-	-	-9.1	-12.6	11.8	-32.6	2.5	3.0	49.2				
		Intercity through train to Hung Hom		86.5	211.6	8.3	50.9	1	2.1	7.4	-6.7	4.5	-	-	-9.3	-12.6	0.0	-32.6	2.5	3.0	35.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
31	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	213.0	2.2	45.8	10	14.5	7.4	0.0	0.0	-	-	-9.3	-19.0	10.0	-32.6	2.5	3.0	39.7	45.3			
		ER Lok Ma Chau to Hung Hom		85.1	208.4	2.2	45.7	5	8.7	6.2	-0.6	0.6	-	-	-9.2	-19.1	7.0	-32.6	2.5	3.0	36.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	202.7	2.2	45.7	15	2.8	7.4	-3.6	3.6	-	-	-9.1	-19.1	11.8	-32.6	2.5	3.0	42.7				
		Intercity through train to Hung Hom		86.5	213.0	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.3	-19.0	0.0	-32.6	2.5	3.0	31.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	212.8	8.3	50.9	10	2.1	7.4	-6.4	4.5	-	-	-9.3	-12.6	10.0	-32.6	2.5	3.0	44.2	50.6			
		ER Lok Ma Chau to Hung Hom		85.1	209.1	8.3	50.9	5	2.4	5.4	-15.2	4.4	2.0	-	-9.2	-12.6	7.0	-32.6	2.5	3.0	34.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	202.4	8.3	50.9	15	2.8	7.4	-3.6	3.6	-	-	-9.1	-12.6	11.8	-32.6	2.5	3.0	49.2				
		Intercity through train to Hung Hom		86.5	212.8	8.3	50.9	1	2.1	7.4	-6.4	4.5	-	-	-9.3	-12.6	0.0	-32.6	2.5	3.0	35.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
32	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	214.3	2.2	45.8	10	14.5	7.4	0.0	0.0	-	-	-9.3	-19.0	10.0	-32.6	2.5	3.0	39.6	45.3			
		ER Lok Ma Chau to Hung Hom		85.1	209.7	2.2	45.7	5	8.7	6.2	-0.5	0.5	-	-	-9.2	-19.1	7.0	-32.6	2.5	3.0	36.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	204.0	2.2	45.7	15	2.8	7.4	-3.3	3.3	-	-	-9.1	-19.1	11.8	-32.6	2.5	3.0	42.7				
		Intercity through train to Hung Hom		86.5	214.3	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.3	-19.0	0.0	-32.6	2.5	3.0	31.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	214.1	8.3	50.9	10	2.1	7.4	-6.2	4.5	-	-	-9.3	-12.6	10.0	-32.6	2.5	3.0	44.4	50.6			
		ER Lok Ma Chau to Hung Hom		85.1	210.4	8.3	50.9	5	2.4	5.4	-15.0	4.4	2.0	-	-9.3	-12.6	7.0	-32.6	2.5	3.0	34.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	203.8	8.3	50.9	15	2.8	7.4	-3.3	3.3	-	-	-9.1	-12.6	11.8	-32.6	2.5	3.0	49.1				
		Intercity through train to Hung Hom		86.5	214.1	8.3	50.9	1	2.1	7.4	-6.2	4.5	-	-	-9.3	-12.6	0.0	-32.6	2.5	3.0	35.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
33	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	215.6	2.2	45.8	10	14.5	7.4	0.0	0.0	-	-	-9.4	-19.0	10.0	-32.6	2.5	3.0	39.6	45.2			
		ER Lok Ma Chau to Hung Hom		85.1	211.0	2.2	45.7	5	8.7	6.2	-0.4	0.4	-	-	-9.3	-19.1	7.0	-32.6	2.5	3.0	36.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	205.4	2.2	45.7	15	2.8	7.4	-3.1	3.1	-	-	-9.1	-19.1	11.8	-32.6	2.5	3.0	42.6				
		Intercity through train to Hung Hom		86.5	215.6	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.4	-19.0	0.0	-32.6	2.5	3.0	31.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	215.4	8.3	50.9	10	2.1	7.4	-6.0	4.5	-	-	-9.4	-12.6	10.0	-32.6	2.5	3.0	44.5	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	211.8	8.3	50.9	5	2.4	5.4	-14.9	4.4	2.0	-	-9.3	-12.6	7.0	-32.6	2.5	3.0	34.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	205.1	8.3	50.9	15	2.8	7.4	-3.1	3.1	-	-	-9.1	-12.6	11.8	-32.6	2.5	3.0	49.1				
		Intercity through train to Hung Hom		86.5	215.4	8.3	50.9	1	2.1	7.4	-6.0	4.5	-	-	-9.4	-12.6	0.0	-32.6	2.5	3.0	36.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
34	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	216.9	2.2	45.8	10	14.5	7.4	0.0	0.0	-	-	-9.4	-19.0	10.0	-32.6	2.5	3.0	39.6	45.2			
		ER Lok Ma Chau to Hung Hom		85.1	212.4	2.2	45.7	5	8.7	6.2	-0.3	0.3	-	-	-9.3	-19.1	7.0	-32.6	2.5	3.0	36.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	206.8	2.2	45.7	15	2.8	7.4	-2.9	2.9	-	-	-9.2	-19.1	11.8	-32.6	2.5	3.0	42.6				
		Intercity through train to Hung Hom		86.5	216.9	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.4	-19.0	0.0	-32.6	2.5	3.0	31.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	216.7	8.3	50.9	10	2.1	7.4	-5.9	4.5	-	-	-9.4	-12.6	10.0	-32.6	2.5	3.0	44.7	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	213.2	8.3	50.9	5	2.4	5.4	-14.7	4.4	2.0	-	-9.3	-12.6	7.0	-32.6	2.5	3.0	34.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	206.5	8.3	50.9	15	2.8	7.4	-2.9	2.9	-	-	-9.2	-12.6	11.8	-32.6	2.5	3.0	49.1				
		Intercity through train to Hung Hom		86.5	216.7	8.3	50.9	1	2.1	7.4	-5.9	4.5	-	-	-9.4	-12.6	0.0	-32.6	2.5	3.0	36.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
35	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	218.3	2.2	45.8	10	14.5	7.4	0.0	0.0	-	-	-9.4	-19.0	10.0	-32.6	2.5	3.0	39.6	45.2			
		ER Lok Ma Chau to Hung Hom		85.1	213.8	2.2	45.7	5	8.7	6.2	-0.2	0.2	-	-	-9.3	-19.1	7.0	-32.6	2.5	3.0	36.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	208.2	2.2	45.7	15	2.8	7.4	-2.7	2.7	-	-	-9.2	-19.1	11.8	-32.6	2.5	3.0	42.6				
		Intercity through train to Hung Hom		86.5	218.3	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.4	-19.0	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	218.1	8.3	50.9	10	2.1	7.4	-5.7	4.5	-	-	-9.4	-12.6	10.0	-32.6	2.5	3.0	44.8	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	214.6	8.3	50.9	5	2.4	5.4	-14.5	4.4	2.0	-	-9.3	-12.6	7.0	-32.6	2.5	3.0	34.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	207.9	8.3	50.9	15	2.8	7.4	-2.7	2.7	-	-	-9.2	-12.6	11.8	-32.6	2.5	3.0	49.0				
		Intercity through train to Hung Hom		86.5	218.1	8.3	50.9	1	2.1	7.4	-5.7	4.5	-	-	-9.4	-12.6	0.0	-32.6	2.5	3.0	36.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
36	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	219.6	2.2	45.8	10	14.5	7.4	0.0	0.0	-	-	-9.4	-19.0	10.0	-32.6	2.5	3.0	39.5	45.1			
		ER Lok Ma Chau to Hung Hom		85.1	215.2	2.2	45.7	5	8.7	6.2	-0.1	0.1	-	-	-9.3	-19.1	7.0	-32.6	2.5	3.0	36.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	209.6	2.2	45.7	15	2.8	7.4	-2.5	2.5	-	-	-9.2	-19.1	11.8	-32.6	2.5	3.0	42.5				
		Intercity through train to Hung Hom		86.5	219.6	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.4	-19.0	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	219.5	8.3	50.9	10	2.1	7.4	-5.6	4.5	-	-	-9.4	-12.6	10.0	-32.6	2.5	3.0	44.8	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	216.0	8.3	50.9	5	2.4	5.4	-14.4	4.4	2.0	-	-9.4	-12.6	7.0	-32.6	2.5	3.0	35.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	209.4	8.3	50.9	15	2.8	7.4	-2.5	2.5	-	-	-9.2	-12.6	11.8	-32.6	2.5	3.0	49.0				
		Intercity through train to Hung Hom		86.5	219.5	8.3	50.9	1	2.1	7.4	-5.6	4.5	-	-	-9.4	-12.6	0.0	-32.6	2.5	3.0	36.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
37	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	221.1	2.2	45.8	10	14.5	7.4	0.0	0.0	-	-	-9.5	-19.0	10.0	-32.6	2.5	3.0	39.5	45.1			
		ER Lok Ma Chau to Hung Hom		85.1	216.7	2.2	45.7	5	8.7	6.2	-0.1	0.1	-	-	-9.4	-19.1	7.0	-32.6	2.5	3.0	36.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	211.1	2.2	45.7	15	2.8	7.4	-2.4	2.4	-	-	-9.3	-19.1	11.8	-32.6	2.5	3.0	42.5				
		Intercity through train to Hung Hom		86.5	221.1	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.5	-19.0	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	220.9	8.3	50.9	10	2.1	7.4	-5.6	4.5	-	-	-9.5	-12.6	10.0	-32.6	2.5	3.0	44.9	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	217.5	8.3	50.9	5	2.4	5.4	-14.2	4.4	2.0	-	-9.4	-12.6	7.0	-32.6	2.5	3.0	35.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	210.9	8.3	50.9	15	2.8	7.4	-2.4	2.4	-	-	-9.3	-12.6	11.8	-32.6	2.5	3.0	49.0				
		Intercity through train to Hung Hom		86.5	220.9	8.3	50.9	1	2.1	7.4	-5.6	4.5	-	-	-9.5	-12.6	0.0	-32.6	2.5	3.0	36.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
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First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
38	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	222.5	2.2	45.8	10	14.5	7.4	0.0	0.0	-	-	-9.5	-19.0	10.0	-32.6	2.5	3.0	39.5	45.1			
		ER Lok Ma Chau to Hung Hom		85.1	218.2	2.2	45.7	5	8.7	6.2	0.0	0.0	-	-	-9.4	-19.1	7.0	-32.6	2.5	3.0	36.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	212.6	2.2	45.7	15	2.8	7.4	-2.2	2.2	-	-	-9.3	-19.1	11.8	-32.6	2.5	3.0	42.5				
		Intercity through train to Hung Hom		86.5	222.5	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.5	-19.0	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	222.3	8.3	50.9	10	2.1	7.4	-5.5	4.5	-	-	-9.5	-12.6	10.0	-32.6	2.5	3.0	44.9	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	218.9	8.3	50.9	5	2.4	5.4	-14.0	4.4	2.0	-	-9.4	-12.6	7.0	-32.6	2.5	3.0	35.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	212.4	8.3	50.9	15	2.8	7.4	-2.2	2.2	-	-	-9.3	-12.6	11.8	-32.6	2.5	3.0	48.9				
		Intercity through train to Hung Hom		86.5	222.3	8.3	50.9	1	2.1	7.4	-5.5	4.5	-	-	-9.5	-12.6	0.0	-32.6	2.5	3.0	36.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
39	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	223.9	2.2	45.8	10	14.5	7.4	0.0	0.0	-	-	-9.5	-19.0	10.0	-32.6	2.5	3.0	39.4	45.1			
		ER Lok Ma Chau to Hung Hom		85.1	219.7	2.2	45.7	5	8.7	6.2	0.0	0.0	-	-	-9.4	-19.1	7.0	-32.6	2.5	3.0	36.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	214.1	2.2	45.7	15	2.8	7.4	-2.1	2.1	-	-	-9.3	-19.1	11.8	-32.6	2.5	3.0	42.4				
		Intercity through train to Hung Hom		86.5	223.9	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.5	-19.0	0.0	-32.6	2.5	3.0	30.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	223.8	8.3	50.9	10	2.1	7.4	-5.4	4.5	-	-	-9.5	-12.6	10.0	-32.6	2.5	3.0	44.9	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	220.4	8.3	50.9	5	2.4	5.4	-13.8	4.4	2.0	-	-9.5	-12.6	7.0	-32.6	2.5	3.0	35.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	213.9	8.3	50.9	15	2.8	7.4	-2.1	2.1	-	-	-9.3	-12.6	11.8	-32.6	2.5	3.0	48.9				
		Intercity through train to Hung Hom		86.5	223.8	8.3	50.9	1	2.1	7.4	-5.4	4.5	-	-	-9.5	-12.6	0.0	-32.6	2.5	3.0	36.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

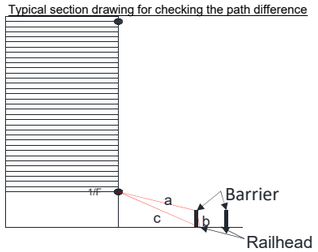
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
40	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	225.4	2.2	45.8	10	14.5	7.4	0.0	0.0	-	-	-9.6	-19.0	10.0	-32.6	2.5	3.0	39.4	45.0			
		ER Lok Ma Chau to Hung Hom		85.1	221.2	2.2	45.7	5	8.7	6.2	0.0	0.0	-	-	-9.5	-19.1	7.0	-32.6	2.5	3.0	36.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	215.7	2.2	45.7	15	2.8	7.4	-2.0	2.0	-	-	-9.4	-19.1	11.8	-32.6	2.5	3.0	42.4				
		Intercity through train to Hung Hom		86.5	225.4	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.6	-19.0	0.0	-32.6	2.5	3.0	30.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	225.3	8.3	50.9	10	2.1	7.4	-5.2	4.5	-	-	-9.5	-12.6	10.0	-32.6	2.5	3.0	45.2	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	222.0	8.3	50.9	5	2.4	5.4	-13.7	4.4	2.0	-	-9.5	-12.6	7.0	-32.6	2.5	3.0	35.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	215.4	8.3	50.9	15	2.8	7.4	-2.0	2.0	-	-	-9.4	-12.6	11.8	-32.6	2.5	3.0	48.9				
		Intercity through train to Hung Hom		86.5	225.3	8.3	50.9	1	2.1	7.4	-5.2	4.5	-	-	-9.5	-12.6	0.0	-32.6	2.5	3.0	36.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																					Max predicted noise impact $L_{eq\ 30min}$	52	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	190.7	2.2	45.8	8	14.5	7.4	-3.4	1.4	-	-	-8.8	-19.0	9.0	-32.6	2.5	3.0	37.1	39.8			
		ER Lok Ma Chau to Hung Hom		85.1	185.0	2.2	45.7	4	8.7	6.2	-11.1	2.8	-	-	-8.7	-19.1	6.0	-32.6	2.5	3.0	28.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	179.1	2.2	45.7	12	2.8	7.4	-11.9	4.3	-	-	-8.6	-19.1	10.8	-32.6	2.5	3.0	34.6				
		Intercity through train to Hung Hom		86.5	190.7	2.2	45.8	1	14.5	7.4	-3.4	1.4	-	-	-8.8	-19.0	0.0	-32.6	2.5	3.0	29.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	190.5	8.3	50.9	8	2.1	7.4	-13.3	4.5	-	-	-8.8	-12.6	9.0	-32.6	2.5	3.0	36.8	42.9			
		ER Lok Ma Chau to Hung Hom		85.1	185.6	8.3	50.9	4	2.4	5.4	-18.9	4.4	2.0	-	-8.7	-12.6	6.0	-32.6	2.5	3.0	30.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	178.8	8.3	50.9	12	2.8	7.4	-11.9	4.3	-	-	-8.5	-12.6	10.8	-32.6	2.5	3.0	41.1				
		Intercity through train to Hung Hom		86.5	190.5	8.3	50.9	1	2.1	7.4	-13.3	4.5	-	-	-8.8	-12.6	0.0	-32.6	2.5	3.0	29.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	191.1	2.2	45.8	8	14.5	7.4	-2.8	1.4	-	-	-8.8	-19.0	9.0	-32.6	2.5	3.0	37.7	40.3			
		ER Lok Ma Chau to Hung Hom		85.1	185.4	2.2	45.7	4	8.7	6.2	-10.6	2.8	-	-	-8.7	-19.1	6.0	-32.6	2.5	3.0	28.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	179.5	2.2	45.7	12	2.8	7.4	-11.6	4.3	-	-	-8.6	-19.1	10.8	-32.6	2.5	3.0	34.9				
		Intercity through train to Hung Hom		86.5	191.1	2.2	45.8	1	14.5	7.4	-2.8	1.4	-	-	-8.8	-19.0	0.0	-32.6	2.5	3.0	30.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	190.9	8.3	50.9	8	2.1	7.4	-13.1	4.5	-	-	-8.8	-12.6	9.0	-32.6	2.5	3.0	37.0	43.2			
		ER Lok Ma Chau to Hung Hom		85.1	186.0	8.3	50.9	4	2.4	5.4	-18.7	4.4	2.0	-	-8.7	-12.6	6.0	-32.6	2.5	3.0	30.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	179.2	8.3	50.9	12	2.8	7.4	-11.6	4.3	-	-	-8.6	-12.6	10.8	-32.6	2.5	3.0	41.4				
		Intercity through train to Hung Hom		86.5	190.9	8.3	50.9	1	2.1	7.4	-13.1	4.5	-	-	-8.8	-12.6	0.0	-32.6	2.5	3.0	29.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	191.5	2.2	45.8	8	14.5	7.4	-2.3	1.4	-	-	-8.8	-19.0	9.0	-32.6	2.5	3.0	38.2	40.7			
		ER Lok Ma Chau to Hung Hom		85.1	185.9	2.2	45.7	4	8.7	6.2	-10.0	2.8	-	-	-8.7	-19.1	6.0	-32.6	2.5	3.0	29.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	179.9	2.2	45.7	12	2.8	7.4	-11.3	4.3	-	-	-8.6	-19.1	10.8	-32.6	2.5	3.0	35.2				
		Intercity through train to Hung Hom		86.5	191.5	2.2	45.8	1	14.5	7.4	-2.3	1.4	-	-	-8.8	-19.0	0.0	-32.6	2.5	3.0	30.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	191.3	8.3	50.9	8	2.1	7.4	-12.9	4.5	-	-	-8.8	-12.6	9.0	-32.6	2.5	3.0	37.2	43.4			
		ER Lok Ma Chau to Hung Hom		85.1	186.4	8.3	50.9	4	2.4	5.4	-18.6	4.4	2.0	-	-8.7	-12.6	6.0	-32.6	2.5	3.0	30.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	179.6	8.3	50.9	12	2.8	7.4	-11.3	4.3	-	-	-8.6	-12.6	10.8	-32.6	2.5	3.0	41.7				
		Intercity through train to Hung Hom		86.5	191.3	8.3	50.9	1	2.1	7.4	-12.9	4.5	-	-	-8.8	-12.6	0.0	-32.6	2.5	3.0	29.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	191.9	2.2	45.8	8	14.5	7.4	-2.0	1.4	-	-	-8.9	-19.0	9.0	-32.6	2.5	3.0	38.6	41.1			
		ER Lok Ma Chau to Hung Hom		85.1	186.3	2.2	45.7	4	8.7	6.2	-9.4	2.8	-	-	-8.7	-19.1	6.0	-32.6	2.5	3.0	29.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	180.4	2.2	45.7	12	2.8	7.4	-11.0	4.3	-	-	-8.6	-19.1	10.8	-32.6	2.5	3.0	35.5				
		Intercity through train to Hung Hom		86.5	191.9	2.2	45.8	1	14.5	7.4	-2.0	1.4	-	-	-8.9	-19.0	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	191.7	8.3	50.9	8	2.1	7.4	-12.7	4.5	-	-	-8.8	-12.6	9.0	-32.6	2.5	3.0	37.4	43.7			
		ER Lok Ma Chau to Hung Hom		85.1	186.9	8.3	50.9	4	2.4	5.4	-18.5	4.4	2.0	-	-8.7	-12.6	6.0	-32.6	2.5	3.0	30.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	180.1	8.3	50.9	12	2.8	7.4	-11.0	4.3	-	-	-8.6	-12.6	10.8	-32.6	2.5	3.0	42.0				
		Intercity through train to Hung Hom		86.5	191.7	8.3	50.9	1	2.1	7.4	-12.7	4.5	-	-	-8.8	-12.6	0.0	-32.6	2.5	3.0	29.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	192.4	2.2	45.8	8	14.5	7.4	-1.7	1.4	-	-	-8.9	-19.0	9.0	-32.6	2.5	3.0	38.8	41.4			
		ER Lok Ma Chau to Hung Hom		85.1	186.8	2.2	45.7	4	8.7	6.2	-8.8	2.8	-	-	-8.7	-19.1	6.0	-32.6	2.5	3.0	30.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	180.9	2.2	45.7	12	2.8	7.4	-10.7	4.3	-	-	-8.6	-19.1	10.8	-32.6	2.5	3.0	35.8				
		Intercity through train to Hung Hom		86.5	192.4	2.2	45.8	1	14.5	7.4	-1.7	1.4	-	-	-8.9	-19.0	0.0	-32.6	2.5	3.0	31.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	192.2	8.3	50.9	8	2.1	7.4	-12.4	4.5	-	-	-8.9	-12.6	9.0	-32.6	2.5	3.0	37.6	44.0			
		ER Lok Ma Chau to Hung Hom		85.1	187.4	8.3	50.9	4	2.4	5.4	-18.4	4.4	2.0	-	-8.7	-12.6	6.0	-32.6	2.5	3.0	30.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	180.6	8.3	50.9	12	2.8	7.4	-10.7	4.3	-	-	-8.6	-12.6	10.8	-32.6	2.5	3.0	42.3				
		Intercity through train to Hung Hom		86.5	192.2	8.3	50.9	1	2.1	7.4	-12.4	4.5	-	-	-8.9	-12.6	0.0	-32.6	2.5	3.0	30.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	192.9	2.2	45.8	8	14.5	7.4	-1.4	1.4	-	-	-8.9	-19.0	9.0	-32.6	2.5	3.0	39.1	41.7			
		ER Lok Ma Chau to Hung Hom		85.1	187.4	2.2	45.7	4	8.7	6.2	-8.1	2.8	-	-	-8.7	-19.1	6.0	-32.6	2.5	3.0	30.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	181.4	2.2	45.7	12	2.8	7.4	-10.4	4.3	-	-	-8.6	-19.1	10.8	-32.6	2.5	3.0	36.1				
		Intercity through train to Hung Hom		86.5	192.9	2.2	45.8	1	14.5	7.4	-1.4	1.4	-	-	-8.9	-19.0	0.0	-32.6	2.5	3.0	31.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	192.7	8.3	50.9	8	2.1	7.4	-12.2	4.5	-	-	-8.9	-12.6	9.0	-32.6	2.5	3.0	37.8	44.2			
		ER Lok Ma Chau to Hung Hom		85.1	187.9	8.3	50.9	4	2.4	5.4	-18.3	4.4	2.0	-	-8.8	-12.6	6.0	-32.6	2.5	3.0	30.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	181.2	8.3	50.9	12	2.8	7.4	-10.4	4.3	-	-	-8.6	-12.6	10.8	-32.6	2.5	3.0	42.6				
		Intercity through train to Hung Hom		86.5	192.7	8.3	50.9	1	2.1	7.4	-12.2	4.5	-	-	-8.9	-12.6	0.0	-32.6	2.5	3.0	30.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	193.5	2.2	45.8	8	14.5	7.4	-1.2	1.2	-	-	-8.9	-19.0	9.0	-32.6	2.5	3.0	39.1	41.9			
		ER Lok Ma Chau to Hung Hom		85.1	188.0	2.2	45.7	4	8.7	6.2	-7.5	2.8	-	-	-8.8	-19.1	6.0	-32.6	2.5	3.0	31.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	182.0	2.2	45.7	12	2.8	7.4	-10.0	4.3	-	-	-8.6	-19.1	10.8	-32.6	2.5	3.0	36.5				
		Intercity through train to Hung Hom		86.5	193.5	2.2	45.8	1	14.5	7.4	-1.2	1.2	-	-	-8.9	-19.0	0.0	-32.6	2.5	3.0	31.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	193.3	8.3	50.9	8	2.1	7.4	-12.0	4.5	-	-	-8.9	-12.6	9.0	-32.6	2.5	3.0	38.0	44.5			
		ER Lok Ma Chau to Hung Hom		85.1	188.5	8.3	50.9	4	2.4	5.4	-18.1	4.4	2.0	-	-8.8	-12.6	6.0	-32.6	2.5	3.0	30.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	181.7	8.3	50.9	12	2.8	7.4	-10.0	4.3	-	-	-8.6	-12.6	10.8	-32.6	2.5	3.0	42.9				
		Intercity through train to Hung Hom		86.5	193.3	8.3	50.9	1	2.1	7.4	-12.0	4.5	-	-	-8.9	-12.6	0.0	-32.6	2.5	3.0	30.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	194.0	2.2	45.8	8	14.5	7.4	-1.0	1.0	-	-	-8.9	-19.0	9.0	-32.6	2.5	3.0	39.1	42.0			
		ER Lok Ma Chau to Hung Hom		85.1	188.6	2.2	45.7	4	8.7	6.2	-6.8	2.8	-	-	-8.8	-19.1	6.0	-32.6	2.5	3.0	32.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	182.6	2.2	45.7	12	2.8	7.4	-9.7	4.3	-	-	-8.6	-19.1	10.8	-32.6	2.5	3.0	36.8				
		Intercity through train to Hung Hom		86.5	194.0	2.2	45.8	1	14.5	7.4	-1.0	1.0	-	-	-8.9	-19.0	0.0	-32.6	2.5	3.0	31.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	193.9	8.3	50.9	8	2.1	7.4	-11.8	4.5	-	-	-8.9	-12.6	9.0	-32.6	2.5	3.0	38.3	44.8			
		ER Lok Ma Chau to Hung Hom		85.1	189.2	8.3	50.9	4	2.4	5.4	-18.0	4.4	2.0	-	-8.8	-12.6	6.0	-32.6	2.5	3.0	31.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	182.4	8.3	50.9	12	2.8	7.4	-9.7	4.3	-	-	-8.6	-12.6	10.8	-32.6	2.5	3.0	43.3				
		Intercity through train to Hung Hom		86.5	193.9	8.3	50.9	1	2.1	7.4	-11.8	4.5	-	-	-8.9	-12.6	0.0	-32.6	2.5	3.0	30.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	194.7	2.2	45.8	8	14.5	7.4	-0.8	0.8	-	-	-8.9	-19.0	9.0	-32.6	2.5	3.0	39.1	42.2			
		ER Lok Ma Chau to Hung Hom		85.1	189.2	2.2	45.7	4	8.7	6.2	-6.3	2.8	-	-	-8.8	-19.1	6.0	-32.6	2.5	3.0	32.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	183.3	2.2	45.7	12	2.8	7.4	-9.3	4.3	-	-	-8.7	-19.1	10.8	-32.6	2.5	3.0	37.1				
		Intercity through train to Hung Hom		86.5	194.7	2.2	45.8	1	14.5	7.4	-0.8	0.8	-	-	-8.9	-19.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	194.5	8.3	50.9	8	2.1	7.4	-11.5	4.5	-	-	-8.9	-12.6	9.0	-32.6	2.5	3.0	38.5	45.1			
		ER Lok Ma Chau to Hung Hom		85.1	189.8	8.3	50.9	4	2.4	5.4	-17.9	4.4	2.0	-	-8.8	-12.6	6.0	-32.6	2.5	3.0	31.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	183.0	8.3	50.9	12	2.8	7.4	-9.3	4.3	-	-	-8.6	-12.6	10.8	-32.6	2.5	3.0	43.6				
		Intercity through train to Hung Hom		86.5	194.5	8.3	50.9	1	2.1	7.4	-11.5	4.5	-	-	-8.9	-12.6	0.0	-32.6	2.5	3.0	30.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	195.3	2.2	45.8	8	14.5	7.4	-0.6	0.6	-	-	-8.9	-19.0	9.0	-32.6	2.5	3.0	39.1	42.3			
		ER Lok Ma Chau to Hung Hom		85.1	189.9	2.2	45.7	4	8.7	6.2	-5.8	2.8	-	-	-8.8	-19.1	6.0	-32.6	2.5	3.0	33.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	184.0	2.2	45.7	12	2.8	7.4	-9.0	4.3	-	-	-8.7	-19.1	10.8	-32.6	2.5	3.0	37.5				
		Intercity through train to Hung Hom		86.5	195.3	2.2	45.8	1	14.5	7.4	-0.6	0.6	-	-	-8.9	-19.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	195.1	8.3	50.9	8	2.1	7.4	-11.3	4.5	-	-	-8.9	-12.6	9.0	-32.6	2.5	3.0	38.7	45.4			
		ER Lok Ma Chau to Hung Hom		85.1	190.5	8.3	50.9	4	2.4	5.4	-17.8	4.4	2.0	-	-8.8	-12.6	6.0	-32.6	2.5	3.0	31.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	183.7	8.3	50.9	12	2.8	7.4	-9.0	4.3	-	-	-8.7	-12.6	10.8	-32.6	2.5	3.0	43.9				
		Intercity through train to Hung Hom		86.5	195.1	8.3	50.9	1	2.1	7.4	-11.3	4.5	-	-	-8.9	-12.6	0.0	-32.6	2.5	3.0	31.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	196.0	2.2	45.8	8	14.5	7.4	-0.5	0.5	-	-	-8.9	-19.0	9.0	-32.6	2.5	3.0	39.1	42.5			
		ER Lok Ma Chau to Hung Hom		85.1	190.7	2.2	45.7	4	8.7	6.2	-5.6	2.8	-	-	-8.8	-19.1	6.0	-32.6	2.5	3.0	33.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	184.8	2.2	45.7	12	2.8	7.4	-8.6	4.3	-	-	-8.7	-19.1	10.8	-32.6	2.5	3.0	37.8				
		Intercity through train to Hung Hom		86.5	196.0	2.2	45.8	1	14.5	7.4	-0.5	0.5	-	-	-8.9	-19.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	195.8	8.3	50.9	8	2.1	7.4	-11.0	4.5	-	-	-8.9	-12.6	9.0	-32.6	2.5	3.0	38.9	45.7			
		ER Lok Ma Chau to Hung Hom		85.1	191.3	8.3	50.9	4	2.4	5.4	-17.6	4.4	2.0	-	-8.8	-12.6	6.0	-32.6	2.5	3.0	31.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	184.5	8.3	50.9	12	2.8	7.4	-8.6	4.3	-	-	-8.7	-12.6	10.8	-32.6	2.5	3.0	44.3				
		Intercity through train to Hung Hom		86.5	195.8	8.3	50.9	1	2.1	7.4	-11.0	4.5	-	-	-8.9	-12.6	0.0	-32.6	2.5	3.0	31.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	196.8	2.2	45.8	8	14.5	7.4	-0.3	0.3	-	-	-9.0	-19.0	9.0	-32.6	2.5	3.0	39.0	42.6			
		ER Lok Ma Chau to Hung Hom		85.1	191.4	2.2	45.7	4	8.7	6.2	-5.4	2.8	-	-	-8.8	-19.1	6.0	-32.6	2.5	3.0	33.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	185.5	2.2	45.7	12	2.8	7.4	-8.2	4.3	-	-	-8.7	-19.1	10.8	-32.6	2.5	3.0	38.2				
		Intercity through train to Hung Hom		86.5	196.8	2.2	45.8	1	14.5	7.4	-0.3	0.3	-	-	-9.0	-19.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	196.6	8.3	50.9	8	2.1	7.4	-10.8	4.5	-	-	-9.0	-12.6	9.0	-32.6	2.5	3.0	39.2	46.1			
		ER Lok Ma Chau to Hung Hom		85.1	192.1	8.3	50.9	4	2.4	5.4	-17.5	4.4	2.0	-	-8.9	-12.6	6.0	-32.6	2.5	3.0	31.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	185.2	8.3	50.9	12	2.8	7.4	-8.2	4.3	-	-	-8.7	-12.6	10.8	-32.6	2.5	3.0	44.6				
		Intercity through train to Hung Hom		86.5	196.6	8.3	50.9	1	2.1	7.4	-10.8	4.5	-	-	-9.0	-12.6	0.0	-32.6	2.5	3.0	31.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	197.5	2.2	45.8	8	14.5	7.4	-0.2	0.2	-	-	-9.0	-19.0	9.0	-32.6	2.5	3.0	39.0	42.8			
		ER Lok Ma Chau to Hung Hom		85.1	192.2	2.2	45.7	4	8.7	6.2	-4.6	2.8	-	-	-8.9	-19.1	6.0	-32.6	2.5	3.0	34.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	186.3	2.2	45.7	12	2.8	7.4	-7.9	4.3	-	-	-8.7	-19.1	10.8	-32.6	2.5	3.0	38.5				
		Intercity through train to Hung Hom		86.5	197.5	2.2	45.8	1	14.5	7.4	-0.2	0.2	-	-	-9.0	-19.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	197.3	8.3	50.9	8	2.1	7.4	-10.5	4.5	-	-	-9.0	-12.6	9.0	-32.6	2.5	3.0	39.4	46.4			
		ER Lok Ma Chau to Hung Hom		85.1	192.9	8.3	50.9	4	2.4	5.4	-17.4	4.4	2.0	-	-8.9	-12.6	6.0	-32.6	2.5	3.0	31.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	186.1	8.3	50.9	12	2.8	7.4	-7.9	4.3	-	-	-8.7	-12.6	10.8	-32.6	2.5	3.0	45.0				
		Intercity through train to Hung Hom		86.5	197.3	8.3	50.9	1	2.1	7.4	-10.5	4.5	-	-	-9.0	-12.6	0.0	-32.6	2.5	3.0	31.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
17	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	198.3	2.2	45.8	8	14.5	7.4	-0.1	0.1	-	-	-9.0	-19.0	9.0	-32.6	2.5	3.0	39.0	43.1			
		ER Lok Ma Chau to Hung Hom		85.1	193.1	2.2	45.7	4	8.7	6.2	-3.8	2.8	-	-	-8.9	-19.1	6.0	-32.6	2.5	3.0	35.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	187.2	2.2	45.7	12	2.8	7.4	-7.5	4.3	-	-	-8.7	-19.1	10.8	-32.6	2.5	3.0	38.9				
		Intercity through train to Hung Hom		86.5	198.3	2.2	45.8	1	14.5	7.4	-0.1	0.1	-	-	-9.0	-19.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	198.1	8.3	50.9	8	2.1	7.4	-10.3	4.5	-	-	-9.0	-12.6	9.0	-32.6	2.5	3.0	39.7	46.7			
		ER Lok Ma Chau to Hung Hom		85.1	193.7	8.3	50.9	4	2.4	5.4	-17.2	4.4	2.0	-	-8.9	-12.6	6.0	-32.6	2.5	3.0	31.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	186.9	8.3	50.9	12	2.8	7.4	-7.5	4.3	-	-	-8.7	-12.6	10.8	-32.6	2.5	3.0	45.4				
		Intercity through train to Hung Hom		86.5	198.1	8.3	50.9	1	2.1	7.4	-10.3	4.5	-	-	-9.0	-12.6	0.0	-32.6	2.5	3.0	32.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
18	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	199.2	2.2	45.8	8	14.5	7.4	0.0	0.0	-	-	-9.0	-19.0	9.0	-32.6	2.5	3.0	39.0	43.3			
		ER Lok Ma Chau to Hung Hom		85.1	194.0	2.2	45.7	4	8.7	6.2	-3.3	2.8	-	-	-8.9	-19.1	6.0	-32.6	2.5	3.0	35.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	188.1	2.2	45.7	12	2.8	7.4	-7.1	4.3	-	-	-8.8	-19.1	10.8	-32.6	2.5	3.0	39.2				
		Intercity through train to Hung Hom		86.5	199.2	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.0	-19.0	0.0	-32.6	2.5	3.0	31.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	199.0	8.3	50.9	8	2.1	7.4	-10.0	4.5	-	-	-9.0	-12.6	9.0	-32.6	2.5	3.0	39.9	47.0			
		ER Lok Ma Chau to Hung Hom		85.1	194.6	8.3	50.9	4	2.4	5.4	-17.1	4.4	2.0	-	-8.9	-12.6	6.0	-32.6	2.5	3.0	31.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	187.8	8.3	50.9	12	2.8	7.4	-7.1	4.3	-	-	-8.8	-12.6	10.8	-32.6	2.5	3.0	45.7				
		Intercity through train to Hung Hom		86.5	199.0	8.3	50.9	1	2.1	7.4	-10.0	4.5	-	-	-9.0	-12.6	0.0	-32.6	2.5	3.0	32.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
19	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	200.0	2.2	45.8	8	14.5	7.4	0.0	0.0	-	-	-9.0	-19.0	9.0	-32.6	2.5	3.0	39.0	43.5			
		ER Lok Ma Chau to Hung Hom		85.1	194.9	2.2	45.7	4	8.7	6.2	-2.9	2.8	-	-	-8.9	-19.1	6.0	-32.6	2.5	3.0	36.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	189.0	2.2	45.7	12	2.8	7.4	-6.8	4.3	-	-	-8.8	-19.1	10.8	-32.6	2.5	3.0	39.5				
		Intercity through train to Hung Hom		86.5	200.0	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.0	-19.0	0.0	-32.6	2.5	3.0	31.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	199.8	8.3	50.9	8	2.1	7.4	-9.7	4.5	-	-	-9.0	-12.6	9.0	-32.6	2.5	3.0	40.2	47.3			
		ER Lok Ma Chau to Hung Hom		85.1	195.5	8.3	50.9	4	2.4	5.4	-17.0	4.4	2.0	-	-8.9	-12.6	6.0	-32.6	2.5	3.0	31.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	188.7	8.3	50.9	12	2.8	7.4	-6.8	4.3	-	-	-8.8	-12.6	10.8	-32.6	2.5	3.0	46.0				
		Intercity through train to Hung Hom		86.5	199.8	8.3	50.9	1	2.1	7.4	-9.7	4.5	-	-	-9.0	-12.6	0.0	-32.6	2.5	3.0	32.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
20	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	200.9	2.2	45.8	8	14.5	7.4	0.0	0.0	-	-	-9.1	-19.0	9.0	-32.6	2.5	3.0	38.9	43.6			
		ER Lok Ma Chau to Hung Hom		85.1	195.8	2.2	45.7	4	8.7	6.2	-2.5	2.5	-	-	-8.9	-19.1	6.0	-32.6	2.5	3.0	36.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	190.0	2.2	45.7	12	2.8	7.4	-6.5	4.3	-	-	-8.8	-19.1	10.8	-32.6	2.5	3.0	39.8				
		Intercity through train to Hung Hom		86.5	200.9	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.1	-19.0	0.0	-32.6	2.5	3.0	31.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	200.8	8.3	50.9	8	2.1	7.4	-9.4	4.5	-	-	-9.0	-12.6	9.0	-32.6	2.5	3.0	40.4	47.6			
		ER Lok Ma Chau to Hung Hom		85.1	196.5	8.3	50.9	4	2.4	5.4	-16.8	4.4	2.0	-	-9.0	-12.6	6.0	-32.6	2.5	3.0	32.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	189.7	8.3	50.9	12	2.8	7.4	-6.5	4.3	-	-	-8.8	-12.6	10.8	-32.6	2.5	3.0	46.3				
		Intercity through train to Hung Hom		86.5	200.8	8.3	50.9	1	2.1	7.4	-9.4	4.5	-	-	-9.0	-12.6	0.0	-32.6	2.5	3.0	32.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
21	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	201.9	2.2	45.8	8	14.5	7.4	0.0	0.0	-	-	-9.1	-19.0	9.0	-32.6	2.5	3.0	38.9	43.7			
		ER Lok Ma Chau to Hung Hom		85.1	196.8	2.2	45.7	4	8.7	6.2	-2.2	2.2	-	-	-9.0	-19.1	6.0	-32.6	2.5	3.0	36.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	191.0	2.2	45.7	12	2.8	7.4	-6.2	4.3	-	-	-8.8	-19.1	10.8	-32.6	2.5	3.0	40.1				
		Intercity through train to Hung Hom		86.5	201.9	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.1	-19.0	0.0	-32.6	2.5	3.0	31.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	201.7	8.3	50.9	8	2.1	7.4	-9.2	4.5	-	-	-9.1	-12.6	9.0	-32.6	2.5	3.0	40.7	47.8			
		ER Lok Ma Chau to Hung Hom		85.1	197.5	8.3	50.9	4	2.4	5.4	-16.7	4.4	2.0	-	-9.0	-12.6	6.0	-32.6	2.5	3.0	32.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	190.7	8.3	50.9	12	2.8	7.4	-6.2	4.3	-	-	-8.8	-12.6	10.8	-32.6	2.5	3.0	46.6				
		Intercity through train to Hung Hom		86.5	201.7	8.3	50.9	1	2.1	7.4	-9.2	4.5	-	-	-9.1	-12.6	0.0	-32.6	2.5	3.0	33.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
22	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	202.9	2.2	45.8	8	14.5	7.4	0.0	0.0	-	-	-9.1	-19.0	9.0	-32.6	2.5	3.0	38.9	43.8			
		ER Lok Ma Chau to Hung Hom		85.1	197.8	2.2	45.7	4	8.7	6.2	-1.9	1.9	-	-	-9.0	-19.1	6.0	-32.6	2.5	3.0	36.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	192.0	2.2	45.7	12	2.8	7.4	-5.9	4.3	-	-	-8.9	-19.1	10.8	-32.6	2.5	3.0	40.3				
		Intercity through train to Hung Hom		86.5	202.9	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.1	-19.0	0.0	-32.6	2.5	3.0	31.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	202.7	8.3	50.9	8	2.1	7.4	-8.9	4.5	-	-	-9.1	-12.6	9.0	-32.6	2.5	3.0	41.0	48.1			
		ER Lok Ma Chau to Hung Hom		85.1	198.5	8.3	50.9	4	2.4	5.4	-16.5	4.4	2.0	-	-9.0	-12.6	6.0	-32.6	2.5	3.0	32.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	191.7	8.3	50.9	12	2.8	7.4	-5.9	4.3	-	-	-8.8	-12.6	10.8	-32.6	2.5	3.0	46.8				
		Intercity through train to Hung Hom		86.5	202.7	8.3	50.9	1	2.1	7.4	-8.9	4.5	-	-	-9.1	-12.6	0.0	-32.6	2.5	3.0	33.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
23	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	203.9	2.2	45.8	8	14.5	7.4	0.0	0.0	-	-	-9.1	-19.0	9.0	-32.6	2.5	3.0	38.9	43.8			
		ER Lok Ma Chau to Hung Hom		85.1	198.9	2.2	45.7	4	8.7	6.2	-1.7	1.7	-	-	-9.0	-19.1	6.0	-32.6	2.5	3.0	36.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	193.0	2.2	45.7	12	2.8	7.4	-5.8	4.3	-	-	-8.9	-19.1	10.8	-32.6	2.5	3.0	40.5				
		Intercity through train to Hung Hom		86.5	203.9	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.1	-19.0	0.0	-32.6	2.5	3.0	31.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	203.7	8.3	50.9	8	2.1	7.4	-8.6	4.5	-	-	-9.1	-12.6	9.0	-32.6	2.5	3.0	41.2	48.3			
		ER Lok Ma Chau to Hung Hom		85.1	199.5	8.3	50.9	4	2.4	5.4	-16.4	4.4	2.0	-	-9.0	-12.6	6.0	-32.6	2.5	3.0	32.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	192.8	8.3	50.9	12	2.8	7.4	-5.7	4.3	-	-	-8.9	-12.6	10.8	-32.6	2.5	3.0	47.0				
		Intercity through train to Hung Hom		86.5	203.7	8.3	50.9	1	2.1	7.4	-8.6	4.5	-	-	-9.1	-12.6	0.0	-32.6	2.5	3.0	33.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
24	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	204.9	2.2	45.8	8	14.5	7.4	0.0	0.0	-	-	-9.1	-19.0	9.0	-32.6	2.5	3.0	38.9	43.9			
		ER Lok Ma Chau to Hung Hom		85.1	199.9	2.2	45.7	4	8.7	6.2	-1.5	1.5	-	-	-9.0	-19.1	6.0	-32.6	2.5	3.0	35.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	194.1	2.2	45.7	12	2.8	7.4	-5.6	4.3	-	-	-8.9	-19.1	10.8	-32.6	2.5	3.0	40.6				
		Intercity through train to Hung Hom		86.5	204.9	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.1	-19.0	0.0	-32.6	2.5	3.0	31.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	204.7	8.3	50.9	8	2.1	7.4	-8.3	4.5	-	-	-9.1	-12.6	9.0	-32.6	2.5	3.0	41.5	48.4			
		ER Lok Ma Chau to Hung Hom		85.1	200.6	8.3	50.9	4	2.4	5.4	-16.3	4.4	2.0	-	-9.0	-12.6	6.0	-32.6	2.5	3.0	32.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	193.9	8.3	50.9	12	2.8	7.4	-5.6	4.3	-	-	-8.9	-12.6	10.8	-32.6	2.5	3.0	47.1				
		Intercity through train to Hung Hom		86.5	204.7	8.3	50.9	1	2.1	7.4	-8.3	4.5	-	-	-9.1	-12.6	0.0	-32.6	2.5	3.0	33.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
25	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	206.0	2.2	45.8	8	14.5	7.4	0.0	0.0	-	-	-9.2	-19.0	9.0	-32.6	2.5	3.0	38.8	43.9			
		ER Lok Ma Chau to Hung Hom		85.1	201.1	2.2	45.7	4	8.7	6.2	-1.4	1.4	-	-	-9.1	-19.1	6.0	-32.6	2.5	3.0	35.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	195.3	2.2	45.7	12	2.8	7.4	-5.6	4.3	-	-	-8.9	-19.1	10.8	-32.6	2.5	3.0	40.6				
		Intercity through train to Hung Hom		86.5	206.0	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.2	-19.0	0.0	-32.6	2.5	3.0	31.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	205.8	8.3	50.9	8	2.1	7.4	-8.0	4.5	-	-	-9.2	-12.6	9.0	-32.6	2.5	3.0	41.8	48.5			
		ER Lok Ma Chau to Hung Hom		85.1	201.8	8.3	50.9	4	2.4	5.4	-16.1	4.4	2.0	-	-9.1	-12.6	6.0	-32.6	2.5	3.0	32.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	195.0	8.3	50.9	12	2.8	7.4	-5.6	4.3	-	-	-8.9	-12.6	10.8	-32.6	2.5	3.0	47.1				
		Intercity through train to Hung Hom		86.5	205.8	8.3	50.9	1	2.1	7.4	-8.0	4.5	-	-	-9.2	-12.6	0.0	-32.6	2.5	3.0	34.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
26	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	207.1	2.2	45.8	8	14.5	7.4	0.0	0.0	-	-	-9.2	-19.0	9.0	-32.6	2.5	3.0	38.8	43.9			
		ER Lok Ma Chau to Hung Hom		85.1	202.2	2.2	45.7	4	8.7	6.2	-1.2	1.2	-	-	-9.1	-19.1	6.0	-32.6	2.5	3.0	35.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	196.4	2.2	45.7	12	2.8	7.4	-5.5	4.3	-	-	-9.0	-19.1	10.8	-32.6	2.5	3.0	40.7				
		Intercity through train to Hung Hom		86.5	207.1	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.2	-19.0	0.0	-32.6	2.5	3.0	31.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	206.9	8.3	50.9	8	2.1	7.4	-7.7	4.5	-	-	-9.2	-12.6	9.0	-32.6	2.5	3.0	42.0	48.6			
		ER Lok Ma Chau to Hung Hom		85.1	202.9	8.3	50.9	4	2.4	5.4	-16.0	4.4	2.0	-	-9.1	-12.6	6.0	-32.6	2.5	3.0	32.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	196.1	8.3	50.9	12	2.8	7.4	-5.5	4.3	-	-	-8.9	-12.6	10.8	-32.6	2.5	3.0	47.2				
		Intercity through train to Hung Hom		86.5	206.9	8.3	50.9	1	2.1	7.4	-7.7	4.5	-	-	-9.2	-12.6	0.0	-32.6	2.5	3.0	34.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
27	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	208.2	2.2	45.8	8	14.5	7.4	0.0	0.0	-	-	-9.2	-19.0	9.0	-32.6	2.5	3.0	38.8	44.0			
		ER Lok Ma Chau to Hung Hom		85.1	203.4	2.2	45.7	4	8.7	6.2	-1.1	1.1	-	-	-9.1	-19.1	6.0	-32.6	2.5	3.0	35.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	197.6	2.2	45.7	12	2.8	7.4	-5.1	4.3	-	-	-9.0	-19.1	10.8	-32.6	2.5	3.0	41.0				
		Intercity through train to Hung Hom		86.5	208.2	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.2	-19.0	0.0	-32.6	2.5	3.0	31.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	208.0	8.3	50.9	8	2.1	7.4	-7.4	4.5	-	-	-9.2	-12.6	9.0	-32.6	2.5	3.0	42.3	48.9			
		ER Lok Ma Chau to Hung Hom		85.1	204.1	8.3	50.9	4	2.4	5.4	-15.8	4.4	2.0	-	-9.1	-12.6	6.0	-32.6	2.5	3.0	32.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	197.3	8.3	50.9	12	2.8	7.4	-5.1	4.3	-	-	-9.0	-12.6	10.8	-32.6	2.5	3.0	47.5				
		Intercity through train to Hung Hom		86.5	208.0	8.3	50.9	1	2.1	7.4	-7.4	4.5	-	-	-9.2	-12.6	0.0	-32.6	2.5	3.0	34.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
28	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	209.3	2.2	45.8	8	14.5	7.4	0.0	0.0	-	-	-9.2	-19.0	9.0	-32.6	2.5	3.0	38.8	44.3			
		ER Lok Ma Chau to Hung Hom		85.1	204.6	2.2	45.7	4	8.7	6.2	-0.9	0.9	-	-	-9.1	-19.1	6.0	-32.6	2.5	3.0	35.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	198.8	2.2	45.7	12	2.8	7.4	-4.7	4.3	-	-	-9.0	-19.1	10.8	-32.6	2.5	3.0	41.4				
		Intercity through train to Hung Hom		86.5	209.3	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.2	-19.0	0.0	-32.6	2.5	3.0	31.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	209.2	8.3	50.9	8	2.1	7.4	-7.2	4.5	-	-	-9.2	-12.6	9.0	-32.6	2.5	3.0	42.5	49.3			
		ER Lok Ma Chau to Hung Hom		85.1	205.3	8.3	50.9	4	2.4	5.4	-15.6	4.4	2.0	-	-9.1	-12.6	6.0	-32.6	2.5	3.0	33.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	198.6	8.3	50.9	12	2.8	7.4	-4.6	4.3	-	-	-9.0	-12.6	10.8	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	209.2	8.3	50.9	1	2.1	7.4	-7.2	4.5	-	-	-9.2	-12.6	0.0	-32.6	2.5	3.0	35.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
29	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	210.5	2.2	45.8	8	14.5	7.4	0.0	0.0	-	-	-9.3	-19.0	9.0	-32.6	2.5	3.0	38.7	44.4			
		ER Lok Ma Chau to Hung Hom		85.1	205.8	2.2	45.7	4	8.7	6.2	-0.8	0.8	-	-	-9.2	-19.1	6.0	-32.6	2.5	3.0	35.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	200.1	2.2	45.7	12	2.8	7.4	-4.2	4.2	-	-	-9.0	-19.1	10.8	-32.6	2.5	3.0	41.8				
		Intercity through train to Hung Hom		86.5	210.5	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.3	-19.0	0.0	-32.6	2.5	3.0	31.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	210.4	8.3	50.9	8	2.1	7.4	-6.9	4.5	-	-	-9.3	-12.6	9.0	-32.6	2.5	3.0	42.8	49.6			
		ER Lok Ma Chau to Hung Hom		85.1	206.5	8.3	50.9	4	2.4	5.4	-15.5	4.4	2.0	-	-9.2	-12.6	6.0	-32.6	2.5	3.0	33.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	199.8	8.3	50.9	12	2.8	7.4	-4.2	4.2	-	-	-9.0	-12.6	10.8	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	210.4	8.3	50.9	1	2.1	7.4	-6.9	4.5	-	-	-9.3	-12.6	0.0	-32.6	2.5	3.0	35.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
30	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	211.8	2.2	45.8	8	14.5	7.4	0.0	0.0	-	-	-9.3	-19.0	9.0	-32.6	2.5	3.0	38.7	44.4			
		ER Lok Ma Chau to Hung Hom		85.1	207.1	2.2	45.7	4	8.7	6.2	-0.7	0.7	-	-	-9.2	-19.1	6.0	-32.6	2.5	3.0	35.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	201.4	2.2	45.7	12	2.8	7.4	-3.9	3.9	-	-	-9.1	-19.1	10.8	-32.6	2.5	3.0	41.7				
		Intercity through train to Hung Hom		86.5	211.8	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.3	-19.0	0.0	-32.6	2.5	3.0	31.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	211.6	8.3	50.9	8	2.1	7.4	-6.7	4.5	-	-	-9.3	-12.6	9.0	-32.6	2.5	3.0	43.0	49.6			
		ER Lok Ma Chau to Hung Hom		85.1	207.8	8.3	50.9	4	2.4	5.4	-15.3	4.4	2.0	-	-9.2	-12.6	6.0	-32.6	2.5	3.0	33.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	201.1	8.3	50.9	12	2.8	7.4	-3.9	3.9	-	-	-9.1	-12.6	10.8	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	211.6	8.3	50.9	1	2.1	7.4	-6.7	4.5	-	-	-9.3	-12.6	0.0	-32.6	2.5	3.0	35.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
31	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	213.0	2.2	45.8	8	14.5	7.4	0.0	0.0	-	-	-9.3	-19.0	9.0	-32.6	2.5	3.0	38.7	44.4			
		ER Lok Ma Chau to Hung Hom		85.1	208.4	2.2	45.7	4	8.7	6.2	-0.6	0.6	-	-	-9.2	-19.1	6.0	-32.6	2.5	3.0	35.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	202.7	2.2	45.7	12	2.8	7.4	-3.6	3.6	-	-	-9.1	-19.1	10.8	-32.6	2.5	3.0	41.7				
		Intercity through train to Hung Hom		86.5	213.0	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.3	-19.0	0.0	-32.6	2.5	3.0	31.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	212.8	8.3	50.9	8	2.1	7.4	-6.4	4.5	-	-	-9.3	-12.6	9.0	-32.6	2.5	3.0	43.2	49.7			
		ER Lok Ma Chau to Hung Hom		85.1	209.1	8.3	50.9	4	2.4	5.4	-15.2	4.4	2.0	-	-9.2	-12.6	6.0	-32.6	2.5	3.0	33.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	202.4	8.3	50.9	12	2.8	7.4	-3.6	3.6	-	-	-9.1	-12.6	10.8	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	212.8	8.3	50.9	1	2.1	7.4	-6.4	4.5	-	-	-9.3	-12.6	0.0	-32.6	2.5	3.0	35.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
32	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	214.3	2.2	45.8	8	14.5	7.4	0.0	0.0	-	-	-9.3	-19.0	9.0	-32.6	2.5	3.0	38.7	44.3			
		ER Lok Ma Chau to Hung Hom		85.1	209.7	2.2	45.7	4	8.7	6.2	-0.5	0.5	-	-	-9.2	-19.1	6.0	-32.6	2.5	3.0	35.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	204.0	2.2	45.7	12	2.8	7.4	-3.3	3.3	-	-	-9.1	-19.1	10.8	-32.6	2.5	3.0	41.7				
		Intercity through train to Hung Hom		86.5	214.3	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.3	-19.0	0.0	-32.6	2.5	3.0	31.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	214.1	8.3	50.9	8	2.1	7.4	-6.2	4.5	-	-	-9.3	-12.6	9.0	-32.6	2.5	3.0	43.4	49.7			
		ER Lok Ma Chau to Hung Hom		85.1	210.4	8.3	50.9	4	2.4	5.4	-15.0	4.4	2.0	-	-9.3	-12.6	6.0	-32.6	2.5	3.0	33.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	203.8	8.3	50.9	12	2.8	7.4	-3.3	3.3	-	-	-9.1	-12.6	10.8	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	214.1	8.3	50.9	1	2.1	7.4	-6.2	4.5	-	-	-9.3	-12.6	0.0	-32.6	2.5	3.0	35.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
33	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	215.6	2.2	45.8	8	14.5	7.4	0.0	0.0	-	-	-9.4	-19.0	9.0	-32.6	2.5	3.0	38.6	44.3			
		ER Lok Ma Chau to Hung Hom		85.1	211.0	2.2	45.7	4	8.7	6.2	-0.4	0.4	-	-	-9.3	-19.1	6.0	-32.6	2.5	3.0	35.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	205.4	2.2	45.7	12	2.8	7.4	-3.1	3.1	-	-	-9.1	-19.1	10.8	-32.6	2.5	3.0	41.7				
		Intercity through train to Hung Hom		86.5	215.6	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.4	-19.0	0.0	-32.6	2.5	3.0	31.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	215.4	8.3	50.9	8	2.1	7.4	-6.0	4.5	-	-	-9.4	-12.6	9.0	-32.6	2.5	3.0	43.6	49.7			
		ER Lok Ma Chau to Hung Hom		85.1	211.8	8.3	50.9	4	2.4	5.4	-14.9	4.4	2.0	-	-9.3	-12.6	6.0	-32.6	2.5	3.0	33.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	205.1	8.3	50.9	12	2.8	7.4	-3.1	3.1	-	-	-9.1	-12.6	10.8	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	215.4	8.3	50.9	1	2.1	7.4	-6.0	4.5	-	-	-9.4	-12.6	0.0	-32.6	2.5	3.0	36.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
34	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	216.9	2.2	45.8	8	14.5	7.4	0.0	0.0	-	-	-9.4	-19.0	9.0	-32.6	2.5	3.0	38.6	44.3			
		ER Lok Ma Chau to Hung Hom		85.1	212.4	2.2	45.7	4	8.7	6.2	-0.3	0.3	-	-	-9.3	-19.1	6.0	-32.6	2.5	3.0	35.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	206.8	2.2	45.7	12	2.8	7.4	-2.9	2.9	-	-	-9.2	-19.1	10.8	-32.6	2.5	3.0	41.6				
		Intercity through train to Hung Hom		86.5	216.9	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.4	-19.0	0.0	-32.6	2.5	3.0	31.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	216.7	8.3	50.9	8	2.1	7.4	-5.9	4.5	-	-	-9.4	-12.6	9.0	-32.6	2.5	3.0	43.7	49.8			
		ER Lok Ma Chau to Hung Hom		85.1	213.2	8.3	50.9	4	2.4	5.4	-14.7	4.4	2.0	-	-9.3	-12.6	6.0	-32.6	2.5	3.0	33.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	206.5	8.3	50.9	12	2.8	7.4	-2.9	2.9	-	-	-9.2	-12.6	10.8	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	216.7	8.3	50.9	1	2.1	7.4	-5.9	4.5	-	-	-9.4	-12.6	0.0	-32.6	2.5	3.0	36.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
35	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	218.3	2.2	45.8	8	14.5	7.4	0.0	0.0	-	-	-9.4	-19.0	9.0	-32.6	2.5	3.0	38.6	44.3			
		ER Lok Ma Chau to Hung Hom		85.1	213.8	2.2	45.7	4	8.7	6.2	-0.2	0.2	-	-	-9.3	-19.1	6.0	-32.6	2.5	3.0	35.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	208.2	2.2	45.7	12	2.8	7.4	-2.7	2.7	-	-	-9.2	-19.1	10.8	-32.6	2.5	3.0	41.6				
		Intercity through train to Hung Hom		86.5	218.3	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.4	-19.0	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	218.1	8.3	50.9	8	2.1	7.4	-5.7	4.5	-	-	-9.4	-12.6	9.0	-32.6	2.5	3.0	43.8	49.8			
		ER Lok Ma Chau to Hung Hom		85.1	214.6	8.3	50.9	4	2.4	5.4	-14.5	4.4	2.0	-	-9.3	-12.6	6.0	-32.6	2.5	3.0	34.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	207.9	8.3	50.9	12	2.8	7.4	-2.7	2.7	-	-	-9.2	-12.6	10.8	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	218.1	8.3	50.9	1	2.1	7.4	-5.7	4.5	-	-	-9.4	-12.6	0.0	-32.6	2.5	3.0	36.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
36	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	219.6	2.2	45.8	8	14.5	7.4	0.0	0.0	-	-	-9.4	-19.0	9.0	-32.6	2.5	3.0	38.6	44.2			
		ER Lok Ma Chau to Hung Hom		85.1	215.2	2.2	45.7	4	8.7	6.2	-0.1	0.1	-	-	-9.3	-19.1	6.0	-32.6	2.5	3.0	35.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	209.6	2.2	45.7	12	2.8	7.4	-2.5	2.5	-	-	-9.2	-19.1	10.8	-32.6	2.5	3.0	41.6				
		Intercity through train to Hung Hom		86.5	219.6	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.4	-19.0	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	219.5	8.3	50.9	8	2.1	7.4	-5.6	4.5	-	-	-9.4	-12.6	9.0	-32.6	2.5	3.0	43.9	49.8			
		ER Lok Ma Chau to Hung Hom		85.1	216.0	8.3	50.9	4	2.4	5.4	-14.4	4.4	2.0	-	-9.4	-12.6	6.0	-32.6	2.5	3.0	34.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	209.4	8.3	50.9	12	2.8	7.4	-2.5	2.5	-	-	-9.2	-12.6	10.8	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	219.5	8.3	50.9	1	2.1	7.4	-5.6	4.5	-	-	-9.4	-12.6	0.0	-32.6	2.5	3.0	36.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
37	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	221.1	2.2	45.8	8	14.5	7.4	0.0	0.0	-	-	-9.5	-19.0	9.0	-32.6	2.5	3.0	38.5	44.2			
		ER Lok Ma Chau to Hung Hom		85.1	216.7	2.2	45.7	4	8.7	6.2	-0.1	0.1	-	-	-9.4	-19.1	6.0	-32.6	2.5	3.0	35.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	211.1	2.2	45.7	12	2.8	7.4	-2.4	2.4	-	-	-9.3	-19.1	10.8	-32.6	2.5	3.0	41.5				
		Intercity through train to Hung Hom		86.5	221.1	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.5	-19.0	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	220.9	8.3	50.9	8	2.1	7.4	-5.6	4.5	-	-	-9.5	-12.6	9.0	-32.6	2.5	3.0	43.9	49.8			
		ER Lok Ma Chau to Hung Hom		85.1	217.5	8.3	50.9	4	2.4	5.4	-14.2	4.4	2.0	-	-9.4	-12.6	6.0	-32.6	2.5	3.0	34.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	210.9	8.3	50.9	12	2.8	7.4	-2.4	2.4	-	-	-9.3	-12.6	10.8	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	220.9	8.3	50.9	1	2.1	7.4	-5.6	4.5	-	-	-9.5	-12.6	0.0	-32.6	2.5	3.0	36.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
38	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	222.5	2.2	45.8	8	14.5	7.4	0.0	0.0	-	-	-9.5	-19.0	9.0	-32.6	2.5	3.0	38.5	44.2			
		ER Lok Ma Chau to Hung Hom		85.1	218.2	2.2	45.7	4	8.7	6.2	0.0	0.0	-	-	-9.4	-19.1	6.0	-32.6	2.5	3.0	35.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	212.6	2.2	45.7	12	2.8	7.4	-2.2	2.2	-	-	-9.3	-19.1	10.8	-32.6	2.5	3.0	41.5				
		Intercity through train to Hung Hom		86.5	222.5	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.5	-19.0	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	222.3	8.3	50.9	8	2.1	7.4	-5.5	4.5	-	-	-9.5	-12.6	9.0	-32.6	2.5	3.0	43.9	49.7			
		ER Lok Ma Chau to Hung Hom		85.1	218.9	8.3	50.9	4	2.4	5.4	-14.0	4.4	2.0	-	-9.4	-12.6	6.0	-32.6	2.5	3.0	34.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	212.4	8.3	50.9	12	2.8	7.4	-2.2	2.2	-	-	-9.3	-12.6	10.8	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	222.3	8.3	50.9	1	2.1	7.4	-5.5	4.5	-	-	-9.5	-12.6	0.0	-32.6	2.5	3.0	36.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
39	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	223.9	2.2	45.8	8	14.5	7.4	0.0	0.0	-	-	-9.5	-19.0	9.0	-32.6	2.5	3.0	38.5	44.1			
		ER Lok Ma Chau to Hung Hom		85.1	219.7	2.2	45.7	4	8.7	6.2	0.0	0.0	-	-	-9.4	-19.1	6.0	-32.6	2.5	3.0	35.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	214.1	2.2	45.7	12	2.8	7.4	-2.1	2.1	-	-	-9.3	-19.1	10.8	-32.6	2.5	3.0	41.5				
		Intercity through train to Hung Hom		86.5	223.9	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.5	-19.0	0.0	-32.6	2.5	3.0	30.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	223.8	8.3	50.9	8	2.1	7.4	-5.4	4.5	-	-	-9.5	-12.6	9.0	-32.6	2.5	3.0	44.0	49.8			
		ER Lok Ma Chau to Hung Hom		85.1	220.4	8.3	50.9	4	2.4	5.4	-13.8	4.4	2.0	-	-9.5	-12.6	6.0	-32.6	2.5	3.0	34.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	213.9	8.3	50.9	12	2.8	7.4	-2.1	2.1	-	-	-9.3	-12.6	10.8	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	223.8	8.3	50.9	1	2.1	7.4	-5.4	4.5	-	-	-9.5	-12.6	0.0	-32.6	2.5	3.0	36.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

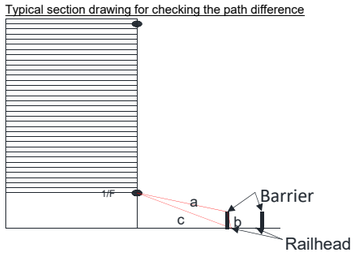
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1111b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
40	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	225.4	2.2	45.8	8	14.5	7.4	0.0	0.0	-	-	-9.6	-19.0	9.0	-32.6	2.5	3.0	38.4	44.1			
		ER Lok Ma Chau to Hung Hom		85.1	221.2	2.2	45.7	4	8.7	6.2	0.0	0.0	-	-	-9.5	-19.1	6.0	-32.6	2.5	3.0	35.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	215.7	2.2	45.7	12	2.8	7.4	-2.0	2.0	-	-	-9.4	-19.1	10.8	-32.6	2.5	3.0	41.4				
		Intercity through train to Hung Hom		86.5	225.4	2.2	45.8	1	14.5	7.4	0.0	0.0	-	-	-9.6	-19.0	0.0	-32.6	2.5	3.0	30.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	225.3	8.3	50.9	8	2.1	7.4	-5.2	4.5	-	-	-9.5	-12.6	9.0	-32.6	2.5	3.0	44.2	49.8			
		ER Lok Ma Chau to Hung Hom		85.1	222.0	8.3	50.9	4	2.4	5.4	-13.7	4.4	2.0	-	-9.5	-12.6	6.0	-32.6	2.5	3.0	34.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	215.4	8.3	50.9	12	2.8	7.4	-2.0	2.0	-	-	-9.4	-12.6	10.8	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	225.3	8.3	50.9	1	2.1	7.4	-5.2	4.5	-	-	-9.5	-12.6	0.0	-32.6	2.5	3.0	36.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																					Max predicted noise impact $L_{eq\ 30min}$	51	60	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	154.7	19.7	42.6	10	12.7	7.5	-19.8	-	-	-	-7.9	-10.0	10.0	-32.6	2.5	3.0	30.3	35.2			
		ER Lok Ma Chau to Hung Hom		85.1	147.6	19.7	42.4	5	7.0	7.0	-21.0	-	-	-	-7.7	-10.0	7.0	-32.6	2.5	3.0	26.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	141.7	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-7.5	-10.0	11.8	-32.6	2.5	3.0	32.3				
		Intercity through train to Hung Hom		86.5	154.7	19.7	42.6	1	12.7	7.5	-19.8	-	-	-	-7.9	-10.0	0.0	-32.6	2.5	3.0	21.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	154.7	5.0	54.9	10	85.4	7.4	-21.0	0.0	-	-	-7.9	-14.3	10.0	-32.6	2.5	3.0	24.8	30.5			
		ER Lok Ma Chau to Hung Hom		85.1	147.8	5.0	54.9	5	79.7	6.2	-21.0	0.0	-	-	-7.7	-14.3	7.0	-32.6	2.5	3.0	21.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	141.8	5.0	54.9	15	73.8	7.4	-21.0	0.0	-	-	-7.5	-14.3	11.8	-32.6	2.5	3.0	28.0				
		Intercity through train to Hung Hom		86.5	154.7	5.0	54.9	1	85.4	7.4	-21.0	0.0	-	-	-7.9	-14.3	0.0	-32.6	2.5	3.0	16.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	153.2	19.0	66.8	10	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	10.0	-32.6	2.5	3.0	31.6	37.6			
		ER Lok Ma Chau to Hung Hom		85.1	149.5	19.0	66.8	5	79.3	5.3	-21.0	0.0	2.0	-	-7.8	-7.5	7.0	-32.6	2.5	3.0	30.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	143.1	19.0	66.8	15	73.4	7.4	-21.0	0.0	-	-	-7.6	-7.5	11.8	-32.6	2.5	3.0	34.7				
		Intercity through train to Hung Hom		86.5	153.2	19.0	66.8	1	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	0.0	-32.6	2.5	3.0	23.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	153.2	27.0	90.1	10	2.2	7.4	-12.7	4.5	-	-	-7.9	-5.3	10.0	-32.6	2.5	3.0	46.6	53.1			
		ER Lok Ma Chau to Hung Hom		85.1	148.4	27.0	90.0	5	1.8	4.0	-21.0	4.6	2.5	-	-7.7	-5.3	7.0	-32.6	2.5	3.0	38.0				
		ER Hung Hom to Lo Wu		86.1	141.7	27.0	88.7	10	3.3	7.4	-10.3	4.2	-	-	-7.5	-5.3	10.0	-32.6	2.5	3.0	50.1				
		ER Hung Hom to Lok Ma Chau		86.1	141.7	27.0	90.2	5	3.0	7.4	-10.9	4.3	-	-	-7.5	-5.3	7.0	-32.6	2.5	3.0	46.6				
		Intercity through train to Hung Hom		86.5	153.2	27.0	90.1	1	2.2	7.4	-12.7	4.5	-	-	-7.9	-5.3	0.0	-32.6	2.5	3.0	38.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	153.3	30.3	61.6	10	43.9	7.5	-19.6	0.0	-	-	-7.9	-5.9	10.0	-32.6	2.5	3.0	34.6	39.1			
		ER Hung Hom to Lo Wu		86.1	141.6	30.3	59.1	10	35.4	7.5	-20.5	0.0	-	-	-7.5	-6.2	10.0	-32.6	2.5	3.0	34.8				
		ER Hung Hom to Lok Ma Chau		86.1	141.8	30.3	61.7	5	32.2	6.9	-21.0	0.0	1.0	-	-7.5	-5.9	7.0	-32.6	2.5	3.0	32.6				
		Intercity through train to Hung Hom		86.5	153.3	30.3	61.6	1	43.9	7.5	-19.6	0.0	-	-	-7.9	-5.9	0.0	-32.6	2.5	3.0	26.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	155.1	19.7	42.6	10	12.7	7.5	-19.6	-	-	-	-7.9	-10.0	10.0	-32.6	2.5	3.0	30.5	35.3			
		ER Lok Ma Chau to Hung Hom		85.1	148.1	19.7	42.4	5	7.0	7.0	-21.0	-	-	-	-7.7	-10.0	7.0	-32.6	2.5	3.0	26.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	142.2	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-7.6	-10.0	11.8	-32.6	2.5	3.0	32.3				
		Intercity through train to Hung Hom		86.5	155.1	19.7	42.6	1	12.7	7.5	-19.6	-	-	-	-7.9	-10.0	0.0	-32.6	2.5	3.0	22.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	155.1	5.0	54.9	10	85.4	7.4	-21.0	0.0	-	-	-7.9	-14.3	10.0	-32.6	2.5	3.0	24.7	30.5			
		ER Lok Ma Chau to Hung Hom		85.1	148.3	5.0	54.9	5	79.7	6.2	-21.0	0.0	-	-	-7.7	-14.3	7.0	-32.6	2.5	3.0	21.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	142.3	5.0	54.9	15	73.8	7.4	-21.0	0.0	-	-	-7.6	-14.3	11.8	-32.6	2.5	3.0	27.9				
		Intercity through train to Hung Hom		86.5	155.1	5.0	54.9	1	85.4	7.4	-21.0	0.0	-	-	-7.9	-14.3	0.0	-32.6	2.5	3.0	16.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	153.6	19.0	66.8	10	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	10.0	-32.6	2.5	3.0	31.6	37.6			
		ER Lok Ma Chau to Hung Hom		85.1	150.0	19.0	66.8	5	79.3	5.3	-21.0	0.0	2.0	-	-7.8	-7.5	7.0	-32.6	2.5	3.0	30.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	143.6	19.0	66.8	15	73.4	7.4	-21.0	0.0	-	-	-7.6	-7.5	11.8	-32.6	2.5	3.0	34.7				
		Intercity through train to Hung Hom		86.5	153.6	19.0	66.8	1	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	0.0	-32.6	2.5	3.0	23.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	153.6	27.0	90.1	10	2.2	7.4	-12.4	4.5	-	-	-7.9	-5.3	10.0	-32.6	2.5	3.0	46.9	53.5			
		ER Lok Ma Chau to Hung Hom		85.1	149.0	27.0	90.0	5	1.8	4.0	-20.9	4.6	2.5	-	-7.8	-5.3	7.0	-32.6	2.5	3.0	38.1				
		ER Hung Hom to Lo Wu		86.1	142.2	27.0	88.7	10	3.3	7.4	-9.8	4.2	-	-	-7.6	-5.3	10.0	-32.6	2.5	3.0	50.5				
		ER Hung Hom to Lok Ma Chau		86.1	142.2	27.0	90.2	5	3.0	7.4	-10.4	4.3	-	-	-7.6	-5.3	7.0	-32.6	2.5	3.0	47.0				
		Intercity through train to Hung Hom		86.5	153.6	27.0	90.1	1	2.2	7.4	-12.4	4.5	-	-	-7.9	-5.3	0.0	-32.6	2.5	3.0	38.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	153.7	30.3	61.6	10	43.9	7.5	-19.0	0.0	-	-	-7.9	-5.9	10.0	-32.6	2.5	3.0	35.2	39.5			
		ER Hung Hom to Lo Wu		86.1	142.1	30.3	59.1	10	35.4	7.5	-20.1	0.0	-	-	-7.5	-6.2	10.0	-32.6	2.5	3.0	35.3				
		ER Hung Hom to Lok Ma Chau		86.1	142.3	30.3	61.7	5	32.2	6.9	-20.9	0.0	1.0	-	-7.6	-5.9	7.0	-32.6	2.5	3.0	32.7				
		Intercity through train to Hung Hom		86.5	153.7	30.3	61.6	1	43.9	7.5	-19.0	0.0	-	-	-7.9	-5.9	0.0	-32.6	2.5	3.0	26.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	155.6	19.7	42.6	10	12.7	7.5	-19.3	-	-	-	-7.9	-10.0	10.0	-32.6	2.5	3.0	30.7	35.4			
		ER Lok Ma Chau to Hung Hom		85.1	148.6	19.7	42.4	5	7.0	7.0	-21.0	-	-	-	-7.7	-10.0	7.0	-32.6	2.5	3.0	26.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	142.7	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-7.6	-10.0	11.8	-32.6	2.5	3.0	32.2				
		Intercity through train to Hung Hom		86.5	155.6	19.7	42.6	1	12.7	7.5	-19.3	-	-	-	-7.9	-10.0	0.0	-32.6	2.5	3.0	22.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	155.6	5.0	54.9	10	85.4	7.4	-21.0	0.0	-	-	-7.9	-14.3	10.0	-32.6	2.5	3.0	24.7	30.5			
		ER Lok Ma Chau to Hung Hom		85.1	148.8	5.0	54.9	5	79.7	6.2	-21.0	0.0	-	-	-7.7	-14.3	7.0	-32.6	2.5	3.0	21.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	142.9	5.0	54.9	15	73.8	7.4	-21.0	0.0	-	-	-7.6	-14.3	11.8	-32.6	2.5	3.0	27.9				
		Intercity through train to Hung Hom		86.5	155.6	5.0	54.9	1	85.4	7.4	-21.0	0.0	-	-	-7.9	-14.3	0.0	-32.6	2.5	3.0	16.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	154.1	19.0	66.8	10	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	10.0	-32.6	2.5	3.0	31.6	37.6			
		ER Lok Ma Chau to Hung Hom		85.1	150.5	19.0	66.8	5	79.3	5.3	-21.0	0.0	2.0	-	-7.8	-7.5	7.0	-32.6	2.5	3.0	30.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	144.1	19.0	66.8	15	73.4	7.4	-21.0	0.0	-	-	-7.6	-7.5	11.8	-32.6	2.5	3.0	34.7				
		Intercity through train to Hung Hom		86.5	154.1	19.0	66.8	1	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	0.0	-32.6	2.5	3.0	23.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	154.1	27.0	90.1	10	2.2	7.4	-12.1	4.5	-	-	-7.9	-5.3	10.0	-32.6	2.5	3.0	47.1	53.9			
		ER Lok Ma Chau to Hung Hom		85.1	149.5	27.0	90.0	5	1.8	4.0	-20.8	4.6	2.5	-	-7.8	-5.3	7.0	-32.6	2.5	3.0	38.2				
		ER Hung Hom to Lo Wu		86.1	142.8	27.0	88.7	10	3.3	7.4	-9.3	4.2	-	-	-7.6	-5.3	10.0	-32.6	2.5	3.0	51.0				
		ER Hung Hom to Lok Ma Chau		86.1	142.8	27.0	90.2	5	3.0	7.4	-10.0	4.3	-	-	-7.6	-5.3	7.0	-32.6	2.5	3.0	47.4				
		Intercity through train to Hung Hom		86.5	154.1	27.0	90.1	1	2.2	7.4	-12.1	4.5	-	-	-7.9	-5.3	0.0	-32.6	2.5	3.0	38.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	154.2	30.3	61.6	10	43.9	7.5	-18.4	0.0	-	-	-7.9	-5.9	10.0	-32.6	2.5	3.0	35.8	40.0			
		ER Hung Hom to Lo Wu		86.1	142.6	30.3	59.1	10	35.4	7.5	-19.6	0.0	-	-	-7.6	-6.2	10.0	-32.6	2.5	3.0	35.7				
		ER Hung Hom to Lok Ma Chau		86.1	142.9	30.3	61.7	5	32.2	6.9	-20.5	0.0	1.0	-	-7.6	-5.9	7.0	-32.6	2.5	3.0	33.1				
		Intercity through train to Hung Hom		86.5	154.2	30.3	61.6	1	43.9	7.5	-18.4	0.0	-	-	-7.9	-5.9	0.0	-32.6	2.5	3.0	27.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	156.1	19.7	42.6	10	12.7	7.5	-19.0	-	-	-	-8.0	-10.0	10.0	-32.6	2.5	3.0	31.0	35.5			
		ER Lok Ma Chau to Hung Hom		85.1	149.2	19.7	42.4	5	7.0	7.0	-21.0	-	-	-	-7.8	-10.0	7.0	-32.6	2.5	3.0	26.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	143.3	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-7.6	-10.0	11.8	-32.6	2.5	3.0	32.2				
		Intercity through train to Hung Hom		86.5	156.1	19.7	42.6	1	12.7	7.5	-19.0	-	-	-	-8.0	-10.0	0.0	-32.6	2.5	3.0	22.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	156.1	5.0	54.9	10	85.4	7.4	-21.0	0.0	-	-	-8.0	-14.3	10.0	-32.6	2.5	3.0	24.7	30.5			
		ER Lok Ma Chau to Hung Hom		85.1	149.4	5.0	54.9	5	79.7	6.2	-21.0	0.0	-	-	-7.8	-14.3	7.0	-32.6	2.5	3.0	21.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	143.4	5.0	54.9	15	73.8	7.4	-21.0	0.0	-	-	-7.6	-14.3	11.8	-32.6	2.5	3.0	27.9				
		Intercity through train to Hung Hom		86.5	156.1	5.0	54.9	1	85.4	7.4	-21.0	0.0	-	-	-8.0	-14.3	0.0	-32.6	2.5	3.0	16.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	154.7	19.0	66.8	10	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	10.0	-32.6	2.5	3.0	31.5	37.6			
		ER Lok Ma Chau to Hung Hom		85.1	151.1	19.0	66.8	5	79.3	5.3	-21.0	0.0	2.0	-	-7.8	-7.5	7.0	-32.6	2.5	3.0	30.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	144.7	19.0	66.8	15	73.4	7.4	-21.0	0.0	-	-	-7.6	-7.5	11.8	-32.6	2.5	3.0	34.7				
		Intercity through train to Hung Hom		86.5	154.7	19.0	66.8	1	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	0.0	-32.6	2.5	3.0	23.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	154.7	27.0	90.1	10	2.2	7.4	-11.8	4.5	-	-	-7.9	-5.3	10.0	-32.6	2.5	3.0	47.4	54.3			
		ER Lok Ma Chau to Hung Hom		85.1	150.1	27.0	90.0	5	1.8	4.0	-20.6	4.6	2.5	-	-7.8	-5.3	7.0	-32.6	2.5	3.0	38.3				
		ER Hung Hom to Lo Wu		86.1	143.3	27.0	88.7	10	3.3	7.4	-8.8	4.2	-	-	-7.6	-5.3	10.0	-32.6	2.5	3.0	51.5				
		ER Hung Hom to Lok Ma Chau		86.1	143.3	27.0	90.2	5	3.0	7.4	-9.5	4.3	-	-	-7.6	-5.3	7.0	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	154.7	27.0	90.1	1	2.2	7.4	-11.8	4.5	-	-	-7.9	-5.3	0.0	-32.6	2.5	3.0	38.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	154.8	30.3	61.6	10	43.9	7.5	-17.8	0.0	-	-	-7.9	-5.9	10.0	-32.6	2.5	3.0	36.4	40.6			
		ER Hung Hom to Lo Wu		86.1	143.2	30.3	59.1	10	35.4	7.5	-19.1	0.0	-	-	-7.6	-6.2	10.0	-32.6	2.5	3.0	36.3				
		ER Hung Hom to Lok Ma Chau		86.1	143.4	30.3	61.7	5	32.2	6.9	-20.0	0.0	1.0	-	-7.6	-5.9	7.0	-32.6	2.5	3.0	33.5				
		Intercity through train to Hung Hom		86.5	154.8	30.3	61.6	1	43.9	7.5	-17.8	0.0	-	-	-7.9	-5.9	0.0	-32.6	2.5	3.0	27.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	156.7	19.7	42.6	10	12.7	7.5	-18.8	-	-	-	-8.0	-10.0	10.0	-32.6	2.5	3.0	31.3	35.6			
		ER Lok Ma Chau to Hung Hom		85.1	149.8	19.7	42.4	5	7.0	7.0	-21.0	-	-	-	-7.8	-10.0	7.0	-32.6	2.5	3.0	26.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	144.0	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-7.6	-10.0	11.8	-32.6	2.5	3.0	32.2				
		Intercity through train to Hung Hom		86.5	156.7	19.7	42.6	1	12.7	7.5	-18.8	-	-	-	-8.0	-10.0	0.0	-32.6	2.5	3.0	22.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	156.7	5.0	54.9	10	85.4	7.4	-21.0	0.0	-	-	-8.0	-14.3	10.0	-32.6	2.5	3.0	24.7	30.4			
		ER Lok Ma Chau to Hung Hom		85.1	150.0	5.0	54.9	5	79.7	6.2	-21.0	0.0	-	-	-7.8	-14.3	7.0	-32.6	2.5	3.0	21.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	144.1	5.0	54.9	15	73.8	7.4	-21.0	0.0	-	-	-7.6	-14.3	11.8	-32.6	2.5	3.0	27.9				
		Intercity through train to Hung Hom		86.5	156.7	5.0	54.9	1	85.4	7.4	-21.0	0.0	-	-	-8.0	-14.3	0.0	-32.6	2.5	3.0	16.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	155.3	19.0	66.8	10	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	10.0	-32.6	2.5	3.0	31.5	37.5			
		ER Lok Ma Chau to Hung Hom		85.1	151.8	19.0	66.8	5	79.3	5.3	-21.0	0.0	2.0	-	-7.8	-7.5	7.0	-32.6	2.5	3.0	30.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	145.3	19.0	66.8	15	73.4	7.4	-21.0	0.0	-	-	-7.6	-7.5	11.8	-32.6	2.5	3.0	34.6				
		Intercity through train to Hung Hom		86.5	155.3	19.0	66.8	1	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	0.0	-32.6	2.5	3.0	23.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	155.3	27.0	90.1	10	2.2	7.4	-11.5	4.5	-	-	-7.9	-5.3	10.0	-32.6	2.5	3.0	47.7	54.8			
		ER Lok Ma Chau to Hung Hom		85.1	150.8	27.0	90.0	5	1.8	4.0	-20.5	4.6	2.5	-	-7.8	-5.3	7.0	-32.6	2.5	3.0	38.4				
		ER Hung Hom to Lo Wu		86.1	144.0	27.0	88.7	10	3.3	7.4	-8.3	4.2	-	-	-7.6	-5.3	10.0	-32.6	2.5	3.0	52.0				
		ER Hung Hom to Lok Ma Chau		86.1	144.0	27.0	90.2	5	3.0	7.4	-9.1	4.3	-	-	-7.6	-5.3	7.0	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	155.3	27.0	90.1	1	2.2	7.4	-11.5	4.5	-	-	-7.9	-5.3	0.0	-32.6	2.5	3.0	39.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	155.3	30.3	61.6	10	43.9	7.5	-17.0	0.0	-	-	-7.9	-5.9	10.0	-32.6	2.5	3.0	37.1	41.2			
		ER Hung Hom to Lo Wu		86.1	143.9	30.3	59.1	10	35.4	7.5	-18.5	0.0	-	-	-7.6	-6.2	10.0	-32.6	2.5	3.0	36.8				
		ER Hung Hom to Lok Ma Chau		86.1	144.1	30.3	61.7	5	32.2	6.9	-19.6	0.0	1.0	-	-7.6	-5.9	7.0	-32.6	2.5	3.0	34.0				
		Intercity through train to Hung Hom		86.5	155.3	30.3	61.6	1	43.9	7.5	-17.0	0.0	-	-	-7.9	-5.9	0.0	-32.6	2.5	3.0	28.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	157.3	19.7	42.6	10	12.7	7.5	-18.5	-	-	-	-8.0	-10.0	10.0	-32.6	2.5	3.0	31.5	35.7			
		ER Lok Ma Chau to Hung Hom		85.1	150.5	19.7	42.4	5	7.0	7.0	-21.0	-	-	-	-7.8	-10.0	7.0	-32.6	2.5	3.0	26.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	144.6	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-7.6	-10.0	11.8	-32.6	2.5	3.0	32.2				
		Intercity through train to Hung Hom		86.5	157.3	19.7	42.6	1	12.7	7.5	-18.5	-	-	-	-8.0	-10.0	0.0	-32.6	2.5	3.0	23.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	157.3	5.0	54.9	10	85.4	7.4	-20.7	0.0	-	-	-8.0	-14.3	10.0	-32.6	2.5	3.0	24.9	30.5			
		ER Lok Ma Chau to Hung Hom		85.1	150.7	5.0	54.9	5	79.7	6.2	-21.0	0.0	-	-	-7.8	-14.3	7.0	-32.6	2.5	3.0	21.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	144.7	5.0	54.9	15	73.8	7.4	-21.0	0.0	-	-	-7.6	-14.3	11.8	-32.6	2.5	3.0	27.9				
		Intercity through train to Hung Hom		86.5	157.3	5.0	54.9	1	85.4	7.4	-20.7	0.0	-	-	-8.0	-14.3	0.0	-32.6	2.5	3.0	16.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	155.9	19.0	66.8	10	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	10.0	-32.6	2.5	3.0	31.5	37.5			
		ER Lok Ma Chau to Hung Hom		85.1	152.5	19.0	66.8	5	79.3	5.3	-21.0	0.0	2.0	-	-7.9	-7.5	7.0	-32.6	2.5	3.0	30.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	146.0	19.0	66.8	15	73.4	7.4	-21.0	0.0	-	-	-7.7	-7.5	11.8	-32.6	2.5	3.0	34.6				
		Intercity through train to Hung Hom		86.5	155.9	19.0	66.8	1	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	0.0	-32.6	2.5	3.0	23.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	155.9	27.0	90.1	10	2.2	7.4	-11.2	4.5	-	-	-7.9	-5.3	10.0	-32.6	2.5	3.0	48.0	55.2			
		ER Lok Ma Chau to Hung Hom		85.1	151.5	27.0	90.0	5	1.8	4.0	-20.4	4.6	2.5	-	-7.8	-5.3	7.0	-32.6	2.5	3.0	38.5				
		ER Hung Hom to Lo Wu		86.1	144.7	27.0	88.7	10	3.3	7.4	-7.8	4.2	-	-	-7.6	-5.3	10.0	-32.6	2.5	3.0	52.5				
		ER Hung Hom to Lok Ma Chau		86.1	144.7	27.0	90.2	5	3.0	7.4	-8.6	4.3	-	-	-7.6	-5.3	7.0	-32.6	2.5	3.0	48.8				
		Intercity through train to Hung Hom		86.5	155.9	27.0	90.1	1	2.2	7.4	-11.2	4.5	-	-	-7.9	-5.3	0.0	-32.6	2.5	3.0	39.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	156.0	30.3	61.6	10	43.9	7.5	-16.2	0.0	-	-	-8.0	-5.9	10.0	-32.6	2.5	3.0	37.9	41.8			
		ER Hung Hom to Lo Wu		86.1	144.5	30.3	59.1	10	35.4	7.5	-17.9	0.0	-	-	-7.6	-6.2	10.0	-32.6	2.5	3.0	37.4				
		ER Hung Hom to Lok Ma Chau		86.1	144.8	30.3	61.7	5	32.2	6.9	-19.1	0.0	1.0	-	-7.6	-5.9	7.0	-32.6	2.5	3.0	34.4				
		Intercity through train to Hung Hom		86.5	156.0	30.3	61.6	1	43.9	7.5	-16.2	0.0	-	-	-8.0	-5.9	0.0	-32.6	2.5	3.0	29.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	158.0	19.7	42.6	10	12.7	7.5	-18.2	-	-	-	-8.0	-10.0	10.0	-32.6	2.5	3.0	31.8	35.8			
		ER Lok Ma Chau to Hung Hom		85.1	151.2	19.7	42.4	5	7.0	7.0	-21.0	-	-	-	-7.8	-10.0	7.0	-32.6	2.5	3.0	26.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	145.4	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-7.6	-10.0	11.8	-32.6	2.5	3.0	32.2				
		Intercity through train to Hung Hom		86.5	158.0	19.7	42.6	1	12.7	7.5	-18.2	-	-	-	-8.0	-10.0	0.0	-32.6	2.5	3.0	23.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	158.0	5.0	54.9	10	85.4	7.4	-19.9	0.0	-	-	-8.0	-14.3	10.0	-32.6	2.5	3.0	25.8	31.0			
		ER Lok Ma Chau to Hung Hom		85.1	151.4	5.0	54.9	5	79.7	6.2	-20.5	0.0	-	-	-7.8	-14.3	7.0	-32.6	2.5	3.0	22.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	145.5	5.0	54.9	15	73.8	7.4	-20.7	0.0	-	-	-7.6	-14.3	11.8	-32.6	2.5	3.0	28.1				
		Intercity through train to Hung Hom		86.5	158.0	5.0	54.9	1	85.4	7.4	-19.9	0.0	-	-	-8.0	-14.3	0.0	-32.6	2.5	3.0	17.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	156.6	19.0	66.8	10	85.3	7.4	-21.0	0.0	-	-	-8.0	-7.5	10.0	-32.6	2.5	3.0	31.5	37.5			
		ER Lok Ma Chau to Hung Hom		85.1	153.2	19.0	66.8	5	79.3	5.3	-21.0	0.0	2.0	-	-7.9	-7.5	7.0	-32.6	2.5	3.0	30.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	146.7	19.0	66.8	15	73.4	7.4	-21.0	0.0	-	-	-7.7	-7.5	11.8	-32.6	2.5	3.0	34.6				
		Intercity through train to Hung Hom		86.5	156.6	19.0	66.8	1	85.3	7.4	-21.0	0.0	-	-	-8.0	-7.5	0.0	-32.6	2.5	3.0	23.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	156.6	27.0	90.1	10	2.2	7.4	-10.9	4.5	-	-	-8.0	-5.3	10.0	-32.6	2.5	3.0	48.3	55.6			
		ER Lok Ma Chau to Hung Hom		85.1	152.3	27.0	90.0	5	1.8	4.0	-20.3	4.6	2.5	-	-7.8	-5.3	7.0	-32.6	2.5	3.0	38.6				
		ER Hung Hom to Lo Wu		86.1	145.4	27.0	88.7	10	3.3	7.4	-7.3	4.2	-	-	-7.6	-5.3	10.0	-32.6	2.5	3.0	53.0				
		ER Hung Hom to Lok Ma Chau		86.1	145.4	27.0	90.2	5	3.0	7.4	-8.1	4.3	-	-	-7.6	-5.3	7.0	-32.6	2.5	3.0	49.2				
		Intercity through train to Hung Hom		86.5	156.6	27.0	90.1	1	2.2	7.4	-10.9	4.5	-	-	-8.0	-5.3	0.0	-32.6	2.5	3.0	39.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	156.7	30.3	61.6	10	43.9	7.5	-15.4	0.0	-	-	-8.0	-5.9	10.0	-32.6	2.5	3.0	38.7	42.5			
		ER Hung Hom to Lo Wu		86.1	145.3	30.3	59.1	10	35.4	7.5	-17.3	0.0	-	-	-7.6	-6.2	10.0	-32.6	2.5	3.0	38.0				
		ER Hung Hom to Lok Ma Chau		86.1	145.5	30.3	61.7	5	32.2	6.9	-18.5	0.0	1.0	-	-7.6	-5.9	7.0	-32.6	2.5	3.0	34.9				
		Intercity through train to Hung Hom		86.5	156.7	30.3	61.6	1	43.9	7.5	-15.4	0.0	-	-	-8.0	-5.9	0.0	-32.6	2.5	3.0	30.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	158.7	19.7	42.6	10	12.7	7.5	-17.8	-	-	-	-8.0	-10.0	10.0	-32.6	2.5	3.0	32.1	35.9			
		ER Lok Ma Chau to Hung Hom		85.1	151.9	19.7	42.4	5	7.0	7.0	-21.0	-	-	-	-7.8	-10.0	7.0	-32.6	2.5	3.0	26.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	146.1	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-7.7	-10.0	11.8	-32.6	2.5	3.0	32.1				
		Intercity through train to Hung Hom		86.5	158.7	19.7	42.6	1	12.7	7.5	-17.8	-	-	-	-8.0	-10.0	0.0	-32.6	2.5	3.0	23.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	158.7	5.0	54.9	10	85.4	7.4	-19.0	0.0	-	-	-8.0	-14.3	10.0	-32.6	2.5	3.0	26.7	31.8			
		ER Lok Ma Chau to Hung Hom		85.1	152.2	5.0	54.9	5	79.7	6.2	-19.7	0.0	-	-	-7.8	-14.3	7.0	-32.6	2.5	3.0	23.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	146.3	5.0	54.9	15	73.8	7.4	-19.9	0.0	-	-	-7.7	-14.3	11.8	-32.6	2.5	3.0	28.9				
		Intercity through train to Hung Hom		86.5	158.7	5.0	54.9	1	85.4	7.4	-19.0	0.0	-	-	-8.0	-14.3	0.0	-32.6	2.5	3.0	18.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	157.3	19.0	66.8	10	85.3	7.4	-21.0	0.0	-	-	-8.0	-7.5	10.0	-32.6	2.5	3.0	31.5	37.5			
		ER Lok Ma Chau to Hung Hom		85.1	154.0	19.0	66.8	5	79.3	5.3	-21.0	0.0	2.0	-	-7.9	-7.5	7.0	-32.6	2.5	3.0	30.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	147.5	19.0	66.8	15	73.4	7.4	-21.0	0.0	-	-	-7.7	-7.5	11.8	-32.6	2.5	3.0	34.6				
		Intercity through train to Hung Hom		86.5	157.3	19.0	66.8	1	85.3	7.4	-21.0	0.0	-	-	-8.0	-7.5	0.0	-32.6	2.5	3.0	23.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	157.3	27.0	90.1	10	2.2	7.4	-10.5	4.5	-	-	-8.0	-5.3	10.0	-32.6	2.5	3.0	48.6	56.1			
		ER Lok Ma Chau to Hung Hom		85.1	153.1	27.0	90.0	5	1.8	4.0	-20.2	4.6	2.5	-	-7.9	-5.3	7.0	-32.6	2.5	3.0	38.7				
		ER Hung Hom to Lo Wu		86.1	146.2	27.0	88.7	10	3.3	7.4	-6.8	4.2	-	-	-7.7	-5.3	10.0	-32.6	2.5	3.0	53.4				
		ER Hung Hom to Lok Ma Chau		86.1	146.2	27.0	90.2	5	3.0	7.4	-7.6	4.3	-	-	-7.7	-5.3	7.0	-32.6	2.5	3.0	49.7				
		Intercity through train to Hung Hom		86.5	157.3	27.0	90.1	1	2.2	7.4	-10.5	4.5	-	-	-8.0	-5.3	0.0	-32.6	2.5	3.0	40.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	157.4	30.3	61.6	10	43.9	7.5	-14.4	0.0	-	-	-8.0	-5.9	10.0	-32.6	2.5	3.0	39.7	43.4			
		ER Hung Hom to Lo Wu		86.1	146.1	30.3	59.1	10	35.4	7.5	-16.5	0.0	-	-	-7.7	-6.2	10.0	-32.6	2.5	3.0	38.7				
		ER Hung Hom to Lok Ma Chau		86.1	146.3	30.3	61.7	5	32.2	6.9	-18.0	0.0	1.0	-	-7.7	-5.9	7.0	-32.6	2.5	3.0	35.5				
		Intercity through train to Hung Hom		86.5	157.4	30.3	61.6	1	43.9	7.5	-14.4	0.0	-	-	-8.0	-5.9	0.0	-32.6	2.5	3.0	31.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	159.5	19.7	42.6	10	12.7	7.5	-17.5	-	-	-	-8.0	-10.0	10.0	-32.6	2.5	3.0	32.4	36.1			
		ER Lok Ma Chau to Hung Hom		85.1	152.7	19.7	42.4	5	7.0	7.0	-20.8	-	-	-	-7.9	-10.0	7.0	-32.6	2.5	3.0	26.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	147.0	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-7.7	-10.0	11.8	-32.6	2.5	3.0	32.1				
		Intercity through train to Hung Hom		86.5	159.5	19.7	42.6	1	12.7	7.5	-17.5	-	-	-	-8.0	-10.0	0.0	-32.6	2.5	3.0	23.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	159.5	5.0	54.9	10	85.4	7.4	-17.9	0.0	-	-	-8.0	-14.3	10.0	-32.6	2.5	3.0	27.7	32.7			
		ER Lok Ma Chau to Hung Hom		85.1	153.0	5.0	54.9	5	79.7	6.2	-18.7	0.0	-	-	-7.9	-14.3	7.0	-32.6	2.5	3.0	24.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	147.1	5.0	54.9	15	73.8	7.4	-19.0	0.0	-	-	-7.7	-14.3	11.8	-32.6	2.5	3.0	29.8				
		Intercity through train to Hung Hom		86.5	159.5	5.0	54.9	1	85.4	7.4	-17.9	0.0	-	-	-8.0	-14.3	0.0	-32.6	2.5	3.0	19.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	158.1	19.0	66.8	10	85.3	7.4	-20.2	0.0	-	-	-8.0	-7.5	10.0	-32.6	2.5	3.0	32.2	37.7			
		ER Lok Ma Chau to Hung Hom		85.1	154.8	19.0	66.8	5	79.3	5.3	-21.0	0.0	2.0	-	-7.9	-7.5	7.0	-32.6	2.5	3.0	30.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	148.3	19.0	66.8	15	73.4	7.4	-21.0	0.0	-	-	-7.7	-7.5	11.8	-32.6	2.5	3.0	34.5				
		Intercity through train to Hung Hom		86.5	158.1	19.0	66.8	1	85.3	7.4	-20.2	0.0	-	-	-8.0	-7.5	0.0	-32.6	2.5	3.0	23.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	158.1	27.0	90.1	10	2.2	7.4	-10.2	4.5	-	-	-8.0	-5.3	10.0	-32.6	2.5	3.0	48.9	56.5			
		ER Lok Ma Chau to Hung Hom		85.1	153.9	27.0	90.0	5	1.8	4.0	-20.1	4.6	2.5	-	-7.9	-5.3	7.0	-32.6	2.5	3.0	38.7				
		ER Hung Hom to Lo Wu		86.1	147.0	27.0	88.7	10	3.3	7.4	-6.3	4.2	-	-	-7.7	-5.3	10.0	-32.6	2.5	3.0	53.9				
		ER Hung Hom to Lok Ma Chau		86.1	147.0	27.0	90.2	5	3.0	7.4	-7.1	4.3	-	-	-7.7	-5.3	7.0	-32.6	2.5	3.0	50.2				
		Intercity through train to Hung Hom		86.5	158.1	27.0	90.1	1	2.2	7.4	-10.2	4.5	-	-	-8.0	-5.3	0.0	-32.6	2.5	3.0	40.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	158.1	30.3	61.6	10	43.9	7.5	-13.2	0.0	-	-	-8.0	-5.9	10.0	-32.6	2.5	3.0	40.8	44.3			
		ER Hung Hom to Lo Wu		86.1	146.9	30.3	59.1	10	35.4	7.5	-15.7	0.0	-	-	-7.7	-6.2	10.0	-32.6	2.5	3.0	39.5				
		ER Hung Hom to Lok Ma Chau		86.1	147.1	30.3	61.7	5	32.2	6.9	-17.4	0.0	1.0	-	-7.7	-5.9	7.0	-32.6	2.5	3.0	36.0				
		Intercity through train to Hung Hom		86.5	158.1	30.3	61.6	1	43.9	7.5	-13.2	0.0	-	-	-8.0	-5.9	0.0	-32.6	2.5	3.0	32.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	160.3	19.7	42.6	10	12.7	7.5	-17.2	-	-	-	-8.1	-10.0	10.0	-32.6	2.5	3.0	32.8	36.2			
		ER Lok Ma Chau to Hung Hom		85.1	153.6	19.7	42.4	5	7.0	7.0	-20.6	-	-	-	-7.9	-10.0	7.0	-32.6	2.5	3.0	26.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	147.8	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-7.7	-10.0	11.8	-32.6	2.5	3.0	32.1				
		Intercity through train to Hung Hom		86.5	160.3	19.7	42.6	1	12.7	7.5	-17.2	-	-	-	-8.1	-10.0	0.0	-32.6	2.5	3.0	24.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	160.3	5.0	54.9	10	85.4	7.4	-16.7	0.0	-	-	-8.1	-14.3	10.0	-32.6	2.5	3.0	28.9	33.8			
		ER Lok Ma Chau to Hung Hom		85.1	153.8	5.0	54.9	5	79.7	6.2	-17.6	0.0	-	-	-7.9	-14.3	7.0	-32.6	2.5	3.0	25.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	148.0	5.0	54.9	15	73.8	7.4	-18.0	0.0	-	-	-7.7	-14.3	11.8	-32.6	2.5	3.0	30.8				
		Intercity through train to Hung Hom		86.5	160.3	5.0	54.9	1	85.4	7.4	-16.7	0.0	-	-	-8.1	-14.3	0.0	-32.6	2.5	3.0	20.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	158.9	19.0	66.8	10	85.3	7.4	-19.3	0.0	-	-	-8.0	-7.5	10.0	-32.6	2.5	3.0	33.1	38.3			
		ER Lok Ma Chau to Hung Hom		85.1	155.7	19.0	66.8	5	79.3	5.3	-20.5	0.0	2.0	-	-7.9	-7.5	7.0	-32.6	2.5	3.0	31.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	149.2	19.0	66.8	15	73.4	7.4	-20.6	0.0	-	-	-7.8	-7.5	11.8	-32.6	2.5	3.0	35.0				
		Intercity through train to Hung Hom		86.5	158.9	19.0	66.8	1	85.3	7.4	-19.3	0.0	-	-	-8.0	-7.5	0.0	-32.6	2.5	3.0	24.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	158.9	27.0	90.1	10	2.2	7.4	-9.8	4.5	-	-	-8.0	-5.3	10.0	-32.6	2.5	3.0	49.2	56.8			
		ER Lok Ma Chau to Hung Hom		85.1	154.8	27.0	90.0	5	1.8	4.0	-19.9	4.6	2.5	-	-7.9	-5.3	7.0	-32.6	2.5	3.0	38.8				
		ER Hung Hom to Lo Wu		86.1	147.9	27.0	88.7	10	3.3	7.4	-6.0	4.2	-	-	-7.7	-5.3	10.0	-32.6	2.5	3.0	54.2				
		ER Hung Hom to Lok Ma Chau		86.1	147.9	27.0	90.2	5	3.0	7.4	-6.7	4.3	-	-	-7.7	-5.3	7.0	-32.6	2.5	3.0	50.6				
		Intercity through train to Hung Hom		86.5	158.9	27.0	90.1	1	2.2	7.4	-9.8	4.5	-	-	-8.0	-5.3	0.0	-32.6	2.5	3.0	40.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	159.0	30.3	61.6	10	43.9	7.5	-11.9	0.0	-	-	-8.0	-5.9	10.0	-32.6	2.5	3.0	42.2	45.3			
		ER Hung Hom to Lo Wu		86.1	147.7	30.3	59.1	10	35.4	7.5	-14.9	0.0	-	-	-7.7	-6.2	10.0	-32.6	2.5	3.0	40.3				
		ER Hung Hom to Lok Ma Chau		86.1	148.0	30.3	61.7	5	32.2	6.9	-16.7	0.0	1.0	-	-7.7	-5.9	7.0	-32.6	2.5	3.0	36.7				
		Intercity through train to Hung Hom		86.5	159.0	30.3	61.6	1	43.9	7.5	-11.9	0.0	-	-	-8.0	-5.9	0.0	-32.6	2.5	3.0	33.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	161.1	19.7	42.6	10	12.7	7.5	-16.8	-	-	-	-8.1	-10.0	10.0	-32.6	2.5	3.0	33.1	36.4			
		ER Lok Ma Chau to Hung Hom		85.1	154.5	19.7	42.4	5	7.0	7.0	-20.4	-	-	-	-7.9	-10.0	7.0	-32.6	2.5	3.0	26.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	148.8	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-7.7	-10.0	11.8	-32.6	2.5	3.0	32.1				
		Intercity through train to Hung Hom		86.5	161.1	19.7	42.6	1	12.7	7.5	-16.8	-	-	-	-8.1	-10.0	0.0	-32.6	2.5	3.0	24.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	161.1	5.0	54.9	10	85.4	7.4	-15.2	0.0	-	-	-8.1	-14.3	10.0	-32.6	2.5	3.0	30.4	35.1			
		ER Lok Ma Chau to Hung Hom		85.1	154.8	5.0	54.9	5	79.7	6.2	-16.3	0.0	-	-	-7.9	-14.3	7.0	-32.6	2.5	3.0	26.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	148.9	5.0	54.9	15	73.8	7.4	-16.8	0.0	-	-	-7.7	-14.3	11.8	-32.6	2.5	3.0	32.0				
		Intercity through train to Hung Hom		86.5	161.1	5.0	54.9	1	85.4	7.4	-15.2	0.0	-	-	-8.1	-14.3	0.0	-32.6	2.5	3.0	21.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	159.7	19.0	66.8	10	85.3	7.4	-18.3	0.0	-	-	-8.1	-7.5	10.0	-32.6	2.5	3.0	34.1	39.1			
		ER Lok Ma Chau to Hung Hom		85.1	156.6	19.0	66.8	5	79.3	5.3	-19.7	0.0	2.0	-	-8.0	-7.5	7.0	-32.6	2.5	3.0	31.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	150.1	19.0	66.8	15	73.4	7.4	-19.7	0.0	-	-	-7.8	-7.5	11.8	-32.6	2.5	3.0	35.7				
		Intercity through train to Hung Hom		86.5	159.7	19.0	66.8	1	85.3	7.4	-18.3	0.0	-	-	-8.1	-7.5	0.0	-32.6	2.5	3.0	25.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	159.7	27.0	90.1	10	2.2	7.4	-9.5	4.5	-	-	-8.1	-5.3	10.0	-32.6	2.5	3.0	49.6	57.1			
		ER Lok Ma Chau to Hung Hom		85.1	155.8	27.0	90.0	5	1.8	4.0	-19.8	4.6	2.5	-	-7.9	-5.3	7.0	-32.6	2.5	3.0	38.9				
		ER Hung Hom to Lo Wu		86.1	148.8	27.0	88.7	10	3.3	7.4	-5.7	4.2	-	-	-7.7	-5.3	10.0	-32.6	2.5	3.0	54.4				
		ER Hung Hom to Lok Ma Chau		86.1	148.8	27.0	90.2	5	3.0	7.4	-6.3	4.3	-	-	-7.7	-5.3	7.0	-32.6	2.5	3.0	51.0				
		Intercity through train to Hung Hom		86.5	159.7	27.0	90.1	1	2.2	7.4	-9.5	4.5	-	-	-8.1	-5.3	0.0	-32.6	2.5	3.0	41.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	159.8	30.3	61.6	10	43.9	7.5	-10.3	0.0	-	-	-8.1	-5.9	10.0	-32.6	2.5	3.0	43.7	46.6			
		ER Hung Hom to Lo Wu		86.1	148.7	30.3	59.1	10	35.4	7.5	-13.9	0.0	-	-	-7.7	-6.2	10.0	-32.6	2.5	3.0	41.3				
		ER Hung Hom to Lok Ma Chau		86.1	148.9	30.3	61.7	5	32.2	6.9	-16.0	0.0	1.0	-	-7.8	-5.9	7.0	-32.6	2.5	3.0	37.4				
		Intercity through train to Hung Hom		86.5	159.8	30.3	61.6	1	43.9	7.5	-10.3	0.0	-	-	-8.1	-5.9	0.0	-32.6	2.5	3.0	35.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	162.0	19.7	42.6	10	12.7	7.5	-16.4	-	-	-	-8.1	-10.0	10.0	-32.6	2.5	3.0	33.4	36.6			
		ER Lok Ma Chau to Hung Hom		85.1	155.4	19.7	42.4	5	7.0	7.0	-20.3	-	-	-	-7.9	-10.0	7.0	-32.6	2.5	3.0	26.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	149.7	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-7.8	-10.0	11.8	-32.6	2.5	3.0	32.0				
		Intercity through train to Hung Hom		86.5	162.0	19.7	42.6	1	12.7	7.5	-16.4	-	-	-	-8.1	-10.0	0.0	-32.6	2.5	3.0	24.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	162.0	5.0	54.9	10	85.4	7.4	-13.3	0.0	-	-	-8.1	-14.3	10.0	-32.6	2.5	3.0	32.3	36.7			
		ER Lok Ma Chau to Hung Hom		85.1	155.7	5.0	54.9	5	79.7	6.2	-14.8	0.0	-	-	-7.9	-14.3	7.0	-32.6	2.5	3.0	27.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	149.8	5.0	54.9	15	73.8	7.4	-15.4	0.0	-	-	-7.8	-14.3	11.8	-32.6	2.5	3.0	33.3				
		Intercity through train to Hung Hom		86.5	162.0	5.0	54.9	1	85.4	7.4	-13.3	0.0	-	-	-8.1	-14.3	0.0	-32.6	2.5	3.0	23.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	160.6	19.0	66.8	10	85.3	7.4	-17.1	0.0	-	-	-8.1	-7.5	10.0	-32.6	2.5	3.0	35.2	40.1			
		ER Lok Ma Chau to Hung Hom		85.1	157.5	19.0	66.8	5	79.3	5.3	-18.7	0.0	2.0	-	-8.0	-7.5	7.0	-32.6	2.5	3.0	32.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	151.0	19.0	66.8	15	73.4	7.4	-18.9	0.0	-	-	-7.8	-7.5	11.8	-32.6	2.5	3.0	36.6				
		Intercity through train to Hung Hom		86.5	160.6	19.0	66.8	1	85.3	7.4	-17.1	0.0	-	-	-8.1	-7.5	0.0	-32.6	2.5	3.0	26.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	160.6	27.0	90.1	10	2.2	7.4	-9.1	4.5	-	-	-8.1	-5.3	10.0	-32.6	2.5	3.0	49.9	57.3			
		ER Lok Ma Chau to Hung Hom		85.1	156.8	27.0	90.0	5	1.8	4.0	-19.7	4.6	2.5	-	-8.0	-5.3	7.0	-32.6	2.5	3.0	39.0				
		ER Hung Hom to Lo Wu		86.1	149.7	27.0	88.7	10	3.3	7.4	-5.6	4.2	-	-	-7.8	-5.3	10.0	-32.6	2.5	3.0	54.6				
		ER Hung Hom to Lok Ma Chau		86.1	149.7	27.0	90.2	5	3.0	7.4	-5.9	4.3	-	-	-7.8	-5.3	7.0	-32.6	2.5	3.0	51.3				
		Intercity through train to Hung Hom		86.5	160.6	27.0	90.1	1	2.2	7.4	-9.1	4.5	-	-	-8.1	-5.3	0.0	-32.6	2.5	3.0	41.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	160.7	30.3	61.6	10	43.9	7.5	-8.4	0.0	-	-	-8.1	-5.9	10.0	-32.6	2.5	3.0	45.5	48.1			
		ER Hung Hom to Lo Wu		86.1	149.6	30.3	59.1	10	35.4	7.5	-12.7	0.0	-	-	-7.8	-6.2	10.0	-32.6	2.5	3.0	42.4				
		ER Hung Hom to Lok Ma Chau		86.1	149.9	30.3	61.7	5	32.2	6.9	-15.2	0.0	1.0	-	-7.8	-5.9	7.0	-32.6	2.5	3.0	38.1				
		Intercity through train to Hung Hom		86.5	160.7	30.3	61.6	1	43.9	7.5	-8.4	0.0	-	-	-8.1	-5.9	0.0	-32.6	2.5	3.0	37.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	163.0	19.7	42.6	10	12.7	7.5	-16.0	-	-	-	-8.1	-10.0	10.0	-32.6	2.5	3.0	33.8	36.8			
		ER Lok Ma Chau to Hung Hom		85.1	156.4	19.7	42.4	5	7.0	7.0	-20.1	-	-	-	-8.0	-10.0	7.0	-32.6	2.5	3.0	26.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	150.7	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-7.8	-10.0	11.8	-32.6	2.5	3.0	32.0				
		Intercity through train to Hung Hom		86.5	163.0	19.7	42.6	1	12.7	7.5	-16.0	-	-	-	-8.1	-10.0	0.0	-32.6	2.5	3.0	25.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	163.0	5.0	54.9	10	85.4	7.4	-10.9	0.0	-	-	-8.1	-14.3	10.0	-32.6	2.5	3.0	34.7	38.8			
		ER Lok Ma Chau to Hung Hom		85.1	156.7	5.0	54.9	5	79.7	6.2	-12.8	0.0	-	-	-8.0	-14.3	7.0	-32.6	2.5	3.0	29.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	150.8	5.0	54.9	15	73.8	7.4	-13.6	0.0	-	-	-7.8	-14.3	11.8	-32.6	2.5	3.0	35.0				
		Intercity through train to Hung Hom		86.5	163.0	5.0	54.9	1	85.4	7.4	-10.9	0.0	-	-	-8.1	-14.3	0.0	-32.6	2.5	3.0	26.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	161.6	19.0	66.8	10	85.3	7.4	-15.7	0.0	-	-	-8.1	-7.5	10.0	-32.6	2.5	3.0	36.6	41.3			
		ER Lok Ma Chau to Hung Hom		85.1	158.5	19.0	66.8	5	79.3	5.3	-17.7	0.0	2.0	-	-8.0	-7.5	7.0	-32.6	2.5	3.0	33.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	152.0	19.0	66.8	15	73.4	7.4	-17.8	0.0	-	-	-7.8	-7.5	11.8	-32.6	2.5	3.0	37.6				
		Intercity through train to Hung Hom		86.5	161.6	19.0	66.8	1	85.3	7.4	-15.7	0.0	-	-	-8.1	-7.5	0.0	-32.6	2.5	3.0	28.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	161.6	27.0	90.1	10	2.2	7.4	-8.7	4.5	-	-	-8.1	-5.3	10.0	-32.6	2.5	3.0	50.3	57.5			
		ER Lok Ma Chau to Hung Hom		85.1	157.8	27.0	90.0	5	1.8	4.0	-19.6	4.6	2.5	-	-8.0	-5.3	7.0	-32.6	2.5	3.0	39.1				
		ER Hung Hom to Lo Wu		86.1	150.7	27.0	88.7	10	3.3	7.4	-5.4	4.2	-	-	-7.8	-5.3	10.0	-32.6	2.5	3.0	54.7				
		ER Hung Hom to Lok Ma Chau		86.1	150.7	27.0	90.2	5	3.0	7.4	-5.7	4.3	-	-	-7.8	-5.3	7.0	-32.6	2.5	3.0	51.5				
		Intercity through train to Hung Hom		86.5	161.6	27.0	90.1	1	2.2	7.4	-8.7	4.5	-	-	-8.1	-5.3	0.0	-32.6	2.5	3.0	41.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	161.6	30.3	61.6	10	43.9	7.5	-6.6	0.0	-	-	-8.1	-5.9	10.0	-32.6	2.5	3.0	47.4	49.7			
		ER Hung Hom to Lo Wu		86.1	150.6	30.3	59.1	10	35.4	7.5	-11.4	0.0	-	-	-7.8	-6.2	10.0	-32.6	2.5	3.0	43.7				
		ER Hung Hom to Lok Ma Chau		86.1	150.9	30.3	61.7	5	32.2	6.9	-14.4	0.0	1.0	-	-7.8	-5.9	7.0	-32.6	2.5	3.0	38.9				
		Intercity through train to Hung Hom		86.5	161.6	30.3	61.6	1	43.9	7.5	-6.6	0.0	-	-	-8.1	-5.9	0.0	-32.6	2.5	3.0	38.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
17	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	163.9	19.7	42.6	10	12.7	7.5	-15.6	-	-	-	-8.2	-10.0	10.0	-32.6	2.5	3.0	34.2	37.1			
		ER Lok Ma Chau to Hung Hom		85.1	157.4	19.7	42.4	5	7.0	7.0	-19.9	-	-	-	-8.0	-10.0	7.0	-32.6	2.5	3.0	27.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	151.8	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-7.8	-10.0	11.8	-32.6	2.5	3.0	32.0				
		Intercity through train to Hung Hom		86.5	163.9	19.7	42.6	1	12.7	7.5	-15.6	-	-	-	-8.2	-10.0	0.0	-32.6	2.5	3.0	25.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	163.9	5.0	54.9	10	85.4	7.4	-7.7	0.0	-	-	-8.2	-14.3	10.0	-32.6	2.5	3.0	37.8	41.4			
		ER Lok Ma Chau to Hung Hom		85.1	157.7	5.0	54.9	5	79.7	6.2	-10.3	0.0	-	-	-8.0	-14.3	7.0	-32.6	2.5	3.0	32.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	151.9	5.0	54.9	15	73.8	7.4	-11.4	0.0	-	-	-7.8	-14.3	11.8	-32.6	2.5	3.0	37.2				
		Intercity through train to Hung Hom		86.5	163.9	5.0	54.9	1	85.4	7.4	-7.7	0.0	-	-	-8.2	-14.3	0.0	-32.6	2.5	3.0	29.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	162.5	19.0	66.8	10	85.3	7.4	-14.0	0.0	-	-	-8.1	-7.5	10.0	-32.6	2.5	3.0	38.3	42.6			
		ER Lok Ma Chau to Hung Hom		85.1	159.5	19.0	66.8	5	79.3	5.3	-16.5	0.0	2.0	-	-8.0	-7.5	7.0	-32.6	2.5	3.0	34.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	153.1	19.0	66.8	15	73.4	7.4	-16.7	0.0	-	-	-7.9	-7.5	11.8	-32.6	2.5	3.0	38.7				
		Intercity through train to Hung Hom		86.5	162.5	19.0	66.8	1	85.3	7.4	-14.0	0.0	-	-	-8.1	-7.5	0.0	-32.6	2.5	3.0	29.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	162.5	27.0	90.1	10	2.2	7.4	-8.4	4.5	-	-	-8.1	-5.3	10.0	-32.6	2.5	3.0	50.6	57.9			
		ER Lok Ma Chau to Hung Hom		85.1	158.8	27.0	90.0	5	1.8	4.0	-19.5	4.6	2.5	-	-8.0	-5.3	7.0	-32.6	2.5	3.0	39.2				
		ER Hung Hom to Lo Wu		86.1	151.8	27.0	88.7	10	3.3	7.4	-4.8	4.2	-	-	-7.8	-5.3	10.0	-32.6	2.5	3.0	55.2				
		ER Hung Hom to Lok Ma Chau		86.1	151.8	27.0	90.2	5	3.0	7.4	-5.6	4.3	-	-	-7.8	-5.3	7.0	-32.6	2.5	3.0	51.6				
		Intercity through train to Hung Hom		86.5	162.5	27.0	90.1	1	2.2	7.4	-8.4	4.5	-	-	-8.1	-5.3	0.0	-32.6	2.5	3.0	42.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	162.6	30.3	61.6	10	43.9	7.5	-5.6	0.0	-	-	-8.1	-5.9	10.0	-32.6	2.5	3.0	48.4	50.8			
		ER Hung Hom to Lo Wu		86.1	151.7	30.3	59.1	10	35.4	7.5	-9.9	0.0	-	-	-7.8	-6.2	10.0	-32.6	2.5	3.0	45.1				
		ER Hung Hom to Lok Ma Chau		86.1	152.0	30.3	61.7	5	32.2	6.9	-13.4	0.0	1.0	-	-7.8	-5.9	7.0	-32.6	2.5	3.0	39.9				
		Intercity through train to Hung Hom		86.5	162.6	30.3	61.6	1	43.9	7.5	-5.6	0.0	-	-	-8.1	-5.9	0.0	-32.6	2.5	3.0	39.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
18	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	164.9	19.7	42.6	10	12.7	7.5	-15.2	-	-	-	-8.2	-10.0	10.0	-32.6	2.5	3.0	34.6	37.3			
		ER Lok Ma Chau to Hung Hom		85.1	158.5	19.7	42.4	5	7.0	7.0	-19.7	-	-	-	-8.0	-10.0	7.0	-32.6	2.5	3.0	27.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	152.9	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-7.9	-10.0	11.8	-32.6	2.5	3.0	31.9				
		Intercity through train to Hung Hom		86.5	164.9	19.7	42.6	1	12.7	7.5	-15.2	-	-	-	-8.2	-10.0	0.0	-32.6	2.5	3.0	26.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	165.0	5.0	54.9	10	85.4	7.4	-5.5	0.0	-	-	-8.2	-14.3	10.0	-32.6	2.5	3.0	40.0	44.0			
		ER Lok Ma Chau to Hung Hom		85.1	158.8	5.0	54.9	5	79.7	6.2	-7.1	0.0	-	-	-8.0	-14.3	7.0	-32.6	2.5	3.0	35.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	153.0	5.0	54.9	15	73.8	7.4	-8.6	0.0	-	-	-7.9	-14.3	11.8	-32.6	2.5	3.0	40.1				
		Intercity through train to Hung Hom		86.5	165.0	5.0	54.9	1	85.4	7.4	-5.5	0.0	-	-	-8.2	-14.3	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	163.6	19.0	66.8	10	85.3	7.4	-11.8	0.0	-	-	-8.2	-7.5	10.0	-32.6	2.5	3.0	40.5	44.3			
		ER Lok Ma Chau to Hung Hom		85.1	160.6	19.0	66.8	5	79.3	5.3	-15.0	0.0	2.0	-	-8.1	-7.5	7.0	-32.6	2.5	3.0	36.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	154.2	19.0	66.8	15	73.4	7.4	-15.3	0.0	-	-	-7.9	-7.5	11.8	-32.6	2.5	3.0	40.1				
		Intercity through train to Hung Hom		86.5	163.6	19.0	66.8	1	85.3	7.4	-11.8	0.0	-	-	-8.2	-7.5	0.0	-32.6	2.5	3.0	31.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	163.6	27.0	90.1	10	2.2	7.4	-8.0	4.5	-	-	-8.2	-5.3	10.0	-32.6	2.5	3.0	51.0	58.3			
		ER Lok Ma Chau to Hung Hom		85.1	159.9	27.0	90.0	5	1.8	4.0	-19.3	4.6	2.5	-	-8.1	-5.3	7.0	-32.6	2.5	3.0	39.3				
		ER Hung Hom to Lo Wu		86.1	152.9	27.0	88.7	10	3.3	7.4	-4.2	4.2	-	-	-7.9	-5.3	10.0	-32.6	2.5	3.0	55.8				
		ER Hung Hom to Lok Ma Chau		86.1	152.9	27.0	90.2	5	3.0	7.4	-5.4	4.3	-	-	-7.9	-5.3	7.0	-32.6	2.5	3.0	51.7				
		Intercity through train to Hung Hom		86.5	163.6	27.0	90.1	1	2.2	7.4	-8.0	4.5	-	-	-8.2	-5.3	0.0	-32.6	2.5	3.0	42.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	163.6	30.3	61.6	10	43.9	7.5	-3.5	0.0	-	-	-8.2	-5.9	10.0	-32.6	2.5	3.0	50.4	52.7			
		ER Hung Hom to Lo Wu		86.1	152.8	30.3	59.1	10	35.4	7.5	-8.2	0.0	-	-	-7.9	-6.2	10.0	-32.6	2.5	3.0	46.8				
		ER Hung Hom to Lok Ma Chau		86.1	153.1	30.3	61.7	5	32.2	6.9	-12.3	0.0	1.0	-	-7.9	-5.9	7.0	-32.6	2.5	3.0	40.9				
		Intercity through train to Hung Hom		86.5	163.6	30.3	61.6	1	43.9	7.5	-3.5	0.0	-	-	-8.2	-5.9	0.0	-32.6	2.5	3.0	41.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
19	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	166.0	19.7	42.6	10	12.7	7.5	-14.8	-	-	-	-8.2	-10.0	10.0	-32.6	2.5	3.0	35.0	37.6			
		ER Lok Ma Chau to Hung Hom		85.1	159.6	19.7	42.4	5	7.0	7.0	-19.5	-	-	-	-8.1	-10.0	7.0	-32.6	2.5	3.0	27.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	154.0	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-7.9	-10.0	11.8	-32.6	2.5	3.0	31.9				
		Intercity through train to Hung Hom		86.5	166.0	19.7	42.6	1	12.7	7.5	-14.8	-	-	-	-8.2	-10.0	0.0	-32.6	2.5	3.0	26.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	166.0	5.0	54.9	10	85.4	7.4	-2.5	0.0	-	-	-8.2	-14.3	10.0	-32.6	2.5	3.0	43.0	46.8			
		ER Lok Ma Chau to Hung Hom		85.1	159.9	5.0	54.9	5	79.7	6.2	-4.9	0.0	-	-	-8.1	-14.3	7.0	-32.6	2.5	3.0	37.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	154.1	5.0	54.9	15	73.8	7.4	-5.8	0.0	-	-	-7.9	-14.3	11.8	-32.6	2.5	3.0	42.8				
		Intercity through train to Hung Hom		86.5	166.0	5.0	54.9	1	85.4	7.4	-2.5	0.0	-	-	-8.2	-14.3	0.0	-32.6	2.5	3.0	34.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	164.6	19.0	66.8	10	85.3	7.4	-9.0	0.0	-	-	-8.2	-7.5	10.0	-32.6	2.5	3.0	43.3	46.6			
		ER Lok Ma Chau to Hung Hom		85.1	161.7	19.0	66.8	5	79.3	5.3	-13.3	0.0	2.0	-	-8.1	-7.5	7.0	-32.6	2.5	3.0	38.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	155.3	19.0	66.8	15	73.4	7.4	-13.6	0.0	-	-	-7.9	-7.5	11.8	-32.6	2.5	3.0	41.7				
		Intercity through train to Hung Hom		86.5	164.6	19.0	66.8	1	85.3	7.4	-9.0	0.0	-	-	-8.2	-7.5	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	164.6	27.0	90.1	10	2.2	7.4	-7.6	4.5	-	-	-8.2	-5.3	10.0	-32.6	2.5	3.0	51.3	58.5			
		ER Lok Ma Chau to Hung Hom		85.1	161.1	27.0	90.0	5	1.8	4.0	-19.2	4.6	2.5	-	-8.1	-5.3	7.0	-32.6	2.5	3.0	39.4				
		ER Hung Hom to Lo Wu		86.1	154.0	27.0	88.7	10	3.3	7.4	-3.7	3.7	-	-	-7.9	-5.3	10.0	-32.6	2.5	3.0	55.8				
		ER Hung Hom to Lok Ma Chau		86.1	154.0	27.0	90.2	5	3.0	7.4	-4.9	4.3	-	-	-7.9	-5.3	7.0	-32.6	2.5	3.0	52.2				
		Intercity through train to Hung Hom		86.5	164.6	27.0	90.1	1	2.2	7.4	-7.6	4.5	-	-	-8.2	-5.3	0.0	-32.6	2.5	3.0	42.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	164.7	30.3	61.6	10	43.9	7.5	-2.3	0.0	-	-	-8.2	-5.9	10.0	-32.6	2.5	3.0	51.6	54.0			
		ER Hung Hom to Lo Wu		86.1	153.9	30.3	59.1	10	35.4	7.5	-6.5	0.0	-	-	-7.9	-6.2	10.0	-32.6	2.5	3.0	48.5				
		ER Hung Hom to Lok Ma Chau		86.1	154.2	30.3	61.7	5	32.2	6.9	-11.1	0.0	1.0	-	-7.9	-5.9	7.0	-32.6	2.5	3.0	42.1				
		Intercity through train to Hung Hom		86.5	164.7	30.3	61.6	1	43.9	7.5	-2.3	0.0	-	-	-8.2	-5.9	0.0	-32.6	2.5	3.0	43.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
20	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	167.1	19.7	42.6	10	12.7	7.5	-14.3	-	-	-	-8.2	-10.0	10.0	-32.6	2.5	3.0	35.4	37.9			
		ER Lok Ma Chau to Hung Hom		85.1	160.7	19.7	42.4	5	7.0	7.0	-19.3	-	-	-	-8.1	-10.0	7.0	-32.6	2.5	3.0	27.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	155.2	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-7.9	-10.0	11.8	-32.6	2.5	3.0	31.9				
		Intercity through train to Hung Hom		86.5	167.1	19.7	42.6	1	12.7	7.5	-14.3	-	-	-	-8.2	-10.0	0.0	-32.6	2.5	3.0	26.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	167.1	5.0	54.9	10	85.4	7.4	-1.2	0.0	-	-	-8.3	-14.3	10.0	-32.6	2.5	3.0	44.2	48.8			
		ER Lok Ma Chau to Hung Hom		85.1	161.1	5.0	54.9	5	79.7	6.2	-2.3	0.0	-	-	-8.1	-14.3	7.0	-32.6	2.5	3.0	40.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	155.3	5.0	54.9	15	73.8	7.4	-3.2	0.0	-	-	-7.9	-14.3	11.8	-32.6	2.5	3.0	45.4				
		Intercity through train to Hung Hom		86.5	167.1	5.0	54.9	1	85.4	7.4	-1.2	0.0	-	-	-8.3	-14.3	0.0	-32.6	2.5	3.0	35.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	165.7	19.0	66.8	10	85.3	7.4	-5.9	0.0	-	-	-8.2	-7.5	10.0	-32.6	2.5	3.0	46.3	49.2			
		ER Lok Ma Chau to Hung Hom		85.1	162.9	19.0	66.8	5	79.3	5.3	-11.0	0.0	2.0	-	-8.1	-7.5	7.0	-32.6	2.5	3.0	40.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	156.5	19.0	66.8	15	73.4	7.4	-11.5	0.0	-	-	-8.0	-7.5	11.8	-32.6	2.5	3.0	43.8				
		Intercity through train to Hung Hom		86.5	165.7	19.0	66.8	1	85.3	7.4	-5.9	0.0	-	-	-8.2	-7.5	0.0	-32.6	2.5	3.0	37.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	165.7	27.0	90.1	10	2.2	7.4	-7.3	4.5	-	-	-8.2	-5.3	10.0	-32.6	2.5	3.0	51.6	58.7			
		ER Lok Ma Chau to Hung Hom		85.1	162.3	27.0	90.0	5	1.8	4.0	-19.1	4.6	2.5	-	-8.1	-5.3	7.0	-32.6	2.5	3.0	39.5				
		ER Hung Hom to Lo Wu		86.1	155.2	27.0	88.7	10	3.3	7.4	-3.3	3.3	-	-	-7.9	-5.3	10.0	-32.6	2.5	3.0	55.8				
		ER Hung Hom to Lok Ma Chau		86.1	155.2	27.0	90.2	5	3.0	7.4	-4.3	4.3	-	-	-7.9	-5.3	7.0	-32.6	2.5	3.0	52.7				
		Intercity through train to Hung Hom		86.5	165.7	27.0	90.1	1	2.2	7.4	-7.3	4.5	-	-	-8.2	-5.3	0.0	-32.6	2.5	3.0	43.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	165.8	30.3	61.6	10	43.9	7.5	-1.6	0.0	-	-	-8.2	-5.9	10.0	-32.6	2.5	3.0	52.3	54.8			
		ER Hung Hom to Lo Wu		86.1	155.1	30.3	59.1	10	35.4	7.5	-5.6	0.0	-	-	-7.9	-6.2	10.0	-32.6	2.5	3.0	49.4				
		ER Hung Hom to Lok Ma Chau		86.1	155.4	30.3	61.7	5	32.2	6.9	-9.7	0.0	1.0	-	-7.9	-5.9	7.0	-32.6	2.5	3.0	43.5				
		Intercity through train to Hung Hom		86.5	165.8	30.3	61.6	1	43.9	7.5	-1.6	0.0	-	-	-8.2	-5.9	0.0	-32.6	2.5	3.0	43.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
21	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	168.2	19.7	42.6	10	12.7	7.5	-13.8	-	-	-	-8.3	-10.0	10.0	-32.6	2.5	3.0	35.9	38.2			
		ER Lok Ma Chau to Hung Hom		85.1	161.9	19.7	42.4	5	7.0	7.0	-19.1	-	-	-	-8.1	-10.0	7.0	-32.6	2.5	3.0	27.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	156.4	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-8.0	-10.0	11.8	-32.6	2.5	3.0	31.8				
		Intercity through train to Hung Hom		86.5	168.2	19.7	42.6	1	12.7	7.5	-13.8	-	-	-	-8.3	-10.0	0.0	-32.6	2.5	3.0	27.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	168.2	5.0	54.9	10	85.4	7.4	-0.5	0.0	-	-	-8.3	-14.3	10.0	-32.6	2.5	3.0	44.9	49.9			
		ER Lok Ma Chau to Hung Hom		85.1	162.3	5.0	54.9	5	79.7	6.2	-1.2	0.0	-	-	-8.1	-14.3	7.0	-32.6	2.5	3.0	41.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	156.5	5.0	54.9	15	73.8	7.4	-1.7	0.0	-	-	-8.0	-14.3	11.8	-32.6	2.5	3.0	46.9				
		Intercity through train to Hung Hom		86.5	168.2	5.0	54.9	1	85.4	7.4	-0.5	0.0	-	-	-8.3	-14.3	0.0	-32.6	2.5	3.0	36.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	166.9	19.0	66.8	10	85.3	7.4	-3.3	0.0	-	-	-8.2	-7.5	10.0	-32.6	2.5	3.0	48.9	51.9			
		ER Lok Ma Chau to Hung Hom		85.1	164.1	19.0	66.8	5	79.3	5.3	-8.1	0.0	2.0	-	-8.2	-7.5	7.0	-32.6	2.5	3.0	43.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	157.7	19.0	66.8	15	73.4	7.4	-8.8	0.0	-	-	-8.0	-7.5	11.8	-32.6	2.5	3.0	46.5				
		Intercity through train to Hung Hom		86.5	166.9	19.0	66.8	1	85.3	7.4	-3.3	0.0	-	-	-8.2	-7.5	0.0	-32.6	2.5	3.0	40.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	166.9	27.0	90.1	10	2.2	7.4	-6.9	4.5	-	-	-8.2	-5.3	10.0	-32.6	2.5	3.0	51.9	58.8			
		ER Lok Ma Chau to Hung Hom		85.1	163.5	27.0	90.0	5	1.8	4.0	-18.9	4.6	2.5	-	-8.2	-5.3	7.0	-32.6	2.5	3.0	39.6				
		ER Hung Hom to Lo Wu		86.1	156.4	27.0	88.7	10	3.3	7.4	-3.0	3.0	-	-	-8.0	-5.3	10.0	-32.6	2.5	3.0	55.8				
		ER Hung Hom to Lok Ma Chau		86.1	156.4	27.0	90.2	5	3.0	7.4	-3.8	3.8	-	-	-8.0	-5.3	7.0	-32.6	2.5	3.0	52.8				
		Intercity through train to Hung Hom		86.5	166.9	27.0	90.1	1	2.2	7.4	-6.9	4.5	-	-	-8.2	-5.3	0.0	-32.6	2.5	3.0	43.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	166.9	30.3	61.6	10	43.9	7.5	-1.1	0.0	-	-	-8.2	-5.9	10.0	-32.6	2.5	3.0	52.7	55.7			
		ER Hung Hom to Lo Wu		86.1	156.3	30.3	59.1	10	35.4	7.5	-3.9	0.0	-	-	-8.0	-6.2	10.0	-32.6	2.5	3.0	51.1				
		ER Hung Hom to Lok Ma Chau		86.1	156.6	30.3	61.7	5	32.2	6.9	-8.1	0.0	1.0	-	-8.0	-5.9	7.0	-32.6	2.5	3.0	45.1				
		Intercity through train to Hung Hom		86.5	166.9	30.3	61.6	1	43.9	7.5	-1.1	0.0	-	-	-8.2	-5.9	0.0	-32.6	2.5	3.0	44.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
22	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	169.4	19.7	42.6	10	12.7	7.5	-13.3	-	-	-	-8.3	-10.0	10.0	-32.6	2.5	3.0	36.4	38.5			
		ER Lok Ma Chau to Hung Hom		85.1	163.1	19.7	42.4	5	7.0	7.0	-18.9	-	-	-	-8.1	-10.0	7.0	-32.6	2.5	3.0	27.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	157.6	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-8.0	-10.0	11.8	-32.6	2.5	3.0	31.8				
		Intercity through train to Hung Hom		86.5	169.4	19.7	42.6	1	12.7	7.5	-13.3	-	-	-	-8.3	-10.0	0.0	-32.6	2.5	3.0	27.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	169.4	5.0	54.9	10	85.4	7.4	0.0	0.0	-	-	-8.3	-14.3	10.0	-32.6	2.5	3.0	45.3	50.5			
		ER Lok Ma Chau to Hung Hom		85.1	163.5	5.0	54.9	5	79.7	6.2	-0.5	0.0	-	-	-8.2	-14.3	7.0	-32.6	2.5	3.0	42.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	157.8	5.0	54.9	15	73.8	7.4	-0.8	0.0	-	-	-8.0	-14.3	11.8	-32.6	2.5	3.0	47.7				
		Intercity through train to Hung Hom		86.5	169.4	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.3	-14.3	0.0	-32.6	2.5	3.0	36.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	168.0	19.0	66.8	10	85.3	7.4	-1.6	0.0	-	-	-8.3	-7.5	10.0	-32.6	2.5	3.0	50.5	54.0			
		ER Lok Ma Chau to Hung Hom		85.1	165.3	19.0	66.8	5	79.3	5.3	-5.6	0.0	2.0	-	-8.2	-7.5	7.0	-32.6	2.5	3.0	45.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	158.9	19.0	66.8	15	73.4	7.4	-6.0	0.0	-	-	-8.0	-7.5	11.8	-32.6	2.5	3.0	49.2				
		Intercity through train to Hung Hom		86.5	168.0	19.0	66.8	1	85.3	7.4	-1.6	0.0	-	-	-8.3	-7.5	0.0	-32.6	2.5	3.0	42.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	168.0	27.0	90.1	10	2.2	7.4	-6.6	4.5	-	-	-8.3	-5.3	10.0	-32.6	2.5	3.0	52.2	58.8			
		ER Lok Ma Chau to Hung Hom		85.1	164.7	27.0	90.0	5	1.8	4.0	-18.8	4.6	2.5	-	-8.2	-5.3	7.0	-32.6	2.5	3.0	39.7				
		ER Hung Hom to Lo Wu		86.1	157.7	27.0	88.7	10	3.3	7.4	-2.7	2.7	-	-	-8.0	-5.3	10.0	-32.6	2.5	3.0	55.7				
		ER Hung Hom to Lok Ma Chau		86.1	157.7	27.0	90.2	5	3.0	7.4	-3.4	3.4	-	-	-8.0	-5.3	7.0	-32.6	2.5	3.0	52.7				
		Intercity through train to Hung Hom		86.5	168.0	27.0	90.1	1	2.2	7.4	-6.6	4.5	-	-	-8.3	-5.3	0.0	-32.6	2.5	3.0	43.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	168.1	30.3	61.6	10	43.9	7.5	-0.7	0.0	-	-	-8.3	-5.9	10.0	-32.6	2.5	3.0	53.1	56.5			
		ER Hung Hom to Lo Wu		86.1	157.6	30.3	59.1	10	35.4	7.5	-2.6	0.0	-	-	-8.0	-6.2	10.0	-32.6	2.5	3.0	52.3				
		ER Hung Hom to Lok Ma Chau		86.1	157.9	30.3	61.7	5	32.2	6.9	-6.5	0.0	1.0	-	-8.0	-5.9	7.0	-32.6	2.5	3.0	46.6				
		Intercity through train to Hung Hom		86.5	168.1	30.3	61.6	1	43.9	7.5	-0.7	0.0	-	-	-8.3	-5.9	0.0	-32.6	2.5	3.0	44.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
24	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	172.1	19.7	42.6	10	12.7	7.5	-12.0	-	-	-	-8.4	-10.0	10.0	-32.6	2.5	3.0	37.6	39.5			
		ER Lok Ma Chau to Hung Hom		85.1	166.0	19.7	42.4	5	7.0	7.0	-18.4	-	-	-	-8.2	-10.0	7.0	-32.6	2.5	3.0	28.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	160.6	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-8.1	-10.0	11.8	-32.6	2.5	3.0	31.7				
		Intercity through train to Hung Hom		86.5	172.1	19.7	42.6	1	12.7	7.5	-12.0	-	-	-	-8.4	-10.0	0.0	-32.6	2.5	3.0	29.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	172.1	5.0	54.9	10	85.4	7.4	0.0	0.0	-	-	-8.4	-14.3	10.0	-32.6	2.5	3.0	45.3	51.0			
		ER Lok Ma Chau to Hung Hom		85.1	166.4	5.0	54.9	5	79.7	6.2	0.0	0.0	-	-	-8.2	-14.3	7.0	-32.6	2.5	3.0	42.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	160.7	5.0	54.9	15	73.8	7.4	0.0	0.0	-	-	-8.1	-14.3	11.8	-32.6	2.5	3.0	48.4				
		Intercity through train to Hung Hom		86.5	172.1	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.4	-14.3	0.0	-32.6	2.5	3.0	36.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	170.8	19.0	66.8	10	85.3	7.4	-0.1	0.0	-	-	-8.3	-7.5	10.0	-32.6	2.5	3.0	52.0	57.0			
		ER Lok Ma Chau to Hung Hom		85.1	168.2	19.0	66.8	5	79.3	5.3	-1.4	0.0	2.0	-	-8.3	-7.5	7.0	-32.6	2.5	3.0	49.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	161.8	19.0	66.8	15	73.4	7.4	-1.7	0.0	-	-	-8.1	-7.5	11.8	-32.6	2.5	3.0	53.5				
		Intercity through train to Hung Hom		86.5	170.8	19.0	66.8	1	85.3	7.4	-0.1	0.0	-	-	-8.3	-7.5	0.0	-32.6	2.5	3.0	43.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	170.8	27.0	90.1	10	2.2	7.4	-6.0	4.5	-	-	-8.3	-5.3	10.0	-32.6	2.5	3.0	52.8	58.9			
		ER Lok Ma Chau to Hung Hom		85.1	167.7	27.0	90.0	5	1.8	4.0	-18.5	4.6	2.5	-	-8.3	-5.3	7.0	-32.6	2.5	3.0	39.9				
		ER Hung Hom to Lo Wu		86.1	160.6	27.0	88.7	10	3.3	7.4	-2.2	2.2	-	-	-8.1	-5.3	10.0	-32.6	2.5	3.0	55.6				
		ER Hung Hom to Lok Ma Chau		86.1	160.6	27.0	90.2	5	3.0	7.4	-2.8	2.8	-	-	-8.1	-5.3	7.0	-32.6	2.5	3.0	52.6				
		Intercity through train to Hung Hom		86.5	170.8	27.0	90.1	1	2.2	7.4	-6.0	4.5	-	-	-8.3	-5.3	0.0	-32.6	2.5	3.0	44.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	170.9	30.3	61.6	10	43.9	7.5	0.0	0.0	-	-	-8.3	-5.9	10.0	-32.6	2.5	3.0	53.7	57.6			
		ER Hung Hom to Lo Wu		86.1	160.5	30.3	59.1	10	35.4	7.5	-1.2	0.0	-	-	-8.1	-6.2	10.0	-32.6	2.5	3.0	53.6				
		ER Hung Hom to Lok Ma Chau		86.1	160.9	30.3	61.7	5	32.2	6.9	-3.8	0.0	1.0	-	-8.1	-5.9	7.0	-32.6	2.5	3.0	49.2				
		Intercity through train to Hung Hom		86.5	170.9	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.3	-5.9	0.0	-32.6	2.5	3.0	45.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
25	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	173.4	19.7	42.6	10	12.7	7.5	-11.3	-	-	-	-8.4	-10.0	10.0	-32.6	2.5	3.0	38.3	39.9			
		ER Lok Ma Chau to Hung Hom		85.1	167.3	19.7	42.4	5	7.0	7.0	-18.2	-	-	-	-8.3	-10.0	7.0	-32.6	2.5	3.0	28.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	162.0	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-8.1	-10.0	11.8	-32.6	2.5	3.0	31.7				
		Intercity through train to Hung Hom		86.5	173.4	19.7	42.6	1	12.7	7.5	-11.3	-	-	-	-8.4	-10.0	0.0	-32.6	2.5	3.0	29.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	173.4	5.0	54.9	10	85.4	7.4	0.0	0.0	-	-	-8.4	-14.3	10.0	-32.6	2.5	3.0	45.3	51.0			
		ER Lok Ma Chau to Hung Hom		85.1	167.7	5.0	54.9	5	79.7	6.2	0.0	0.0	-	-	-8.3	-14.3	7.0	-32.6	2.5	3.0	42.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	162.1	5.0	54.9	15	73.8	7.4	0.0	0.0	-	-	-8.1	-14.3	11.8	-32.6	2.5	3.0	48.4				
		Intercity through train to Hung Hom		86.5	173.4	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.4	-14.3	0.0	-32.6	2.5	3.0	36.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	172.1	19.0	66.8	10	85.3	7.4	0.0	0.0	-	-	-8.4	-7.5	10.0	-32.6	2.5	3.0	52.1	57.5			
		ER Lok Ma Chau to Hung Hom		85.1	169.6	19.0	66.8	5	79.3	5.3	-0.7	0.0	2.0	-	-8.3	-7.5	7.0	-32.6	2.5	3.0	50.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	163.2	19.0	66.8	15	73.4	7.4	-0.9	0.0	-	-	-8.1	-7.5	11.8	-32.6	2.5	3.0	54.3				
		Intercity through train to Hung Hom		86.5	172.1	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.4	-7.5	0.0	-32.6	2.5	3.0	43.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	172.1	27.0	90.1	10	2.2	7.4	-5.8	4.5	-	-	-8.4	-5.3	10.0	-32.6	2.5	3.0	52.9	58.9			
		ER Lok Ma Chau to Hung Hom		85.1	169.1	27.0	90.0	5	1.8	4.0	-18.4	4.6	2.5	-	-8.3	-5.3	7.0	-32.6	2.5	3.0	40.0				
		ER Hung Hom to Lo Wu		86.1	162.0	27.0	88.7	10	3.3	7.4	-2.0	2.0	-	-	-8.1	-5.3	10.0	-32.6	2.5	3.0	55.6				
		ER Hung Hom to Lok Ma Chau		86.1	162.0	27.0	90.2	5	3.0	7.4	-2.5	2.5	-	-	-8.1	-5.3	7.0	-32.6	2.5	3.0	52.6				
		Intercity through train to Hung Hom		86.5	172.1	27.0	90.1	1	2.2	7.4	-5.8	4.5	-	-	-8.4	-5.3	0.0	-32.6	2.5	3.0	44.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	172.2	30.3	61.6	10	43.9	7.5	0.0	0.0	-	-	-8.4	-5.9	10.0	-32.6	2.5	3.0	53.7	58.0			
		ER Hung Hom to Lo Wu		86.1	161.9	30.3	59.1	10	35.4	7.5	-0.8	0.0	-	-	-8.1	-6.2	10.0	-32.6	2.5	3.0	54.0				
		ER Hung Hom to Lok Ma Chau		86.1	162.3	30.3	61.7	5	32.2	6.9	-2.7	0.0	1.0	-	-8.1	-5.9	7.0	-32.6	2.5	3.0	50.3				
		Intercity through train to Hung Hom		86.5	172.2	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.4	-5.9	0.0	-32.6	2.5	3.0	45.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
26	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	174.7	19.7	42.6	10	12.7	7.5	-10.6	-	-	-	-8.4	-10.0	10.0	-32.6	2.5	3.0	38.9	40.4			
		ER Lok Ma Chau to Hung Hom		85.1	168.7	19.7	42.4	5	7.0	7.0	-17.9	-	-	-	-8.3	-10.0	7.0	-32.6	2.5	3.0	28.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	163.4	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-8.2	-10.0	11.8	-32.6	2.5	3.0	31.6				
		Intercity through train to Hung Hom		86.5	174.7	19.7	42.6	1	12.7	7.5	-10.6	-	-	-	-8.4	-10.0	0.0	-32.6	2.5	3.0	30.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	174.7	5.0	54.9	10	85.4	7.4	0.0	0.0	-	-	-8.4	-14.3	10.0	-32.6	2.5	3.0	45.2	50.9			
		ER Lok Ma Chau to Hung Hom		85.1	169.1	5.0	54.9	5	79.7	6.2	0.0	0.0	-	-	-8.3	-14.3	7.0	-32.6	2.5	3.0	42.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	163.5	5.0	54.9	15	73.8	7.4	0.0	0.0	-	-	-8.2	-14.3	11.8	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	174.7	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.4	-14.3	0.0	-32.6	2.5	3.0	36.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	173.4	19.0	66.8	10	85.3	7.4	0.0	0.0	-	-	-8.4	-7.5	10.0	-32.6	2.5	3.0	52.0	57.8			
		ER Lok Ma Chau to Hung Hom		85.1	170.9	19.0	66.8	5	79.3	5.3	-0.2	0.0	2.0	-	-8.3	-7.5	7.0	-32.6	2.5	3.0	50.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	164.6	19.0	66.8	15	73.4	7.4	-0.3	0.0	-	-	-8.2	-7.5	11.8	-32.6	2.5	3.0	54.8				
		Intercity through train to Hung Hom		86.5	173.4	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.4	-7.5	0.0	-32.6	2.5	3.0	43.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	173.4	27.0	90.1	10	2.2	7.4	-5.6	4.5	-	-	-8.4	-5.3	10.0	-32.6	2.5	3.0	53.1	58.9			
		ER Lok Ma Chau to Hung Hom		85.1	170.5	27.0	90.0	5	1.8	4.0	-18.3	4.6	2.5	-	-8.3	-5.3	7.0	-32.6	2.5	3.0	40.1				
		ER Hung Hom to Lo Wu		86.1	163.4	27.0	88.7	10	3.3	7.4	-1.9	1.9	-	-	-8.2	-5.3	10.0	-32.6	2.5	3.0	55.6				
		ER Hung Hom to Lok Ma Chau		86.1	163.4	27.0	90.2	5	3.0	7.4	-2.3	2.3	-	-	-8.2	-5.3	7.0	-32.6	2.5	3.0	52.6				
		Intercity through train to Hung Hom		86.5	173.4	27.0	90.1	1	2.2	7.4	-5.6	4.5	-	-	-8.4	-5.3	0.0	-32.6	2.5	3.0	44.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	173.5	30.3	61.6	10	43.9	7.5	0.0	0.0	-	-	-8.4	-5.9	10.0	-32.6	2.5	3.0	53.6	58.2			
		ER Hung Hom to Lo Wu		86.1	163.3	30.3	59.1	10	35.4	7.5	-0.5	0.0	-	-	-8.2	-6.2	10.0	-32.6	2.5	3.0	54.3				
		ER Hung Hom to Lok Ma Chau		86.1	163.7	30.3	61.7	5	32.2	6.9	-2.0	0.0	1.0	-	-8.2	-5.9	7.0	-32.6	2.5	3.0	51.0				
		Intercity through train to Hung Hom		86.5	173.5	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.4	-5.9	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
27	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	176.1	19.7	42.6	10	12.7	7.5	-9.9	-	-	-	-8.5	-10.0	10.0	-32.6	2.5	3.0	39.6	41.0			
		ER Lok Ma Chau to Hung Hom		85.1	170.1	19.7	42.4	5	7.0	7.0	-17.7	-	-	-	-8.3	-10.0	7.0	-32.6	2.5	3.0	28.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	164.8	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-8.2	-10.0	11.8	-32.6	2.5	3.0	31.6				
		Intercity through train to Hung Hom		86.5	176.1	19.7	42.6	1	12.7	7.5	-9.9	-	-	-	-8.5	-10.0	0.0	-32.6	2.5	3.0	31.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	176.1	5.0	54.9	10	85.4	7.4	0.0	0.0	-	-	-8.5	-14.3	10.0	-32.6	2.5	3.0	45.2	50.9			
		ER Lok Ma Chau to Hung Hom		85.1	170.5	5.0	54.9	5	79.7	6.2	0.0	0.0	-	-	-8.3	-14.3	7.0	-32.6	2.5	3.0	42.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	164.9	5.0	54.9	15	73.8	7.4	0.0	0.0	-	-	-8.2	-14.3	11.8	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	176.1	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.5	-14.3	0.0	-32.6	2.5	3.0	36.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	174.8	19.0	66.8	10	85.3	7.4	0.0	0.0	-	-	-8.4	-7.5	10.0	-32.6	2.5	3.0	52.0	58.0			
		ER Lok Ma Chau to Hung Hom		85.1	172.4	19.0	66.8	5	79.3	5.3	0.0	0.0	2.0	-	-8.4	-7.5	7.0	-32.6	2.5	3.0	51.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	166.0	19.0	66.8	15	73.4	7.4	0.0	0.0	-	-	-8.2	-7.5	11.8	-32.6	2.5	3.0	55.1				
		Intercity through train to Hung Hom		86.5	174.8	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.4	-7.5	0.0	-32.6	2.5	3.0	43.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	174.8	27.0	90.1	10	2.2	7.4	-5.6	4.5	-	-	-8.4	-5.3	10.0	-32.6	2.5	3.0	53.1	58.9			
		ER Lok Ma Chau to Hung Hom		85.1	171.9	27.0	90.0	5	1.8	4.0	-18.1	4.6	2.5	-	-8.4	-5.3	7.0	-32.6	2.5	3.0	40.2				
		ER Hung Hom to Lo Wu		86.1	164.8	27.0	88.7	10	3.3	7.4	-1.7	1.7	-	-	-8.2	-5.3	10.0	-32.6	2.5	3.0	55.5				
		ER Hung Hom to Lok Ma Chau		86.1	164.8	27.0	90.2	5	3.0	7.4	-2.2	2.2	-	-	-8.2	-5.3	7.0	-32.6	2.5	3.0	52.5				
		Intercity through train to Hung Hom		86.5	174.8	27.0	90.1	1	2.2	7.4	-5.6	4.5	-	-	-8.4	-5.3	0.0	-32.6	2.5	3.0	44.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	174.9	30.3	61.6	10	43.9	7.5	0.0	0.0	-	-	-8.4	-5.9	10.0	-32.6	2.5	3.0	53.6	58.3			
		ER Hung Hom to Lo Wu		86.1	164.7	30.3	59.1	10	35.4	7.5	-0.2	0.0	-	-	-8.2	-6.2	10.0	-32.6	2.5	3.0	54.5				
		ER Hung Hom to Lok Ma Chau		86.1	165.1	30.3	61.7	5	32.2	6.9	-1.4	0.0	1.0	-	-8.2	-5.9	7.0	-32.6	2.5	3.0	51.5				
		Intercity through train to Hung Hom		86.5	174.9	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.4	-5.9	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
28	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	177.4	19.7	42.6	10	12.7	7.5	-9.2	-	-	-	-8.5	-10.0	10.0	-32.6	2.5	3.0	40.3	41.6			
		ER Lok Ma Chau to Hung Hom		85.1	171.5	19.7	42.4	5	7.0	7.0	-17.5	-	-	-	-8.4	-10.0	7.0	-32.6	2.5	3.0	29.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	166.3	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-8.2	-10.0	11.8	-32.6	2.5	3.0	31.6				
		Intercity through train to Hung Hom		86.5	177.4	19.7	42.6	1	12.7	7.5	-9.2	-	-	-	-8.5	-10.0	0.0	-32.6	2.5	3.0	31.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	177.5	5.0	54.9	10	85.4	7.4	0.0	0.0	-	-	-8.5	-14.3	10.0	-32.6	2.5	3.0	45.2	50.8			
		ER Lok Ma Chau to Hung Hom		85.1	172.0	5.0	54.9	5	79.7	6.2	0.0	0.0	-	-	-8.4	-14.3	7.0	-32.6	2.5	3.0	42.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	166.4	5.0	54.9	15	73.8	7.4	0.0	0.0	-	-	-8.2	-14.3	11.8	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	177.5	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.5	-14.3	0.0	-32.6	2.5	3.0	36.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	176.2	19.0	66.8	10	85.3	7.4	0.0	0.0	-	-	-8.5	-7.5	10.0	-32.6	2.5	3.0	52.0	57.9			
		ER Lok Ma Chau to Hung Hom		85.1	173.8	19.0	66.8	5	79.3	5.3	0.0	0.0	2.0	-	-8.4	-7.5	7.0	-32.6	2.5	3.0	51.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	167.5	19.0	66.8	15	73.4	7.4	0.0	0.0	-	-	-8.3	-7.5	11.8	-32.6	2.5	3.0	55.0				
		Intercity through train to Hung Hom		86.5	176.2	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.5	-7.5	0.0	-32.6	2.5	3.0	43.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	176.2	27.0	90.1	10	2.2	7.4	-5.5	4.5	-	-	-8.5	-5.3	10.0	-32.6	2.5	3.0	53.1	58.9			
		ER Lok Ma Chau to Hung Hom		85.1	173.4	27.0	90.0	5	1.8	4.0	-18.0	4.6	2.5	-	-8.4	-5.3	7.0	-32.6	2.5	3.0	40.3				
		ER Hung Hom to Lo Wu		86.1	166.3	27.0	88.7	10	3.3	7.4	-1.6	1.6	-	-	-8.2	-5.3	10.0	-32.6	2.5	3.0	55.5				
		ER Hung Hom to Lok Ma Chau		86.1	166.3	27.0	90.2	5	3.0	7.4	-2.0	2.0	-	-	-8.2	-5.3	7.0	-32.6	2.5	3.0	52.5				
		Intercity through train to Hung Hom		86.5	176.2	27.0	90.1	1	2.2	7.4	-5.5	4.5	-	-	-8.5	-5.3	0.0	-32.6	2.5	3.0	44.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	176.2	30.3	61.6	10	43.9	7.5	0.0	0.0	-	-	-8.5	-5.9	10.0	-32.6	2.5	3.0	53.6	58.5			
		ER Hung Hom to Lo Wu		86.1	166.2	30.3	59.1	10	35.4	7.5	0.0	0.0	-	-	-8.2	-6.2	10.0	-32.6	2.5	3.0	54.7				
		ER Hung Hom to Lok Ma Chau		86.1	166.6	30.3	61.7	5	32.2	6.9	-1.1	0.0	1.0	-	-8.2	-5.9	7.0	-32.6	2.5	3.0	51.8				
		Intercity through train to Hung Hom		86.5	176.2	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.5	-5.9	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
29	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	178.9	19.7	42.6	10	12.7	7.5	-8.4	-	-	-	-8.5	-10.0	10.0	-32.6	2.5	3.0	41.1	42.3			
		ER Lok Ma Chau to Hung Hom		85.1	173.0	19.7	42.4	5	7.0	7.0	-17.2	-	-	-	-8.4	-10.0	7.0	-32.6	2.5	3.0	29.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	167.8	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-8.3	-10.0	11.8	-32.6	2.5	3.0	31.5				
		Intercity through train to Hung Hom		86.5	178.9	19.7	42.6	1	12.7	7.5	-8.4	-	-	-	-8.5	-10.0	0.0	-32.6	2.5	3.0	32.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	178.9	5.0	54.9	10	85.4	7.4	0.0	0.0	-	-	-8.5	-14.3	10.0	-32.6	2.5	3.0	45.1	50.8			
		ER Lok Ma Chau to Hung Hom		85.1	173.4	5.0	54.9	5	79.7	6.2	0.0	0.0	-	-	-8.4	-14.3	7.0	-32.6	2.5	3.0	42.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	167.9	5.0	54.9	15	73.8	7.4	0.0	0.0	-	-	-8.3	-14.3	11.8	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	178.9	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.5	-14.3	0.0	-32.6	2.5	3.0	36.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	177.6	19.0	66.8	10	85.3	7.4	0.0	0.0	-	-	-8.5	-7.5	10.0	-32.6	2.5	3.0	51.9	57.9			
		ER Lok Ma Chau to Hung Hom		85.1	175.3	19.0	66.8	5	79.3	5.3	0.0	0.0	2.0	-	-8.5	-7.5	7.0	-32.6	2.5	3.0	51.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	169.0	19.0	66.8	15	73.4	7.4	0.0	0.0	-	-	-8.3	-7.5	11.8	-32.6	2.5	3.0	55.0				
		Intercity through train to Hung Hom		86.5	177.6	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.5	-7.5	0.0	-32.6	2.5	3.0	43.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	177.6	27.0	90.1	10	2.2	7.4	-5.3	4.5	-	-	-8.5	-5.3	10.0	-32.6	2.5	3.0	53.3	58.9			
		ER Lok Ma Chau to Hung Hom		85.1	174.9	27.0	90.0	5	1.8	4.0	-17.9	4.6	2.5	-	-8.4	-5.3	7.0	-32.6	2.5	3.0	40.4				
		ER Hung Hom to Lo Wu		86.1	167.8	27.0	88.7	10	3.3	7.4	-1.5	1.5	-	-	-8.3	-5.3	10.0	-32.6	2.5	3.0	55.5				
		ER Hung Hom to Lok Ma Chau		86.1	167.8	27.0	90.2	5	3.0	7.4	-1.8	1.8	-	-	-8.3	-5.3	7.0	-32.6	2.5	3.0	52.4				
		Intercity through train to Hung Hom		86.5	177.6	27.0	90.1	1	2.2	7.4	-5.3	4.5	-	-	-8.5	-5.3	0.0	-32.6	2.5	3.0	44.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	177.7	30.3	61.6	10	43.9	7.5	0.0	0.0	-	-	-8.5	-5.9	10.0	-32.6	2.5	3.0	53.5	58.5			
		ER Hung Hom to Lo Wu		86.1	167.7	30.3	59.1	10	35.4	7.5	0.0	0.0	-	-	-8.3	-6.2	10.0	-32.6	2.5	3.0	54.6				
		ER Hung Hom to Lok Ma Chau		86.1	168.1	30.3	61.7	5	32.2	6.9	-0.7	0.0	1.0	-	-8.3	-5.9	7.0	-32.6	2.5	3.0	52.1				
		Intercity through train to Hung Hom		86.5	177.7	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.5	-5.9	0.0	-32.6	2.5	3.0	45.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
30	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	180.3	19.7	42.6	10	12.7	7.5	-7.6	-	-	-	-8.6	-10.0	10.0	-32.6	2.5	3.0	41.8	42.9			
		ER Lok Ma Chau to Hung Hom		85.1	174.5	19.7	42.4	5	7.0	7.0	-17.0	-	-	-	-8.4	-10.0	7.0	-32.6	2.5	3.0	29.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	169.3	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-8.3	-10.0	11.8	-32.6	2.5	3.0	31.5				
		Intercity through train to Hung Hom		86.5	180.3	19.7	42.6	1	12.7	7.5	-7.6	-	-	-	-8.6	-10.0	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	180.3	5.0	54.9	10	85.4	7.4	0.0	0.0	-	-	-8.6	-14.3	10.0	-32.6	2.5	3.0	45.1	50.8			
		ER Lok Ma Chau to Hung Hom		85.1	175.0	5.0	54.9	5	79.7	6.2	0.0	0.0	-	-	-8.4	-14.3	7.0	-32.6	2.5	3.0	42.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	169.4	5.0	54.9	15	73.8	7.4	0.0	0.0	-	-	-8.3	-14.3	11.8	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	180.3	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.6	-14.3	0.0	-32.6	2.5	3.0	36.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	179.1	19.0	66.8	10	85.3	7.4	0.0	0.0	-	-	-8.6	-7.5	10.0	-32.6	2.5	3.0	51.9	57.9			
		ER Lok Ma Chau to Hung Hom		85.1	176.8	19.0	66.8	5	79.3	5.3	0.0	0.0	2.0	-	-8.5	-7.5	7.0	-32.6	2.5	3.0	50.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	170.5	19.0	66.8	15	73.4	7.4	0.0	0.0	-	-	-8.3	-7.5	11.8	-32.6	2.5	3.0	54.9				
		Intercity through train to Hung Hom		86.5	179.1	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.6	-7.5	0.0	-32.6	2.5	3.0	43.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	179.1	27.0	90.1	10	2.2	7.4	-4.8	4.5	-	-	-8.6	-5.3	10.0	-32.6	2.5	3.0	53.7	59.0			
		ER Lok Ma Chau to Hung Hom		85.1	176.4	27.0	90.0	5	1.8	4.0	-17.7	4.6	2.5	-	-8.5	-5.3	7.0	-32.6	2.5	3.0	40.5				
		ER Hung Hom to Lo Wu		86.1	169.4	27.0	88.7	10	3.3	7.4	-1.3	1.3	-	-	-8.3	-5.3	10.0	-32.6	2.5	3.0	55.4				
		ER Hung Hom to Lok Ma Chau		86.1	169.4	27.0	90.2	5	3.0	7.4	-1.7	1.7	-	-	-8.3	-5.3	7.0	-32.6	2.5	3.0	52.4				
		Intercity through train to Hung Hom		86.5	179.1	27.0	90.1	1	2.2	7.4	-4.8	4.5	-	-	-8.6	-5.3	0.0	-32.6	2.5	3.0	45.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	179.1	30.3	61.6	10	43.9	7.5	0.0	0.0	-	-	-8.6	-5.9	10.0	-32.6	2.5	3.0	53.5	58.5			
		ER Hung Hom to Lo Wu		86.1	169.3	30.3	59.1	10	35.4	7.5	0.0	0.0	-	-	-8.3	-6.2	10.0	-32.6	2.5	3.0	54.6				
		ER Hung Hom to Lok Ma Chau		86.1	169.6	30.3	61.7	5	32.2	6.9	-0.5	0.0	1.0	-	-8.3	-5.9	7.0	-32.6	2.5	3.0	52.3				
		Intercity through train to Hung Hom		86.5	179.1	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.6	-5.9	0.0	-32.6	2.5	3.0	45.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
31	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	181.8	19.7	42.6	10	12.7	7.5	-6.8	-	-	-	-8.6	-10.0	10.0	-32.6	2.5	3.0	42.6	43.6			
		ER Lok Ma Chau to Hung Hom		85.1	176.0	19.7	42.4	5	7.0	7.0	-16.7	-	-	-	-8.5	-10.0	7.0	-32.6	2.5	3.0	29.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	170.9	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-8.3	-10.0	11.8	-32.6	2.5	3.0	31.5				
		Intercity through train to Hung Hom		86.5	181.8	19.7	42.6	1	12.7	7.5	-6.8	-	-	-	-8.6	-10.0	0.0	-32.6	2.5	3.0	34.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	181.8	5.0	54.9	10	85.4	7.4	0.0	0.0	-	-	-8.6	-14.3	10.0	-32.6	2.5	3.0	45.1	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	176.5	5.0	54.9	5	79.7	6.2	0.0	0.0	-	-	-8.5	-14.3	7.0	-32.6	2.5	3.0	42.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	171.0	5.0	54.9	15	73.8	7.4	0.0	0.0	-	-	-8.4	-14.3	11.8	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	181.8	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.6	-14.3	0.0	-32.6	2.5	3.0	36.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	180.5	19.0	66.8	10	85.3	7.4	0.0	0.0	-	-	-8.6	-7.5	10.0	-32.6	2.5	3.0	51.9	57.8			
		ER Lok Ma Chau to Hung Hom		85.1	178.3	19.0	66.8	5	79.3	5.3	0.0	0.0	2.0	-	-8.5	-7.5	7.0	-32.6	2.5	3.0	50.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	172.1	19.0	66.8	15	73.4	7.4	0.0	0.0	-	-	-8.4	-7.5	11.8	-32.6	2.5	3.0	54.9				
		Intercity through train to Hung Hom		86.5	180.5	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.6	-7.5	0.0	-32.6	2.5	3.0	43.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	180.5	27.0	90.1	10	2.2	7.4	-4.4	4.4	-	-	-8.6	-5.3	10.0	-32.6	2.5	3.0	54.1	59.1			
		ER Lok Ma Chau to Hung Hom		85.1	178.0	27.0	90.0	5	1.8	4.0	-17.6	4.6	2.5	-	-8.5	-5.3	7.0	-32.6	2.5	3.0	40.6				
		ER Hung Hom to Lo Wu		86.1	170.9	27.0	88.7	10	3.3	7.4	-1.2	1.2	-	-	-8.3	-5.3	10.0	-32.6	2.5	3.0	55.4				
		ER Hung Hom to Lok Ma Chau		86.1	170.9	27.0	90.2	5	3.0	7.4	-1.6	1.6	-	-	-8.3	-5.3	7.0	-32.6	2.5	3.0	52.4				
		Intercity through train to Hung Hom		86.5	180.5	27.0	90.1	1	2.2	7.4	-4.4	4.4	-	-	-8.6	-5.3	0.0	-32.6	2.5	3.0	45.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	180.6	30.3	61.6	10	43.9	7.5	0.0	0.0	-	-	-8.6	-5.9	10.0	-32.6	2.5	3.0	53.5	58.6			
		ER Hung Hom to Lo Wu		86.1	170.8	30.3	59.1	10	35.4	7.5	0.0	0.0	-	-	-8.3	-6.2	10.0	-32.6	2.5	3.0	54.6				
		ER Hung Hom to Lok Ma Chau		86.1	171.2	30.3	61.7	5	32.2	6.9	-0.2	0.0	1.0	-	-8.4	-5.9	7.0	-32.6	2.5	3.0	52.5				
		Intercity through train to Hung Hom		86.5	180.6	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.6	-5.9	0.0	-32.6	2.5	3.0	45.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
32	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	183.3	19.7	42.6	10	12.7	7.5	-6.2	-	-	-	-8.7	-10.0	10.0	-32.6	2.5	3.0	43.2	44.2			
		ER Lok Ma Chau to Hung Hom		85.1	177.6	19.7	42.4	5	7.0	7.0	-16.5	-	-	-	-8.5	-10.0	7.0	-32.6	2.5	3.0	30.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	172.5	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-8.4	-10.0	11.8	-32.6	2.5	3.0	31.4				
		Intercity through train to Hung Hom		86.5	183.3	19.7	42.6	1	12.7	7.5	-6.2	-	-	-	-8.7	-10.0	0.0	-32.6	2.5	3.0	34.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	183.3	5.0	54.9	10	85.4	7.4	0.0	0.0	-	-	-8.7	-14.3	10.0	-32.6	2.5	3.0	45.0	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	178.1	5.0	54.9	5	79.7	6.2	0.0	0.0	-	-	-8.5	-14.3	7.0	-32.6	2.5	3.0	42.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	172.6	5.0	54.9	15	73.8	7.4	0.0	0.0	-	-	-8.4	-14.3	11.8	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	183.3	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.7	-14.3	0.0	-32.6	2.5	3.0	36.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	182.1	19.0	66.8	10	85.3	7.4	0.0	0.0	-	-	-8.6	-7.5	10.0	-32.6	2.5	3.0	51.8	57.8			
		ER Lok Ma Chau to Hung Hom		85.1	179.9	19.0	66.8	5	79.3	5.3	0.0	0.0	2.0	-	-8.6	-7.5	7.0	-32.6	2.5	3.0	50.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	173.7	19.0	66.8	15	73.4	7.4	0.0	0.0	-	-	-8.4	-7.5	11.8	-32.6	2.5	3.0	54.9				
		Intercity through train to Hung Hom		86.5	182.1	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.6	-7.5	0.0	-32.6	2.5	3.0	43.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	182.1	27.0	90.1	10	2.2	7.4	-4.1	4.1	-	-	-8.6	-5.3	10.0	-32.6	2.5	3.0	54.0	59.1			
		ER Lok Ma Chau to Hung Hom		85.1	179.5	27.0	90.0	5	1.8	4.0	-17.5	4.6	2.5	-	-8.6	-5.3	7.0	-32.6	2.5	3.0	40.7				
		ER Hung Hom to Lo Wu		86.1	172.5	27.0	88.7	10	3.3	7.4	-1.1	1.1	-	-	-8.4	-5.3	10.0	-32.6	2.5	3.0	55.3				
		ER Hung Hom to Lok Ma Chau		86.1	172.5	27.0	90.2	5	3.0	7.4	-1.5	1.5	-	-	-8.4	-5.3	7.0	-32.6	2.5	3.0	52.3				
		Intercity through train to Hung Hom		86.5	182.1	27.0	90.1	1	2.2	7.4	-4.1	4.1	-	-	-8.6	-5.3	0.0	-32.6	2.5	3.0	45.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	182.1	30.3	61.6	10	43.9	7.5	0.0	0.0	-	-	-8.6	-5.9	10.0	-32.6	2.5	3.0	53.4	58.6			
		ER Hung Hom to Lo Wu		86.1	172.4	30.3	59.1	10	35.4	7.5	0.0	0.0	-	-	-8.4	-6.2	10.0	-32.6	2.5	3.0	54.5				
		ER Hung Hom to Lok Ma Chau		86.1	172.8	30.3	61.7	5	32.2	6.9	0.0	0.0	1.0	-	-8.4	-5.9	7.0	-32.6	2.5	3.0	52.7				
		Intercity through train to Hung Hom		86.5	182.1	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.6	-5.9	0.0	-32.6	2.5	3.0	44.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
33	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	184.8	19.7	42.6	10	12.7	7.5	-5.7	-	-	-	-8.7	-10.0	10.0	-32.6	2.5	3.0	43.6	44.6			
		ER Lok Ma Chau to Hung Hom		85.1	179.2	19.7	42.4	5	7.0	7.0	-16.2	-	-	-	-8.6	-10.0	7.0	-32.6	2.5	3.0	30.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	174.1	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-8.4	-10.0	11.8	-32.6	2.5	3.0	31.4				
		Intercity through train to Hung Hom		86.5	184.8	19.7	42.6	1	12.7	7.5	-5.7	-	-	-	-8.7	-10.0	0.0	-32.6	2.5	3.0	35.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	184.8	5.0	54.9	10	85.4	7.4	0.0	0.0	-	-	-8.7	-14.3	10.0	-32.6	2.5	3.0	45.0	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	179.7	5.0	54.9	5	79.7	6.2	0.0	0.0	-	-	-8.6	-14.3	7.0	-32.6	2.5	3.0	42.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	174.2	5.0	54.9	15	73.8	7.4	0.0	0.0	-	-	-8.4	-14.3	11.8	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	184.8	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.7	-14.3	0.0	-32.6	2.5	3.0	36.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	183.6	19.0	66.8	10	85.3	7.4	0.0	0.0	-	-	-8.7	-7.5	10.0	-32.6	2.5	3.0	51.8	57.8			
		ER Lok Ma Chau to Hung Hom		85.1	181.5	19.0	66.8	5	79.3	5.3	0.0	0.0	2.0	-	-8.6	-7.5	7.0	-32.6	2.5	3.0	50.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	175.3	19.0	66.8	15	73.4	7.4	0.0	0.0	-	-	-8.5	-7.5	11.8	-32.6	2.5	3.0	54.8				
		Intercity through train to Hung Hom		86.5	183.6	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.7	-7.5	0.0	-32.6	2.5	3.0	43.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	183.6	27.0	90.1	10	2.2	7.4	-3.7	3.7	-	-	-8.7	-5.3	10.0	-32.6	2.5	3.0	54.0	59.1			
		ER Lok Ma Chau to Hung Hom		85.1	181.2	27.0	90.0	5	1.8	4.0	-17.3	4.6	2.5	-	-8.6	-5.3	7.0	-32.6	2.5	3.0	40.8				
		ER Hung Hom to Lo Wu		86.1	174.2	27.0	88.7	10	3.3	7.4	-1.0	1.0	-	-	-8.4	-5.3	10.0	-32.6	2.5	3.0	55.3				
		ER Hung Hom to Lok Ma Chau		86.1	174.2	27.0	90.2	5	3.0	7.4	-1.4	1.4	-	-	-8.4	-5.3	7.0	-32.6	2.5	3.0	52.3				
		Intercity through train to Hung Hom		86.5	183.6	27.0	90.1	1	2.2	7.4	-3.7	3.7	-	-	-8.7	-5.3	0.0	-32.6	2.5	3.0	45.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	183.6	30.3	61.6	10	43.9	7.5	0.0	0.0	-	-	-8.7	-5.9	10.0	-32.6	2.5	3.0	53.4	58.5			
		ER Hung Hom to Lo Wu		86.1	174.0	30.3	59.1	10	35.4	7.5	0.0	0.0	-	-	-8.4	-6.2	10.0	-32.6	2.5	3.0	54.5				
		ER Hung Hom to Lok Ma Chau		86.1	174.5	30.3	61.7	5	32.2	6.9	0.0	0.0	1.0	-	-8.4	-5.9	7.0	-32.6	2.5	3.0	52.7				
		Intercity through train to Hung Hom		86.5	183.6	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.7	-5.9	0.0	-32.6	2.5	3.0	44.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
34	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	186.4	19.7	42.6	10	12.7	7.5	-5.5	-	-	-	-8.7	-10.0	10.0	-32.6	2.5	3.0	43.7	44.7			
		ER Lok Ma Chau to Hung Hom		85.1	180.8	19.7	42.4	5	7.0	7.0	-15.9	-	-	-	-8.6	-10.0	7.0	-32.6	2.5	3.0	30.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	175.8	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-8.5	-10.0	11.8	-32.6	2.5	3.0	31.3				
		Intercity through train to Hung Hom		86.5	186.4	19.7	42.6	1	12.7	7.5	-5.5	-	-	-	-8.7	-10.0	0.0	-32.6	2.5	3.0	35.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	186.4	5.0	54.9	10	85.4	7.4	0.0	0.0	-	-	-8.7	-14.3	10.0	-32.6	2.5	3.0	45.0	50.6			
		ER Lok Ma Chau to Hung Hom		85.1	181.3	5.0	54.9	5	79.7	6.2	0.0	0.0	-	-	-8.6	-14.3	7.0	-32.6	2.5	3.0	42.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	175.9	5.0	54.9	15	73.8	7.4	0.0	0.0	-	-	-8.5	-14.3	11.8	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	186.4	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.7	-14.3	0.0	-32.6	2.5	3.0	36.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	185.2	19.0	66.8	10	85.3	7.4	0.0	0.0	-	-	-8.7	-7.5	10.0	-32.6	2.5	3.0	51.8	57.7			
		ER Lok Ma Chau to Hung Hom		85.1	183.1	19.0	66.8	5	79.3	5.3	0.0	0.0	2.0	-	-8.6	-7.5	7.0	-32.6	2.5	3.0	50.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	176.9	19.0	66.8	15	73.4	7.4	0.0	0.0	-	-	-8.5	-7.5	11.8	-32.6	2.5	3.0	54.8				
		Intercity through train to Hung Hom		86.5	185.2	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.7	-7.5	0.0	-32.6	2.5	3.0	43.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	185.2	27.0	90.1	10	2.2	7.4	-3.5	3.5	-	-	-8.7	-5.3	10.0	-32.6	2.5	3.0	54.0	59.0			
		ER Lok Ma Chau to Hung Hom		85.1	182.8	27.0	90.0	5	1.8	4.0	-17.2	4.6	2.5	-	-8.6	-5.3	7.0	-32.6	2.5	3.0	40.9				
		ER Hung Hom to Lo Wu		86.1	175.8	27.0	88.7	10	3.3	7.4	-1.0	1.0	-	-	-8.5	-5.3	10.0	-32.6	2.5	3.0	55.3				
		ER Hung Hom to Lok Ma Chau		86.1	175.8	27.0	90.2	5	3.0	7.4	-1.3	1.3	-	-	-8.5	-5.3	7.0	-32.6	2.5	3.0	52.2				
		Intercity through train to Hung Hom		86.5	185.2	27.0	90.1	1	2.2	7.4	-3.5	3.5	-	-	-8.7	-5.3	0.0	-32.6	2.5	3.0	45.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	185.2	30.3	61.6	10	43.9	7.5	0.0	0.0	-	-	-8.7	-5.9	10.0	-32.6	2.5	3.0	53.4	58.5			
		ER Hung Hom to Lo Wu		86.1	175.7	30.3	59.1	10	35.4	7.5	0.0	0.0	-	-	-8.5	-6.2	10.0	-32.6	2.5	3.0	54.4				
		ER Hung Hom to Lok Ma Chau		86.1	176.1	30.3	61.7	5	32.2	6.9	0.0	0.0	1.0	-	-8.5	-5.9	7.0	-32.6	2.5	3.0	52.6				
		Intercity through train to Hung Hom		86.5	185.2	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.7	-5.9	0.0	-32.6	2.5	3.0	44.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
35	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	187.9	19.7	42.6	10	12.7	7.5	-4.8	-	-	-	-8.8	-10.0	10.0	-32.6	2.5	3.0	44.4	45.3			
		ER Lok Ma Chau to Hung Hom		85.1	182.4	19.7	42.4	5	7.0	7.0	-15.7	-	-	-	-8.6	-10.0	7.0	-32.6	2.5	3.0	30.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	177.5	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-8.5	-10.0	11.8	-32.6	2.5	3.0	31.3				
		Intercity through train to Hung Hom		86.5	187.9	19.7	42.6	1	12.7	7.5	-4.8	-	-	-	-8.8	-10.0	0.0	-32.6	2.5	3.0	35.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	188.0	5.0	54.9	10	85.4	7.4	0.0	0.0	-	-	-8.8	-14.3	10.0	-32.6	2.5	3.0	44.9	50.6			
		ER Lok Ma Chau to Hung Hom		85.1	182.9	5.0	54.9	5	79.7	6.2	0.0	0.0	-	-	-8.6	-14.3	7.0	-32.6	2.5	3.0	42.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	177.6	5.0	54.9	15	73.8	7.4	0.0	0.0	-	-	-8.5	-14.3	11.8	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	188.0	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.8	-14.3	0.0	-32.6	2.5	3.0	36.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	186.8	19.0	66.8	10	85.3	7.4	0.0	0.0	-	-	-8.7	-7.5	10.0	-32.6	2.5	3.0	51.7	57.7			
		ER Lok Ma Chau to Hung Hom		85.1	184.7	19.0	66.8	5	79.3	5.3	0.0	0.0	2.0	-	-8.7	-7.5	7.0	-32.6	2.5	3.0	50.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	178.6	19.0	66.8	15	73.4	7.4	0.0	0.0	-	-	-8.5	-7.5	11.8	-32.6	2.5	3.0	54.7				
		Intercity through train to Hung Hom		86.5	186.8	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.7	-7.5	0.0	-32.6	2.5	3.0	43.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	186.8	27.0	90.1	10	2.2	7.4	-3.2	3.2	-	-	-8.7	-5.3	10.0	-32.6	2.5	3.0	53.9	59.0			
		ER Lok Ma Chau to Hung Hom		85.1	184.5	27.0	90.0	5	1.8	4.0	-17.0	4.6	2.5	-	-8.7	-5.3	7.0	-32.6	2.5	3.0	41.0				
		ER Hung Hom to Lo Wu		86.1	177.5	27.0	88.7	10	3.3	7.4	-0.9	0.9	-	-	-8.5	-5.3	10.0	-32.6	2.5	3.0	55.2				
		ER Hung Hom to Lok Ma Chau		86.1	177.5	27.0	90.2	5	3.0	7.4	-1.2	1.2	-	-	-8.5	-5.3	7.0	-32.6	2.5	3.0	52.2				
		Intercity through train to Hung Hom		86.5	186.8	27.0	90.1	1	2.2	7.4	-3.2	3.2	-	-	-8.7	-5.3	0.0	-32.6	2.5	3.0	45.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	186.8	30.3	61.6	10	43.9	7.5	0.0	0.0	-	-	-8.7	-5.9	10.0	-32.6	2.5	3.0	53.3	58.5			
		ER Hung Hom to Lo Wu		86.1	177.4	30.3	59.1	10	35.4	7.5	0.0	0.0	-	-	-8.5	-6.2	10.0	-32.6	2.5	3.0	54.4				
		ER Hung Hom to Lok Ma Chau		86.1	177.8	30.3	61.7	5	32.2	6.9	0.0	0.0	1.0	-	-8.5	-5.9	7.0	-32.6	2.5	3.0	52.6				
		Intercity through train to Hung Hom		86.5	186.8	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.7	-5.9	0.0	-32.6	2.5	3.0	44.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
36	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	189.6	19.7	42.6	10	12.7	7.5	-3.9	-	-	-	-8.8	-10.0	10.0	-32.6	2.5	3.0	45.3	46.1			
		ER Lok Ma Chau to Hung Hom		85.1	184.1	19.7	42.4	5	7.0	7.0	-15.4	-	-	-	-8.7	-10.0	7.0	-32.6	2.5	3.0	30.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	179.2	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-8.6	-10.0	11.8	-32.6	2.5	3.0	31.2				
		Intercity through train to Hung Hom		86.5	189.6	19.7	42.6	1	12.7	7.5	-3.9	-	-	-	-8.8	-10.0	0.0	-32.6	2.5	3.0	36.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	189.6	5.0	54.9	10	85.4	7.4	0.0	0.0	-	-	-8.8	-14.3	10.0	-32.6	2.5	3.0	44.9	50.5			
		ER Lok Ma Chau to Hung Hom		85.1	184.6	5.0	54.9	5	79.7	6.2	0.0	0.0	-	-	-8.7	-14.3	7.0	-32.6	2.5	3.0	42.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	179.3	5.0	54.9	15	73.8	7.4	0.0	0.0	-	-	-8.6	-14.3	11.8	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	189.6	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.8	-14.3	0.0	-32.6	2.5	3.0	36.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	188.4	19.0	66.8	10	85.3	7.4	0.0	0.0	-	-	-8.8	-7.5	10.0	-32.6	2.5	3.0	51.7	57.6			
		ER Lok Ma Chau to Hung Hom		85.1	186.4	19.0	66.8	5	79.3	5.3	0.0	0.0	2.0	-	-8.7	-7.5	7.0	-32.6	2.5	3.0	50.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	180.3	19.0	66.8	15	73.4	7.4	0.0	0.0	-	-	-8.6	-7.5	11.8	-32.6	2.5	3.0	54.7				
		Intercity through train to Hung Hom		86.5	188.4	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.8	-7.5	0.0	-32.6	2.5	3.0	43.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	188.4	27.0	90.1	10	2.2	7.4	-3.0	3.0	-	-	-8.8	-5.3	10.0	-32.6	2.5	3.0	53.9	59.0			
		ER Lok Ma Chau to Hung Hom		85.1	186.2	27.0	90.0	5	1.8	4.0	-16.9	4.6	2.5	-	-8.7	-5.3	7.0	-32.6	2.5	3.0	41.1				
		ER Hung Hom to Lo Wu		86.1	179.2	27.0	88.7	10	3.3	7.4	-0.8	0.8	-	-	-8.6	-5.3	10.0	-32.6	2.5	3.0	55.2				
		ER Hung Hom to Lok Ma Chau		86.1	179.2	27.0	90.2	5	3.0	7.4	-1.1	1.1	-	-	-8.6	-5.3	7.0	-32.6	2.5	3.0	52.2				
		Intercity through train to Hung Hom		86.5	188.4	27.0	90.1	1	2.2	7.4	-3.0	3.0	-	-	-8.8	-5.3	0.0	-32.6	2.5	3.0	45.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	188.4	30.3	61.6	10	43.9	7.5	0.0	0.0	-	-	-8.8	-5.9	10.0	-32.6	2.5	3.0	53.3	58.4			
		ER Hung Hom to Lo Wu		86.1	179.1	30.3	59.1	10	35.4	7.5	0.0	0.0	-	-	-8.6	-6.2	10.0	-32.6	2.5	3.0	54.4				
		ER Hung Hom to Lok Ma Chau		86.1	179.5	30.3	61.7	5	32.2	6.9	0.0	0.0	1.0	-	-8.6	-5.9	7.0	-32.6	2.5	3.0	52.6				
		Intercity through train to Hung Hom		86.5	188.4	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.8	-5.9	0.0	-32.6	2.5	3.0	44.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
37	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	191.2	19.7	42.6	10	12.7	7.5	-3.3	-	-	-	-8.8	-10.0	10.0	-32.6	2.5	3.0	45.9	46.7			
		ER Lok Ma Chau to Hung Hom		85.1	185.8	19.7	42.4	5	7.0	7.0	-15.1	-	-	-	-8.7	-10.0	7.0	-32.6	2.5	3.0	31.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	180.9	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-8.6	-10.0	11.8	-32.6	2.5	3.0	31.2				
		Intercity through train to Hung Hom		86.5	191.2	19.7	42.6	1	12.7	7.5	-3.3	-	-	-	-8.8	-10.0	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	191.2	5.0	54.9	10	85.4	7.4	0.0	0.0	-	-	-8.8	-14.3	10.0	-32.6	2.5	3.0	44.8	50.5			
		ER Lok Ma Chau to Hung Hom		85.1	186.3	5.0	54.9	5	79.7	6.2	0.0	0.0	-	-	-8.7	-14.3	7.0	-32.6	2.5	3.0	41.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	181.0	5.0	54.9	15	73.8	7.4	0.0	0.0	-	-	-8.6	-14.3	11.8	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	191.2	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.8	-14.3	0.0	-32.6	2.5	3.0	36.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	190.0	19.0	66.8	10	85.3	7.4	0.0	0.0	-	-	-8.8	-7.5	10.0	-32.6	2.5	3.0	51.6	57.6			
		ER Lok Ma Chau to Hung Hom		85.1	188.1	19.0	66.8	5	79.3	5.3	0.0	0.0	2.0	-	-8.8	-7.5	7.0	-32.6	2.5	3.0	50.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	182.0	19.0	66.8	15	73.4	7.4	0.0	0.0	-	-	-8.6	-7.5	11.8	-32.6	2.5	3.0	54.7				
		Intercity through train to Hung Hom		86.5	190.0	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.8	-7.5	0.0	-32.6	2.5	3.0	43.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	190.0	27.0	90.1	10	2.2	7.4	-2.8	2.8	-	-	-8.8	-5.3	10.0	-32.6	2.5	3.0	53.9	58.9			
		ER Lok Ma Chau to Hung Hom		85.1	187.9	27.0	90.0	5	1.8	4.0	-16.8	4.6	2.5	-	-8.8	-5.3	7.0	-32.6	2.5	3.0	41.2				
		ER Hung Hom to Lo Wu		86.1	180.9	27.0	88.7	10	3.3	7.4	-0.7	0.7	-	-	-8.6	-5.3	10.0	-32.6	2.5	3.0	55.1				
		ER Hung Hom to Lok Ma Chau		86.1	180.9	27.0	90.2	5	3.0	7.4	-1.0	1.0	-	-	-8.6	-5.3	7.0	-32.6	2.5	3.0	52.1				
		Intercity through train to Hung Hom		86.5	190.0	27.0	90.1	1	2.2	7.4	-2.8	2.8	-	-	-8.8	-5.3	0.0	-32.6	2.5	3.0	45.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	190.1	30.3	61.6	10	43.9	7.5	0.0	0.0	-	-	-8.8	-5.9	10.0	-32.6	2.5	3.0	53.2	58.4			
		ER Hung Hom to Lo Wu		86.1	180.8	30.3	59.1	10	35.4	7.5	0.0	0.0	-	-	-8.6	-6.2	10.0	-32.6	2.5	3.0	54.3				
		ER Hung Hom to Lok Ma Chau		86.1	181.2	30.3	61.7	5	32.2	6.9	0.0	0.0	1.0	-	-8.6	-5.9	7.0	-32.6	2.5	3.0	52.5				
		Intercity through train to Hung Hom		86.5	190.1	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.8	-5.9	0.0	-32.6	2.5	3.0	44.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
38	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	192.9	19.7	42.6	10	12.7	7.5	-2.8	-	-	-	-8.9	-10.0	10.0	-32.6	2.5	3.0	46.3	47.1			
		ER Lok Ma Chau to Hung Hom		85.1	187.5	19.7	42.4	5	7.0	7.0	-14.8	-	-	-	-8.8	-10.0	7.0	-32.6	2.5	3.0	31.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	182.7	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-8.6	-10.0	11.8	-32.6	2.5	3.0	31.2				
		Intercity through train to Hung Hom		86.5	192.9	19.7	42.6	1	12.7	7.5	-2.8	-	-	-	-8.9	-10.0	0.0	-32.6	2.5	3.0	37.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	192.9	5.0	54.9	10	85.4	7.4	0.0	0.0	-	-	-8.9	-14.3	10.0	-32.6	2.5	3.0	44.8	50.5			
		ER Lok Ma Chau to Hung Hom		85.1	188.0	5.0	54.9	5	79.7	6.2	0.0	0.0	-	-	-8.8	-14.3	7.0	-32.6	2.5	3.0	41.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	182.8	5.0	54.9	15	73.8	7.4	0.0	0.0	-	-	-8.6	-14.3	11.8	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	192.9	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.9	-14.3	0.0	-32.6	2.5	3.0	36.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	191.7	19.0	66.8	10	85.3	7.4	0.0	0.0	-	-	-8.8	-7.5	10.0	-32.6	2.5	3.0	51.6	57.6			
		ER Lok Ma Chau to Hung Hom		85.1	189.8	19.0	66.8	5	79.3	5.3	0.0	0.0	2.0	-	-8.8	-7.5	7.0	-32.6	2.5	3.0	50.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	183.8	19.0	66.8	15	73.4	7.4	0.0	0.0	-	-	-8.7	-7.5	11.8	-32.6	2.5	3.0	54.6				
		Intercity through train to Hung Hom		86.5	191.7	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.8	-7.5	0.0	-32.6	2.5	3.0	43.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	191.7	27.0	90.1	10	2.2	7.4	-2.7	2.7	-	-	-8.8	-5.3	10.0	-32.6	2.5	3.0	53.8	58.9			
		ER Lok Ma Chau to Hung Hom		85.1	189.6	27.0	90.0	5	1.8	4.0	-16.6	4.6	2.5	-	-8.8	-5.3	7.0	-32.6	2.5	3.0	41.3				
		ER Hung Hom to Lo Wu		86.1	182.7	27.0	88.7	10	3.3	7.4	-0.7	0.7	-	-	-8.6	-5.3	10.0	-32.6	2.5	3.0	55.1				
		ER Hung Hom to Lok Ma Chau		86.1	182.7	27.0	90.2	5	3.0	7.4	-0.9	0.9	-	-	-8.6	-5.3	7.0	-32.6	2.5	3.0	52.1				
		Intercity through train to Hung Hom		86.5	191.7	27.0	90.1	1	2.2	7.4	-2.7	2.7	-	-	-8.8	-5.3	0.0	-32.6	2.5	3.0	45.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	191.8	30.3	61.6	10	43.9	7.5	0.0	0.0	-	-	-8.8	-5.9	10.0	-32.6	2.5	3.0	53.2	58.3			
		ER Hung Hom to Lo Wu		86.1	182.6	30.3	59.1	10	35.4	7.5	0.0	0.0	-	-	-8.6	-6.2	10.0	-32.6	2.5	3.0	54.3				
		ER Hung Hom to Lok Ma Chau		86.1	183.0	30.3	61.7	5	32.2	6.9	0.0	0.0	1.0	-	-8.6	-5.9	7.0	-32.6	2.5	3.0	52.5				
		Intercity through train to Hung Hom		86.5	191.8	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.8	-5.9	0.0	-32.6	2.5	3.0	44.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
39	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	194.6	19.7	42.6	10	12.7	7.5	-2.4	-	-	-	-8.9	-10.0	10.0	-32.6	2.5	3.0	46.7	47.5			
		ER Lok Ma Chau to Hung Hom		85.1	189.3	19.7	42.4	5	7.0	7.0	-14.5	-	-	-	-8.8	-10.0	7.0	-32.6	2.5	3.0	31.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	184.4	19.7	42.5	15	1.0	7.5	-21.0	-	-	-	-8.7	-10.0	11.8	-32.6	2.5	3.0	31.1				
		Intercity through train to Hung Hom		86.5	194.6	19.7	42.6	1	12.7	7.5	-2.4	-	-	-	-8.9	-10.0	0.0	-32.6	2.5	3.0	38.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	194.6	5.0	54.9	10	85.4	7.4	0.0	0.0	-	-	-8.9	-14.3	10.0	-32.6	2.5	3.0	44.8	50.4			
		ER Lok Ma Chau to Hung Hom		85.1	189.8	5.0	54.9	5	79.7	6.2	0.0	0.0	-	-	-8.8	-14.3	7.0	-32.6	2.5	3.0	41.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	184.5	5.0	54.9	15	73.8	7.4	0.0	0.0	-	-	-8.7	-14.3	11.8	-32.6	2.5	3.0	47.8				
		Intercity through train to Hung Hom		86.5	194.6	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.9	-14.3	0.0	-32.6	2.5	3.0	36.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	193.4	19.0	66.8	10	85.3	7.4	0.0	0.0	-	-	-8.9	-7.5	10.0	-32.6	2.5	3.0	51.6	57.5			
		ER Lok Ma Chau to Hung Hom		85.1	191.6	19.0	66.8	5	79.3	5.3	0.0	0.0	2.0	-	-8.8	-7.5	7.0	-32.6	2.5	3.0	50.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	185.5	19.0	66.8	15	73.4	7.4	0.0	0.0	-	-	-8.7	-7.5	11.8	-32.6	2.5	3.0	54.6				
		Intercity through train to Hung Hom		86.5	193.4	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.9	-7.5	0.0	-32.6	2.5	3.0	43.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	193.4	27.0	90.1	10	2.2	7.4	-2.5	2.5	-	-	-8.9	-5.3	10.0	-32.6	2.5	3.0	53.8	58.8			
		ER Lok Ma Chau to Hung Hom		85.1	191.4	27.0	90.0	5	1.8	4.0	-16.5	4.6	2.5	-	-8.8	-5.3	7.0	-32.6	2.5	3.0	41.4				
		ER Hung Hom to Lo Wu		86.1	184.5	27.0	88.7	10	3.3	7.4	-0.6	0.6	-	-	-8.7	-5.3	10.0	-32.6	2.5	3.0	55.0				
		ER Hung Hom to Lok Ma Chau		86.1	184.5	27.0	90.2	5	3.0	7.4	-0.9	0.9	-	-	-8.7	-5.3	7.0	-32.6	2.5	3.0	52.0				
		Intercity through train to Hung Hom		86.5	193.4	27.0	90.1	1	2.2	7.4	-2.5	2.5	-	-	-8.9	-5.3	0.0	-32.6	2.5	3.0	45.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	193.5	30.3	61.6	10	43.9	7.5	0.0	0.0	-	-	-8.9	-5.9	10.0	-32.6	2.5	3.0	53.2	58.3			
		ER Hung Hom to Lo Wu		86.1	184.4	30.3	59.1	10	35.4	7.5	0.0	0.0	-	-	-8.7	-6.2	10.0	-32.6	2.5	3.0	54.2				
		ER Hung Hom to Lok Ma Chau		86.1	184.8	30.3	61.7	5	32.2	6.9	0.0	0.0	1.0	-	-8.7	-5.9	7.0	-32.6	2.5	3.0	52.4				
		Intercity through train to Hung Hom		86.5	193.5	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.9	-5.9	0.0	-32.6	2.5	3.0	44.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
40	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	196.3	19.7	42.6	10	12.7	7.5	-2.1	-	-	-	-8.9	-10.0	10.0	-32.6	2.5	3.0	47.0	47.7			
		ER Lok Ma Chau to Hung Hom		85.1	191.0	19.7	42.4	5	7.0	7.0	-14.2	-	-	-	-8.8	-10.0	7.0	-32.6	2.5	3.0	31.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	186.2	19.7	42.5	15	1.0	7.5	-20.9	-	-	-	-8.7	-10.0	11.8	-32.6	2.5	3.0	31.2				
		Intercity through train to Hung Hom		86.5	196.3	19.7	42.6	1	12.7	7.5	-2.1	-	-	-	-8.9	-10.0	0.0	-32.6	2.5	3.0	38.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	196.3	5.0	54.9	10	85.4	7.4	0.0	0.0	-	-	-8.9	-14.3	10.0	-32.6	2.5	3.0	44.7	50.4			
		ER Lok Ma Chau to Hung Hom		85.1	191.6	5.0	54.9	5	79.7	6.2	0.0	0.0	-	-	-8.8	-14.3	7.0	-32.6	2.5	3.0	41.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	186.3	5.0	54.9	15	73.8	7.4	0.0	0.0	-	-	-8.7	-14.3	11.8	-32.6	2.5	3.0	47.8				
		Intercity through train to Hung Hom		86.5	196.3	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.9	-14.3	0.0	-32.6	2.5	3.0	36.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	195.1	19.0	66.8	10	85.3	7.4	0.0	0.0	-	-	-8.9	-7.5	10.0	-32.6	2.5	3.0	51.5	57.5			
		ER Lok Ma Chau to Hung Hom		85.1	193.4	19.0	66.8	5	79.3	5.3	0.0	0.0	2.0	-	-8.9	-7.5	7.0	-32.6	2.5	3.0	50.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	187.3	19.0	66.8	15	73.4	7.4	0.0	0.0	-	-	-8.7	-7.5	11.8	-32.6	2.5	3.0	54.5				
		Intercity through train to Hung Hom		86.5	195.1	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.9	-7.5	0.0	-32.6	2.5	3.0	43.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	195.1	27.0	90.1	10	2.2	7.4	-2.4	2.4	-	-	-8.9	-5.3	10.0	-32.6	2.5	3.0	53.7	58.8			
		ER Lok Ma Chau to Hung Hom		85.1	193.2	27.0	90.0	5	1.8	4.0	-16.4	4.6	2.5	-	-8.9	-5.3	7.0	-32.6	2.5	3.0	41.5				
		ER Hung Hom to Lo Wu		86.1	186.3	27.0	88.7	10	3.3	7.4	-0.5	0.5	-	-	-8.7	-5.3	10.0	-32.6	2.5	3.0	55.0				
		ER Hung Hom to Lok Ma Chau		86.1	186.3	27.0	90.2	5	3.0	7.4	-0.8	0.8	-	-	-8.7	-5.3	7.0	-32.6	2.5	3.0	52.0				
		Intercity through train to Hung Hom		86.5	195.1	27.0	90.1	1	2.2	7.4	-2.4	2.4	-	-	-8.9	-5.3	0.0	-32.6	2.5	3.0	45.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	195.2	30.3	61.6	10	43.9	7.5	0.0	0.0	-	-	-8.9	-5.9	10.0	-32.6	2.5	3.0	53.1	58.3			
		ER Hung Hom to Lo Wu		86.1	186.2	30.3	59.1	10	35.4	7.5	0.0	0.0	-	-	-8.7	-6.2	10.0	-32.6	2.5	3.0	54.2				
		ER Hung Hom to Lok Ma Chau		86.1	186.6	30.3	61.7	5	32.2	6.9	0.0	0.0	1.0	-	-8.7	-5.9	7.0	-32.6	2.5	3.0	52.4				
		Intercity through train to Hung Hom		86.5	195.2	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.9	-5.9	0.0	-32.6	2.5	3.0	44.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
41	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	198.0	19.7	42.6	10	12.7	7.5	-1.8	-	-	-	-9.0	-10.0	10.0	-32.6	2.5	3.0	47.2	48.0			
		ER Lok Ma Chau to Hung Hom		85.1	192.8	19.7	42.4	5	7.0	7.0	-13.9	-	-	-	-8.9	-10.0	7.0	-32.6	2.5	3.0	32.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	188.1	19.7	42.5	15	1.0	7.5	-20.8	-	-	-	-8.8	-10.0	11.8	-32.6	2.5	3.0	31.3				
		Intercity through train to Hung Hom		86.5	198.0	19.7	42.6	1	12.7	7.5	-1.8	-	-	-	-9.0	-10.0	0.0	-32.6	2.5	3.0	38.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	198.0	5.0	54.9	10	85.4	7.4	0.0	0.0	-	-	-9.0	-14.3	10.0	-32.6	2.5	3.0	44.7	50.3			
		ER Lok Ma Chau to Hung Hom		85.1	193.3	5.0	54.9	5	79.7	6.2	0.0	0.0	-	-	-8.9	-14.3	7.0	-32.6	2.5	3.0	41.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	188.2	5.0	54.9	15	73.8	7.4	0.0	0.0	-	-	-8.8	-14.3	11.8	-32.6	2.5	3.0	47.7				
		Intercity through train to Hung Hom		86.5	198.0	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-9.0	-14.3	0.0	-32.6	2.5	3.0	36.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	196.9	19.0	66.8	10	85.3	7.4	0.0	0.0	-	-	-9.0	-7.5	10.0	-32.6	2.5	3.0	51.5	57.4			
		ER Lok Ma Chau to Hung Hom		85.1	195.1	19.0	66.8	5	79.3	5.3	0.0	0.0	2.0	-	-8.9	-7.5	7.0	-32.6	2.5	3.0	50.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	189.1	19.0	66.8	15	73.4	7.4	0.0	0.0	-	-	-8.8	-7.5	11.8	-32.6	2.5	3.0	54.5				
		Intercity through train to Hung Hom		86.5	196.9	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-9.0	-7.5	0.0	-32.6	2.5	3.0	43.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	196.9	27.0	90.1	10	2.2	7.4	-2.3	2.3	-	-	-9.0	-5.3	10.0	-32.6	2.5	3.0	53.7	58.8			
		ER Lok Ma Chau to Hung Hom		85.1	195.0	27.0	90.0	5	1.8	4.0	-16.2	4.6	2.5	-	-8.9	-5.3	7.0	-32.6	2.5	3.0	41.6				
		ER Hung Hom to Lo Wu		86.1	188.1	27.0	88.7	10	3.3	7.4	-0.5	0.5	-	-	-8.8	-5.3	10.0	-32.6	2.5	3.0	55.0				
		ER Hung Hom to Lok Ma Chau		86.1	188.1	27.0	90.2	5	3.0	7.4	-0.7	0.7	-	-	-8.8	-5.3	7.0	-32.6	2.5	3.0	52.0				
		Intercity through train to Hung Hom		86.5	196.9	27.0	90.1	1	2.2	7.4	-2.3	2.3	-	-	-9.0	-5.3	0.0	-32.6	2.5	3.0	45.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	196.9	30.3	61.6	10	43.9	7.5	0.0	0.0	-	-	-9.0	-5.9	10.0	-32.6	2.5	3.0	53.1	58.2			
		ER Hung Hom to Lo Wu		86.1	188.0	30.3	59.1	10	35.4	7.5	0.0	0.0	-	-	-8.8	-6.2	10.0	-32.6	2.5	3.0	54.2				
		ER Hung Hom to Lok Ma Chau		86.1	188.4	30.3	61.7	5	32.2	6.9	0.0	0.0	1.0	-	-8.8	-5.9	7.0	-32.6	2.5	3.0	52.3				
		Intercity through train to Hung Hom		86.5	196.9	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-9.0	-5.9	0.0	-32.6	2.5	3.0	44.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
42	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	199.8	19.7	42.6	10	12.7	7.5	-1.6	-	-	-	-9.0	-10.0	10.0	-32.6	2.5	3.0	47.4	48.2			
		ER Lok Ma Chau to Hung Hom		85.1	194.6	19.7	42.4	5	7.0	7.0	-13.6	-	-	-	-8.9	-10.0	7.0	-32.6	2.5	3.0	32.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	189.9	19.7	42.5	15	1.0	7.5	-20.7	-	-	-	-8.8	-10.0	11.8	-32.6	2.5	3.0	31.3				
		Intercity through train to Hung Hom		86.5	199.8	19.7	42.6	1	12.7	7.5	-1.6	-	-	-	-9.0	-10.0	0.0	-32.6	2.5	3.0	38.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	199.8	5.0	54.9	10	85.4	7.4	0.0	0.0	-	-	-9.0	-14.3	10.0	-32.6	2.5	3.0	44.6	50.3			
		ER Lok Ma Chau to Hung Hom		85.1	195.2	5.0	54.9	5	79.7	6.2	0.0	0.0	-	-	-8.9	-14.3	7.0	-32.6	2.5	3.0	41.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	190.0	5.0	54.9	15	73.8	7.4	0.0	0.0	-	-	-8.8	-14.3	11.8	-32.6	2.5	3.0	47.7				
		Intercity through train to Hung Hom		86.5	199.8	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-9.0	-14.3	0.0	-32.6	2.5	3.0	36.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	198.6	19.0	66.8	10	85.3	7.4	0.0	0.0	-	-	-9.0	-7.5	10.0	-32.6	2.5	3.0	51.5	57.4			
		ER Lok Ma Chau to Hung Hom		85.1	197.0	19.0	66.8	5	79.3	5.3	0.0	0.0	2.0	-	-9.0	-7.5	7.0	-32.6	2.5	3.0	50.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	191.0	19.0	66.8	15	73.4	7.4	0.0	0.0	-	-	-8.8	-7.5	11.8	-32.6	2.5	3.0	54.4				
		Intercity through train to Hung Hom		86.5	198.6	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-9.0	-7.5	0.0	-32.6	2.5	3.0	42.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	198.6	27.0	90.1	10	2.2	7.4	-2.1	2.1	-	-	-9.0	-5.3	10.0	-32.6	2.5	3.0	53.7	58.7			
		ER Lok Ma Chau to Hung Hom		85.1	196.8	27.0	90.0	5	1.8	4.0	-16.1	4.6	2.5	-	-9.0	-5.3	7.0	-32.6	2.5	3.0	41.7				
		ER Hung Hom to Lo Wu		86.1	190.0	27.0	88.7	10	3.3	7.4	-0.4	0.4	-	-	-8.8	-5.3	10.0	-32.6	2.5	3.0	54.9				
		ER Hung Hom to Lok Ma Chau		86.1	190.0	27.0	90.2	5	3.0	7.4	-0.7	0.7	-	-	-8.8	-5.3	7.0	-32.6	2.5	3.0	51.9				
		Intercity through train to Hung Hom		86.5	198.6	27.0	90.1	1	2.2	7.4	-2.1	2.1	-	-	-9.0	-5.3	0.0	-32.6	2.5	3.0	45.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	198.7	30.3	61.6	10	43.9	7.5	0.0	0.0	-	-	-9.0	-5.9	10.0	-32.6	2.5	3.0	53.1	58.2			
		ER Hung Hom to Lo Wu		86.1	189.8	30.3	59.1	10	35.4	7.5	0.0	0.0	-	-	-8.8	-6.2	10.0	-32.6	2.5	3.0	54.1				
		ER Hung Hom to Lok Ma Chau		86.1	190.3	30.3	61.7	5	32.2	6.9	0.0	0.0	1.0	-	-8.8	-5.9	7.0	-32.6	2.5	3.0	52.3				
		Intercity through train to Hung Hom		86.5	198.7	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-9.0	-5.9	0.0	-32.6	2.5	3.0	44.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
43	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	201.5	19.7	42.6	10	12.7	7.5	-1.4	-	-	-	-9.1	-10.0	10.0	-32.6	2.5	3.0	47.5	48.3			
		ER Lok Ma Chau to Hung Hom		85.1	196.5	19.7	42.4	5	7.0	7.0	-13.3	-	-	-	-9.0	-10.0	7.0	-32.6	2.5	3.0	32.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	191.8	19.7	42.5	15	1.0	7.5	-20.6	-	-	-	-8.8	-10.0	11.8	-32.6	2.5	3.0	31.4				
		Intercity through train to Hung Hom		86.5	201.5	19.7	42.6	1	12.7	7.5	-1.4	-	-	-	-9.1	-10.0	0.0	-32.6	2.5	3.0	39.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	201.6	5.0	54.9	10	85.4	7.4	0.0	0.0	-	-	-9.1	-14.3	10.0	-32.6	2.5	3.0	44.6	50.3			
		ER Lok Ma Chau to Hung Hom		85.1	197.0	5.0	54.9	5	79.7	6.2	0.0	0.0	-	-	-9.0	-14.3	7.0	-32.6	2.5	3.0	41.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	191.9	5.0	54.9	15	73.8	7.4	0.0	0.0	-	-	-8.9	-14.3	11.8	-32.6	2.5	3.0	47.6				
		Intercity through train to Hung Hom		86.5	201.6	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-9.1	-14.3	0.0	-32.6	2.5	3.0	36.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	200.4	19.0	66.8	10	85.3	7.4	0.0	0.0	-	-	-9.0	-7.5	10.0	-32.6	2.5	3.0	51.4	57.4			
		ER Lok Ma Chau to Hung Hom		85.1	198.8	19.0	66.8	5	79.3	5.3	0.0	0.0	2.0	-	-9.0	-7.5	7.0	-32.6	2.5	3.0	50.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	192.8	19.0	66.8	15	73.4	7.4	0.0	0.0	-	-	-8.9	-7.5	11.8	-32.6	2.5	3.0	54.4				
		Intercity through train to Hung Hom		86.5	200.4	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-9.0	-7.5	0.0	-32.6	2.5	3.0	42.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	200.4	27.0	90.1	10	2.2	7.4	-2.0	2.0	-	-	-9.0	-5.3	10.0	-32.6	2.5	3.0	53.6	58.7			
		ER Lok Ma Chau to Hung Hom		85.1	198.7	27.0	90.0	5	1.8	4.0	-15.9	4.6	2.5	-	-9.0	-5.3	7.0	-32.6	2.5	3.0	41.8				
		ER Hung Hom to Lo Wu		86.1	191.8	27.0	88.7	10	3.3	7.4	-0.4	0.4	-	-	-8.8	-5.3	10.0	-32.6	2.5	3.0	54.9				
		ER Hung Hom to Lok Ma Chau		86.1	191.8	27.0	90.2	5	3.0	7.4	-0.6	0.6	-	-	-8.8	-5.3	7.0	-32.6	2.5	3.0	51.9				
		Intercity through train to Hung Hom		86.5	200.4	27.0	90.1	1	2.2	7.4	-2.0	2.0	-	-	-9.0	-5.3	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	200.5	30.3	61.6	10	43.9	7.5	0.0	0.0	-	-	-9.0	-5.9	10.0	-32.6	2.5	3.0	53.0	58.1			
		ER Hung Hom to Lo Wu		86.1	191.7	30.3	59.1	10	35.4	7.5	0.0	0.0	-	-	-8.8	-6.2	10.0	-32.6	2.5	3.0	54.1				
		ER Hung Hom to Lok Ma Chau		86.1	192.2	30.3	61.7	5	32.2	6.9	0.0	0.0	1.0	-	-8.9	-5.9	7.0	-32.6	2.5	3.0	52.3				
		Intercity through train to Hung Hom		86.5	200.5	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-9.0	-5.9	0.0	-32.6	2.5	3.0	44.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

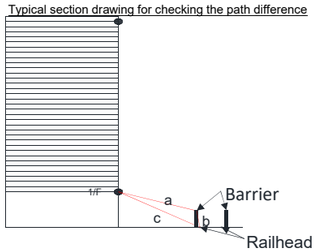
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
44	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	203.3	19.7	42.6	10	12.7	7.5	-1.2	-	-	-	-9.1	-10.0	10.0	-32.6	2.5	3.0	47.7	48.5			
		ER Lok Ma Chau to Hung Hom		85.1	198.3	19.7	42.4	5	7.0	7.0	-13.0	-	-	-	-9.0	-10.0	7.0	-32.6	2.5	3.0	33.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	193.7	19.7	42.5	15	1.0	7.5	-20.5	-	-	-	-8.9	-10.0	11.8	-32.6	2.5	3.0	31.4				
		Intercity through train to Hung Hom		86.5	203.3	19.7	42.6	1	12.7	7.5	-1.2	-	-	-	-9.1	-10.0	0.0	-32.6	2.5	3.0	39.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	203.4	5.0	54.9	10	85.4	7.4	0.0	0.0	-	-	-9.1	-14.3	10.0	-32.6	2.5	3.0	44.6	50.2			
		ER Lok Ma Chau to Hung Hom		85.1	198.9	5.0	54.9	5	79.7	6.2	0.0	0.0	-	-	-9.0	-14.3	7.0	-32.6	2.5	3.0	41.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	193.8	5.0	54.9	15	73.8	7.4	0.0	0.0	-	-	-8.9	-14.3	11.8	-32.6	2.5	3.0	47.6				
		Intercity through train to Hung Hom		86.5	203.4	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-9.1	-14.3	0.0	-32.6	2.5	3.0	36.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	202.2	19.0	66.8	10	85.3	7.4	0.0	0.0	-	-	-9.1	-7.5	10.0	-32.6	2.5	3.0	51.4	57.3			
		ER Lok Ma Chau to Hung Hom		85.1	200.7	19.0	66.8	5	79.3	5.3	0.0	0.0	2.0	-	-9.0	-7.5	7.0	-32.6	2.5	3.0	50.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	194.7	19.0	66.8	15	73.4	7.4	0.0	0.0	-	-	-8.9	-7.5	11.8	-32.6	2.5	3.0	54.4				
		Intercity through train to Hung Hom		86.5	202.2	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-9.1	-7.5	0.0	-32.6	2.5	3.0	42.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	202.2	27.0	90.1	10	2.2	7.4	-1.9	1.9	-	-	-9.1	-5.3	10.0	-32.6	2.5	3.0	53.6	58.6			
		ER Lok Ma Chau to Hung Hom		85.1	200.6	27.0	90.0	5	1.8	4.0	-15.8	4.6	2.5	-	-9.0	-5.3	7.0	-32.6	2.5	3.0	41.9				
		ER Hung Hom to Lo Wu		86.1	193.7	27.0	88.7	10	3.3	7.4	-0.3	0.3	-	-	-8.9	-5.3	10.0	-32.6	2.5	3.0	54.8				
		ER Hung Hom to Lok Ma Chau		86.1	193.7	27.0	90.2	5	3.0	7.4	-0.6	0.6	-	-	-8.9	-5.3	7.0	-32.6	2.5	3.0	51.8				
		Intercity through train to Hung Hom		86.5	202.2	27.0	90.1	1	2.2	7.4	-1.9	1.9	-	-	-9.1	-5.3	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	202.3	30.3	61.6	10	43.9	7.5	0.0	0.0	-	-	-9.1	-5.9	10.0	-32.6	2.5	3.0	53.0	58.1			
		ER Hung Hom to Lo Wu		86.1	193.6	30.3	59.1	10	35.4	7.5	0.0	0.0	-	-	-8.9	-6.2	10.0	-32.6	2.5	3.0	54.0				
		ER Hung Hom to Lok Ma Chau		86.1	194.1	30.3	61.7	5	32.2	6.9	0.0	0.0	1.0	-	-8.9	-5.9	7.0	-32.6	2.5	3.0	52.2				
		Intercity through train to Hung Hom		86.5	202.3	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-9.1	-5.9	0.0	-32.6	2.5	3.0	44.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																					Max predicted noise impact $L_{eq\ 30min}$	64	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction
[16] 23/F is the refuge floor, so it is not included in the assessment.

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	154.7	19.7	42.6	8	12.7	7.5	-19.8	-	-	-	-7.9	-10.0	9.0	-32.6	2.5	3.0	29.3	34.3			
		ER Lok Ma Chau to Hung Hom		85.1	147.6	19.7	42.4	4	7.0	7.0	-21.0	-	-	-	-7.7	-10.0	6.0	-32.6	2.5	3.0	25.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	141.7	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-7.5	-10.0	10.8	-32.6	2.5	3.0	31.3				
		Intercity through train to Hung Hom		86.5	154.7	19.7	42.6	1	12.7	7.5	-19.8	-	-	-	-7.9	-10.0	0.0	-32.6	2.5	3.0	21.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	154.7	5.0	54.9	8	85.4	7.4	-21.0	0.0	-	-	-7.9	-14.3	9.0	-32.6	2.5	3.0	23.8	29.6			
		ER Lok Ma Chau to Hung Hom		85.1	147.8	5.0	54.9	4	79.7	6.2	-21.0	0.0	-	-	-7.7	-14.3	6.0	-32.6	2.5	3.0	21.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	141.8	5.0	54.9	12	73.8	7.4	-21.0	0.0	-	-	-7.5	-14.3	10.8	-32.6	2.5	3.0	27.0				
		Intercity through train to Hung Hom		86.5	154.7	5.0	54.9	1	85.4	7.4	-21.0	0.0	-	-	-7.9	-14.3	0.0	-32.6	2.5	3.0	16.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	153.2	19.0	66.8	8	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	9.0	-32.6	2.5	3.0	30.6	36.7			
		ER Lok Ma Chau to Hung Hom		85.1	149.5	19.0	66.8	4	79.3	5.3	-21.0	0.0	2.0	-	-7.8	-7.5	6.0	-32.6	2.5	3.0	29.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	143.1	19.0	66.8	12	73.4	7.4	-21.0	0.0	-	-	-7.6	-7.5	10.8	-32.6	2.5	3.0	33.7				
		Intercity through train to Hung Hom		86.5	153.2	19.0	66.8	1	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	0.0	-32.6	2.5	3.0	23.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	153.2	27.0	90.1	8	2.2	7.4	-12.7	4.5	-	-	-7.9	-5.3	9.0	-32.6	2.5	3.0	45.6	52.2			
		ER Lok Ma Chau to Hung Hom		85.1	148.4	27.0	90.0	4	1.8	4.0	-21.0	4.6	2.5	-	-7.7	-5.3	6.0	-32.6	2.5	3.0	37.0				
		ER Hung Hom to Lo Wu		86.1	141.7	27.0	88.7	8	3.3	7.4	-10.3	4.2	-	-	-7.5	-5.3	9.0	-32.6	2.5	3.0	49.1				
		ER Hung Hom to Lok Ma Chau		86.1	141.7	27.0	90.2	4	3.0	7.4	-10.9	4.3	-	-	-7.5	-5.3	6.0	-32.6	2.5	3.0	45.6				
		Intercity through train to Hung Hom		86.5	153.2	27.0	90.1	1	2.2	7.4	-12.7	4.5	-	-	-7.9	-5.3	0.0	-32.6	2.5	3.0	38.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	153.3	30.3	61.6	8	43.9	7.5	-19.6	0.0	-	-	-7.9	-5.9	9.0	-32.6	2.5	3.0	33.7	38.2			
		ER Hung Hom to Lo Wu		86.1	141.6	30.3	59.1	8	35.4	7.5	-20.5	0.0	-	-	-7.5	-6.2	9.0	-32.6	2.5	3.0	33.9				
		ER Hung Hom to Lok Ma Chau		86.1	141.8	30.3	61.7	4	32.2	6.9	-21.0	0.0	1.0	-	-7.5	-5.9	6.0	-32.6	2.5	3.0	31.6				
		Intercity through train to Hung Hom		86.5	153.3	30.3	61.6	1	43.9	7.5	-19.6	0.0	-	-	-7.9	-5.9	0.0	-32.6	2.5	3.0	26.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	155.1	19.7	42.6	8	12.7	7.5	-19.6	-	-	-	-7.9	-10.0	9.0	-32.6	2.5	3.0	29.5	34.4			
		ER Lok Ma Chau to Hung Hom		85.1	148.1	19.7	42.4	4	7.0	7.0	-21.0	-	-	-	-7.7	-10.0	6.0	-32.6	2.5	3.0	25.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	142.2	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-7.6	-10.0	10.8	-32.6	2.5	3.0	31.3				
		Intercity through train to Hung Hom		86.5	155.1	19.7	42.6	1	12.7	7.5	-19.6	-	-	-	-7.9	-10.0	0.0	-32.6	2.5	3.0	22.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	155.1	5.0	54.9	8	85.4	7.4	-21.0	0.0	-	-	-7.9	-14.3	9.0	-32.6	2.5	3.0	23.8	29.6			
		ER Lok Ma Chau to Hung Hom		85.1	148.3	5.0	54.9	4	79.7	6.2	-21.0	0.0	-	-	-7.7	-14.3	6.0	-32.6	2.5	3.0	21.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	142.3	5.0	54.9	12	73.8	7.4	-21.0	0.0	-	-	-7.6	-14.3	10.8	-32.6	2.5	3.0	27.0				
		Intercity through train to Hung Hom		86.5	155.1	5.0	54.9	1	85.4	7.4	-21.0	0.0	-	-	-7.9	-14.3	0.0	-32.6	2.5	3.0	16.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	153.6	19.0	66.8	8	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	9.0	-32.6	2.5	3.0	30.6	36.7			
		ER Lok Ma Chau to Hung Hom		85.1	150.0	19.0	66.8	4	79.3	5.3	-21.0	0.0	2.0	-	-7.8	-7.5	6.0	-32.6	2.5	3.0	29.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	143.6	19.0	66.8	12	73.4	7.4	-21.0	0.0	-	-	-7.6	-7.5	10.8	-32.6	2.5	3.0	33.7				
		Intercity through train to Hung Hom		86.5	153.6	19.0	66.8	1	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	0.0	-32.6	2.5	3.0	23.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	153.6	27.0	90.1	8	2.2	7.4	-12.4	4.5	-	-	-7.9	-5.3	9.0	-32.6	2.5	3.0	45.9	52.6			
		ER Lok Ma Chau to Hung Hom		85.1	149.0	27.0	90.0	4	1.8	4.0	-20.9	4.6	2.5	-	-7.8	-5.3	6.0	-32.6	2.5	3.0	37.1				
		ER Hung Hom to Lo Wu		86.1	142.2	27.0	88.7	8	3.3	7.4	-9.8	4.2	-	-	-7.6	-5.3	9.0	-32.6	2.5	3.0	49.6				
		ER Hung Hom to Lok Ma Chau		86.1	142.2	27.0	90.2	4	3.0	7.4	-10.4	4.3	-	-	-7.6	-5.3	6.0	-32.6	2.5	3.0	46.0				
		Intercity through train to Hung Hom		86.5	153.6	27.0	90.1	1	2.2	7.4	-12.4	4.5	-	-	-7.9	-5.3	0.0	-32.6	2.5	3.0	38.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	153.7	30.3	61.6	8	43.9	7.5	-19.0	0.0	-	-	-7.9	-5.9	9.0	-32.6	2.5	3.0	34.2	38.6			
		ER Hung Hom to Lo Wu		86.1	142.1	30.3	59.1	8	35.4	7.5	-20.1	0.0	-	-	-7.5	-6.2	9.0	-32.6	2.5	3.0	34.3				
		ER Hung Hom to Lok Ma Chau		86.1	142.3	30.3	61.7	4	32.2	6.9	-20.9	0.0	1.0	-	-7.6	-5.9	6.0	-32.6	2.5	3.0	31.7				
		Intercity through train to Hung Hom		86.5	153.7	30.3	61.6	1	43.9	7.5	-19.0	0.0	-	-	-7.9	-5.9	0.0	-32.6	2.5	3.0	26.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	155.6	19.7	42.6	8	12.7	7.5	-19.3	-	-	-	-7.9	-10.0	9.0	-32.6	2.5	3.0	29.8	34.5			
		ER Lok Ma Chau to Hung Hom		85.1	148.6	19.7	42.4	4	7.0	7.0	-21.0	-	-	-	-7.7	-10.0	6.0	-32.6	2.5	3.0	25.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	142.7	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-7.6	-10.0	10.8	-32.6	2.5	3.0	31.3				
		Intercity through train to Hung Hom		86.5	155.6	19.7	42.6	1	12.7	7.5	-19.3	-	-	-	-7.9	-10.0	0.0	-32.6	2.5	3.0	22.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	155.6	5.0	54.9	8	85.4	7.4	-21.0	0.0	-	-	-7.9	-14.3	9.0	-32.6	2.5	3.0	23.8	29.5			
		ER Lok Ma Chau to Hung Hom		85.1	148.8	5.0	54.9	4	79.7	6.2	-21.0	0.0	-	-	-7.7	-14.3	6.0	-32.6	2.5	3.0	20.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	142.9	5.0	54.9	12	73.8	7.4	-21.0	0.0	-	-	-7.6	-14.3	10.8	-32.6	2.5	3.0	27.0				
		Intercity through train to Hung Hom		86.5	155.6	5.0	54.9	1	85.4	7.4	-21.0	0.0	-	-	-7.9	-14.3	0.0	-32.6	2.5	3.0	16.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	154.1	19.0	66.8	8	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	9.0	-32.6	2.5	3.0	30.6	36.6			
		ER Lok Ma Chau to Hung Hom		85.1	150.5	19.0	66.8	4	79.3	5.3	-21.0	0.0	2.0	-	-7.8	-7.5	6.0	-32.6	2.5	3.0	29.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	144.1	19.0	66.8	12	73.4	7.4	-21.0	0.0	-	-	-7.6	-7.5	10.8	-32.6	2.5	3.0	33.7				
		Intercity through train to Hung Hom		86.5	154.1	19.0	66.8	1	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	0.0	-32.6	2.5	3.0	23.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	154.1	27.0	90.1	8	2.2	7.4	-12.1	4.5	-	-	-7.9	-5.3	9.0	-32.6	2.5	3.0	46.2	53.0			
		ER Lok Ma Chau to Hung Hom		85.1	149.5	27.0	90.0	4	1.8	4.0	-20.8	4.6	2.5	-	-7.8	-5.3	6.0	-32.6	2.5	3.0	37.2				
		ER Hung Hom to Lo Wu		86.1	142.8	27.0	88.7	8	3.3	7.4	-9.3	4.2	-	-	-7.6	-5.3	9.0	-32.6	2.5	3.0	50.0				
		ER Hung Hom to Lok Ma Chau		86.1	142.8	27.0	90.2	4	3.0	7.4	-10.0	4.3	-	-	-7.6	-5.3	6.0	-32.6	2.5	3.0	46.4				
		Intercity through train to Hung Hom		86.5	154.1	27.0	90.1	1	2.2	7.4	-12.1	4.5	-	-	-7.9	-5.3	0.0	-32.6	2.5	3.0	38.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	154.2	30.3	61.6	8	43.9	7.5	-18.4	0.0	-	-	-7.9	-5.9	9.0	-32.6	2.5	3.0	34.8	39.1			
		ER Hung Hom to Lo Wu		86.1	142.6	30.3	59.1	8	35.4	7.5	-19.6	0.0	-	-	-7.6	-6.2	9.0	-32.6	2.5	3.0	34.8				
		ER Hung Hom to Lok Ma Chau		86.1	142.9	30.3	61.7	4	32.2	6.9	-20.5	0.0	1.0	-	-7.6	-5.9	6.0	-32.6	2.5	3.0	32.1				
		Intercity through train to Hung Hom		86.5	154.2	30.3	61.6	1	43.9	7.5	-18.4	0.0	-	-	-7.9	-5.9	0.0	-32.6	2.5	3.0	27.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	156.1	19.7	42.6	8	12.7	7.5	-19.0	-	-	-	-8.0	-10.0	9.0	-32.6	2.5	3.0	30.0	34.6			
		ER Lok Ma Chau to Hung Hom		85.1	149.2	19.7	42.4	4	7.0	7.0	-21.0	-	-	-	-7.8	-10.0	6.0	-32.6	2.5	3.0	25.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	143.3	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-7.6	-10.0	10.8	-32.6	2.5	3.0	31.2				
		Intercity through train to Hung Hom		86.5	156.1	19.7	42.6	1	12.7	7.5	-19.0	-	-	-	-8.0	-10.0	0.0	-32.6	2.5	3.0	22.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	156.1	5.0	54.9	8	85.4	7.4	-21.0	0.0	-	-	-8.0	-14.3	9.0	-32.6	2.5	3.0	23.8	29.5			
		ER Lok Ma Chau to Hung Hom		85.1	149.4	5.0	54.9	4	79.7	6.2	-21.0	0.0	-	-	-7.8	-14.3	6.0	-32.6	2.5	3.0	20.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	143.4	5.0	54.9	12	73.8	7.4	-21.0	0.0	-	-	-7.6	-14.3	10.8	-32.6	2.5	3.0	26.9				
		Intercity through train to Hung Hom		86.5	156.1	5.0	54.9	1	85.4	7.4	-21.0	0.0	-	-	-8.0	-14.3	0.0	-32.6	2.5	3.0	16.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	154.7	19.0	66.8	8	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	9.0	-32.6	2.5	3.0	30.6	36.6			
		ER Lok Ma Chau to Hung Hom		85.1	151.1	19.0	66.8	4	79.3	5.3	-21.0	0.0	2.0	-	-7.8	-7.5	6.0	-32.6	2.5	3.0	29.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	144.7	19.0	66.8	12	73.4	7.4	-21.0	0.0	-	-	-7.6	-7.5	10.8	-32.6	2.5	3.0	33.7				
		Intercity through train to Hung Hom		86.5	154.7	19.0	66.8	1	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	0.0	-32.6	2.5	3.0	23.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	154.7	27.0	90.1	8	2.2	7.4	-11.8	4.5	-	-	-7.9	-5.3	9.0	-32.6	2.5	3.0	46.4	53.4			
		ER Lok Ma Chau to Hung Hom		85.1	150.1	27.0	90.0	4	1.8	4.0	-20.6	4.6	2.5	-	-7.8	-5.3	6.0	-32.6	2.5	3.0	37.3				
		ER Hung Hom to Lo Wu		86.1	143.3	27.0	88.7	8	3.3	7.4	-8.8	4.2	-	-	-7.6	-5.3	9.0	-32.6	2.5	3.0	50.5				
		ER Hung Hom to Lok Ma Chau		86.1	143.3	27.0	90.2	4	3.0	7.4	-9.5	4.3	-	-	-7.6	-5.3	6.0	-32.6	2.5	3.0	46.9				
		Intercity through train to Hung Hom		86.5	154.7	27.0	90.1	1	2.2	7.4	-11.8	4.5	-	-	-7.9	-5.3	0.0	-32.6	2.5	3.0	38.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	154.8	30.3	61.6	8	43.9	7.5	-17.8	0.0	-	-	-7.9	-5.9	9.0	-32.6	2.5	3.0	35.4	39.7			
		ER Hung Hom to Lo Wu		86.1	143.2	30.3	59.1	8	35.4	7.5	-19.1	0.0	-	-	-7.6	-6.2	9.0	-32.6	2.5	3.0	35.3				
		ER Hung Hom to Lok Ma Chau		86.1	143.4	30.3	61.7	4	32.2	6.9	-20.0	0.0	1.0	-	-7.6	-5.9	6.0	-32.6	2.5	3.0	32.5				
		Intercity through train to Hung Hom		86.5	154.8	30.3	61.6	1	43.9	7.5	-17.8	0.0	-	-	-7.9	-5.9	0.0	-32.6	2.5	3.0	27.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	156.7	19.7	42.6	8	12.7	7.5	-18.8	-	-	-	-8.0	-10.0	9.0	-32.6	2.5	3.0	30.3	34.7			
		ER Lok Ma Chau to Hung Hom		85.1	149.8	19.7	42.4	4	7.0	7.0	-21.0	-	-	-	-7.8	-10.0	6.0	-32.6	2.5	3.0	25.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	144.0	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-7.6	-10.0	10.8	-32.6	2.5	3.0	31.2				
		Intercity through train to Hung Hom		86.5	156.7	19.7	42.6	1	12.7	7.5	-18.8	-	-	-	-8.0	-10.0	0.0	-32.6	2.5	3.0	22.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	156.7	5.0	54.9	8	85.4	7.4	-21.0	0.0	-	-	-8.0	-14.3	9.0	-32.6	2.5	3.0	23.7	29.5			
		ER Lok Ma Chau to Hung Hom		85.1	150.0	5.0	54.9	4	79.7	6.2	-21.0	0.0	-	-	-7.8	-14.3	6.0	-32.6	2.5	3.0	20.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	144.1	5.0	54.9	12	73.8	7.4	-21.0	0.0	-	-	-7.6	-14.3	10.8	-32.6	2.5	3.0	26.9				
		Intercity through train to Hung Hom		86.5	156.7	5.0	54.9	1	85.4	7.4	-21.0	0.0	-	-	-8.0	-14.3	0.0	-32.6	2.5	3.0	16.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	155.3	19.0	66.8	8	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	9.0	-32.6	2.5	3.0	30.6	36.6			
		ER Lok Ma Chau to Hung Hom		85.1	151.8	19.0	66.8	4	79.3	5.3	-21.0	0.0	2.0	-	-7.8	-7.5	6.0	-32.6	2.5	3.0	29.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	145.3	19.0	66.8	12	73.4	7.4	-21.0	0.0	-	-	-7.6	-7.5	10.8	-32.6	2.5	3.0	33.7				
		Intercity through train to Hung Hom		86.5	155.3	19.0	66.8	1	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	0.0	-32.6	2.5	3.0	23.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	155.3	27.0	90.1	8	2.2	7.4	-11.5	4.5	-	-	-7.9	-5.3	9.0	-32.6	2.5	3.0	46.7	53.8			
		ER Lok Ma Chau to Hung Hom		85.1	150.8	27.0	90.0	4	1.8	4.0	-20.5	4.6	2.5	-	-7.8	-5.3	6.0	-32.6	2.5	3.0	37.4				
		ER Hung Hom to Lo Wu		86.1	144.0	27.0	88.7	8	3.3	7.4	-8.3	4.2	-	-	-7.6	-5.3	9.0	-32.6	2.5	3.0	51.0				
		ER Hung Hom to Lok Ma Chau		86.1	144.0	27.0	90.2	4	3.0	7.4	-9.1	4.3	-	-	-7.6	-5.3	6.0	-32.6	2.5	3.0	47.3				
		Intercity through train to Hung Hom		86.5	155.3	27.0	90.1	1	2.2	7.4	-11.5	4.5	-	-	-7.9	-5.3	0.0	-32.6	2.5	3.0	39.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	155.3	30.3	61.6	8	43.9	7.5	-17.0	0.0	-	-	-7.9	-5.9	9.0	-32.6	2.5	3.0	36.1	40.3			
		ER Hung Hom to Lo Wu		86.1	143.9	30.3	59.1	8	35.4	7.5	-18.5	0.0	-	-	-7.6	-6.2	9.0	-32.6	2.5	3.0	35.8				
		ER Hung Hom to Lok Ma Chau		86.1	144.1	30.3	61.7	4	32.2	6.9	-19.6	0.0	1.0	-	-7.6	-5.9	6.0	-32.6	2.5	3.0	33.0				
		Intercity through train to Hung Hom		86.5	155.3	30.3	61.6	1	43.9	7.5	-17.0	0.0	-	-	-7.9	-5.9	0.0	-32.6	2.5	3.0	28.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	157.3	19.7	42.6	8	12.7	7.5	-18.5	-	-	-	-8.0	-10.0	9.0	-32.6	2.5	3.0	30.6	34.8			
		ER Lok Ma Chau to Hung Hom		85.1	150.5	19.7	42.4	4	7.0	7.0	-21.0	-	-	-	-7.8	-10.0	6.0	-32.6	2.5	3.0	25.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	144.6	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-7.6	-10.0	10.8	-32.6	2.5	3.0	31.2				
		Intercity through train to Hung Hom		86.5	157.3	19.7	42.6	1	12.7	7.5	-18.5	-	-	-	-8.0	-10.0	0.0	-32.6	2.5	3.0	23.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	157.3	5.0	54.9	8	85.4	7.4	-20.7	0.0	-	-	-8.0	-14.3	9.0	-32.6	2.5	3.0	24.0	29.6			
		ER Lok Ma Chau to Hung Hom		85.1	150.7	5.0	54.9	4	79.7	6.2	-21.0	0.0	-	-	-7.8	-14.3	6.0	-32.6	2.5	3.0	20.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	144.7	5.0	54.9	12	73.8	7.4	-21.0	0.0	-	-	-7.6	-14.3	10.8	-32.6	2.5	3.0	26.9				
		Intercity through train to Hung Hom		86.5	157.3	5.0	54.9	1	85.4	7.4	-20.7	0.0	-	-	-8.0	-14.3	0.0	-32.6	2.5	3.0	16.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	155.9	19.0	66.8	8	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	9.0	-32.6	2.5	3.0	30.5	36.6			
		ER Lok Ma Chau to Hung Hom		85.1	152.5	19.0	66.8	4	79.3	5.3	-21.0	0.0	2.0	-	-7.9	-7.5	6.0	-32.6	2.5	3.0	29.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	146.0	19.0	66.8	12	73.4	7.4	-21.0	0.0	-	-	-7.7	-7.5	10.8	-32.6	2.5	3.0	33.6				
		Intercity through train to Hung Hom		86.5	155.9	19.0	66.8	1	85.3	7.4	-21.0	0.0	-	-	-7.9	-7.5	0.0	-32.6	2.5	3.0	23.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	155.9	27.0	90.1	8	2.2	7.4	-11.2	4.5	-	-	-7.9	-5.3	9.0	-32.6	2.5	3.0	47.0	54.3			
		ER Lok Ma Chau to Hung Hom		85.1	151.5	27.0	90.0	4	1.8	4.0	-20.4	4.6	2.5	-	-7.8	-5.3	6.0	-32.6	2.5	3.0	37.5				
		ER Hung Hom to Lo Wu		86.1	144.7	27.0	88.7	8	3.3	7.4	-7.8	4.2	-	-	-7.6	-5.3	9.0	-32.6	2.5	3.0	51.5				
		ER Hung Hom to Lok Ma Chau		86.1	144.7	27.0	90.2	4	3.0	7.4	-8.6	4.3	-	-	-7.6	-5.3	6.0	-32.6	2.5	3.0	47.8				
		Intercity through train to Hung Hom		86.5	155.9	27.0	90.1	1	2.2	7.4	-11.2	4.5	-	-	-7.9	-5.3	0.0	-32.6	2.5	3.0	39.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	156.0	30.3	61.6	8	43.9	7.5	-16.2	0.0	-	-	-8.0	-5.9	9.0	-32.6	2.5	3.0	36.9	40.9			
		ER Hung Hom to Lo Wu		86.1	144.5	30.3	59.1	8	35.4	7.5	-17.9	0.0	-	-	-7.6	-6.2	9.0	-32.6	2.5	3.0	36.4				
		ER Hung Hom to Lok Ma Chau		86.1	144.8	30.3	61.7	4	32.2	6.9	-19.1	0.0	1.0	-	-7.6	-5.9	6.0	-32.6	2.5	3.0	33.5				
		Intercity through train to Hung Hom		86.5	156.0	30.3	61.6	1	43.9	7.5	-16.2	0.0	-	-	-8.0	-5.9	0.0	-32.6	2.5	3.0	29.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	158.0	19.7	42.6	8	12.7	7.5	-18.2	-	-	-	-8.0	-10.0	9.0	-32.6	2.5	3.0	30.9	34.9			
		ER Lok Ma Chau to Hung Hom		85.1	151.2	19.7	42.4	4	7.0	7.0	-21.0	-	-	-	-7.8	-10.0	6.0	-32.6	2.5	3.0	25.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	145.4	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-7.6	-10.0	10.8	-32.6	2.5	3.0	31.2				
		Intercity through train to Hung Hom		86.5	158.0	19.7	42.6	1	12.7	7.5	-18.2	-	-	-	-8.0	-10.0	0.0	-32.6	2.5	3.0	23.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	158.0	5.0	54.9	8	85.4	7.4	-19.9	0.0	-	-	-8.0	-14.3	9.0	-32.6	2.5	3.0	24.8	30.0			
		ER Lok Ma Chau to Hung Hom		85.1	151.4	5.0	54.9	4	79.7	6.2	-20.5	0.0	-	-	-7.8	-14.3	6.0	-32.6	2.5	3.0	21.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	145.5	5.0	54.9	12	73.8	7.4	-20.7	0.0	-	-	-7.6	-14.3	10.8	-32.6	2.5	3.0	27.1				
		Intercity through train to Hung Hom		86.5	158.0	5.0	54.9	1	85.4	7.4	-19.9	0.0	-	-	-8.0	-14.3	0.0	-32.6	2.5	3.0	17.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	156.6	19.0	66.8	8	85.3	7.4	-21.0	0.0	-	-	-8.0	-7.5	9.0	-32.6	2.5	3.0	30.5	36.6			
		ER Lok Ma Chau to Hung Hom		85.1	153.2	19.0	66.8	4	79.3	5.3	-21.0	0.0	2.0	-	-7.9	-7.5	6.0	-32.6	2.5	3.0	29.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	146.7	19.0	66.8	12	73.4	7.4	-21.0	0.0	-	-	-7.7	-7.5	10.8	-32.6	2.5	3.0	33.6				
		Intercity through train to Hung Hom		86.5	156.6	19.0	66.8	1	85.3	7.4	-21.0	0.0	-	-	-8.0	-7.5	0.0	-32.6	2.5	3.0	23.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	156.6	27.0	90.1	8	2.2	7.4	-10.9	4.5	-	-	-8.0	-5.3	9.0	-32.6	2.5	3.0	47.3	54.7			
		ER Lok Ma Chau to Hung Hom		85.1	152.3	27.0	90.0	4	1.8	4.0	-20.3	4.6	2.5	-	-7.8	-5.3	6.0	-32.6	2.5	3.0	37.6				
		ER Hung Hom to Lo Wu		86.1	145.4	27.0	88.7	8	3.3	7.4	-7.3	4.2	-	-	-7.6	-5.3	9.0	-32.6	2.5	3.0	52.0				
		ER Hung Hom to Lok Ma Chau		86.1	145.4	27.0	90.2	4	3.0	7.4	-8.1	4.3	-	-	-7.6	-5.3	6.0	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	156.6	27.0	90.1	1	2.2	7.4	-10.9	4.5	-	-	-8.0	-5.3	0.0	-32.6	2.5	3.0	39.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	156.7	30.3	61.6	8	43.9	7.5	-15.4	0.0	-	-	-8.0	-5.9	9.0	-32.6	2.5	3.0	37.8	41.6			
		ER Hung Hom to Lo Wu		86.1	145.3	30.3	59.1	8	35.4	7.5	-17.3	0.0	-	-	-7.6	-6.2	9.0	-32.6	2.5	3.0	37.0				
		ER Hung Hom to Lok Ma Chau		86.1	145.5	30.3	61.7	4	32.2	6.9	-18.5	0.0	1.0	-	-7.6	-5.9	6.0	-32.6	2.5	3.0	34.0				
		Intercity through train to Hung Hom		86.5	156.7	30.3	61.6	1	43.9	7.5	-15.4	0.0	-	-	-8.0	-5.9	0.0	-32.6	2.5	3.0	30.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	158.7	19.7	42.6	8	12.7	7.5	-17.8	-	-	-	-8.0	-10.0	9.0	-32.6	2.5	3.0	31.2	35.0			
		ER Lok Ma Chau to Hung Hom		85.1	151.9	19.7	42.4	4	7.0	7.0	-21.0	-	-	-	-7.8	-10.0	6.0	-32.6	2.5	3.0	25.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	146.1	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-7.7	-10.0	10.8	-32.6	2.5	3.0	31.2				
		Intercity through train to Hung Hom		86.5	158.7	19.7	42.6	1	12.7	7.5	-17.8	-	-	-	-8.0	-10.0	0.0	-32.6	2.5	3.0	23.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	158.7	5.0	54.9	8	85.4	7.4	-19.0	0.0	-	-	-8.0	-14.3	9.0	-32.6	2.5	3.0	25.7	30.9			
		ER Lok Ma Chau to Hung Hom		85.1	152.2	5.0	54.9	4	79.7	6.2	-19.7	0.0	-	-	-7.8	-14.3	6.0	-32.6	2.5	3.0	22.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	146.3	5.0	54.9	12	73.8	7.4	-19.9	0.0	-	-	-7.7	-14.3	10.8	-32.6	2.5	3.0	27.9				
		Intercity through train to Hung Hom		86.5	158.7	5.0	54.9	1	85.4	7.4	-19.0	0.0	-	-	-8.0	-14.3	0.0	-32.6	2.5	3.0	18.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	157.3	19.0	66.8	8	85.3	7.4	-21.0	0.0	-	-	-8.0	-7.5	9.0	-32.6	2.5	3.0	30.5	36.5			
		ER Lok Ma Chau to Hung Hom		85.1	154.0	19.0	66.8	4	79.3	5.3	-21.0	0.0	2.0	-	-7.9	-7.5	6.0	-32.6	2.5	3.0	29.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	147.5	19.0	66.8	12	73.4	7.4	-21.0	0.0	-	-	-7.7	-7.5	10.8	-32.6	2.5	3.0	33.6				
		Intercity through train to Hung Hom		86.5	157.3	19.0	66.8	1	85.3	7.4	-21.0	0.0	-	-	-8.0	-7.5	0.0	-32.6	2.5	3.0	23.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	157.3	27.0	90.1	8	2.2	7.4	-10.5	4.5	-	-	-8.0	-5.3	9.0	-32.6	2.5	3.0	47.6	55.1			
		ER Lok Ma Chau to Hung Hom		85.1	153.1	27.0	90.0	4	1.8	4.0	-20.2	4.6	2.5	-	-7.9	-5.3	6.0	-32.6	2.5	3.0	37.7				
		ER Hung Hom to Lo Wu		86.1	146.2	27.0	88.7	8	3.3	7.4	-6.8	4.2	-	-	-7.7	-5.3	9.0	-32.6	2.5	3.0	52.5				
		ER Hung Hom to Lok Ma Chau		86.1	146.2	27.0	90.2	4	3.0	7.4	-7.6	4.3	-	-	-7.7	-5.3	6.0	-32.6	2.5	3.0	48.7				
		Intercity through train to Hung Hom		86.5	157.3	27.0	90.1	1	2.2	7.4	-10.5	4.5	-	-	-8.0	-5.3	0.0	-32.6	2.5	3.0	40.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	157.4	30.3	61.6	8	43.9	7.5	-14.4	0.0	-	-	-8.0	-5.9	9.0	-32.6	2.5	3.0	38.8	42.4			
		ER Hung Hom to Lo Wu		86.1	146.1	30.3	59.1	8	35.4	7.5	-16.5	0.0	-	-	-7.7	-6.2	9.0	-32.6	2.5	3.0	37.7				
		ER Hung Hom to Lok Ma Chau		86.1	146.3	30.3	61.7	4	32.2	6.9	-18.0	0.0	1.0	-	-7.7	-5.9	6.0	-32.6	2.5	3.0	34.5				
		Intercity through train to Hung Hom		86.5	157.4	30.3	61.6	1	43.9	7.5	-14.4	0.0	-	-	-8.0	-5.9	0.0	-32.6	2.5	3.0	31.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	159.5	19.7	42.6	8	12.7	7.5	-17.5	-	-	-	-8.0	-10.0	9.0	-32.6	2.5	3.0	31.5	35.2			
		ER Lok Ma Chau to Hung Hom		85.1	152.7	19.7	42.4	4	7.0	7.0	-20.8	-	-	-	-7.9	-10.0	6.0	-32.6	2.5	3.0	25.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	147.0	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-7.7	-10.0	10.8	-32.6	2.5	3.0	31.1				
		Intercity through train to Hung Hom		86.5	159.5	19.7	42.6	1	12.7	7.5	-17.5	-	-	-	-8.0	-10.0	0.0	-32.6	2.5	3.0	23.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	159.5	5.0	54.9	8	85.4	7.4	-17.9	0.0	-	-	-8.0	-14.3	9.0	-32.6	2.5	3.0	26.7	31.8			
		ER Lok Ma Chau to Hung Hom		85.1	153.0	5.0	54.9	4	79.7	6.2	-18.7	0.0	-	-	-7.9	-14.3	6.0	-32.6	2.5	3.0	23.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	147.1	5.0	54.9	12	73.8	7.4	-19.0	0.0	-	-	-7.7	-14.3	10.8	-32.6	2.5	3.0	28.8				
		Intercity through train to Hung Hom		86.5	159.5	5.0	54.9	1	85.4	7.4	-17.9	0.0	-	-	-8.0	-14.3	0.0	-32.6	2.5	3.0	19.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	158.1	19.0	66.8	8	85.3	7.4	-20.2	0.0	-	-	-8.0	-7.5	9.0	-32.6	2.5	3.0	31.2	36.8			
		ER Lok Ma Chau to Hung Hom		85.1	154.8	19.0	66.8	4	79.3	5.3	-21.0	0.0	2.0	-	-7.9	-7.5	6.0	-32.6	2.5	3.0	29.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	148.3	19.0	66.8	12	73.4	7.4	-21.0	0.0	-	-	-7.7	-7.5	10.8	-32.6	2.5	3.0	33.6				
		Intercity through train to Hung Hom		86.5	158.1	19.0	66.8	1	85.3	7.4	-20.2	0.0	-	-	-8.0	-7.5	0.0	-32.6	2.5	3.0	23.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	158.1	27.0	90.1	8	2.2	7.4	-10.2	4.5	-	-	-8.0	-5.3	9.0	-32.6	2.5	3.0	48.0	55.5			
		ER Lok Ma Chau to Hung Hom		85.1	153.9	27.0	90.0	4	1.8	4.0	-20.1	4.6	2.5	-	-7.9	-5.3	6.0	-32.6	2.5	3.0	37.8				
		ER Hung Hom to Lo Wu		86.1	147.0	27.0	88.7	8	3.3	7.4	-6.3	4.2	-	-	-7.7	-5.3	9.0	-32.6	2.5	3.0	52.9				
		ER Hung Hom to Lok Ma Chau		86.1	147.0	27.0	90.2	4	3.0	7.4	-7.1	4.3	-	-	-7.7	-5.3	6.0	-32.6	2.5	3.0	49.2				
		Intercity through train to Hung Hom		86.5	158.1	27.0	90.1	1	2.2	7.4	-10.2	4.5	-	-	-8.0	-5.3	0.0	-32.6	2.5	3.0	40.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	158.1	30.3	61.6	8	43.9	7.5	-13.2	0.0	-	-	-8.0	-5.9	9.0	-32.6	2.5	3.0	39.9	43.4			
		ER Hung Hom to Lo Wu		86.1	146.9	30.3	59.1	8	35.4	7.5	-15.7	0.0	-	-	-7.7	-6.2	9.0	-32.6	2.5	3.0	38.5				
		ER Hung Hom to Lok Ma Chau		86.1	147.1	30.3	61.7	4	32.2	6.9	-17.4	0.0	1.0	-	-7.7	-5.9	6.0	-32.6	2.5	3.0	35.1				
		Intercity through train to Hung Hom		86.5	158.1	30.3	61.6	1	43.9	7.5	-13.2	0.0	-	-	-8.0	-5.9	0.0	-32.6	2.5	3.0	32.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	160.3	19.7	42.6	8	12.7	7.5	-17.2	-	-	-	-8.1	-10.0	9.0	-32.6	2.5	3.0	31.8	35.3			
		ER Lok Ma Chau to Hung Hom		85.1	153.6	19.7	42.4	4	7.0	7.0	-20.6	-	-	-	-7.9	-10.0	6.0	-32.6	2.5	3.0	25.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	147.8	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-7.7	-10.0	10.8	-32.6	2.5	3.0	31.1				
		Intercity through train to Hung Hom		86.5	160.3	19.7	42.6	1	12.7	7.5	-17.2	-	-	-	-8.1	-10.0	0.0	-32.6	2.5	3.0	24.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	160.3	5.0	54.9	8	85.4	7.4	-16.7	0.0	-	-	-8.1	-14.3	9.0	-32.6	2.5	3.0	28.0	32.9			
		ER Lok Ma Chau to Hung Hom		85.1	153.8	5.0	54.9	4	79.7	6.2	-17.6	0.0	-	-	-7.9	-14.3	6.0	-32.6	2.5	3.0	24.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	148.0	5.0	54.9	12	73.8	7.4	-18.0	0.0	-	-	-7.7	-14.3	10.8	-32.6	2.5	3.0	29.8				
		Intercity through train to Hung Hom		86.5	160.3	5.0	54.9	1	85.4	7.4	-16.7	0.0	-	-	-8.1	-14.3	0.0	-32.6	2.5	3.0	20.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	158.9	19.0	66.8	8	85.3	7.4	-19.3	0.0	-	-	-8.0	-7.5	9.0	-32.6	2.5	3.0	32.1	37.4			
		ER Lok Ma Chau to Hung Hom		85.1	155.7	19.0	66.8	4	79.3	5.3	-20.5	0.0	2.0	-	-7.9	-7.5	6.0	-32.6	2.5	3.0	30.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	149.2	19.0	66.8	12	73.4	7.4	-20.6	0.0	-	-	-7.8	-7.5	10.8	-32.6	2.5	3.0	34.0				
		Intercity through train to Hung Hom		86.5	158.9	19.0	66.8	1	85.3	7.4	-19.3	0.0	-	-	-8.0	-7.5	0.0	-32.6	2.5	3.0	24.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	158.9	27.0	90.1	8	2.2	7.4	-9.8	4.5	-	-	-8.0	-5.3	9.0	-32.6	2.5	3.0	48.3	55.9			
		ER Lok Ma Chau to Hung Hom		85.1	154.8	27.0	90.0	4	1.8	4.0	-19.9	4.6	2.5	-	-7.9	-5.3	6.0	-32.6	2.5	3.0	37.9				
		ER Hung Hom to Lo Wu		86.1	147.9	27.0	88.7	8	3.3	7.4	-6.0	4.2	-	-	-7.7	-5.3	9.0	-32.6	2.5	3.0	53.2				
		ER Hung Hom to Lok Ma Chau		86.1	147.9	27.0	90.2	4	3.0	7.4	-6.7	4.3	-	-	-7.7	-5.3	6.0	-32.6	2.5	3.0	49.6				
		Intercity through train to Hung Hom		86.5	158.9	27.0	90.1	1	2.2	7.4	-9.8	4.5	-	-	-8.0	-5.3	0.0	-32.6	2.5	3.0	40.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	159.0	30.3	61.6	8	43.9	7.5	-11.9	0.0	-	-	-8.0	-5.9	9.0	-32.6	2.5	3.0	41.2	44.4			
		ER Hung Hom to Lo Wu		86.1	147.7	30.3	59.1	8	35.4	7.5	-14.9	0.0	-	-	-7.7	-6.2	9.0	-32.6	2.5	3.0	39.4				
		ER Hung Hom to Lok Ma Chau		86.1	148.0	30.3	61.7	4	32.2	6.9	-16.7	0.0	1.0	-	-7.7	-5.9	6.0	-32.6	2.5	3.0	35.7				
		Intercity through train to Hung Hom		86.5	159.0	30.3	61.6	1	43.9	7.5	-11.9	0.0	-	-	-8.0	-5.9	0.0	-32.6	2.5	3.0	33.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	161.1	19.7	42.6	8	12.7	7.5	-16.8	-	-	-	-8.1	-10.0	9.0	-32.6	2.5	3.0	32.1	35.5			
		ER Lok Ma Chau to Hung Hom		85.1	154.5	19.7	42.4	4	7.0	7.0	-20.4	-	-	-	-7.9	-10.0	6.0	-32.6	2.5	3.0	25.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	148.8	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-7.7	-10.0	10.8	-32.6	2.5	3.0	31.1				
		Intercity through train to Hung Hom		86.5	161.1	19.7	42.6	1	12.7	7.5	-16.8	-	-	-	-8.1	-10.0	0.0	-32.6	2.5	3.0	24.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	161.1	5.0	54.9	8	85.4	7.4	-15.2	0.0	-	-	-8.1	-14.3	9.0	-32.6	2.5	3.0	29.5	34.2			
		ER Lok Ma Chau to Hung Hom		85.1	154.8	5.0	54.9	4	79.7	6.2	-16.3	0.0	-	-	-7.9	-14.3	6.0	-32.6	2.5	3.0	25.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	148.9	5.0	54.9	12	73.8	7.4	-16.8	0.0	-	-	-7.7	-14.3	10.8	-32.6	2.5	3.0	31.0				
		Intercity through train to Hung Hom		86.5	161.1	5.0	54.9	1	85.4	7.4	-15.2	0.0	-	-	-8.1	-14.3	0.0	-32.6	2.5	3.0	21.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	159.7	19.0	66.8	8	85.3	7.4	-18.3	0.0	-	-	-8.1	-7.5	9.0	-32.6	2.5	3.0	33.1	38.2			
		ER Lok Ma Chau to Hung Hom		85.1	156.6	19.0	66.8	4	79.3	5.3	-19.7	0.0	2.0	-	-8.0	-7.5	6.0	-32.6	2.5	3.0	30.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	150.1	19.0	66.8	12	73.4	7.4	-19.7	0.0	-	-	-7.8	-7.5	10.8	-32.6	2.5	3.0	34.8				
		Intercity through train to Hung Hom		86.5	159.7	19.0	66.8	1	85.3	7.4	-18.3	0.0	-	-	-8.1	-7.5	0.0	-32.6	2.5	3.0	25.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	159.7	27.0	90.1	8	2.2	7.4	-9.5	4.5	-	-	-8.1	-5.3	9.0	-32.6	2.5	3.0	48.6	56.2			
		ER Lok Ma Chau to Hung Hom		85.1	155.8	27.0	90.0	4	1.8	4.0	-19.8	4.6	2.5	-	-7.9	-5.3	6.0	-32.6	2.5	3.0	38.0				
		ER Hung Hom to Lo Wu		86.1	148.8	27.0	88.7	8	3.3	7.4	-5.7	4.2	-	-	-7.7	-5.3	9.0	-32.6	2.5	3.0	53.5				
		ER Hung Hom to Lok Ma Chau		86.1	148.8	27.0	90.2	4	3.0	7.4	-6.3	4.3	-	-	-7.7	-5.3	6.0	-32.6	2.5	3.0	50.0				
		Intercity through train to Hung Hom		86.5	159.7	27.0	90.1	1	2.2	7.4	-9.5	4.5	-	-	-8.1	-5.3	0.0	-32.6	2.5	3.0	41.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	159.8	30.3	61.6	8	43.9	7.5	-10.3	0.0	-	-	-8.1	-5.9	9.0	-32.6	2.5	3.0	42.8	45.7			
		ER Hung Hom to Lo Wu		86.1	148.7	30.3	59.1	8	35.4	7.5	-13.9	0.0	-	-	-7.7	-6.2	9.0	-32.6	2.5	3.0	40.3				
		ER Hung Hom to Lok Ma Chau		86.1	148.9	30.3	61.7	4	32.2	6.9	-16.0	0.0	1.0	-	-7.8	-5.9	6.0	-32.6	2.5	3.0	36.4				
		Intercity through train to Hung Hom		86.5	159.8	30.3	61.6	1	43.9	7.5	-10.3	0.0	-	-	-8.1	-5.9	0.0	-32.6	2.5	3.0	35.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	162.0	19.7	42.6	8	12.7	7.5	-16.4	-	-	-	-8.1	-10.0	9.0	-32.6	2.5	3.0	32.5	35.7			
		ER Lok Ma Chau to Hung Hom		85.1	155.4	19.7	42.4	4	7.0	7.0	-20.3	-	-	-	-7.9	-10.0	6.0	-32.6	2.5	3.0	25.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	149.7	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-7.8	-10.0	10.8	-32.6	2.5	3.0	31.1				
		Intercity through train to Hung Hom		86.5	162.0	19.7	42.6	1	12.7	7.5	-16.4	-	-	-	-8.1	-10.0	0.0	-32.6	2.5	3.0	24.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	162.0	5.0	54.9	8	85.4	7.4	-13.3	0.0	-	-	-8.1	-14.3	9.0	-32.6	2.5	3.0	31.3	35.8			
		ER Lok Ma Chau to Hung Hom		85.1	155.7	5.0	54.9	4	79.7	6.2	-14.8	0.0	-	-	-7.9	-14.3	6.0	-32.6	2.5	3.0	27.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	149.8	5.0	54.9	12	73.8	7.4	-15.4	0.0	-	-	-7.8	-14.3	10.8	-32.6	2.5	3.0	32.4				
		Intercity through train to Hung Hom		86.5	162.0	5.0	54.9	1	85.4	7.4	-13.3	0.0	-	-	-8.1	-14.3	0.0	-32.6	2.5	3.0	23.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	160.6	19.0	66.8	8	85.3	7.4	-17.1	0.0	-	-	-8.1	-7.5	9.0	-32.6	2.5	3.0	34.3	39.2			
		ER Lok Ma Chau to Hung Hom		85.1	157.5	19.0	66.8	4	79.3	5.3	-18.7	0.0	2.0	-	-8.0	-7.5	6.0	-32.6	2.5	3.0	31.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	151.0	19.0	66.8	12	73.4	7.4	-18.9	0.0	-	-	-7.8	-7.5	10.8	-32.6	2.5	3.0	35.6				
		Intercity through train to Hung Hom		86.5	160.6	19.0	66.8	1	85.3	7.4	-17.1	0.0	-	-	-8.1	-7.5	0.0	-32.6	2.5	3.0	26.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	160.6	27.0	90.1	8	2.2	7.4	-9.1	4.5	-	-	-8.1	-5.3	9.0	-32.6	2.5	3.0	49.0	56.4			
		ER Lok Ma Chau to Hung Hom		85.1	156.8	27.0	90.0	4	1.8	4.0	-19.7	4.6	2.5	-	-8.0	-5.3	6.0	-32.6	2.5	3.0	38.1				
		ER Hung Hom to Lo Wu		86.1	149.7	27.0	88.7	8	3.3	7.4	-5.6	4.2	-	-	-7.8	-5.3	9.0	-32.6	2.5	3.0	53.6				
		ER Hung Hom to Lok Ma Chau		86.1	149.7	27.0	90.2	4	3.0	7.4	-5.9	4.3	-	-	-7.8	-5.3	6.0	-32.6	2.5	3.0	50.3				
		Intercity through train to Hung Hom		86.5	160.6	27.0	90.1	1	2.2	7.4	-9.1	4.5	-	-	-8.1	-5.3	0.0	-32.6	2.5	3.0	41.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	160.7	30.3	61.6	8	43.9	7.5	-8.4	0.0	-	-	-8.1	-5.9	9.0	-32.6	2.5	3.0	44.6	47.2			
		ER Hung Hom to Lo Wu		86.1	149.6	30.3	59.1	8	35.4	7.5	-12.7	0.0	-	-	-7.8	-6.2	9.0	-32.6	2.5	3.0	41.4				
		ER Hung Hom to Lok Ma Chau		86.1	149.9	30.3	61.7	4	32.2	6.9	-15.2	0.0	1.0	-	-7.8	-5.9	6.0	-32.6	2.5	3.0	37.1				
		Intercity through train to Hung Hom		86.5	160.7	30.3	61.6	1	43.9	7.5	-8.4	0.0	-	-	-8.1	-5.9	0.0	-32.6	2.5	3.0	37.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	163.0	19.7	42.6	8	12.7	7.5	-16.0	-	-	-	-8.1	-10.0	9.0	-32.6	2.5	3.0	32.8	35.9			
		ER Lok Ma Chau to Hung Hom		85.1	156.4	19.7	42.4	4	7.0	7.0	-20.1	-	-	-	-8.0	-10.0	6.0	-32.6	2.5	3.0	25.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	150.7	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-7.8	-10.0	10.8	-32.6	2.5	3.0	31.0				
		Intercity through train to Hung Hom		86.5	163.0	19.7	42.6	1	12.7	7.5	-16.0	-	-	-	-8.1	-10.0	0.0	-32.6	2.5	3.0	25.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	163.0	5.0	54.9	8	85.4	7.4	-10.9	0.0	-	-	-8.1	-14.3	9.0	-32.6	2.5	3.0	33.7	37.8			
		ER Lok Ma Chau to Hung Hom		85.1	156.7	5.0	54.9	4	79.7	6.2	-12.8	0.0	-	-	-8.0	-14.3	6.0	-32.6	2.5	3.0	28.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	150.8	5.0	54.9	12	73.8	7.4	-13.6	0.0	-	-	-7.8	-14.3	10.8	-32.6	2.5	3.0	34.1				
		Intercity through train to Hung Hom		86.5	163.0	5.0	54.9	1	85.4	7.4	-10.9	0.0	-	-	-8.1	-14.3	0.0	-32.6	2.5	3.0	26.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	161.6	19.0	66.8	8	85.3	7.4	-15.7	0.0	-	-	-8.1	-7.5	9.0	-32.6	2.5	3.0	35.6	40.3			
		ER Lok Ma Chau to Hung Hom		85.1	158.5	19.0	66.8	4	79.3	5.3	-17.7	0.0	2.0	-	-8.0	-7.5	6.0	-32.6	2.5	3.0	32.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	152.0	19.0	66.8	12	73.4	7.4	-17.8	0.0	-	-	-7.8	-7.5	10.8	-32.6	2.5	3.0	36.6				
		Intercity through train to Hung Hom		86.5	161.6	19.0	66.8	1	85.3	7.4	-15.7	0.0	-	-	-8.1	-7.5	0.0	-32.6	2.5	3.0	28.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	161.6	27.0	90.1	8	2.2	7.4	-8.7	4.5	-	-	-8.1	-5.3	9.0	-32.6	2.5	3.0	49.3	56.6			
		ER Lok Ma Chau to Hung Hom		85.1	157.8	27.0	90.0	4	1.8	4.0	-19.6	4.6	2.5	-	-8.0	-5.3	6.0	-32.6	2.5	3.0	38.2				
		ER Hung Hom to Lo Wu		86.1	150.7	27.0	88.7	8	3.3	7.4	-5.4	4.2	-	-	-7.8	-5.3	9.0	-32.6	2.5	3.0	53.7				
		ER Hung Hom to Lok Ma Chau		86.1	150.7	27.0	90.2	4	3.0	7.4	-5.7	4.3	-	-	-7.8	-5.3	6.0	-32.6	2.5	3.0	50.5				
		Intercity through train to Hung Hom		86.5	161.6	27.0	90.1	1	2.2	7.4	-8.7	4.5	-	-	-8.1	-5.3	0.0	-32.6	2.5	3.0	41.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	161.6	30.3	61.6	8	43.9	7.5	-6.6	0.0	-	-	-8.1	-5.9	9.0	-32.6	2.5	3.0	46.4	48.8			
		ER Hung Hom to Lo Wu		86.1	150.6	30.3	59.1	8	35.4	7.5	-11.4	0.0	-	-	-7.8	-6.2	9.0	-32.6	2.5	3.0	42.7				
		ER Hung Hom to Lok Ma Chau		86.1	150.9	30.3	61.7	4	32.2	6.9	-14.4	0.0	1.0	-	-7.8	-5.9	6.0	-32.6	2.5	3.0	38.0				
		Intercity through train to Hung Hom		86.5	161.6	30.3	61.6	1	43.9	7.5	-6.6	0.0	-	-	-8.1	-5.9	0.0	-32.6	2.5	3.0	38.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
17	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	163.9	19.7	42.6	8	12.7	7.5	-15.6	-	-	-	-8.2	-10.0	9.0	-32.6	2.5	3.0	33.2	36.2			
		ER Lok Ma Chau to Hung Hom		85.1	157.4	19.7	42.4	4	7.0	7.0	-19.9	-	-	-	-8.0	-10.0	6.0	-32.6	2.5	3.0	26.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	151.8	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-7.8	-10.0	10.8	-32.6	2.5	3.0	31.0				
		Intercity through train to Hung Hom		86.5	163.9	19.7	42.6	1	12.7	7.5	-15.6	-	-	-	-8.2	-10.0	0.0	-32.6	2.5	3.0	25.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	163.9	5.0	54.9	8	85.4	7.4	-7.7	0.0	-	-	-8.2	-14.3	9.0	-32.6	2.5	3.0	36.8	40.5			
		ER Lok Ma Chau to Hung Hom		85.1	157.7	5.0	54.9	4	79.7	6.2	-10.3	0.0	-	-	-8.0	-14.3	6.0	-32.6	2.5	3.0	31.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	151.9	5.0	54.9	12	73.8	7.4	-11.4	0.0	-	-	-7.8	-14.3	10.8	-32.6	2.5	3.0	36.2				
		Intercity through train to Hung Hom		86.5	163.9	5.0	54.9	1	85.4	7.4	-7.7	0.0	-	-	-8.2	-14.3	0.0	-32.6	2.5	3.0	29.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	162.5	19.0	66.8	8	85.3	7.4	-14.0	0.0	-	-	-8.1	-7.5	9.0	-32.6	2.5	3.0	37.3	41.7			
		ER Lok Ma Chau to Hung Hom		85.1	159.5	19.0	66.8	4	79.3	5.3	-16.5	0.0	2.0	-	-8.0	-7.5	6.0	-32.6	2.5	3.0	34.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	153.1	19.0	66.8	12	73.4	7.4	-16.7	0.0	-	-	-7.9	-7.5	10.8	-32.6	2.5	3.0	37.8				
		Intercity through train to Hung Hom		86.5	162.5	19.0	66.8	1	85.3	7.4	-14.0	0.0	-	-	-8.1	-7.5	0.0	-32.6	2.5	3.0	29.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	162.5	27.0	90.1	8	2.2	7.4	-8.4	4.5	-	-	-8.1	-5.3	9.0	-32.6	2.5	3.0	49.6	57.0			
		ER Lok Ma Chau to Hung Hom		85.1	158.8	27.0	90.0	4	1.8	4.0	-19.5	4.6	2.5	-	-8.0	-5.3	6.0	-32.6	2.5	3.0	38.2				
		ER Hung Hom to Lo Wu		86.1	151.8	27.0	88.7	8	3.3	7.4	-4.8	4.2	-	-	-7.8	-5.3	9.0	-32.6	2.5	3.0	54.3				
		ER Hung Hom to Lok Ma Chau		86.1	151.8	27.0	90.2	4	3.0	7.4	-5.6	4.3	-	-	-7.8	-5.3	6.0	-32.6	2.5	3.0	50.6				
		Intercity through train to Hung Hom		86.5	162.5	27.0	90.1	1	2.2	7.4	-8.4	4.5	-	-	-8.1	-5.3	0.0	-32.6	2.5	3.0	42.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	162.6	30.3	61.6	8	43.9	7.5	-5.6	0.0	-	-	-8.1	-5.9	9.0	-32.6	2.5	3.0	47.4	49.9			
		ER Hung Hom to Lo Wu		86.1	151.7	30.3	59.1	8	35.4	7.5	-9.9	0.0	-	-	-7.8	-6.2	9.0	-32.6	2.5	3.0	44.2				
		ER Hung Hom to Lok Ma Chau		86.1	152.0	30.3	61.7	4	32.2	6.9	-13.4	0.0	1.0	-	-7.8	-5.9	6.0	-32.6	2.5	3.0	38.9				
		Intercity through train to Hung Hom		86.5	162.6	30.3	61.6	1	43.9	7.5	-5.6	0.0	-	-	-8.1	-5.9	0.0	-32.6	2.5	3.0	39.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
18	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	164.9	19.7	42.6	8	12.7	7.5	-15.2	-	-	-	-8.2	-10.0	9.0	-32.6	2.5	3.0	33.6	36.4			
		ER Lok Ma Chau to Hung Hom		85.1	158.5	19.7	42.4	4	7.0	7.0	-19.7	-	-	-	-8.0	-10.0	6.0	-32.6	2.5	3.0	26.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	152.9	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-7.9	-10.0	10.8	-32.6	2.5	3.0	31.0				
		Intercity through train to Hung Hom		86.5	164.9	19.7	42.6	1	12.7	7.5	-15.2	-	-	-	-8.2	-10.0	0.0	-32.6	2.5	3.0	26.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	165.0	5.0	54.9	8	85.4	7.4	-5.5	0.0	-	-	-8.2	-14.3	9.0	-32.6	2.5	3.0	39.0	43.1			
		ER Lok Ma Chau to Hung Hom		85.1	158.8	5.0	54.9	4	79.7	6.2	-7.1	0.0	-	-	-8.0	-14.3	6.0	-32.6	2.5	3.0	34.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	153.0	5.0	54.9	12	73.8	7.4	-8.6	0.0	-	-	-7.9	-14.3	10.8	-32.6	2.5	3.0	39.1				
		Intercity through train to Hung Hom		86.5	165.0	5.0	54.9	1	85.4	7.4	-5.5	0.0	-	-	-8.2	-14.3	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	163.6	19.0	66.8	8	85.3	7.4	-11.8	0.0	-	-	-8.2	-7.5	9.0	-32.6	2.5	3.0	39.5	43.4			
		ER Lok Ma Chau to Hung Hom		85.1	160.6	19.0	66.8	4	79.3	5.3	-15.0	0.0	2.0	-	-8.1	-7.5	6.0	-32.6	2.5	3.0	35.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	154.2	19.0	66.8	12	73.4	7.4	-15.3	0.0	-	-	-7.9	-7.5	10.8	-32.6	2.5	3.0	39.1				
		Intercity through train to Hung Hom		86.5	163.6	19.0	66.8	1	85.3	7.4	-11.8	0.0	-	-	-8.2	-7.5	0.0	-32.6	2.5	3.0	31.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	163.6	27.0	90.1	8	2.2	7.4	-8.0	4.5	-	-	-8.2	-5.3	9.0	-32.6	2.5	3.0	50.0	57.4			
		ER Lok Ma Chau to Hung Hom		85.1	159.9	27.0	90.0	4	1.8	4.0	-19.3	4.6	2.5	-	-8.1	-5.3	6.0	-32.6	2.5	3.0	38.3				
		ER Hung Hom to Lo Wu		86.1	152.9	27.0	88.7	8	3.3	7.4	-4.2	4.2	-	-	-7.9	-5.3	9.0	-32.6	2.5	3.0	54.8				
		ER Hung Hom to Lok Ma Chau		86.1	152.9	27.0	90.2	4	3.0	7.4	-5.4	4.3	-	-	-7.9	-5.3	6.0	-32.6	2.5	3.0	50.7				
		Intercity through train to Hung Hom		86.5	163.6	27.0	90.1	1	2.2	7.4	-8.0	4.5	-	-	-8.2	-5.3	0.0	-32.6	2.5	3.0	42.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	163.6	30.3	61.6	8	43.9	7.5	-3.5	0.0	-	-	-8.2	-5.9	9.0	-32.6	2.5	3.0	49.4	51.8			
		ER Hung Hom to Lo Wu		86.1	152.8	30.3	59.1	8	35.4	7.5	-8.2	0.0	-	-	-7.9	-6.2	9.0	-32.6	2.5	3.0	45.9				
		ER Hung Hom to Lok Ma Chau		86.1	153.1	30.3	61.7	4	32.2	6.9	-12.3	0.0	1.0	-	-7.9	-5.9	6.0	-32.6	2.5	3.0	40.0				
		Intercity through train to Hung Hom		86.5	163.6	30.3	61.6	1	43.9	7.5	-3.5	0.0	-	-	-8.2	-5.9	0.0	-32.6	2.5	3.0	41.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
19	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	166.0	19.7	42.6	8	12.7	7.5	-14.8	-	-	-	-8.2	-10.0	9.0	-32.6	2.5	3.0	34.0	36.7			
		ER Lok Ma Chau to Hung Hom		85.1	159.6	19.7	42.4	4	7.0	7.0	-19.5	-	-	-	-8.1	-10.0	6.0	-32.6	2.5	3.0	26.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	154.0	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-7.9	-10.0	10.8	-32.6	2.5	3.0	30.9				
		Intercity through train to Hung Hom		86.5	166.0	19.7	42.6	1	12.7	7.5	-14.8	-	-	-	-8.2	-10.0	0.0	-32.6	2.5	3.0	26.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	166.0	5.0	54.9	8	85.4	7.4	-2.5	0.0	-	-	-8.2	-14.3	9.0	-32.6	2.5	3.0	42.0	45.9			
		ER Lok Ma Chau to Hung Hom		85.1	159.9	5.0	54.9	4	79.7	6.2	-4.9	0.0	-	-	-8.1	-14.3	6.0	-32.6	2.5	3.0	36.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	154.1	5.0	54.9	12	73.8	7.4	-5.8	0.0	-	-	-7.9	-14.3	10.8	-32.6	2.5	3.0	41.9				
		Intercity through train to Hung Hom		86.5	166.0	5.0	54.9	1	85.4	7.4	-2.5	0.0	-	-	-8.2	-14.3	0.0	-32.6	2.5	3.0	34.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	164.6	19.0	66.8	8	85.3	7.4	-9.0	0.0	-	-	-8.2	-7.5	9.0	-32.6	2.5	3.0	42.3	45.7			
		ER Lok Ma Chau to Hung Hom		85.1	161.7	19.0	66.8	4	79.3	5.3	-13.3	0.0	2.0	-	-8.1	-7.5	6.0	-32.6	2.5	3.0	37.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	155.3	19.0	66.8	12	73.4	7.4	-13.6	0.0	-	-	-7.9	-7.5	10.8	-32.6	2.5	3.0	40.8				
		Intercity through train to Hung Hom		86.5	164.6	19.0	66.8	1	85.3	7.4	-9.0	0.0	-	-	-8.2	-7.5	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	164.6	27.0	90.1	8	2.2	7.4	-7.6	4.5	-	-	-8.2	-5.3	9.0	-32.6	2.5	3.0	50.3	57.6			
		ER Lok Ma Chau to Hung Hom		85.1	161.1	27.0	90.0	4	1.8	4.0	-19.2	4.6	2.5	-	-8.1	-5.3	6.0	-32.6	2.5	3.0	38.4				
		ER Hung Hom to Lo Wu		86.1	154.0	27.0	88.7	8	3.3	7.4	-3.7	3.7	-	-	-7.9	-5.3	9.0	-32.6	2.5	3.0	54.9				
		ER Hung Hom to Lok Ma Chau		86.1	154.0	27.0	90.2	4	3.0	7.4	-4.9	4.3	-	-	-7.9	-5.3	6.0	-32.6	2.5	3.0	51.2				
		Intercity through train to Hung Hom		86.5	164.6	27.0	90.1	1	2.2	7.4	-7.6	4.5	-	-	-8.2	-5.3	0.0	-32.6	2.5	3.0	42.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	164.7	30.3	61.6	8	43.9	7.5	-2.3	0.0	-	-	-8.2	-5.9	9.0	-32.6	2.5	3.0	50.6	53.1			
		ER Hung Hom to Lo Wu		86.1	153.9	30.3	59.1	8	35.4	7.5	-6.5	0.0	-	-	-7.9	-6.2	9.0	-32.6	2.5	3.0	47.5				
		ER Hung Hom to Lok Ma Chau		86.1	154.2	30.3	61.7	4	32.2	6.9	-11.1	0.0	1.0	-	-7.9	-5.9	6.0	-32.6	2.5	3.0	41.2				
		Intercity through train to Hung Hom		86.5	164.7	30.3	61.6	1	43.9	7.5	-2.3	0.0	-	-	-8.2	-5.9	0.0	-32.6	2.5	3.0	43.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
20	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	167.1	19.7	42.6	8	12.7	7.5	-14.3	-	-	-	-8.2	-10.0	9.0	-32.6	2.5	3.0	34.5	37.0			
		ER Lok Ma Chau to Hung Hom		85.1	160.7	19.7	42.4	4	7.0	7.0	-19.3	-	-	-	-8.1	-10.0	6.0	-32.6	2.5	3.0	26.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	155.2	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-7.9	-10.0	10.8	-32.6	2.5	3.0	30.9				
		Intercity through train to Hung Hom		86.5	167.1	19.7	42.6	1	12.7	7.5	-14.3	-	-	-	-8.2	-10.0	0.0	-32.6	2.5	3.0	26.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	167.1	5.0	54.9	8	85.4	7.4	-1.2	0.0	-	-	-8.3	-14.3	9.0	-32.6	2.5	3.0	43.2	47.8			
		ER Lok Ma Chau to Hung Hom		85.1	161.1	5.0	54.9	4	79.7	6.2	-2.3	0.0	-	-	-8.1	-14.3	6.0	-32.6	2.5	3.0	39.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	155.3	5.0	54.9	12	73.8	7.4	-3.2	0.0	-	-	-7.9	-14.3	10.8	-32.6	2.5	3.0	44.4				
		Intercity through train to Hung Hom		86.5	167.1	5.0	54.9	1	85.4	7.4	-1.2	0.0	-	-	-8.3	-14.3	0.0	-32.6	2.5	3.0	35.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	165.7	19.0	66.8	8	85.3	7.4	-5.9	0.0	-	-	-8.2	-7.5	9.0	-32.6	2.5	3.0	45.4	48.3			
		ER Lok Ma Chau to Hung Hom		85.1	162.9	19.0	66.8	4	79.3	5.3	-11.0	0.0	2.0	-	-8.1	-7.5	6.0	-32.6	2.5	3.0	39.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	156.5	19.0	66.8	12	73.4	7.4	-11.5	0.0	-	-	-8.0	-7.5	10.8	-32.6	2.5	3.0	42.8				
		Intercity through train to Hung Hom		86.5	165.7	19.0	66.8	1	85.3	7.4	-5.9	0.0	-	-	-8.2	-7.5	0.0	-32.6	2.5	3.0	37.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	165.7	27.0	90.1	8	2.2	7.4	-7.3	4.5	-	-	-8.2	-5.3	9.0	-32.6	2.5	3.0	50.7	57.8			
		ER Lok Ma Chau to Hung Hom		85.1	162.3	27.0	90.0	4	1.8	4.0	-19.1	4.6	2.5	-	-8.1	-5.3	6.0	-32.6	2.5	3.0	38.5				
		ER Hung Hom to Lo Wu		86.1	155.2	27.0	88.7	8	3.3	7.4	-3.3	3.3	-	-	-7.9	-5.3	9.0	-32.6	2.5	3.0	54.8				
		ER Hung Hom to Lok Ma Chau		86.1	155.2	27.0	90.2	4	3.0	7.4	-4.3	4.3	-	-	-7.9	-5.3	6.0	-32.6	2.5	3.0	51.7				
		Intercity through train to Hung Hom		86.5	165.7	27.0	90.1	1	2.2	7.4	-7.3	4.5	-	-	-8.2	-5.3	0.0	-32.6	2.5	3.0	43.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	165.8	30.3	61.6	8	43.9	7.5	-1.6	0.0	-	-	-8.2	-5.9	9.0	-32.6	2.5	3.0	51.3	53.9			
		ER Hung Hom to Lo Wu		86.1	155.1	30.3	59.1	8	35.4	7.5	-5.6	0.0	-	-	-7.9	-6.2	9.0	-32.6	2.5	3.0	48.5				
		ER Hung Hom to Lok Ma Chau		86.1	155.4	30.3	61.7	4	32.2	6.9	-9.7	0.0	1.0	-	-7.9	-5.9	6.0	-32.6	2.5	3.0	42.6				
		Intercity through train to Hung Hom		86.5	165.8	30.3	61.6	1	43.9	7.5	-1.6	0.0	-	-	-8.2	-5.9	0.0	-32.6	2.5	3.0	43.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
21	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	168.2	19.7	42.6	8	12.7	7.5	-13.8	-	-	-	-8.3	-10.0	9.0	-32.6	2.5	3.0	34.9	37.3			
		ER Lok Ma Chau to Hung Hom		85.1	161.9	19.7	42.4	4	7.0	7.0	-19.1	-	-	-	-8.1	-10.0	6.0	-32.6	2.5	3.0	26.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	156.4	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-8.0	-10.0	10.8	-32.6	2.5	3.0	30.9				
		Intercity through train to Hung Hom		86.5	168.2	19.7	42.6	1	12.7	7.5	-13.8	-	-	-	-8.3	-10.0	0.0	-32.6	2.5	3.0	27.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	168.2	5.0	54.9	8	85.4	7.4	-0.5	0.0	-	-	-8.3	-14.3	9.0	-32.6	2.5	3.0	43.9	49.0			
		ER Lok Ma Chau to Hung Hom		85.1	162.3	5.0	54.9	4	79.7	6.2	-1.2	0.0	-	-	-8.1	-14.3	6.0	-32.6	2.5	3.0	40.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	156.5	5.0	54.9	12	73.8	7.4	-1.7	0.0	-	-	-8.0	-14.3	10.8	-32.6	2.5	3.0	45.9				
		Intercity through train to Hung Hom		86.5	168.2	5.0	54.9	1	85.4	7.4	-0.5	0.0	-	-	-8.3	-14.3	0.0	-32.6	2.5	3.0	36.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	166.9	19.0	66.8	8	85.3	7.4	-3.3	0.0	-	-	-8.2	-7.5	9.0	-32.6	2.5	3.0	48.0	51.0			
		ER Lok Ma Chau to Hung Hom		85.1	164.1	19.0	66.8	4	79.3	5.3	-8.1	0.0	2.0	-	-8.2	-7.5	6.0	-32.6	2.5	3.0	42.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	157.7	19.0	66.8	12	73.4	7.4	-8.8	0.0	-	-	-8.0	-7.5	10.8	-32.6	2.5	3.0	45.5				
		Intercity through train to Hung Hom		86.5	166.9	19.0	66.8	1	85.3	7.4	-3.3	0.0	-	-	-8.2	-7.5	0.0	-32.6	2.5	3.0	40.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	166.9	27.0	90.1	8	2.2	7.4	-6.9	4.5	-	-	-8.2	-5.3	9.0	-32.6	2.5	3.0	51.0	57.8			
		ER Lok Ma Chau to Hung Hom		85.1	163.5	27.0	90.0	4	1.8	4.0	-18.9	4.6	2.5	-	-8.2	-5.3	6.0	-32.6	2.5	3.0	38.6				
		ER Hung Hom to Lo Wu		86.1	156.4	27.0	88.7	8	3.3	7.4	-3.0	3.0	-	-	-8.0	-5.3	9.0	-32.6	2.5	3.0	54.8				
		ER Hung Hom to Lok Ma Chau		86.1	156.4	27.0	90.2	4	3.0	7.4	-3.8	3.8	-	-	-8.0	-5.3	6.0	-32.6	2.5	3.0	51.8				
		Intercity through train to Hung Hom		86.5	166.9	27.0	90.1	1	2.2	7.4	-6.9	4.5	-	-	-8.2	-5.3	0.0	-32.6	2.5	3.0	43.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	166.9	30.3	61.6	8	43.9	7.5	-1.1	0.0	-	-	-8.2	-5.9	9.0	-32.6	2.5	3.0	51.8	54.9			
		ER Hung Hom to Lo Wu		86.1	156.3	30.3	59.1	8	35.4	7.5	-3.9	0.0	-	-	-8.0	-6.2	9.0	-32.6	2.5	3.0	50.1				
		ER Hung Hom to Lok Ma Chau		86.1	156.6	30.3	61.7	4	32.2	6.9	-8.1	0.0	1.0	-	-8.0	-5.9	6.0	-32.6	2.5	3.0	44.1				
		Intercity through train to Hung Hom		86.5	166.9	30.3	61.6	1	43.9	7.5	-1.1	0.0	-	-	-8.2	-5.9	0.0	-32.6	2.5	3.0	44.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
22	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	169.4	19.7	42.6	8	12.7	7.5	-13.3	-	-	-	-8.3	-10.0	9.0	-32.6	2.5	3.0	35.4	37.7			
		ER Lok Ma Chau to Hung Hom		85.1	163.1	19.7	42.4	4	7.0	7.0	-18.9	-	-	-	-8.1	-10.0	6.0	-32.6	2.5	3.0	27.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	157.6	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-8.0	-10.0	10.8	-32.6	2.5	3.0	30.8				
		Intercity through train to Hung Hom		86.5	169.4	19.7	42.6	1	12.7	7.5	-13.3	-	-	-	-8.3	-10.0	0.0	-32.6	2.5	3.0	27.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	169.4	5.0	54.9	8	85.4	7.4	0.0	0.0	-	-	-8.3	-14.3	9.0	-32.6	2.5	3.0	44.4	49.6			
		ER Lok Ma Chau to Hung Hom		85.1	163.5	5.0	54.9	4	79.7	6.2	-0.5	0.0	-	-	-8.2	-14.3	6.0	-32.6	2.5	3.0	41.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	157.8	5.0	54.9	12	73.8	7.4	-0.8	0.0	-	-	-8.0	-14.3	10.8	-32.6	2.5	3.0	46.7				
		Intercity through train to Hung Hom		86.5	169.4	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.3	-14.3	0.0	-32.6	2.5	3.0	36.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	168.0	19.0	66.8	8	85.3	7.4	-1.6	0.0	-	-	-8.3	-7.5	9.0	-32.6	2.5	3.0	49.6	53.1			
		ER Lok Ma Chau to Hung Hom		85.1	165.3	19.0	66.8	4	79.3	5.3	-5.6	0.0	2.0	-	-8.2	-7.5	6.0	-32.6	2.5	3.0	44.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	158.9	19.0	66.8	12	73.4	7.4	-6.0	0.0	-	-	-8.0	-7.5	10.8	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	168.0	19.0	66.8	1	85.3	7.4	-1.6	0.0	-	-	-8.3	-7.5	0.0	-32.6	2.5	3.0	42.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	168.0	27.0	90.1	8	2.2	7.4	-6.6	4.5	-	-	-8.3	-5.3	9.0	-32.6	2.5	3.0	51.3	57.9			
		ER Lok Ma Chau to Hung Hom		85.1	164.7	27.0	90.0	4	1.8	4.0	-18.8	4.6	2.5	-	-8.2	-5.3	6.0	-32.6	2.5	3.0	38.7				
		ER Hung Hom to Lo Wu		86.1	157.7	27.0	88.7	8	3.3	7.4	-2.7	2.7	-	-	-8.0	-5.3	9.0	-32.6	2.5	3.0	54.8				
		ER Hung Hom to Lok Ma Chau		86.1	157.7	27.0	90.2	4	3.0	7.4	-3.4	3.4	-	-	-8.0	-5.3	6.0	-32.6	2.5	3.0	51.7				
		Intercity through train to Hung Hom		86.5	168.0	27.0	90.1	1	2.2	7.4	-6.6	4.5	-	-	-8.3	-5.3	0.0	-32.6	2.5	3.0	43.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	168.1	30.3	61.6	8	43.9	7.5	-0.7	0.0	-	-	-8.3	-5.9	9.0	-32.6	2.5	3.0	52.1	55.6			
		ER Hung Hom to Lo Wu		86.1	157.6	30.3	59.1	8	35.4	7.5	-2.6	0.0	-	-	-8.0	-6.2	9.0	-32.6	2.5	3.0	51.4				
		ER Hung Hom to Lok Ma Chau		86.1	157.9	30.3	61.7	4	32.2	6.9	-6.5	0.0	1.0	-	-8.0	-5.9	6.0	-32.6	2.5	3.0	45.6				
		Intercity through train to Hung Hom		86.5	168.1	30.3	61.6	1	43.9	7.5	-0.7	0.0	-	-	-8.3	-5.9	0.0	-32.6	2.5	3.0	44.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
24	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	172.1	19.7	42.6	8	12.7	7.5	-12.0	-	-	-	-8.4	-10.0	9.0	-32.6	2.5	3.0	36.7	38.6			
		ER Lok Ma Chau to Hung Hom		85.1	166.0	19.7	42.4	4	7.0	7.0	-18.4	-	-	-	-8.2	-10.0	6.0	-32.6	2.5	3.0	27.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	160.6	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-8.1	-10.0	10.8	-32.6	2.5	3.0	30.8				
		Intercity through train to Hung Hom		86.5	172.1	19.7	42.6	1	12.7	7.5	-12.0	-	-	-	-8.4	-10.0	0.0	-32.6	2.5	3.0	29.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	172.1	5.0	54.9	8	85.4	7.4	0.0	0.0	-	-	-8.4	-14.3	9.0	-32.6	2.5	3.0	44.3	50.1			
		ER Lok Ma Chau to Hung Hom		85.1	166.4	5.0	54.9	4	79.7	6.2	0.0	0.0	-	-	-8.2	-14.3	6.0	-32.6	2.5	3.0	41.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	160.7	5.0	54.9	12	73.8	7.4	0.0	0.0	-	-	-8.1	-14.3	10.8	-32.6	2.5	3.0	47.4				
		Intercity through train to Hung Hom		86.5	172.1	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.4	-14.3	0.0	-32.6	2.5	3.0	36.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	170.8	19.0	66.8	8	85.3	7.4	-0.1	0.0	-	-	-8.3	-7.5	9.0	-32.6	2.5	3.0	51.0	56.1			
		ER Lok Ma Chau to Hung Hom		85.1	168.2	19.0	66.8	4	79.3	5.3	-1.4	0.0	2.0	-	-8.3	-7.5	6.0	-32.6	2.5	3.0	48.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	161.8	19.0	66.8	12	73.4	7.4	-1.7	0.0	-	-	-8.1	-7.5	10.8	-32.6	2.5	3.0	52.5				
		Intercity through train to Hung Hom		86.5	170.8	19.0	66.8	1	85.3	7.4	-0.1	0.0	-	-	-8.3	-7.5	0.0	-32.6	2.5	3.0	43.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	170.8	27.0	90.1	8	2.2	7.4	-6.0	4.5	-	-	-8.3	-5.3	9.0	-32.6	2.5	3.0	51.8	58.0			
		ER Lok Ma Chau to Hung Hom		85.1	167.7	27.0	90.0	4	1.8	4.0	-18.5	4.6	2.5	-	-8.3	-5.3	6.0	-32.6	2.5	3.0	38.9				
		ER Hung Hom to Lo Wu		86.1	160.6	27.0	88.7	8	3.3	7.4	-2.2	2.2	-	-	-8.1	-5.3	9.0	-32.6	2.5	3.0	54.7				
		ER Hung Hom to Lok Ma Chau		86.1	160.6	27.0	90.2	4	3.0	7.4	-2.8	2.8	-	-	-8.1	-5.3	6.0	-32.6	2.5	3.0	51.7				
		Intercity through train to Hung Hom		86.5	170.8	27.0	90.1	1	2.2	7.4	-6.0	4.5	-	-	-8.3	-5.3	0.0	-32.6	2.5	3.0	44.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	170.9	30.3	61.6	8	43.9	7.5	0.0	0.0	-	-	-8.3	-5.9	9.0	-32.6	2.5	3.0	52.7	56.7			
		ER Hung Hom to Lo Wu		86.1	160.5	30.3	59.1	8	35.4	7.5	-1.2	0.0	-	-	-8.1	-6.2	9.0	-32.6	2.5	3.0	52.7				
		ER Hung Hom to Lok Ma Chau		86.1	160.9	30.3	61.7	4	32.2	6.9	-3.8	0.0	1.0	-	-8.1	-5.9	6.0	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	170.9	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.3	-5.9	0.0	-32.6	2.5	3.0	45.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
25	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	173.4	19.7	42.6	8	12.7	7.5	-11.3	-	-	-	-8.4	-10.0	9.0	-32.6	2.5	3.0	37.3	39.1			
		ER Lok Ma Chau to Hung Hom		85.1	167.3	19.7	42.4	4	7.0	7.0	-18.2	-	-	-	-8.3	-10.0	6.0	-32.6	2.5	3.0	27.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	162.0	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-8.1	-10.0	10.8	-32.6	2.5	3.0	30.7				
		Intercity through train to Hung Hom		86.5	173.4	19.7	42.6	1	12.7	7.5	-11.3	-	-	-	-8.4	-10.0	0.0	-32.6	2.5	3.0	29.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	173.4	5.0	54.9	8	85.4	7.4	0.0	0.0	-	-	-8.4	-14.3	9.0	-32.6	2.5	3.0	44.3	50.0			
		ER Lok Ma Chau to Hung Hom		85.1	167.7	5.0	54.9	4	79.7	6.2	0.0	0.0	-	-	-8.3	-14.3	6.0	-32.6	2.5	3.0	41.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	162.1	5.0	54.9	12	73.8	7.4	0.0	0.0	-	-	-8.1	-14.3	10.8	-32.6	2.5	3.0	47.4				
		Intercity through train to Hung Hom		86.5	173.4	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.4	-14.3	0.0	-32.6	2.5	3.0	36.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	172.1	19.0	66.8	8	85.3	7.4	0.0	0.0	-	-	-8.4	-7.5	9.0	-32.6	2.5	3.0	51.1	56.6			
		ER Lok Ma Chau to Hung Hom		85.1	169.6	19.0	66.8	4	79.3	5.3	-0.7	0.0	2.0	-	-8.3	-7.5	6.0	-32.6	2.5	3.0	49.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	163.2	19.0	66.8	12	73.4	7.4	-0.9	0.0	-	-	-8.1	-7.5	10.8	-32.6	2.5	3.0	53.3				
		Intercity through train to Hung Hom		86.5	172.1	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.4	-7.5	0.0	-32.6	2.5	3.0	43.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	172.1	27.0	90.1	8	2.2	7.4	-5.8	4.5	-	-	-8.4	-5.3	9.0	-32.6	2.5	3.0	52.0	58.0			
		ER Lok Ma Chau to Hung Hom		85.1	169.1	27.0	90.0	4	1.8	4.0	-18.4	4.6	2.5	-	-8.3	-5.3	6.0	-32.6	2.5	3.0	39.0				
		ER Hung Hom to Lo Wu		86.1	162.0	27.0	88.7	8	3.3	7.4	-2.0	2.0	-	-	-8.1	-5.3	9.0	-32.6	2.5	3.0	54.6				
		ER Hung Hom to Lok Ma Chau		86.1	162.0	27.0	90.2	4	3.0	7.4	-2.5	2.5	-	-	-8.1	-5.3	6.0	-32.6	2.5	3.0	51.6				
		Intercity through train to Hung Hom		86.5	172.1	27.0	90.1	1	2.2	7.4	-5.8	4.5	-	-	-8.4	-5.3	0.0	-32.6	2.5	3.0	44.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	172.2	30.3	61.6	8	43.9	7.5	0.0	0.0	-	-	-8.4	-5.9	9.0	-32.6	2.5	3.0	52.7	57.0			
		ER Hung Hom to Lo Wu		86.1	161.9	30.3	59.1	8	35.4	7.5	-0.8	0.0	-	-	-8.1	-6.2	9.0	-32.6	2.5	3.0	53.0				
		ER Hung Hom to Lok Ma Chau		86.1	162.3	30.3	61.7	4	32.2	6.9	-2.7	0.0	1.0	-	-8.1	-5.9	6.0	-32.6	2.5	3.0	49.4				
		Intercity through train to Hung Hom		86.5	172.2	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.4	-5.9	0.0	-32.6	2.5	3.0	45.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
26	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62.5	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	174.7	19.7	42.6	8	12.7	7.5	-10.6	-	-	-	-8.4	-10.0	9.0	-32.6	2.5	3.0	37.9	39.6			
		ER Lok Ma Chau to Hung Hom		85.1	168.7	19.7	42.4	4	7.0	7.0	-17.9	-	-	-	-8.3	-10.0	6.0	-32.6	2.5	3.0	27.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	163.4	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-8.2	-10.0	10.8	-32.6	2.5	3.0	30.7				
		Intercity through train to Hung Hom		86.5	174.7	19.7	42.6	1	12.7	7.5	-10.6	-	-	-	-8.4	-10.0	0.0	-32.6	2.5	3.0	30.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	174.7	5.0	54.9	8	85.4	7.4	0.0	0.0	-	-	-8.4	-14.3	9.0	-32.6	2.5	3.0	44.3	50.0			
		ER Lok Ma Chau to Hung Hom		85.1	169.1	5.0	54.9	4	79.7	6.2	0.0	0.0	-	-	-8.3	-14.3	6.0	-32.6	2.5	3.0	41.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	163.5	5.0	54.9	12	73.8	7.4	0.0	0.0	-	-	-8.2	-14.3	10.8	-32.6	2.5	3.0	47.4				
		Intercity through train to Hung Hom		86.5	174.7	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.4	-14.3	0.0	-32.6	2.5	3.0	36.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	173.4	19.0	66.8	8	85.3	7.4	0.0	0.0	-	-	-8.4	-7.5	9.0	-32.6	2.5	3.0	51.1	56.9			
		ER Lok Ma Chau to Hung Hom		85.1	170.9	19.0	66.8	4	79.3	5.3	-0.2	0.0	2.0	-	-8.3	-7.5	6.0	-32.6	2.5	3.0	49.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	164.6	19.0	66.8	12	73.4	7.4	-0.3	0.0	-	-	-8.2	-7.5	10.8	-32.6	2.5	3.0	53.8				
		Intercity through train to Hung Hom		86.5	173.4	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.4	-7.5	0.0	-32.6	2.5	3.0	43.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	173.4	27.0	90.1	8	2.2	7.4	-5.6	4.5	-	-	-8.4	-5.3	9.0	-32.6	2.5	3.0	52.1	58.0			
		ER Lok Ma Chau to Hung Hom		85.1	170.5	27.0	90.0	4	1.8	4.0	-18.3	4.6	2.5	-	-8.3	-5.3	6.0	-32.6	2.5	3.0	39.1				
		ER Hung Hom to Lo Wu		86.1	163.4	27.0	88.7	8	3.3	7.4	-1.9	1.9	-	-	-8.2	-5.3	9.0	-32.6	2.5	3.0	54.6				
		ER Hung Hom to Lok Ma Chau		86.1	163.4	27.0	90.2	4	3.0	7.4	-2.3	2.3	-	-	-8.2	-5.3	6.0	-32.6	2.5	3.0	51.6				
		Intercity through train to Hung Hom		86.5	173.4	27.0	90.1	1	2.2	7.4	-5.6	4.5	-	-	-8.4	-5.3	0.0	-32.6	2.5	3.0	44.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	173.5	30.3	61.6	8	43.9	7.5	0.0	0.0	-	-	-8.4	-5.9	9.0	-32.6	2.5	3.0	52.7	57.3			
		ER Hung Hom to Lo Wu		86.1	163.3	30.3	59.1	8	35.4	7.5	-0.5	0.0	-	-	-8.2	-6.2	9.0	-32.6	2.5	3.0	53.3				
		ER Hung Hom to Lok Ma Chau		86.1	163.7	30.3	61.7	4	32.2	6.9	-2.0	0.0	1.0	-	-8.2	-5.9	6.0	-32.6	2.5	3.0	50.0				
		Intercity through train to Hung Hom		86.5	173.5	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.4	-5.9	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
27	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	176.1	19.7	42.6	8	12.7	7.5	-9.9	-	-	-	-8.5	-10.0	9.0	-32.6	2.5	3.0	38.6	40.1			
		ER Lok Ma Chau to Hung Hom		85.1	170.1	19.7	42.4	4	7.0	7.0	-17.7	-	-	-	-8.3	-10.0	6.0	-32.6	2.5	3.0	28.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	164.8	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-8.2	-10.0	10.8	-32.6	2.5	3.0	30.6				
		Intercity through train to Hung Hom		86.5	176.1	19.7	42.6	1	12.7	7.5	-9.9	-	-	-	-8.5	-10.0	0.0	-32.6	2.5	3.0	31.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	176.1	5.0	54.9	8	85.4	7.4	0.0	0.0	-	-	-8.5	-14.3	9.0	-32.6	2.5	3.0	44.2	50.0			
		ER Lok Ma Chau to Hung Hom		85.1	170.5	5.0	54.9	4	79.7	6.2	0.0	0.0	-	-	-8.3	-14.3	6.0	-32.6	2.5	3.0	41.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	164.9	5.0	54.9	12	73.8	7.4	0.0	0.0	-	-	-8.2	-14.3	10.8	-32.6	2.5	3.0	47.3				
		Intercity through train to Hung Hom		86.5	176.1	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.5	-14.3	0.0	-32.6	2.5	3.0	36.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	174.8	19.0	66.8	8	85.3	7.4	0.0	0.0	-	-	-8.4	-7.5	9.0	-32.6	2.5	3.0	51.0	57.1			
		ER Lok Ma Chau to Hung Hom		85.1	172.4	19.0	66.8	4	79.3	5.3	0.0	0.0	2.0	-	-8.4	-7.5	6.0	-32.6	2.5	3.0	50.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	166.0	19.0	66.8	12	73.4	7.4	0.0	0.0	-	-	-8.2	-7.5	10.8	-32.6	2.5	3.0	54.1				
		Intercity through train to Hung Hom		86.5	174.8	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.4	-7.5	0.0	-32.6	2.5	3.0	43.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	174.8	27.0	90.1	8	2.2	7.4	-5.6	4.5	-	-	-8.4	-5.3	9.0	-32.6	2.5	3.0	52.1	58.0			
		ER Lok Ma Chau to Hung Hom		85.1	171.9	27.0	90.0	4	1.8	4.0	-18.1	4.6	2.5	-	-8.4	-5.3	6.0	-32.6	2.5	3.0	39.2				
		ER Hung Hom to Lo Wu		86.1	164.8	27.0	88.7	8	3.3	7.4	-1.7	1.7	-	-	-8.2	-5.3	9.0	-32.6	2.5	3.0	54.6				
		ER Hung Hom to Lok Ma Chau		86.1	164.8	27.0	90.2	4	3.0	7.4	-2.2	2.2	-	-	-8.2	-5.3	6.0	-32.6	2.5	3.0	51.6				
		Intercity through train to Hung Hom		86.5	174.8	27.0	90.1	1	2.2	7.4	-5.6	4.5	-	-	-8.4	-5.3	0.0	-32.6	2.5	3.0	44.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	174.9	30.3	61.6	8	43.9	7.5	0.0	0.0	-	-	-8.4	-5.9	9.0	-32.6	2.5	3.0	52.6	57.4			
		ER Hung Hom to Lo Wu		86.1	164.7	30.3	59.1	8	35.4	7.5	-0.2	0.0	-	-	-8.2	-6.2	9.0	-32.6	2.5	3.0	53.5				
		ER Hung Hom to Lok Ma Chau		86.1	165.1	30.3	61.7	4	32.2	6.9	-1.4	0.0	1.0	-	-8.2	-5.9	6.0	-32.6	2.5	3.0	50.5				
		Intercity through train to Hung Hom		86.5	174.9	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.4	-5.9	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
28	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	177.4	19.7	42.6	8	12.7	7.5	-9.2	-	-	-	-8.5	-10.0	9.0	-32.6	2.5	3.0	39.3	40.8			
		ER Lok Ma Chau to Hung Hom		85.1	171.5	19.7	42.4	4	7.0	7.0	-17.5	-	-	-	-8.4	-10.0	6.0	-32.6	2.5	3.0	28.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	166.3	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-8.2	-10.0	10.8	-32.6	2.5	3.0	30.6				
		Intercity through train to Hung Hom		86.5	177.4	19.7	42.6	1	12.7	7.5	-9.2	-	-	-	-8.5	-10.0	0.0	-32.6	2.5	3.0	31.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	177.5	5.0	54.9	8	85.4	7.4	0.0	0.0	-	-	-8.5	-14.3	9.0	-32.6	2.5	3.0	44.2	49.9			
		ER Lok Ma Chau to Hung Hom		85.1	172.0	5.0	54.9	4	79.7	6.2	0.0	0.0	-	-	-8.4	-14.3	6.0	-32.6	2.5	3.0	41.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	166.4	5.0	54.9	12	73.8	7.4	0.0	0.0	-	-	-8.2	-14.3	10.8	-32.6	2.5	3.0	47.3				
		Intercity through train to Hung Hom		86.5	177.5	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.5	-14.3	0.0	-32.6	2.5	3.0	36.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	176.2	19.0	66.8	8	85.3	7.4	0.0	0.0	-	-	-8.5	-7.5	9.0	-32.6	2.5	3.0	51.0	57.0			
		ER Lok Ma Chau to Hung Hom		85.1	173.8	19.0	66.8	4	79.3	5.3	0.0	0.0	2.0	-	-8.4	-7.5	6.0	-32.6	2.5	3.0	50.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	167.5	19.0	66.8	12	73.4	7.4	0.0	0.0	-	-	-8.3	-7.5	10.8	-32.6	2.5	3.0	54.0				
		Intercity through train to Hung Hom		86.5	176.2	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.5	-7.5	0.0	-32.6	2.5	3.0	43.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	176.2	27.0	90.1	8	2.2	7.4	-5.5	4.5	-	-	-8.5	-5.3	9.0	-32.6	2.5	3.0	52.1	58.0			
		ER Lok Ma Chau to Hung Hom		85.1	173.4	27.0	90.0	4	1.8	4.0	-18.0	4.6	2.5	-	-8.4	-5.3	6.0	-32.6	2.5	3.0	39.3				
		ER Hung Hom to Lo Wu		86.1	166.3	27.0	88.7	8	3.3	7.4	-1.6	1.6	-	-	-8.2	-5.3	9.0	-32.6	2.5	3.0	54.5				
		ER Hung Hom to Lok Ma Chau		86.1	166.3	27.0	90.2	4	3.0	7.4	-2.0	2.0	-	-	-8.2	-5.3	6.0	-32.6	2.5	3.0	51.5				
		Intercity through train to Hung Hom		86.5	176.2	27.0	90.1	1	2.2	7.4	-5.5	4.5	-	-	-8.5	-5.3	0.0	-32.6	2.5	3.0	44.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	176.2	30.3	61.6	8	43.9	7.5	0.0	0.0	-	-	-8.5	-5.9	9.0	-32.6	2.5	3.0	52.6	57.6			
		ER Hung Hom to Lo Wu		86.1	166.2	30.3	59.1	8	35.4	7.5	0.0	0.0	-	-	-8.2	-6.2	9.0	-32.6	2.5	3.0	53.7				
		ER Hung Hom to Lok Ma Chau		86.1	166.6	30.3	61.7	4	32.2	6.9	-1.1	0.0	1.0	-	-8.2	-5.9	6.0	-32.6	2.5	3.0	50.9				
		Intercity through train to Hung Hom		86.5	176.2	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.5	-5.9	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
29	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	178.9	19.7	42.6	8	12.7	7.5	-8.4	-	-	-	-8.5	-10.0	9.0	-32.6	2.5	3.0	40.1	41.4			
		ER Lok Ma Chau to Hung Hom		85.1	173.0	19.7	42.4	4	7.0	7.0	-17.2	-	-	-	-8.4	-10.0	6.0	-32.6	2.5	3.0	28.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	167.8	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-8.3	-10.0	10.8	-32.6	2.5	3.0	30.6				
		Intercity through train to Hung Hom		86.5	178.9	19.7	42.6	1	12.7	7.5	-8.4	-	-	-	-8.5	-10.0	0.0	-32.6	2.5	3.0	32.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	178.9	5.0	54.9	8	85.4	7.4	0.0	0.0	-	-	-8.5	-14.3	9.0	-32.6	2.5	3.0	44.2	49.9			
		ER Lok Ma Chau to Hung Hom		85.1	173.4	5.0	54.9	4	79.7	6.2	0.0	0.0	-	-	-8.4	-14.3	6.0	-32.6	2.5	3.0	41.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	167.9	5.0	54.9	12	73.8	7.4	0.0	0.0	-	-	-8.3	-14.3	10.8	-32.6	2.5	3.0	47.3				
		Intercity through train to Hung Hom		86.5	178.9	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.5	-14.3	0.0	-32.6	2.5	3.0	36.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	177.6	19.0	66.8	8	85.3	7.4	0.0	0.0	-	-	-8.5	-7.5	9.0	-32.6	2.5	3.0	51.0	57.0			
		ER Lok Ma Chau to Hung Hom		85.1	175.3	19.0	66.8	4	79.3	5.3	0.0	0.0	2.0	-	-8.5	-7.5	6.0	-32.6	2.5	3.0	50.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	169.0	19.0	66.8	12	73.4	7.4	0.0	0.0	-	-	-8.3	-7.5	10.8	-32.6	2.5	3.0	54.0				
		Intercity through train to Hung Hom		86.5	177.6	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.5	-7.5	0.0	-32.6	2.5	3.0	43.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	177.6	27.0	90.1	8	2.2	7.4	-5.3	4.5	-	-	-8.5	-5.3	9.0	-32.6	2.5	3.0	52.4	58.0			
		ER Lok Ma Chau to Hung Hom		85.1	174.9	27.0	90.0	4	1.8	4.0	-17.9	4.6	2.5	-	-8.4	-5.3	6.0	-32.6	2.5	3.0	39.4				
		ER Hung Hom to Lo Wu		86.1	167.8	27.0	88.7	8	3.3	7.4	-1.5	1.5	-	-	-8.3	-5.3	9.0	-32.6	2.5	3.0	54.5				
		ER Hung Hom to Lok Ma Chau		86.1	167.8	27.0	90.2	4	3.0	7.4	-1.8	1.8	-	-	-8.3	-5.3	6.0	-32.6	2.5	3.0	51.5				
		Intercity through train to Hung Hom		86.5	177.6	27.0	90.1	1	2.2	7.4	-5.3	4.5	-	-	-8.5	-5.3	0.0	-32.6	2.5	3.0	44.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	177.7	30.3	61.6	8	43.9	7.5	0.0	0.0	-	-	-8.5	-5.9	9.0	-32.6	2.5	3.0	52.6	57.6			
		ER Hung Hom to Lo Wu		86.1	167.7	30.3	59.1	8	35.4	7.5	0.0	0.0	-	-	-8.3	-6.2	9.0	-32.6	2.5	3.0	53.7				
		ER Hung Hom to Lok Ma Chau		86.1	168.1	30.3	61.7	4	32.2	6.9	-0.7	0.0	1.0	-	-8.3	-5.9	6.0	-32.6	2.5	3.0	51.1				
		Intercity through train to Hung Hom		86.5	177.7	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.5	-5.9	0.0	-32.6	2.5	3.0	45.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
30	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	180.3	19.7	42.6	8	12.7	7.5	-7.6	-	-	-	-8.6	-10.0	9.0	-32.6	2.5	3.0	40.9	42.1			
		ER Lok Ma Chau to Hung Hom		85.1	174.5	19.7	42.4	4	7.0	7.0	-17.0	-	-	-	-8.4	-10.0	6.0	-32.6	2.5	3.0	28.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	169.3	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-8.3	-10.0	10.8	-32.6	2.5	3.0	30.5				
		Intercity through train to Hung Hom		86.5	180.3	19.7	42.6	1	12.7	7.5	-7.6	-	-	-	-8.6	-10.0	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	180.3	5.0	54.9	8	85.4	7.4	0.0	0.0	-	-	-8.6	-14.3	9.0	-32.6	2.5	3.0	44.1	49.8			
		ER Lok Ma Chau to Hung Hom		85.1	175.0	5.0	54.9	4	79.7	6.2	0.0	0.0	-	-	-8.4	-14.3	6.0	-32.6	2.5	3.0	41.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	169.4	5.0	54.9	12	73.8	7.4	0.0	0.0	-	-	-8.3	-14.3	10.8	-32.6	2.5	3.0	47.2				
		Intercity through train to Hung Hom		86.5	180.3	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.6	-14.3	0.0	-32.6	2.5	3.0	36.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	179.1	19.0	66.8	8	85.3	7.4	0.0	0.0	-	-	-8.6	-7.5	9.0	-32.6	2.5	3.0	50.9	56.9			
		ER Lok Ma Chau to Hung Hom		85.1	176.8	19.0	66.8	4	79.3	5.3	0.0	0.0	2.0	-	-8.5	-7.5	6.0	-32.6	2.5	3.0	50.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	170.5	19.0	66.8	12	73.4	7.4	0.0	0.0	-	-	-8.3	-7.5	10.8	-32.6	2.5	3.0	54.0				
		Intercity through train to Hung Hom		86.5	179.1	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.6	-7.5	0.0	-32.6	2.5	3.0	43.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	179.1	27.0	90.1	8	2.2	7.4	-4.8	4.5	-	-	-8.6	-5.3	9.0	-32.6	2.5	3.0	52.8	58.1			
		ER Lok Ma Chau to Hung Hom		85.1	176.4	27.0	90.0	4	1.8	4.0	-17.7	4.6	2.5	-	-8.5	-5.3	6.0	-32.6	2.5	3.0	39.5				
		ER Hung Hom to Lo Wu		86.1	169.4	27.0	88.7	8	3.3	7.4	-1.3	1.3	-	-	-8.3	-5.3	9.0	-32.6	2.5	3.0	54.4				
		ER Hung Hom to Lok Ma Chau		86.1	169.4	27.0	90.2	4	3.0	7.4	-1.7	1.7	-	-	-8.3	-5.3	6.0	-32.6	2.5	3.0	51.4				
		Intercity through train to Hung Hom		86.5	179.1	27.0	90.1	1	2.2	7.4	-4.8	4.5	-	-	-8.6	-5.3	0.0	-32.6	2.5	3.0	45.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	179.1	30.3	61.6	8	43.9	7.5	0.0	0.0	-	-	-8.6	-5.9	9.0	-32.6	2.5	3.0	52.5	57.6			
		ER Hung Hom to Lo Wu		86.1	169.3	30.3	59.1	8	35.4	7.5	0.0	0.0	-	-	-8.3	-6.2	9.0	-32.6	2.5	3.0	53.6				
		ER Hung Hom to Lok Ma Chau		86.1	169.6	30.3	61.7	4	32.2	6.9	-0.5	0.0	1.0	-	-8.3	-5.9	6.0	-32.6	2.5	3.0	51.4				
		Intercity through train to Hung Hom		86.5	179.1	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.6	-5.9	0.0	-32.6	2.5	3.0	45.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
31	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	181.8	19.7	42.6	8	12.7	7.5	-6.8	-	-	-	-8.6	-10.0	9.0	-32.6	2.5	3.0	41.6	42.7			
		ER Lok Ma Chau to Hung Hom		85.1	176.0	19.7	42.4	4	7.0	7.0	-16.7	-	-	-	-8.5	-10.0	6.0	-32.6	2.5	3.0	28.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	170.9	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-8.3	-10.0	10.8	-32.6	2.5	3.0	30.5				
		Intercity through train to Hung Hom		86.5	181.8	19.7	42.6	1	12.7	7.5	-6.8	-	-	-	-8.6	-10.0	0.0	-32.6	2.5	3.0	34.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	181.8	5.0	54.9	8	85.4	7.4	0.0	0.0	-	-	-8.6	-14.3	9.0	-32.6	2.5	3.0	44.1	49.8			
		ER Lok Ma Chau to Hung Hom		85.1	176.5	5.0	54.9	4	79.7	6.2	0.0	0.0	-	-	-8.5	-14.3	6.0	-32.6	2.5	3.0	41.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	171.0	5.0	54.9	12	73.8	7.4	0.0	0.0	-	-	-8.4	-14.3	10.8	-32.6	2.5	3.0	47.2				
		Intercity through train to Hung Hom		86.5	181.8	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.6	-14.3	0.0	-32.6	2.5	3.0	36.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	180.5	19.0	66.8	8	85.3	7.4	0.0	0.0	-	-	-8.6	-7.5	9.0	-32.6	2.5	3.0	50.9	56.9			
		ER Lok Ma Chau to Hung Hom		85.1	178.3	19.0	66.8	4	79.3	5.3	0.0	0.0	2.0	-	-8.5	-7.5	6.0	-32.6	2.5	3.0	49.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	172.1	19.0	66.8	12	73.4	7.4	0.0	0.0	-	-	-8.4	-7.5	10.8	-32.6	2.5	3.0	53.9				
		Intercity through train to Hung Hom		86.5	180.5	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.6	-7.5	0.0	-32.6	2.5	3.0	43.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	180.5	27.0	90.1	8	2.2	7.4	-4.4	4.4	-	-	-8.6	-5.3	9.0	-32.6	2.5	3.0	53.1	58.2			
		ER Lok Ma Chau to Hung Hom		85.1	178.0	27.0	90.0	4	1.8	4.0	-17.6	4.6	2.5	-	-8.5	-5.3	6.0	-32.6	2.5	3.0	39.6				
		ER Hung Hom to Lo Wu		86.1	170.9	27.0	88.7	8	3.3	7.4	-1.2	1.2	-	-	-8.3	-5.3	9.0	-32.6	2.5	3.0	54.4				
		ER Hung Hom to Lok Ma Chau		86.1	170.9	27.0	90.2	4	3.0	7.4	-1.6	1.6	-	-	-8.3	-5.3	6.0	-32.6	2.5	3.0	51.4				
		Intercity through train to Hung Hom		86.5	180.5	27.0	90.1	1	2.2	7.4	-4.4	4.4	-	-	-8.6	-5.3	0.0	-32.6	2.5	3.0	45.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	180.6	30.3	61.6	8	43.9	7.5	0.0	0.0	-	-	-8.6	-5.9	9.0	-32.6	2.5	3.0	52.5	57.6			
		ER Hung Hom to Lo Wu		86.1	170.8	30.3	59.1	8	35.4	7.5	0.0	0.0	-	-	-8.3	-6.2	9.0	-32.6	2.5	3.0	53.6				
		ER Hung Hom to Lok Ma Chau		86.1	171.2	30.3	61.7	4	32.2	6.9	-0.2	0.0	1.0	-	-8.4	-5.9	6.0	-32.6	2.5	3.0	51.6				
		Intercity through train to Hung Hom		86.5	180.6	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.6	-5.9	0.0	-32.6	2.5	3.0	45.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
32	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	183.3	19.7	42.6	8	12.7	7.5	-6.2	-	-	-	-8.7	-10.0	9.0	-32.6	2.5	3.0	42.2	43.3			
		ER Lok Ma Chau to Hung Hom		85.1	177.6	19.7	42.4	4	7.0	7.0	-16.5	-	-	-	-8.5	-10.0	6.0	-32.6	2.5	3.0	29.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	172.5	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-8.4	-10.0	10.8	-32.6	2.5	3.0	30.4				
		Intercity through train to Hung Hom		86.5	183.3	19.7	42.6	1	12.7	7.5	-6.2	-	-	-	-8.7	-10.0	0.0	-32.6	2.5	3.0	34.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	183.3	5.0	54.9	8	85.4	7.4	0.0	0.0	-	-	-8.7	-14.3	9.0	-32.6	2.5	3.0	44.1	49.8			
		ER Lok Ma Chau to Hung Hom		85.1	178.1	5.0	54.9	4	79.7	6.2	0.0	0.0	-	-	-8.5	-14.3	6.0	-32.6	2.5	3.0	41.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	172.6	5.0	54.9	12	73.8	7.4	0.0	0.0	-	-	-8.4	-14.3	10.8	-32.6	2.5	3.0	47.1				
		Intercity through train to Hung Hom		86.5	183.3	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.7	-14.3	0.0	-32.6	2.5	3.0	36.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	182.1	19.0	66.8	8	85.3	7.4	0.0	0.0	-	-	-8.6	-7.5	9.0	-32.6	2.5	3.0	50.9	56.9			
		ER Lok Ma Chau to Hung Hom		85.1	179.9	19.0	66.8	4	79.3	5.3	0.0	0.0	2.0	-	-8.6	-7.5	6.0	-32.6	2.5	3.0	49.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	173.7	19.0	66.8	12	73.4	7.4	0.0	0.0	-	-	-8.4	-7.5	10.8	-32.6	2.5	3.0	53.9				
		Intercity through train to Hung Hom		86.5	182.1	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.6	-7.5	0.0	-32.6	2.5	3.0	43.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	182.1	27.0	90.1	8	2.2	7.4	-4.1	4.1	-	-	-8.6	-5.3	9.0	-32.6	2.5	3.0	53.1	58.2			
		ER Lok Ma Chau to Hung Hom		85.1	179.5	27.0	90.0	4	1.8	4.0	-17.5	4.6	2.5	-	-8.6	-5.3	6.0	-32.6	2.5	3.0	39.7				
		ER Hung Hom to Lo Wu		86.1	172.5	27.0	88.7	8	3.3	7.4	-1.1	1.1	-	-	-8.4	-5.3	9.0	-32.6	2.5	3.0	54.4				
		ER Hung Hom to Lok Ma Chau		86.1	172.5	27.0	90.2	4	3.0	7.4	-1.5	1.5	-	-	-8.4	-5.3	6.0	-32.6	2.5	3.0	51.4				
		Intercity through train to Hung Hom		86.5	182.1	27.0	90.1	1	2.2	7.4	-4.1	4.1	-	-	-8.6	-5.3	0.0	-32.6	2.5	3.0	45.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	182.1	30.3	61.6	8	43.9	7.5	0.0	0.0	-	-	-8.6	-5.9	9.0	-32.6	2.5	3.0	52.5	57.7			
		ER Hung Hom to Lo Wu		86.1	172.4	30.3	59.1	8	35.4	7.5	0.0	0.0	-	-	-8.4	-6.2	9.0	-32.6	2.5	3.0	53.6				
		ER Hung Hom to Lok Ma Chau		86.1	172.8	30.3	61.7	4	32.2	6.9	0.0	0.0	1.0	-	-8.4	-5.9	6.0	-32.6	2.5	3.0	51.7				
		Intercity through train to Hung Hom		86.5	182.1	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.6	-5.9	0.0	-32.6	2.5	3.0	44.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
33	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	184.8	19.7	42.6	8	12.7	7.5	-5.7	-	-	-	-8.7	-10.0	9.0	-32.6	2.5	3.0	42.6	43.7			
		ER Lok Ma Chau to Hung Hom		85.1	179.2	19.7	42.4	4	7.0	7.0	-16.2	-	-	-	-8.6	-10.0	6.0	-32.6	2.5	3.0	29.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	174.1	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-8.4	-10.0	10.8	-32.6	2.5	3.0	30.4				
		Intercity through train to Hung Hom		86.5	184.8	19.7	42.6	1	12.7	7.5	-5.7	-	-	-	-8.7	-10.0	0.0	-32.6	2.5	3.0	35.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	184.8	5.0	54.9	8	85.4	7.4	0.0	0.0	-	-	-8.7	-14.3	9.0	-32.6	2.5	3.0	44.0	49.7			
		ER Lok Ma Chau to Hung Hom		85.1	179.7	5.0	54.9	4	79.7	6.2	0.0	0.0	-	-	-8.6	-14.3	6.0	-32.6	2.5	3.0	41.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	174.2	5.0	54.9	12	73.8	7.4	0.0	0.0	-	-	-8.4	-14.3	10.8	-32.6	2.5	3.0	47.1				
		Intercity through train to Hung Hom		86.5	184.8	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.7	-14.3	0.0	-32.6	2.5	3.0	36.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	183.6	19.0	66.8	8	85.3	7.4	0.0	0.0	-	-	-8.7	-7.5	9.0	-32.6	2.5	3.0	50.8	56.8			
		ER Lok Ma Chau to Hung Hom		85.1	181.5	19.0	66.8	4	79.3	5.3	0.0	0.0	2.0	-	-8.6	-7.5	6.0	-32.6	2.5	3.0	49.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	175.3	19.0	66.8	12	73.4	7.4	0.0	0.0	-	-	-8.5	-7.5	10.8	-32.6	2.5	3.0	53.8				
		Intercity through train to Hung Hom		86.5	183.6	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.7	-7.5	0.0	-32.6	2.5	3.0	43.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	183.6	27.0	90.1	8	2.2	7.4	-3.7	3.7	-	-	-8.7	-5.3	9.0	-32.6	2.5	3.0	53.0	58.1			
		ER Lok Ma Chau to Hung Hom		85.1	181.2	27.0	90.0	4	1.8	4.0	-17.3	4.6	2.5	-	-8.6	-5.3	6.0	-32.6	2.5	3.0	39.8				
		ER Hung Hom to Lo Wu		86.1	174.2	27.0	88.7	8	3.3	7.4	-1.0	1.0	-	-	-8.4	-5.3	9.0	-32.6	2.5	3.0	54.3				
		ER Hung Hom to Lok Ma Chau		86.1	174.2	27.0	90.2	4	3.0	7.4	-1.4	1.4	-	-	-8.4	-5.3	6.0	-32.6	2.5	3.0	51.3				
		Intercity through train to Hung Hom		86.5	183.6	27.0	90.1	1	2.2	7.4	-3.7	3.7	-	-	-8.7	-5.3	0.0	-32.6	2.5	3.0	45.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	183.6	30.3	61.6	8	43.9	7.5	0.0	0.0	-	-	-8.7	-5.9	9.0	-32.6	2.5	3.0	52.4	57.6			
		ER Hung Hom to Lo Wu		86.1	174.0	30.3	59.1	8	35.4	7.5	0.0	0.0	-	-	-8.4	-6.2	9.0	-32.6	2.5	3.0	53.5				
		ER Hung Hom to Lok Ma Chau		86.1	174.5	30.3	61.7	4	32.2	6.9	0.0	0.0	1.0	-	-8.4	-5.9	6.0	-32.6	2.5	3.0	51.7				
		Intercity through train to Hung Hom		86.5	183.6	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.7	-5.9	0.0	-32.6	2.5	3.0	44.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
34	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	186.4	19.7	42.6	8	12.7	7.5	-5.5	-	-	-	-8.7	-10.0	9.0	-32.6	2.5	3.0	42.8	43.8			
		ER Lok Ma Chau to Hung Hom		85.1	180.8	19.7	42.4	4	7.0	7.0	-15.9	-	-	-	-8.6	-10.0	6.0	-32.6	2.5	3.0	29.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	175.8	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-8.5	-10.0	10.8	-32.6	2.5	3.0	30.4				
		Intercity through train to Hung Hom		86.5	186.4	19.7	42.6	1	12.7	7.5	-5.5	-	-	-	-8.7	-10.0	0.0	-32.6	2.5	3.0	35.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	186.4	5.0	54.9	8	85.4	7.4	0.0	0.0	-	-	-8.7	-14.3	9.0	-32.6	2.5	3.0	44.0	49.7			
		ER Lok Ma Chau to Hung Hom		85.1	181.3	5.0	54.9	4	79.7	6.2	0.0	0.0	-	-	-8.6	-14.3	6.0	-32.6	2.5	3.0	41.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	175.9	5.0	54.9	12	73.8	7.4	0.0	0.0	-	-	-8.5	-14.3	10.8	-32.6	2.5	3.0	47.1				
		Intercity through train to Hung Hom		86.5	186.4	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.7	-14.3	0.0	-32.6	2.5	3.0	36.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	185.2	19.0	66.8	8	85.3	7.4	0.0	0.0	-	-	-8.7	-7.5	9.0	-32.6	2.5	3.0	50.8	56.8			
		ER Lok Ma Chau to Hung Hom		85.1	183.1	19.0	66.8	4	79.3	5.3	0.0	0.0	2.0	-	-8.6	-7.5	6.0	-32.6	2.5	3.0	49.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	176.9	19.0	66.8	12	73.4	7.4	0.0	0.0	-	-	-8.5	-7.5	10.8	-32.6	2.5	3.0	53.8				
		Intercity through train to Hung Hom		86.5	185.2	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.7	-7.5	0.0	-32.6	2.5	3.0	43.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	185.2	27.0	90.1	8	2.2	7.4	-3.5	3.5	-	-	-8.7	-5.3	9.0	-32.6	2.5	3.0	53.0	58.1			
		ER Lok Ma Chau to Hung Hom		85.1	182.8	27.0	90.0	4	1.8	4.0	-17.2	4.6	2.5	-	-8.6	-5.3	6.0	-32.6	2.5	3.0	39.9				
		ER Hung Hom to Lo Wu		86.1	175.8	27.0	88.7	8	3.3	7.4	-1.0	1.0	-	-	-8.5	-5.3	9.0	-32.6	2.5	3.0	54.3				
		ER Hung Hom to Lok Ma Chau		86.1	175.8	27.0	90.2	4	3.0	7.4	-1.3	1.3	-	-	-8.5	-5.3	6.0	-32.6	2.5	3.0	51.3				
		Intercity through train to Hung Hom		86.5	185.2	27.0	90.1	1	2.2	7.4	-3.5	3.5	-	-	-8.7	-5.3	0.0	-32.6	2.5	3.0	45.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	185.2	30.3	61.6	8	43.9	7.5	0.0	0.0	-	-	-8.7	-5.9	9.0	-32.6	2.5	3.0	52.4	57.6			
		ER Hung Hom to Lo Wu		86.1	175.7	30.3	59.1	8	35.4	7.5	0.0	0.0	-	-	-8.5	-6.2	9.0	-32.6	2.5	3.0	53.5				
		ER Hung Hom to Lok Ma Chau		86.1	176.1	30.3	61.7	4	32.2	6.9	0.0	0.0	1.0	-	-8.5	-5.9	6.0	-32.6	2.5	3.0	51.7				
		Intercity through train to Hung Hom		86.5	185.2	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.7	-5.9	0.0	-32.6	2.5	3.0	44.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
35	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	187.9	19.7	42.6	8	12.7	7.5	-4.8	-	-	-	-8.8	-10.0	9.0	-32.6	2.5	3.0	43.5	44.5			
		ER Lok Ma Chau to Hung Hom		85.1	182.4	19.7	42.4	4	7.0	7.0	-15.7	-	-	-	-8.6	-10.0	6.0	-32.6	2.5	3.0	29.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	177.5	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-8.5	-10.0	10.8	-32.6	2.5	3.0	30.3				
		Intercity through train to Hung Hom		86.5	187.9	19.7	42.6	1	12.7	7.5	-4.8	-	-	-	-8.8	-10.0	0.0	-32.6	2.5	3.0	35.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	188.0	5.0	54.9	8	85.4	7.4	0.0	0.0	-	-	-8.8	-14.3	9.0	-32.6	2.5	3.0	43.9	49.6			
		ER Lok Ma Chau to Hung Hom		85.1	182.9	5.0	54.9	4	79.7	6.2	0.0	0.0	-	-	-8.6	-14.3	6.0	-32.6	2.5	3.0	41.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	177.6	5.0	54.9	12	73.8	7.4	0.0	0.0	-	-	-8.5	-14.3	10.8	-32.6	2.5	3.0	47.0				
		Intercity through train to Hung Hom		86.5	188.0	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.8	-14.3	0.0	-32.6	2.5	3.0	36.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	186.8	19.0	66.8	8	85.3	7.4	0.0	0.0	-	-	-8.7	-7.5	9.0	-32.6	2.5	3.0	50.8	56.8			
		ER Lok Ma Chau to Hung Hom		85.1	184.7	19.0	66.8	4	79.3	5.3	0.0	0.0	2.0	-	-8.7	-7.5	6.0	-32.6	2.5	3.0	49.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	178.6	19.0	66.8	12	73.4	7.4	0.0	0.0	-	-	-8.5	-7.5	10.8	-32.6	2.5	3.0	53.8				
		Intercity through train to Hung Hom		86.5	186.8	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.7	-7.5	0.0	-32.6	2.5	3.0	43.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	186.8	27.0	90.1	8	2.2	7.4	-3.2	3.2	-	-	-8.7	-5.3	9.0	-32.6	2.5	3.0	53.0	58.1			
		ER Lok Ma Chau to Hung Hom		85.1	184.5	27.0	90.0	4	1.8	4.0	-17.0	4.6	2.5	-	-8.7	-5.3	6.0	-32.6	2.5	3.0	40.0				
		ER Hung Hom to Lo Wu		86.1	177.5	27.0	88.7	8	3.3	7.4	-0.9	0.9	-	-	-8.5	-5.3	9.0	-32.6	2.5	3.0	54.2				
		ER Hung Hom to Lok Ma Chau		86.1	177.5	27.0	90.2	4	3.0	7.4	-1.2	1.2	-	-	-8.5	-5.3	6.0	-32.6	2.5	3.0	51.2				
		Intercity through train to Hung Hom		86.5	186.8	27.0	90.1	1	2.2	7.4	-3.2	3.2	-	-	-8.7	-5.3	0.0	-32.6	2.5	3.0	45.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	186.8	30.3	61.6	8	43.9	7.5	0.0	0.0	-	-	-8.7	-5.9	9.0	-32.6	2.5	3.0	52.4	57.5			
		ER Hung Hom to Lo Wu		86.1	177.4	30.3	59.1	8	35.4	7.5	0.0	0.0	-	-	-8.5	-6.2	9.0	-32.6	2.5	3.0	53.4				
		ER Hung Hom to Lok Ma Chau		86.1	177.8	30.3	61.7	4	32.2	6.9	0.0	0.0	1.0	-	-8.5	-5.9	6.0	-32.6	2.5	3.0	51.6				
		Intercity through train to Hung Hom		86.5	186.8	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.7	-5.9	0.0	-32.6	2.5	3.0	44.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
36	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	189.6	19.7	42.6	8	12.7	7.5	-3.9	-	-	-	-8.8	-10.0	9.0	-32.6	2.5	3.0	44.3	45.3			
		ER Lok Ma Chau to Hung Hom		85.1	184.1	19.7	42.4	4	7.0	7.0	-15.4	-	-	-	-8.7	-10.0	6.0	-32.6	2.5	3.0	29.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	179.2	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-8.6	-10.0	10.8	-32.6	2.5	3.0	30.3				
		Intercity through train to Hung Hom		86.5	189.6	19.7	42.6	1	12.7	7.5	-3.9	-	-	-	-8.8	-10.0	0.0	-32.6	2.5	3.0	36.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	189.6	5.0	54.9	8	85.4	7.4	0.0	0.0	-	-	-8.8	-14.3	9.0	-32.6	2.5	3.0	43.9	49.6			
		ER Lok Ma Chau to Hung Hom		85.1	184.6	5.0	54.9	4	79.7	6.2	0.0	0.0	-	-	-8.7	-14.3	6.0	-32.6	2.5	3.0	41.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	179.3	5.0	54.9	12	73.8	7.4	0.0	0.0	-	-	-8.6	-14.3	10.8	-32.6	2.5	3.0	47.0				
		Intercity through train to Hung Hom		86.5	189.6	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.8	-14.3	0.0	-32.6	2.5	3.0	36.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	188.4	19.0	66.8	8	85.3	7.4	0.0	0.0	-	-	-8.8	-7.5	9.0	-32.6	2.5	3.0	50.7	56.7			
		ER Lok Ma Chau to Hung Hom		85.1	186.4	19.0	66.8	4	79.3	5.3	0.0	0.0	2.0	-	-8.7	-7.5	6.0	-32.6	2.5	3.0	49.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	180.3	19.0	66.8	12	73.4	7.4	0.0	0.0	-	-	-8.6	-7.5	10.8	-32.6	2.5	3.0	53.7				
		Intercity through train to Hung Hom		86.5	188.4	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.8	-7.5	0.0	-32.6	2.5	3.0	43.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	188.4	27.0	90.1	8	2.2	7.4	-3.0	3.0	-	-	-8.8	-5.3	9.0	-32.6	2.5	3.0	52.9	58.0			
		ER Lok Ma Chau to Hung Hom		85.1	186.2	27.0	90.0	4	1.8	4.0	-16.9	4.6	2.5	-	-8.7	-5.3	6.0	-32.6	2.5	3.0	40.1				
		ER Hung Hom to Lo Wu		86.1	179.2	27.0	88.7	8	3.3	7.4	-0.8	0.8	-	-	-8.6	-5.3	9.0	-32.6	2.5	3.0	54.2				
		ER Hung Hom to Lok Ma Chau		86.1	179.2	27.0	90.2	4	3.0	7.4	-1.1	1.1	-	-	-8.6	-5.3	6.0	-32.6	2.5	3.0	51.2				
		Intercity through train to Hung Hom		86.5	188.4	27.0	90.1	1	2.2	7.4	-3.0	3.0	-	-	-8.8	-5.3	0.0	-32.6	2.5	3.0	45.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	188.4	30.3	61.6	8	43.9	7.5	0.0	0.0	-	-	-8.8	-5.9	9.0	-32.6	2.5	3.0	52.3	57.5			
		ER Hung Hom to Lo Wu		86.1	179.1	30.3	59.1	8	35.4	7.5	0.0	0.0	-	-	-8.6	-6.2	9.0	-32.6	2.5	3.0	53.4				
		ER Hung Hom to Lok Ma Chau		86.1	179.5	30.3	61.7	4	32.2	6.9	0.0	0.0	1.0	-	-8.6	-5.9	6.0	-32.6	2.5	3.0	51.6				
		Intercity through train to Hung Hom		86.5	188.4	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.8	-5.9	0.0	-32.6	2.5	3.0	44.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
37	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	191.2	19.7	42.6	8	12.7	7.5	-3.3	-	-	-	-8.8	-10.0	9.0	-32.6	2.5	3.0	44.9	45.9			
		ER Lok Ma Chau to Hung Hom		85.1	185.8	19.7	42.4	4	7.0	7.0	-15.1	-	-	-	-8.7	-10.0	6.0	-32.6	2.5	3.0	30.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	180.9	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-8.6	-10.0	10.8	-32.6	2.5	3.0	30.2				
		Intercity through train to Hung Hom		86.5	191.2	19.7	42.6	1	12.7	7.5	-3.3	-	-	-	-8.8	-10.0	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	191.2	5.0	54.9	8	85.4	7.4	0.0	0.0	-	-	-8.8	-14.3	9.0	-32.6	2.5	3.0	43.9	49.6			
		ER Lok Ma Chau to Hung Hom		85.1	186.3	5.0	54.9	4	79.7	6.2	0.0	0.0	-	-	-8.7	-14.3	6.0	-32.6	2.5	3.0	41.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	181.0	5.0	54.9	12	73.8	7.4	0.0	0.0	-	-	-8.6	-14.3	10.8	-32.6	2.5	3.0	46.9				
		Intercity through train to Hung Hom		86.5	191.2	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.8	-14.3	0.0	-32.6	2.5	3.0	36.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	190.0	19.0	66.8	8	85.3	7.4	0.0	0.0	-	-	-8.8	-7.5	9.0	-32.6	2.5	3.0	50.7	56.7			
		ER Lok Ma Chau to Hung Hom		85.1	188.1	19.0	66.8	4	79.3	5.3	0.0	0.0	2.0	-	-8.8	-7.5	6.0	-32.6	2.5	3.0	49.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	182.0	19.0	66.8	12	73.4	7.4	0.0	0.0	-	-	-8.6	-7.5	10.8	-32.6	2.5	3.0	53.7				
		Intercity through train to Hung Hom		86.5	190.0	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.8	-7.5	0.0	-32.6	2.5	3.0	43.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	190.0	27.0	90.1	8	2.2	7.4	-2.8	2.8	-	-	-8.8	-5.3	9.0	-32.6	2.5	3.0	52.9	58.0			
		ER Lok Ma Chau to Hung Hom		85.1	187.9	27.0	90.0	4	1.8	4.0	-16.8	4.6	2.5	-	-8.8	-5.3	6.0	-32.6	2.5	3.0	40.2				
		ER Hung Hom to Lo Wu		86.1	180.9	27.0	88.7	8	3.3	7.4	-0.7	0.7	-	-	-8.6	-5.3	9.0	-32.6	2.5	3.0	54.2				
		ER Hung Hom to Lok Ma Chau		86.1	180.9	27.0	90.2	4	3.0	7.4	-1.0	1.0	-	-	-8.6	-5.3	6.0	-32.6	2.5	3.0	51.2				
		Intercity through train to Hung Hom		86.5	190.0	27.0	90.1	1	2.2	7.4	-2.8	2.8	-	-	-8.8	-5.3	0.0	-32.6	2.5	3.0	45.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	190.1	30.3	61.6	8	43.9	7.5	0.0	0.0	-	-	-8.8	-5.9	9.0	-32.6	2.5	3.0	52.3	57.5			
		ER Hung Hom to Lo Wu		86.1	180.8	30.3	59.1	8	35.4	7.5	0.0	0.0	-	-	-8.6	-6.2	9.0	-32.6	2.5	3.0	53.4				
		ER Hung Hom to Lok Ma Chau		86.1	181.2	30.3	61.7	4	32.2	6.9	0.0	0.0	1.0	-	-8.6	-5.9	6.0	-32.6	2.5	3.0	51.5				
		Intercity through train to Hung Hom		86.5	190.1	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.8	-5.9	0.0	-32.6	2.5	3.0	44.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
38	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	192.9	19.7	42.6	8	12.7	7.5	-2.8	-	-	-	-8.9	-10.0	9.0	-32.6	2.5	3.0	45.4	46.3			
		ER Lok Ma Chau to Hung Hom		85.1	187.5	19.7	42.4	4	7.0	7.0	-14.8	-	-	-	-8.8	-10.0	6.0	-32.6	2.5	3.0	30.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	182.7	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-8.6	-10.0	10.8	-32.6	2.5	3.0	30.2				
		Intercity through train to Hung Hom		86.5	192.9	19.7	42.6	1	12.7	7.5	-2.8	-	-	-	-8.9	-10.0	0.0	-32.6	2.5	3.0	37.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	192.9	5.0	54.9	8	85.4	7.4	0.0	0.0	-	-	-8.9	-14.3	9.0	-32.6	2.5	3.0	43.8	49.5			
		ER Lok Ma Chau to Hung Hom		85.1	188.0	5.0	54.9	4	79.7	6.2	0.0	0.0	-	-	-8.8	-14.3	6.0	-32.6	2.5	3.0	40.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	182.8	5.0	54.9	12	73.8	7.4	0.0	0.0	-	-	-8.6	-14.3	10.8	-32.6	2.5	3.0	46.9				
		Intercity through train to Hung Hom		86.5	192.9	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.9	-14.3	0.0	-32.6	2.5	3.0	36.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	191.7	19.0	66.8	8	85.3	7.4	0.0	0.0	-	-	-8.8	-7.5	9.0	-32.6	2.5	3.0	50.6	56.6			
		ER Lok Ma Chau to Hung Hom		85.1	189.8	19.0	66.8	4	79.3	5.3	0.0	0.0	2.0	-	-8.8	-7.5	6.0	-32.6	2.5	3.0	49.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	183.8	19.0	66.8	12	73.4	7.4	0.0	0.0	-	-	-8.7	-7.5	10.8	-32.6	2.5	3.0	53.6				
		Intercity through train to Hung Hom		86.5	191.7	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.8	-7.5	0.0	-32.6	2.5	3.0	43.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	191.7	27.0	90.1	8	2.2	7.4	-2.7	2.7	-	-	-8.8	-5.3	9.0	-32.6	2.5	3.0	52.8	58.0			
		ER Lok Ma Chau to Hung Hom		85.1	189.6	27.0	90.0	4	1.8	4.0	-16.6	4.6	2.5	-	-8.8	-5.3	6.0	-32.6	2.5	3.0	40.3				
		ER Hung Hom to Lo Wu		86.1	182.7	27.0	88.7	8	3.3	7.4	-0.7	0.7	-	-	-8.6	-5.3	9.0	-32.6	2.5	3.0	54.1				
		ER Hung Hom to Lok Ma Chau		86.1	182.7	27.0	90.2	4	3.0	7.4	-0.9	0.9	-	-	-8.6	-5.3	6.0	-32.6	2.5	3.0	51.1				
		Intercity through train to Hung Hom		86.5	191.7	27.0	90.1	1	2.2	7.4	-2.7	2.7	-	-	-8.8	-5.3	0.0	-32.6	2.5	3.0	45.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	191.8	30.3	61.6	8	43.9	7.5	0.0	0.0	-	-	-8.8	-5.9	9.0	-32.6	2.5	3.0	52.2	57.4			
		ER Hung Hom to Lo Wu		86.1	182.6	30.3	59.1	8	35.4	7.5	0.0	0.0	-	-	-8.6	-6.2	9.0	-32.6	2.5	3.0	53.3				
		ER Hung Hom to Lok Ma Chau		86.1	183.0	30.3	61.7	4	32.2	6.9	0.0	0.0	1.0	-	-8.6	-5.9	6.0	-32.6	2.5	3.0	51.5				
		Intercity through train to Hung Hom		86.5	191.8	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.8	-5.9	0.0	-32.6	2.5	3.0	44.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
39	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	194.6	19.7	42.6	8	12.7	7.5	-2.4	-	-	-	-8.9	-10.0	9.0	-32.6	2.5	3.0	45.7	46.6			
		ER Lok Ma Chau to Hung Hom		85.1	189.3	19.7	42.4	4	7.0	7.0	-14.5	-	-	-	-8.8	-10.0	6.0	-32.6	2.5	3.0	30.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	184.4	19.7	42.5	12	1.0	7.5	-21.0	-	-	-	-8.7	-10.0	10.8	-32.6	2.5	3.0	30.2				
		Intercity through train to Hung Hom		86.5	194.6	19.7	42.6	1	12.7	7.5	-2.4	-	-	-	-8.9	-10.0	0.0	-32.6	2.5	3.0	38.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	194.6	5.0	54.9	8	85.4	7.4	0.0	0.0	-	-	-8.9	-14.3	9.0	-32.6	2.5	3.0	43.8	49.5			
		ER Lok Ma Chau to Hung Hom		85.1	189.8	5.0	54.9	4	79.7	6.2	0.0	0.0	-	-	-8.8	-14.3	6.0	-32.6	2.5	3.0	40.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	184.5	5.0	54.9	12	73.8	7.4	0.0	0.0	-	-	-8.7	-14.3	10.8	-32.6	2.5	3.0	46.8				
		Intercity through train to Hung Hom		86.5	194.6	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.9	-14.3	0.0	-32.6	2.5	3.0	36.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	193.4	19.0	66.8	8	85.3	7.4	0.0	0.0	-	-	-8.9	-7.5	9.0	-32.6	2.5	3.0	50.6	56.6			
		ER Lok Ma Chau to Hung Hom		85.1	191.6	19.0	66.8	4	79.3	5.3	0.0	0.0	2.0	-	-8.8	-7.5	6.0	-32.6	2.5	3.0	49.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	185.5	19.0	66.8	12	73.4	7.4	0.0	0.0	-	-	-8.7	-7.5	10.8	-32.6	2.5	3.0	53.6				
		Intercity through train to Hung Hom		86.5	193.4	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.9	-7.5	0.0	-32.6	2.5	3.0	43.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	193.4	27.0	90.1	8	2.2	7.4	-2.5	2.5	-	-	-8.9	-5.3	9.0	-32.6	2.5	3.0	52.8	57.9			
		ER Lok Ma Chau to Hung Hom		85.1	191.4	27.0	90.0	4	1.8	4.0	-16.5	4.6	2.5	-	-8.8	-5.3	6.0	-32.6	2.5	3.0	40.4				
		ER Hung Hom to Lo Wu		86.1	184.5	27.0	88.7	8	3.3	7.4	-0.6	0.6	-	-	-8.7	-5.3	9.0	-32.6	2.5	3.0	54.1				
		ER Hung Hom to Lok Ma Chau		86.1	184.5	27.0	90.2	4	3.0	7.4	-0.9	0.9	-	-	-8.7	-5.3	6.0	-32.6	2.5	3.0	51.1				
		Intercity through train to Hung Hom		86.5	193.4	27.0	90.1	1	2.2	7.4	-2.5	2.5	-	-	-8.9	-5.3	0.0	-32.6	2.5	3.0	45.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	193.5	30.3	61.6	8	43.9	7.5	0.0	0.0	-	-	-8.9	-5.9	9.0	-32.6	2.5	3.0	52.2	57.4			
		ER Hung Hom to Lo Wu		86.1	184.4	30.3	59.1	8	35.4	7.5	0.0	0.0	-	-	-8.7	-6.2	9.0	-32.6	2.5	3.0	53.3				
		ER Hung Hom to Lok Ma Chau		86.1	184.8	30.3	61.7	4	32.2	6.9	0.0	0.0	1.0	-	-8.7	-5.9	6.0	-32.6	2.5	3.0	51.5				
		Intercity through train to Hung Hom		86.5	193.5	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.9	-5.9	0.0	-32.6	2.5	3.0	44.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
40	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	196.3	19.7	42.6	8	12.7	7.5	-2.1	-	-	-	-8.9	-10.0	9.0	-32.6	2.5	3.0	46.0	46.9			
		ER Lok Ma Chau to Hung Hom		85.1	191.0	19.7	42.4	4	7.0	7.0	-14.2	-	-	-	-8.8	-10.0	6.0	-32.6	2.5	3.0	30.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	186.2	19.7	42.5	12	1.0	7.5	-20.9	-	-	-	-8.7	-10.0	10.8	-32.6	2.5	3.0	30.2				
		Intercity through train to Hung Hom		86.5	196.3	19.7	42.6	1	12.7	7.5	-2.1	-	-	-	-8.9	-10.0	0.0	-32.6	2.5	3.0	38.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	196.3	5.0	54.9	8	85.4	7.4	0.0	0.0	-	-	-8.9	-14.3	9.0	-32.6	2.5	3.0	43.8	49.4			
		ER Lok Ma Chau to Hung Hom		85.1	191.6	5.0	54.9	4	79.7	6.2	0.0	0.0	-	-	-8.8	-14.3	6.0	-32.6	2.5	3.0	40.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	186.3	5.0	54.9	12	73.8	7.4	0.0	0.0	-	-	-8.7	-14.3	10.8	-32.6	2.5	3.0	46.8				
		Intercity through train to Hung Hom		86.5	196.3	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-8.9	-14.3	0.0	-32.6	2.5	3.0	36.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	195.1	19.0	66.8	8	85.3	7.4	0.0	0.0	-	-	-8.9	-7.5	9.0	-32.6	2.5	3.0	50.6	56.5			
		ER Lok Ma Chau to Hung Hom		85.1	193.4	19.0	66.8	4	79.3	5.3	0.0	0.0	2.0	-	-8.9	-7.5	6.0	-32.6	2.5	3.0	49.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	187.3	19.0	66.8	12	73.4	7.4	0.0	0.0	-	-	-8.7	-7.5	10.8	-32.6	2.5	3.0	53.6				
		Intercity through train to Hung Hom		86.5	195.1	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-8.9	-7.5	0.0	-32.6	2.5	3.0	43.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	195.1	27.0	90.1	8	2.2	7.4	-2.4	2.4	-	-	-8.9	-5.3	9.0	-32.6	2.5	3.0	52.8	57.9			
		ER Lok Ma Chau to Hung Hom		85.1	193.2	27.0	90.0	4	1.8	4.0	-16.4	4.6	2.5	-	-8.9	-5.3	6.0	-32.6	2.5	3.0	40.5				
		ER Hung Hom to Lo Wu		86.1	186.3	27.0	88.7	8	3.3	7.4	-0.5	0.5	-	-	-8.7	-5.3	9.0	-32.6	2.5	3.0	54.0				
		ER Hung Hom to Lok Ma Chau		86.1	186.3	27.0	90.2	4	3.0	7.4	-0.8	0.8	-	-	-8.7	-5.3	6.0	-32.6	2.5	3.0	51.0				
		Intercity through train to Hung Hom		86.5	195.1	27.0	90.1	1	2.2	7.4	-2.4	2.4	-	-	-8.9	-5.3	0.0	-32.6	2.5	3.0	45.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	195.2	30.3	61.6	8	43.9	7.5	0.0	0.0	-	-	-8.9	-5.9	9.0	-32.6	2.5	3.0	52.2	57.3			
		ER Hung Hom to Lo Wu		86.1	186.2	30.3	59.1	8	35.4	7.5	0.0	0.0	-	-	-8.7	-6.2	9.0	-32.6	2.5	3.0	53.2				
		ER Hung Hom to Lok Ma Chau		86.1	186.6	30.3	61.7	4	32.2	6.9	0.0	0.0	1.0	-	-8.7	-5.9	6.0	-32.6	2.5	3.0	51.4				
		Intercity through train to Hung Hom		86.5	195.2	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-8.9	-5.9	0.0	-32.6	2.5	3.0	44.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
41	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	198.0	19.7	42.6	8	12.7	7.5	-1.8	-	-	-	-9.0	-10.0	9.0	-32.6	2.5	3.0	46.2	47.1			
		ER Lok Ma Chau to Hung Hom		85.1	192.8	19.7	42.4	4	7.0	7.0	-13.9	-	-	-	-8.9	-10.0	6.0	-32.6	2.5	3.0	31.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	188.1	19.7	42.5	12	1.0	7.5	-20.8	-	-	-	-8.8	-10.0	10.8	-32.6	2.5	3.0	30.3				
		Intercity through train to Hung Hom		86.5	198.0	19.7	42.6	1	12.7	7.5	-1.8	-	-	-	-9.0	-10.0	0.0	-32.6	2.5	3.0	38.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	198.0	5.0	54.9	8	85.4	7.4	0.0	0.0	-	-	-9.0	-14.3	9.0	-32.6	2.5	3.0	43.7	49.4			
		ER Lok Ma Chau to Hung Hom		85.1	193.3	5.0	54.9	4	79.7	6.2	0.0	0.0	-	-	-8.9	-14.3	6.0	-32.6	2.5	3.0	40.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	188.2	5.0	54.9	12	73.8	7.4	0.0	0.0	-	-	-8.8	-14.3	10.8	-32.6	2.5	3.0	46.8				
		Intercity through train to Hung Hom		86.5	198.0	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-9.0	-14.3	0.0	-32.6	2.5	3.0	36.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	196.9	19.0	66.8	8	85.3	7.4	0.0	0.0	-	-	-9.0	-7.5	9.0	-32.6	2.5	3.0	50.5	56.5			
		ER Lok Ma Chau to Hung Hom		85.1	195.1	19.0	66.8	4	79.3	5.3	0.0	0.0	2.0	-	-8.9	-7.5	6.0	-32.6	2.5	3.0	49.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	189.1	19.0	66.8	12	73.4	7.4	0.0	0.0	-	-	-8.8	-7.5	10.8	-32.6	2.5	3.0	53.5				
		Intercity through train to Hung Hom		86.5	196.9	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-9.0	-7.5	0.0	-32.6	2.5	3.0	43.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	196.9	27.0	90.1	8	2.2	7.4	-2.3	2.3	-	-	-9.0	-5.3	9.0	-32.6	2.5	3.0	52.7	57.8			
		ER Lok Ma Chau to Hung Hom		85.1	195.0	27.0	90.0	4	1.8	4.0	-16.2	4.6	2.5	-	-8.9	-5.3	6.0	-32.6	2.5	3.0	40.6				
		ER Hung Hom to Lo Wu		86.1	188.1	27.0	88.7	8	3.3	7.4	-0.5	0.5	-	-	-8.8	-5.3	9.0	-32.6	2.5	3.0	54.0				
		ER Hung Hom to Lok Ma Chau		86.1	188.1	27.0	90.2	4	3.0	7.4	-0.7	0.7	-	-	-8.8	-5.3	6.0	-32.6	2.5	3.0	51.0				
		Intercity through train to Hung Hom		86.5	196.9	27.0	90.1	1	2.2	7.4	-2.3	2.3	-	-	-9.0	-5.3	0.0	-32.6	2.5	3.0	45.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	196.9	30.3	61.6	8	43.9	7.5	0.0	0.0	-	-	-9.0	-5.9	9.0	-32.6	2.5	3.0	52.1	57.3			
		ER Hung Hom to Lo Wu		86.1	188.0	30.3	59.1	8	35.4	7.5	0.0	0.0	-	-	-8.8	-6.2	9.0	-32.6	2.5	3.0	53.2				
		ER Hung Hom to Lok Ma Chau		86.1	188.4	30.3	61.7	4	32.2	6.9	0.0	0.0	1.0	-	-8.8	-5.9	6.0	-32.6	2.5	3.0	51.4				
		Intercity through train to Hung Hom		86.5	196.9	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-9.0	-5.9	0.0	-32.6	2.5	3.0	44.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
42	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	199.8	19.7	42.6	8	12.7	7.5	-1.6	-	-	-	-9.0	-10.0	9.0	-32.6	2.5	3.0	46.4	47.3			
		ER Lok Ma Chau to Hung Hom		85.1	194.6	19.7	42.4	4	7.0	7.0	-13.6	-	-	-	-8.9	-10.0	6.0	-32.6	2.5	3.0	31.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	189.9	19.7	42.5	12	1.0	7.5	-20.7	-	-	-	-8.8	-10.0	10.8	-32.6	2.5	3.0	30.3				
		Intercity through train to Hung Hom		86.5	199.8	19.7	42.6	1	12.7	7.5	-1.6	-	-	-	-9.0	-10.0	0.0	-32.6	2.5	3.0	38.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	199.8	5.0	54.9	8	85.4	7.4	0.0	0.0	-	-	-9.0	-14.3	9.0	-32.6	2.5	3.0	43.7	49.4			
		ER Lok Ma Chau to Hung Hom		85.1	195.2	5.0	54.9	4	79.7	6.2	0.0	0.0	-	-	-8.9	-14.3	6.0	-32.6	2.5	3.0	40.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	190.0	5.0	54.9	12	73.8	7.4	0.0	0.0	-	-	-8.8	-14.3	10.8	-32.6	2.5	3.0	46.7				
		Intercity through train to Hung Hom		86.5	199.8	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-9.0	-14.3	0.0	-32.6	2.5	3.0	36.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	198.6	19.0	66.8	8	85.3	7.4	0.0	0.0	-	-	-9.0	-7.5	9.0	-32.6	2.5	3.0	50.5	56.5			
		ER Lok Ma Chau to Hung Hom		85.1	197.0	19.0	66.8	4	79.3	5.3	0.0	0.0	2.0	-	-9.0	-7.5	6.0	-32.6	2.5	3.0	49.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	191.0	19.0	66.8	12	73.4	7.4	0.0	0.0	-	-	-8.8	-7.5	10.8	-32.6	2.5	3.0	53.5				
		Intercity through train to Hung Hom		86.5	198.6	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-9.0	-7.5	0.0	-32.6	2.5	3.0	42.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	198.6	27.0	90.1	8	2.2	7.4	-2.1	2.1	-	-	-9.0	-5.3	9.0	-32.6	2.5	3.0	52.7	57.8			
		ER Lok Ma Chau to Hung Hom		85.1	196.8	27.0	90.0	4	1.8	4.0	-16.1	4.6	2.5	-	-9.0	-5.3	6.0	-32.6	2.5	3.0	40.7				
		ER Hung Hom to Lo Wu		86.1	190.0	27.0	88.7	8	3.3	7.4	-0.4	0.4	-	-	-8.8	-5.3	9.0	-32.6	2.5	3.0	53.9				
		ER Hung Hom to Lok Ma Chau		86.1	190.0	27.0	90.2	4	3.0	7.4	-0.7	0.7	-	-	-8.8	-5.3	6.0	-32.6	2.5	3.0	50.9				
		Intercity through train to Hung Hom		86.5	198.6	27.0	90.1	1	2.2	7.4	-2.1	2.1	-	-	-9.0	-5.3	0.0	-32.6	2.5	3.0	45.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	198.7	30.3	61.6	8	43.9	7.5	0.0	0.0	-	-	-9.0	-5.9	9.0	-32.6	2.5	3.0	52.1	57.3			
		ER Hung Hom to Lo Wu		86.1	189.8	30.3	59.1	8	35.4	7.5	0.0	0.0	-	-	-8.8	-6.2	9.0	-32.6	2.5	3.0	53.1				
		ER Hung Hom to Lok Ma Chau		86.1	190.3	30.3	61.7	4	32.2	6.9	0.0	0.0	1.0	-	-8.8	-5.9	6.0	-32.6	2.5	3.0	51.3				
		Intercity through train to Hung Hom		86.5	198.7	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-9.0	-5.9	0.0	-32.6	2.5	3.0	44.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
43	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	201.5	19.7	42.6	8	12.7	7.5	-1.4	-	-	-	-9.1	-10.0	9.0	-32.6	2.5	3.0	46.6	47.5			
		ER Lok Ma Chau to Hung Hom		85.1	196.5	19.7	42.4	4	7.0	7.0	-13.3	-	-	-	-9.0	-10.0	6.0	-32.6	2.5	3.0	31.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	191.8	19.7	42.5	12	1.0	7.5	-20.6	-	-	-	-8.8	-10.0	10.8	-32.6	2.5	3.0	30.4				
		Intercity through train to Hung Hom		86.5	201.5	19.7	42.6	1	12.7	7.5	-1.4	-	-	-	-9.1	-10.0	0.0	-32.6	2.5	3.0	39.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	201.6	5.0	54.9	8	85.4	7.4	0.0	0.0	-	-	-9.1	-14.3	9.0	-32.6	2.5	3.0	43.6	49.3			
		ER Lok Ma Chau to Hung Hom		85.1	197.0	5.0	54.9	4	79.7	6.2	0.0	0.0	-	-	-9.0	-14.3	6.0	-32.6	2.5	3.0	40.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	191.9	5.0	54.9	12	73.8	7.4	0.0	0.0	-	-	-8.9	-14.3	10.8	-32.6	2.5	3.0	46.7				
		Intercity through train to Hung Hom		86.5	201.6	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-9.1	-14.3	0.0	-32.6	2.5	3.0	36.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	200.4	19.0	66.8	8	85.3	7.4	0.0	0.0	-	-	-9.0	-7.5	9.0	-32.6	2.5	3.0	50.4	56.4			
		ER Lok Ma Chau to Hung Hom		85.1	198.8	19.0	66.8	4	79.3	5.3	0.0	0.0	2.0	-	-9.0	-7.5	6.0	-32.6	2.5	3.0	49.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	192.8	19.0	66.8	12	73.4	7.4	0.0	0.0	-	-	-8.9	-7.5	10.8	-32.6	2.5	3.0	53.4				
		Intercity through train to Hung Hom		86.5	200.4	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-9.0	-7.5	0.0	-32.6	2.5	3.0	42.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	200.4	27.0	90.1	8	2.2	7.4	-2.0	2.0	-	-	-9.0	-5.3	9.0	-32.6	2.5	3.0	52.7	57.8			
		ER Lok Ma Chau to Hung Hom		85.1	198.7	27.0	90.0	4	1.8	4.0	-15.9	4.6	2.5	-	-9.0	-5.3	6.0	-32.6	2.5	3.0	40.8				
		ER Hung Hom to Lo Wu		86.1	191.8	27.0	88.7	8	3.3	7.4	-0.4	0.4	-	-	-8.8	-5.3	9.0	-32.6	2.5	3.0	53.9				
		ER Hung Hom to Lok Ma Chau		86.1	191.8	27.0	90.2	4	3.0	7.4	-0.6	0.6	-	-	-8.8	-5.3	6.0	-32.6	2.5	3.0	50.9				
		Intercity through train to Hung Hom		86.5	200.4	27.0	90.1	1	2.2	7.4	-2.0	2.0	-	-	-9.0	-5.3	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	200.5	30.3	61.6	8	43.9	7.5	0.0	0.0	-	-	-9.0	-5.9	9.0	-32.6	2.5	3.0	52.0	57.2			
		ER Hung Hom to Lo Wu		86.1	191.7	30.3	59.1	8	35.4	7.5	0.0	0.0	-	-	-8.8	-6.2	9.0	-32.6	2.5	3.0	53.1				
		ER Hung Hom to Lok Ma Chau		86.1	192.2	30.3	61.7	4	32.2	6.9	0.0	0.0	1.0	-	-8.9	-5.9	6.0	-32.6	2.5	3.0	51.3				
		Intercity through train to Hung Hom		86.5	200.5	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-9.0	-5.9	0.0	-32.6	2.5	3.0	44.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

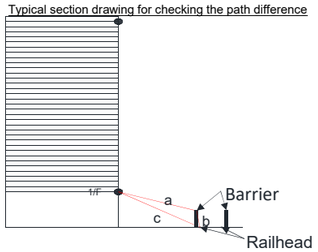
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1201a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
44	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	203.3	19.7	42.6	8	12.7	7.5	-1.2	-	-	-	-9.1	-10.0	9.0	-32.6	2.5	3.0	46.7	47.6			
		ER Lok Ma Chau to Hung Hom		85.1	198.3	19.7	42.4	4	7.0	7.0	-13.0	-	-	-	-9.0	-10.0	6.0	-32.6	2.5	3.0	32.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	193.7	19.7	42.5	12	1.0	7.5	-20.5	-	-	-	-8.9	-10.0	10.8	-32.6	2.5	3.0	30.4				
		Intercity through train to Hung Hom		86.5	203.3	19.7	42.6	1	12.7	7.5	-1.2	-	-	-	-9.1	-10.0	0.0	-32.6	2.5	3.0	39.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	203.4	5.0	54.9	8	85.4	7.4	0.0	0.0	-	-	-9.1	-14.3	9.0	-32.6	2.5	3.0	43.6	49.3			
		ER Lok Ma Chau to Hung Hom		85.1	198.9	5.0	54.9	4	79.7	6.2	0.0	0.0	-	-	-9.0	-14.3	6.0	-32.6	2.5	3.0	40.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	193.8	5.0	54.9	12	73.8	7.4	0.0	0.0	-	-	-8.9	-14.3	10.8	-32.6	2.5	3.0	46.6				
		Intercity through train to Hung Hom		86.5	203.4	5.0	54.9	1	85.4	7.4	0.0	0.0	-	-	-9.1	-14.3	0.0	-32.6	2.5	3.0	36.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	202.2	19.0	66.8	8	85.3	7.4	0.0	0.0	-	-	-9.1	-7.5	9.0	-32.6	2.5	3.0	50.4	56.4			
		ER Lok Ma Chau to Hung Hom		85.1	200.7	19.0	66.8	4	79.3	5.3	0.0	0.0	2.0	-	-9.0	-7.5	6.0	-32.6	2.5	3.0	49.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	194.7	19.0	66.8	12	73.4	7.4	0.0	0.0	-	-	-8.9	-7.5	10.8	-32.6	2.5	3.0	53.4				
		Intercity through train to Hung Hom		86.5	202.2	19.0	66.8	1	85.3	7.4	0.0	0.0	-	-	-9.1	-7.5	0.0	-32.6	2.5	3.0	42.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	202.2	27.0	90.1	8	2.2	7.4	-1.9	1.9	-	-	-9.1	-5.3	9.0	-32.6	2.5	3.0	52.6	57.7			
		ER Lok Ma Chau to Hung Hom		85.1	200.6	27.0	90.0	4	1.8	4.0	-15.8	4.6	2.5	-	-9.0	-5.3	6.0	-32.6	2.5	3.0	40.9				
		ER Hung Hom to Lo Wu		86.1	193.7	27.0	88.7	8	3.3	7.4	-0.3	0.3	-	-	-8.9	-5.3	9.0	-32.6	2.5	3.0	53.9				
		ER Hung Hom to Lok Ma Chau		86.1	193.7	27.0	90.2	4	3.0	7.4	-0.6	0.6	-	-	-8.9	-5.3	6.0	-32.6	2.5	3.0	50.9				
		Intercity through train to Hung Hom		86.5	202.2	27.0	90.1	1	2.2	7.4	-1.9	1.9	-	-	-9.1	-5.3	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	202.3	30.3	61.6	8	43.9	7.5	0.0	0.0	-	-	-9.1	-5.9	9.0	-32.6	2.5	3.0	52.0	57.2			
		ER Hung Hom to Lo Wu		86.1	193.6	30.3	59.1	8	35.4	7.5	0.0	0.0	-	-	-8.9	-6.2	9.0	-32.6	2.5	3.0	53.1				
		ER Hung Hom to Lok Ma Chau		86.1	194.1	30.3	61.7	4	32.2	6.9	0.0	0.0	1.0	-	-8.9	-5.9	6.0	-32.6	2.5	3.0	51.3				
		Intercity through train to Hung Hom		86.5	202.3	30.3	61.6	1	43.9	7.5	0.0	0.0	-	-	-9.1	-5.9	0.0	-32.6	2.5	3.0	44.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																					Max predicted noise impact $L_{eq\ 30min}$	63	60	N

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction
[16] 23/F is the refuge floor, so it is not included in the assessment.

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	179.4	17.9	47.9	10	12.7	7.4	-20.1	-	-	-	-8.6	-9.6	10.0	-32.6	2.5	3.0	29.7	34.8			
		ER Lok Ma Chau to Hung Hom		85.1	173.9	17.9	47.9	5	7.0	6.9	-21.0	-	-	-	-8.4	-9.6	7.0	-32.6	2.5	3.0	25.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	167.9	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.3	-9.6	11.8	-32.6	2.5	3.0	31.9				
		Intercity through train to Hung Hom		86.5	179.4	17.9	47.9	1	12.7	7.4	-20.1	-	-	-	-8.6	-9.6	0.0	-32.6	2.5	3.0	21.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	179.6	6.4	60.2	10	14.5	7.4	-3.1	1.4	-	-	-8.6	-12.7	10.0	-32.6	2.5	3.0	45.0	47.6			
		ER Lok Ma Chau to Hung Hom		85.1	174.2	6.4	60.1	5	2.4	6.2	-12.1	4.4	-	-	-8.4	-12.8	7.0	-32.6	2.5	3.0	36.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	167.9	6.4	60.1	15	2.8	7.4	-11.7	4.3	-	-	-8.3	-12.8	11.8	-32.6	2.5	3.0	42.4				
		Intercity through train to Hung Hom		86.5	179.6	6.4	60.2	1	14.5	7.4	-3.1	1.4	-	-	-8.6	-12.7	0.0	-32.6	2.5	3.0	36.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	179.4	21.9	74.2	10	1.9	7.4	-13.6	4.5	-	-	-8.6	-6.5	10.0	-32.6	2.5	3.0	43.8	50.3			
		ER Lok Ma Chau to Hung Hom		85.1	174.4	21.9	74.4	5	2.3	5.1	-19.4	4.4	2.0	-	-8.4	-6.5	7.0	-32.6	2.5	3.0	37.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	169.3	21.9	74.2	15	2.9	7.4	-11.6	4.3	-	-	-8.3	-6.5	11.8	-32.6	2.5	3.0	48.7				
		Intercity through train to Hung Hom		86.5	179.4	21.9	74.2	1	1.9	7.4	-13.6	4.5	-	-	-8.6	-6.5	0.0	-32.6	2.5	3.0	35.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	179.8	17.9	47.9	10	12.7	7.4	-19.9	-	-	-	-8.6	-9.6	10.0	-32.6	2.5	3.0	29.9	34.9			
		ER Lok Ma Chau to Hung Hom		85.1	174.3	17.9	47.9	5	7.0	6.9	-21.0	-	-	-	-8.4	-9.6	7.0	-32.6	2.5	3.0	25.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	168.3	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.3	-9.6	11.8	-32.6	2.5	3.0	31.9				
		Intercity through train to Hung Hom		86.5	179.8	17.9	47.9	1	12.7	7.4	-19.9	-	-	-	-8.6	-9.6	0.0	-32.6	2.5	3.0	21.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	180.0	6.4	60.2	10	14.5	7.4	-2.5	1.4	-	-	-8.6	-12.7	10.0	-32.6	2.5	3.0	45.6	48.0			
		ER Lok Ma Chau to Hung Hom		85.1	174.6	6.4	60.1	5	2.4	6.2	-11.9	4.4	-	-	-8.4	-12.8	7.0	-32.6	2.5	3.0	36.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	168.3	6.4	60.1	15	2.8	7.4	-11.4	4.3	-	-	-8.3	-12.8	11.8	-32.6	2.5	3.0	42.7				
		Intercity through train to Hung Hom		86.5	180.0	6.4	60.2	1	14.5	7.4	-2.5	1.4	-	-	-8.6	-12.7	0.0	-32.6	2.5	3.0	37.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	179.8	21.9	74.2	10	1.9	7.4	-13.4	4.5	-	-	-8.6	-6.5	10.0	-32.6	2.5	3.0	44.0	50.5			
		ER Lok Ma Chau to Hung Hom		85.1	174.8	21.9	74.4	5	2.3	5.1	-19.3	4.4	2.0	-	-8.4	-6.5	7.0	-32.6	2.5	3.0	37.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	169.7	21.9	74.2	15	2.9	7.4	-11.3	4.3	-	-	-8.3	-6.5	11.8	-32.6	2.5	3.0	49.0				
		Intercity through train to Hung Hom		86.5	179.8	21.9	74.2	1	1.9	7.4	-13.4	4.5	-	-	-8.6	-6.5	0.0	-32.6	2.5	3.0	35.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	180.2	17.9	47.9	10	12.7	7.4	-19.7	-	-	-	-8.6	-9.6	10.0	-32.6	2.5	3.0	30.1	34.9			
		ER Lok Ma Chau to Hung Hom		85.1	174.7	17.9	47.9	5	7.0	6.9	-21.0	-	-	-	-8.4	-9.6	7.0	-32.6	2.5	3.0	25.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	168.8	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.3	-9.6	11.8	-32.6	2.5	3.0	31.9				
		Intercity through train to Hung Hom		86.5	180.2	17.9	47.9	1	12.7	7.4	-19.7	-	-	-	-8.6	-9.6	0.0	-32.6	2.5	3.0	21.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	180.4	6.4	60.2	10	14.5	7.4	-2.1	1.4	-	-	-8.6	-12.7	10.0	-32.6	2.5	3.0	46.0	48.4			
		ER Lok Ma Chau to Hung Hom		85.1	175.0	6.4	60.1	5	2.4	6.2	-11.6	4.4	-	-	-8.5	-12.8	7.0	-32.6	2.5	3.0	36.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	168.8	6.4	60.1	15	2.8	7.4	-11.1	4.3	-	-	-8.3	-12.8	11.8	-32.6	2.5	3.0	43.0				
		Intercity through train to Hung Hom		86.5	180.4	6.4	60.2	1	14.5	7.4	-2.1	1.4	-	-	-8.6	-12.7	0.0	-32.6	2.5	3.0	37.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	180.2	21.9	74.2	10	1.9	7.4	-13.2	4.5	-	-	-8.6	-6.5	10.0	-32.6	2.5	3.0	44.2	50.8			
		ER Lok Ma Chau to Hung Hom		85.1	175.3	21.9	74.4	5	2.3	5.1	-19.1	4.4	2.0	-	-8.5	-6.5	7.0	-32.6	2.5	3.0	37.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	170.2	21.9	74.2	15	2.9	7.4	-10.9	4.3	-	-	-8.3	-6.5	11.8	-32.6	2.5	3.0	49.3				
		Intercity through train to Hung Hom		86.5	180.2	21.9	74.2	1	1.9	7.4	-13.2	4.5	-	-	-8.6	-6.5	0.0	-32.6	2.5	3.0	35.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	180.7	17.9	47.9	10	12.7	7.4	-19.5	-	-	-	-8.6	-9.6	10.0	-32.6	2.5	3.0	30.3	35.0			
		ER Lok Ma Chau to Hung Hom		85.1	175.2	17.9	47.9	5	7.0	6.9	-21.0	-	-	-	-8.5	-9.6	7.0	-32.6	2.5	3.0	25.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	169.3	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.3	-9.6	11.8	-32.6	2.5	3.0	31.9				
		Intercity through train to Hung Hom		86.5	180.7	17.9	47.9	1	12.7	7.4	-19.5	-	-	-	-8.6	-9.6	0.0	-32.6	2.5	3.0	21.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	180.9	6.4	60.2	10	14.5	7.4	-1.7	1.4	-	-	-8.6	-12.7	10.0	-32.6	2.5	3.0	46.3	48.7			
		ER Lok Ma Chau to Hung Hom		85.1	175.5	6.4	60.1	5	2.4	6.2	-11.3	4.4	-	-	-8.5	-12.8	7.0	-32.6	2.5	3.0	36.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	169.3	6.4	60.1	15	2.8	7.4	-10.8	4.3	-	-	-8.3	-12.8	11.8	-32.6	2.5	3.0	43.3				
		Intercity through train to Hung Hom		86.5	180.9	6.4	60.2	1	14.5	7.4	-1.7	1.4	-	-	-8.6	-12.7	0.0	-32.6	2.5	3.0	37.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	180.7	21.9	74.2	10	1.9	7.4	-13.0	4.5	-	-	-8.6	-6.5	10.0	-32.6	2.5	3.0	44.4	51.1			
		ER Lok Ma Chau to Hung Hom		85.1	175.8	21.9	74.4	5	2.3	5.1	-19.0	4.4	2.0	-	-8.5	-6.5	7.0	-32.6	2.5	3.0	37.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	170.7	21.9	74.2	15	2.9	7.4	-10.6	4.3	-	-	-8.3	-6.5	11.8	-32.6	2.5	3.0	49.6				
		Intercity through train to Hung Hom		86.5	180.7	21.9	74.2	1	1.9	7.4	-13.0	4.5	-	-	-8.6	-6.5	0.0	-32.6	2.5	3.0	35.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	181.2	17.9	47.9	10	12.7	7.4	-19.2	-	-	-	-8.6	-9.6	10.0	-32.6	2.5	3.0	30.5	35.1			
		ER Lok Ma Chau to Hung Hom		85.1	175.7	17.9	47.9	5	7.0	6.9	-21.0	-	-	-	-8.5	-9.6	7.0	-32.6	2.5	3.0	25.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	169.8	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.3	-9.6	11.8	-32.6	2.5	3.0	31.9				
		Intercity through train to Hung Hom		86.5	181.2	17.9	47.9	1	12.7	7.4	-19.2	-	-	-	-8.6	-9.6	0.0	-32.6	2.5	3.0	22.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	181.4	6.4	60.2	10	14.5	7.4	-1.4	1.4	-	-	-8.6	-12.7	10.0	-32.6	2.5	3.0	46.6	49.0			
		ER Lok Ma Chau to Hung Hom		85.1	176.0	6.4	60.1	5	2.4	6.2	-11.0	4.4	-	-	-8.5	-12.8	7.0	-32.6	2.5	3.0	37.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	169.8	6.4	60.1	15	2.8	7.4	-10.4	4.3	-	-	-8.3	-12.8	11.8	-32.6	2.5	3.0	43.6				
		Intercity through train to Hung Hom		86.5	181.4	6.4	60.2	1	14.5	7.4	-1.4	1.4	-	-	-8.6	-12.7	0.0	-32.6	2.5	3.0	38.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	181.2	21.9	74.2	10	1.9	7.4	-12.8	4.5	-	-	-8.6	-6.5	10.0	-32.6	2.5	3.0	44.6	51.4			
		ER Lok Ma Chau to Hung Hom		85.1	176.4	21.9	74.4	5	2.3	5.1	-18.9	4.4	2.0	-	-8.5	-6.5	7.0	-32.6	2.5	3.0	37.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	171.2	21.9	74.2	15	2.9	7.4	-10.2	4.3	-	-	-8.4	-6.5	11.8	-32.6	2.5	3.0	50.0				
		Intercity through train to Hung Hom		86.5	181.2	21.9	74.2	1	1.9	7.4	-12.8	4.5	-	-	-8.6	-6.5	0.0	-32.6	2.5	3.0	36.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	181.7	17.9	47.9	10	12.7	7.4	-19.0	-	-	-	-8.6	-9.6	10.0	-32.6	2.5	3.0	30.7	35.2			
		ER Lok Ma Chau to Hung Hom		85.1	176.3	17.9	47.9	5	7.0	6.9	-21.0	-	-	-	-8.5	-9.6	7.0	-32.6	2.5	3.0	25.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	170.4	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.3	-9.6	11.8	-32.6	2.5	3.0	31.9				
		Intercity through train to Hung Hom		86.5	181.7	17.9	47.9	1	12.7	7.4	-19.0	-	-	-	-8.6	-9.6	0.0	-32.6	2.5	3.0	22.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	181.9	6.4	60.2	10	14.5	7.4	-1.2	1.2	-	-	-8.6	-12.7	10.0	-32.6	2.5	3.0	46.6	49.2			
		ER Lok Ma Chau to Hung Hom		85.1	176.6	6.4	60.1	5	2.4	6.2	-10.7	4.4	-	-	-8.5	-12.8	7.0	-32.6	2.5	3.0	37.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	170.4	6.4	60.1	15	2.8	7.4	-10.1	4.3	-	-	-8.3	-12.8	11.8	-32.6	2.5	3.0	44.0				
		Intercity through train to Hung Hom		86.5	181.9	6.4	60.2	1	14.5	7.4	-1.2	1.2	-	-	-8.6	-12.7	0.0	-32.6	2.5	3.0	38.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	181.7	21.9	74.2	10	1.9	7.4	-12.5	4.5	-	-	-8.6	-6.5	10.0	-32.6	2.5	3.0	44.8	51.7			
		ER Lok Ma Chau to Hung Hom		85.1	177.0	21.9	74.4	5	2.3	5.1	-18.8	4.4	2.0	-	-8.5	-6.5	7.0	-32.6	2.5	3.0	37.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	171.8	21.9	74.2	15	2.9	7.4	-9.9	4.3	-	-	-8.4	-6.5	11.8	-32.6	2.5	3.0	50.3				
		Intercity through train to Hung Hom		86.5	181.7	21.9	74.2	1	1.9	7.4	-12.5	4.5	-	-	-8.6	-6.5	0.0	-32.6	2.5	3.0	36.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	182.3	17.9	47.9	10	12.7	7.4	-18.8	-	-	-	-8.6	-9.6	10.0	-32.6	2.5	3.0	31.0	35.2			
		ER Lok Ma Chau to Hung Hom		85.1	176.9	17.9	47.9	5	7.0	6.9	-21.0	-	-	-	-8.5	-9.6	7.0	-32.6	2.5	3.0	25.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	171.0	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.4	-9.6	11.8	-32.6	2.5	3.0	31.8				
		Intercity through train to Hung Hom		86.5	182.3	17.9	47.9	1	12.7	7.4	-18.8	-	-	-	-8.6	-9.6	0.0	-32.6	2.5	3.0	22.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	182.5	6.4	60.2	10	14.5	7.4	-1.0	1.0	-	-	-8.6	-12.7	10.0	-32.6	2.5	3.0	46.6	49.3			
		ER Lok Ma Chau to Hung Hom		85.1	177.2	6.4	60.1	5	2.4	6.2	-10.4	4.4	-	-	-8.5	-12.8	7.0	-32.6	2.5	3.0	37.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	171.0	6.4	60.1	15	2.8	7.4	-9.7	4.3	-	-	-8.4	-12.8	11.8	-32.6	2.5	3.0	44.3				
		Intercity through train to Hung Hom		86.5	182.5	6.4	60.2	1	14.5	7.4	-1.0	1.0	-	-	-8.6	-12.7	0.0	-32.6	2.5	3.0	38.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	182.3	21.9	74.2	10	1.9	7.4	-12.3	4.5	-	-	-8.6	-6.5	10.0	-32.6	2.5	3.0	45.0	52.0			
		ER Lok Ma Chau to Hung Hom		85.1	177.6	21.9	74.4	5	2.3	5.1	-18.7	4.4	2.0	-	-8.5	-6.5	7.0	-32.6	2.5	3.0	37.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	172.4	21.9	74.2	15	2.9	7.4	-9.5	4.3	-	-	-8.4	-6.5	11.8	-32.6	2.5	3.0	50.7				
		Intercity through train to Hung Hom		86.5	182.3	21.9	74.2	1	1.9	7.4	-12.3	4.5	-	-	-8.6	-6.5	0.0	-32.6	2.5	3.0	36.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	182.9	17.9	47.9	10	12.7	7.4	-18.5	-	-	-	-8.6	-9.6	10.0	-32.6	2.5	3.0	31.2	35.3			
		ER Lok Ma Chau to Hung Hom		85.1	177.5	17.9	47.9	5	7.0	6.9	-21.0	-	-	-	-8.5	-9.6	7.0	-32.6	2.5	3.0	25.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	171.7	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.4	-9.6	11.8	-32.6	2.5	3.0	31.8				
		Intercity through train to Hung Hom		86.5	182.9	17.9	47.9	1	12.7	7.4	-18.5	-	-	-	-8.6	-9.6	0.0	-32.6	2.5	3.0	22.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	183.1	6.4	60.2	10	14.5	7.4	-0.8	0.8	-	-	-8.6	-12.7	10.0	-32.6	2.5	3.0	46.6	49.4			
		ER Lok Ma Chau to Hung Hom		85.1	177.9	6.4	60.1	5	2.4	6.2	-10.1	4.4	-	-	-8.5	-12.8	7.0	-32.6	2.5	3.0	38.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	171.7	6.4	60.1	15	2.8	7.4	-9.3	4.3	-	-	-8.4	-12.8	11.8	-32.6	2.5	3.0	44.7				
		Intercity through train to Hung Hom		86.5	183.1	6.4	60.2	1	14.5	7.4	-0.8	0.8	-	-	-8.6	-12.7	0.0	-32.6	2.5	3.0	38.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	182.9	21.9	74.2	10	1.9	7.4	-12.1	4.5	-	-	-8.6	-6.5	10.0	-32.6	2.5	3.0	45.2	52.3			
		ER Lok Ma Chau to Hung Hom		85.1	178.3	21.9	74.4	5	2.3	5.1	-18.5	4.4	2.0	-	-8.5	-6.5	7.0	-32.6	2.5	3.0	37.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	173.0	21.9	74.2	15	2.9	7.4	-9.1	4.3	-	-	-8.4	-6.5	11.8	-32.6	2.5	3.0	51.0				
		Intercity through train to Hung Hom		86.5	182.9	21.9	74.2	1	1.9	7.4	-12.1	4.5	-	-	-8.6	-6.5	0.0	-32.6	2.5	3.0	36.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	183.6	17.9	47.9	10	12.7	7.4	-18.3	-	-	-	-8.7	-9.6	10.0	-32.6	2.5	3.0	31.4	35.4			
		ER Lok Ma Chau to Hung Hom		85.1	178.2	17.9	47.9	5	7.0	6.9	-21.0	-	-	-	-8.5	-9.6	7.0	-32.6	2.5	3.0	25.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	172.4	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.4	-9.6	11.8	-32.6	2.5	3.0	31.8				
		Intercity through train to Hung Hom		86.5	183.6	17.9	47.9	1	12.7	7.4	-18.3	-	-	-	-8.7	-9.6	0.0	-32.6	2.5	3.0	22.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	183.8	6.4	60.2	10	14.5	7.4	-0.6	0.6	-	-	-8.7	-12.7	10.0	-32.6	2.5	3.0	46.6	49.6			
		ER Lok Ma Chau to Hung Hom		85.1	178.6	6.4	60.1	5	2.4	6.2	-9.8	4.4	-	-	-8.5	-12.8	7.0	-32.6	2.5	3.0	38.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	172.4	6.4	60.1	15	2.8	7.4	-8.9	4.3	-	-	-8.4	-12.8	11.8	-32.6	2.5	3.0	45.1				
		Intercity through train to Hung Hom		86.5	183.8	6.4	60.2	1	14.5	7.4	-0.6	0.6	-	-	-8.7	-12.7	0.0	-32.6	2.5	3.0	38.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	183.6	21.9	74.2	10	1.9	7.4	-11.9	4.5	-	-	-8.7	-6.5	10.0	-32.6	2.5	3.0	45.5	52.7			
		ER Lok Ma Chau to Hung Hom		85.1	179.0	21.9	74.4	5	2.3	5.1	-18.4	4.4	2.0	-	-8.5	-6.5	7.0	-32.6	2.5	3.0	37.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	173.7	21.9	74.2	15	2.9	7.4	-8.7	4.3	-	-	-8.4	-6.5	11.8	-32.6	2.5	3.0	51.4				
		Intercity through train to Hung Hom		86.5	183.6	21.9	74.2	1	1.9	7.4	-11.9	4.5	-	-	-8.7	-6.5	0.0	-32.6	2.5	3.0	36.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	184.3	17.9	47.9	10	12.7	7.4	-18.0	-	-	-	-8.7	-9.6	10.0	-32.6	2.5	3.0	31.7	35.5			
		ER Lok Ma Chau to Hung Hom		85.1	178.9	17.9	47.9	5	7.0	6.9	-21.0	-	-	-	-8.5	-9.6	7.0	-32.6	2.5	3.0	25.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	173.1	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.4	-9.6	11.8	-32.6	2.5	3.0	31.8				
		Intercity through train to Hung Hom		86.5	184.3	17.9	47.9	1	12.7	7.4	-18.0	-	-	-	-8.7	-9.6	0.0	-32.6	2.5	3.0	23.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	184.5	6.4	60.2	10	14.5	7.4	-0.4	0.4	-	-	-8.7	-12.7	10.0	-32.6	2.5	3.0	46.6	49.7			
		ER Lok Ma Chau to Hung Hom		85.1	179.3	6.4	60.1	5	2.4	6.2	-9.4	4.4	-	-	-8.6	-12.8	7.0	-32.6	2.5	3.0	38.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	173.1	6.4	60.1	15	2.8	7.4	-8.5	4.3	-	-	-8.4	-12.8	11.8	-32.6	2.5	3.0	45.4				
		Intercity through train to Hung Hom		86.5	184.5	6.4	60.2	1	14.5	7.4	-0.4	0.4	-	-	-8.7	-12.7	0.0	-32.6	2.5	3.0	38.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	184.3	21.9	74.2	10	1.9	7.4	-11.6	4.5	-	-	-8.7	-6.5	10.0	-32.6	2.5	3.0	45.7	53.0			
		ER Lok Ma Chau to Hung Hom		85.1	179.7	21.9	74.4	5	2.3	5.1	-18.3	4.4	2.0	-	-8.6	-6.5	7.0	-32.6	2.5	3.0	38.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	174.5	21.9	74.2	15	2.9	7.4	-8.3	4.3	-	-	-8.4	-6.5	11.8	-32.6	2.5	3.0	51.8				
		Intercity through train to Hung Hom		86.5	184.3	21.9	74.2	1	1.9	7.4	-11.6	4.5	-	-	-8.7	-6.5	0.0	-32.6	2.5	3.0	37.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	185.0	17.9	47.9	10	12.7	7.4	-17.7	-	-	-	-8.7	-9.6	10.0	-32.6	2.5	3.0	32.0	35.7			
		ER Lok Ma Chau to Hung Hom		85.1	179.7	17.9	47.9	5	7.0	6.9	-21.0	-	-	-	-8.6	-9.6	7.0	-32.6	2.5	3.0	25.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	173.9	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.4	-9.6	11.8	-32.6	2.5	3.0	31.8				
		Intercity through train to Hung Hom		86.5	185.0	17.9	47.9	1	12.7	7.4	-17.7	-	-	-	-8.7	-9.6	0.0	-32.6	2.5	3.0	23.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	185.2	6.4	60.2	10	14.5	7.4	-0.3	0.3	-	-	-8.7	-12.7	10.0	-32.6	2.5	3.0	46.6	49.9			
		ER Lok Ma Chau to Hung Hom		85.1	180.1	6.4	60.1	5	2.4	6.2	-9.1	4.4	-	-	-8.6	-12.8	7.0	-32.6	2.5	3.0	39.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	173.9	6.4	60.1	15	2.8	7.4	-8.1	4.3	-	-	-8.4	-12.8	11.8	-32.6	2.5	3.0	45.8				
		Intercity through train to Hung Hom		86.5	185.2	6.4	60.2	1	14.5	7.4	-0.3	0.3	-	-	-8.7	-12.7	0.0	-32.6	2.5	3.0	38.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	185.0	21.9	74.2	10	1.9	7.4	-11.4	4.5	-	-	-8.7	-6.5	10.0	-32.6	2.5	3.0	45.9	53.4			
		ER Lok Ma Chau to Hung Hom		85.1	180.5	21.9	74.4	5	2.3	5.1	-18.2	4.4	2.0	-	-8.6	-6.5	7.0	-32.6	2.5	3.0	38.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	175.3	21.9	74.2	15	2.9	7.4	-7.9	4.3	-	-	-8.5	-6.5	11.8	-32.6	2.5	3.0	52.2				
		Intercity through train to Hung Hom		86.5	185.0	21.9	74.2	1	1.9	7.4	-11.4	4.5	-	-	-8.7	-6.5	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	185.8	17.9	47.9	10	12.7	7.4	-17.4	-	-	-	-8.7	-9.6	10.0	-32.6	2.5	3.0	32.2	35.8			
		ER Lok Ma Chau to Hung Hom		85.1	180.5	17.9	47.9	5	7.0	6.9	-20.8	-	-	-	-8.6	-9.6	7.0	-32.6	2.5	3.0	26.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	174.7	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.4	-9.6	11.8	-32.6	2.5	3.0	31.8				
		Intercity through train to Hung Hom		86.5	185.8	17.9	47.9	1	12.7	7.4	-17.4	-	-	-	-8.7	-9.6	0.0	-32.6	2.5	3.0	23.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	186.0	6.4	60.2	10	14.5	7.4	-0.2	0.2	-	-	-8.7	-12.7	10.0	-32.6	2.5	3.0	46.5	50.1			
		ER Lok Ma Chau to Hung Hom		85.1	180.9	6.4	60.1	5	2.4	6.2	-8.7	4.4	-	-	-8.6	-12.8	7.0	-32.6	2.5	3.0	39.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	174.7	6.4	60.1	15	2.8	7.4	-7.7	4.3	-	-	-8.4	-12.8	11.8	-32.6	2.5	3.0	46.2				
		Intercity through train to Hung Hom		86.5	186.0	6.4	60.2	1	14.5	7.4	-0.2	0.2	-	-	-8.7	-12.7	0.0	-32.6	2.5	3.0	38.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	185.8	21.9	74.2	10	1.9	7.4	-11.1	4.5	-	-	-8.7	-6.5	10.0	-32.6	2.5	3.0	46.1	53.7			
		ER Lok Ma Chau to Hung Hom		85.1	181.4	21.9	74.4	5	2.3	5.1	-18.0	4.4	2.0	-	-8.6	-6.5	7.0	-32.6	2.5	3.0	38.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	176.1	21.9	74.2	15	2.9	7.4	-7.5	4.3	-	-	-8.5	-6.5	11.8	-32.6	2.5	3.0	52.6				
		Intercity through train to Hung Hom		86.5	185.8	21.9	74.2	1	1.9	7.4	-11.1	4.5	-	-	-8.7	-6.5	0.0	-32.6	2.5	3.0	37.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	186.6	17.9	47.9	10	12.7	7.4	-17.1	-	-	-	-8.7	-9.6	10.0	-32.6	2.5	3.0	32.5	35.9			
		ER Lok Ma Chau to Hung Hom		85.1	181.4	17.9	47.9	5	7.0	6.9	-20.7	-	-	-	-8.6	-9.6	7.0	-32.6	2.5	3.0	26.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	175.6	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.5	-9.6	11.8	-32.6	2.5	3.0	31.7				
		Intercity through train to Hung Hom		86.5	186.6	17.9	47.9	1	12.7	7.4	-17.1	-	-	-	-8.7	-9.6	0.0	-32.6	2.5	3.0	24.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	186.8	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-8.7	-12.7	10.0	-32.6	2.5	3.0	46.5	50.2			
		ER Lok Ma Chau to Hung Hom		85.1	181.8	6.4	60.1	5	2.4	6.2	-8.4	4.4	-	-	-8.6	-12.8	7.0	-32.6	2.5	3.0	39.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	175.6	6.4	60.1	15	2.8	7.4	-7.4	4.3	-	-	-8.5	-12.8	11.8	-32.6	2.5	3.0	46.5				
		Intercity through train to Hung Hom		86.5	186.8	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-8.7	-12.7	0.0	-32.6	2.5	3.0	38.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	186.6	21.9	74.2	10	1.9	7.4	-10.9	4.5	-	-	-8.7	-6.5	10.0	-32.6	2.5	3.0	46.4	54.0			
		ER Lok Ma Chau to Hung Hom		85.1	182.2	21.9	74.4	5	2.3	5.1	-17.9	4.4	2.0	-	-8.6	-6.5	7.0	-32.6	2.5	3.0	38.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	176.9	21.9	74.2	15	2.9	7.4	-7.1	4.3	-	-	-8.5	-6.5	11.8	-32.6	2.5	3.0	52.9				
		Intercity through train to Hung Hom		86.5	186.6	21.9	74.2	1	1.9	7.4	-10.9	4.5	-	-	-8.7	-6.5	0.0	-32.6	2.5	3.0	37.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
17	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	187.5	17.9	47.9	10	12.7	7.4	-16.8	-	-	-	-8.8	-9.6	10.0	-32.6	2.5	3.0	32.8	36.1			
		ER Lok Ma Chau to Hung Hom		85.1	182.2	17.9	47.9	5	7.0	6.9	-20.5	-	-	-	-8.6	-9.6	7.0	-32.6	2.5	3.0	26.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	176.5	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.5	-9.6	11.8	-32.6	2.5	3.0	31.7				
		Intercity through train to Hung Hom		86.5	187.5	17.9	47.9	1	12.7	7.4	-16.8	-	-	-	-8.8	-9.6	0.0	-32.6	2.5	3.0	24.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	187.7	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-8.8	-12.7	10.0	-32.6	2.5	3.0	46.5	50.4			
		ER Lok Ma Chau to Hung Hom		85.1	182.7	6.4	60.1	5	2.4	6.2	-8.0	4.4	-	-	-8.6	-12.8	7.0	-32.6	2.5	3.0	40.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	176.5	6.4	60.1	15	2.8	7.4	-7.0	4.3	-	-	-8.5	-12.8	11.8	-32.6	2.5	3.0	46.9				
		Intercity through train to Hung Hom		86.5	187.7	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-8.8	-12.7	0.0	-32.6	2.5	3.0	38.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	187.5	21.9	74.2	10	1.9	7.4	-10.6	4.5	-	-	-8.8	-6.5	10.0	-32.6	2.5	3.0	46.6	54.3			
		ER Lok Ma Chau to Hung Hom		85.1	183.1	21.9	74.4	5	2.3	5.1	-17.8	4.4	2.0	-	-8.6	-6.5	7.0	-32.6	2.5	3.0	38.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	177.8	21.9	74.2	15	2.9	7.4	-6.7	4.3	-	-	-8.5	-6.5	11.8	-32.6	2.5	3.0	53.3				
		Intercity through train to Hung Hom		86.5	187.5	21.9	74.2	1	1.9	7.4	-10.6	4.5	-	-	-8.8	-6.5	0.0	-32.6	2.5	3.0	38.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
18	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	188.4	17.9	47.9	10	12.7	7.4	-16.5	-	-	-	-8.8	-9.6	10.0	-32.6	2.5	3.0	33.1	36.3			
		ER Lok Ma Chau to Hung Hom		85.1	183.2	17.9	47.9	5	7.0	6.9	-20.4	-	-	-	-8.6	-9.6	7.0	-32.6	2.5	3.0	26.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	177.4	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.5	-9.6	11.8	-32.6	2.5	3.0	31.7				
		Intercity through train to Hung Hom		86.5	188.4	17.9	47.9	1	12.7	7.4	-16.5	-	-	-	-8.8	-9.6	0.0	-32.6	2.5	3.0	24.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	188.6	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-8.8	-12.7	10.0	-32.6	2.5	3.0	46.5	50.6			
		ER Lok Ma Chau to Hung Hom		85.1	183.6	6.4	60.1	5	2.4	6.2	-7.7	4.4	-	-	-8.7	-12.8	7.0	-32.6	2.5	3.0	40.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	177.4	6.4	60.1	15	2.8	7.4	-6.6	4.3	-	-	-8.5	-12.8	11.8	-32.6	2.5	3.0	47.2				
		Intercity through train to Hung Hom		86.5	188.6	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-8.8	-12.7	0.0	-32.6	2.5	3.0	38.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	188.4	21.9	74.2	10	1.9	7.4	-10.4	4.5	-	-	-8.8	-6.5	10.0	-32.6	2.5	3.0	46.8	54.6			
		ER Lok Ma Chau to Hung Hom		85.1	184.1	21.9	74.4	5	2.3	5.1	-17.6	4.4	2.0	-	-8.7	-6.5	7.0	-32.6	2.5	3.0	38.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	178.8	21.9	74.2	15	2.9	7.4	-6.4	4.3	-	-	-8.5	-6.5	11.8	-32.6	2.5	3.0	53.6				
		Intercity through train to Hung Hom		86.5	188.4	21.9	74.2	1	1.9	7.4	-10.4	4.5	-	-	-8.8	-6.5	0.0	-32.6	2.5	3.0	38.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
19	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	189.3	17.9	47.9	10	12.7	7.4	-16.2	-	-	-	-8.8	-9.6	10.0	-32.6	2.5	3.0	33.4	36.4			
		ER Lok Ma Chau to Hung Hom		85.1	184.1	17.9	47.9	5	7.0	6.9	-20.2	-	-	-	-8.7	-9.6	7.0	-32.6	2.5	3.0	26.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	178.4	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.5	-9.6	11.8	-32.6	2.5	3.0	31.7				
		Intercity through train to Hung Hom		86.5	189.3	17.9	47.9	1	12.7	7.4	-16.2	-	-	-	-8.8	-9.6	0.0	-32.6	2.5	3.0	24.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	189.5	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-8.8	-12.7	10.0	-32.6	2.5	3.0	46.5	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	184.6	6.4	60.1	5	2.4	6.2	-7.4	4.4	-	-	-8.7	-12.8	7.0	-32.6	2.5	3.0	40.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	178.4	6.4	60.1	15	2.8	7.4	-6.3	4.3	-	-	-8.5	-12.8	11.8	-32.6	2.5	3.0	47.5				
		Intercity through train to Hung Hom		86.5	189.5	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-8.8	-12.7	0.0	-32.6	2.5	3.0	38.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	189.3	21.9	74.2	10	1.9	7.4	-10.1	4.5	-	-	-8.8	-6.5	10.0	-32.6	2.5	3.0	47.1	54.9			
		ER Lok Ma Chau to Hung Hom		85.1	185.1	21.9	74.4	5	2.3	5.1	-17.5	4.4	2.0	-	-8.7	-6.5	7.0	-32.6	2.5	3.0	38.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	179.7	21.9	74.2	15	2.9	7.4	-6.1	4.3	-	-	-8.6	-6.5	11.8	-32.6	2.5	3.0	53.9				
		Intercity through train to Hung Hom		86.5	189.3	21.9	74.2	1	1.9	7.4	-10.1	4.5	-	-	-8.8	-6.5	0.0	-32.6	2.5	3.0	38.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
20	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	190.2	17.9	47.9	10	12.7	7.4	-15.8	-	-	-	-8.8	-9.6	10.0	-32.6	2.5	3.0	33.7	36.6			
		ER Lok Ma Chau to Hung Hom		85.1	185.1	17.9	47.9	5	7.0	6.9	-20.0	-	-	-	-8.7	-9.6	7.0	-32.6	2.5	3.0	26.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	179.4	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.6	-9.6	11.8	-32.6	2.5	3.0	31.6				
		Intercity through train to Hung Hom		86.5	190.2	17.9	47.9	1	12.7	7.4	-15.8	-	-	-	-8.8	-9.6	0.0	-32.6	2.5	3.0	25.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	190.4	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-8.8	-12.7	10.0	-32.6	2.5	3.0	46.4	50.9			
		ER Lok Ma Chau to Hung Hom		85.1	185.6	6.4	60.1	5	2.4	6.2	-7.0	4.4	-	-	-8.7	-12.8	7.0	-32.6	2.5	3.0	40.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	179.4	6.4	60.1	15	2.8	7.4	-6.0	4.3	-	-	-8.6	-12.8	11.8	-32.6	2.5	3.0	47.8				
		Intercity through train to Hung Hom		86.5	190.4	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-8.8	-12.7	0.0	-32.6	2.5	3.0	37.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	190.2	21.9	74.2	10	1.9	7.4	-9.8	4.5	-	-	-8.8	-6.5	10.0	-32.6	2.5	3.0	47.3	55.1			
		ER Lok Ma Chau to Hung Hom		85.1	186.1	21.9	74.4	5	2.3	5.1	-17.4	4.4	2.0	-	-8.7	-6.5	7.0	-32.6	2.5	3.0	38.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	180.7	21.9	74.2	15	2.9	7.4	-5.9	4.3	-	-	-8.6	-6.5	11.8	-32.6	2.5	3.0	54.1				
		Intercity through train to Hung Hom		86.5	190.2	21.9	74.2	1	1.9	7.4	-9.8	4.5	-	-	-8.8	-6.5	0.0	-32.6	2.5	3.0	38.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
21	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	191.2	17.9	47.9	10	12.7	7.4	-15.5	-	-	-	-8.8	-9.6	10.0	-32.6	2.5	3.0	34.0	36.8			
		ER Lok Ma Chau to Hung Hom		85.1	186.1	17.9	47.9	5	7.0	6.9	-19.9	-	-	-	-8.7	-9.6	7.0	-32.6	2.5	3.0	26.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	180.5	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.6	-9.6	11.8	-32.6	2.5	3.0	31.6				
		Intercity through train to Hung Hom		86.5	191.2	17.9	47.9	1	12.7	7.4	-15.5	-	-	-	-8.8	-9.6	0.0	-32.6	2.5	3.0	25.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	191.4	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-8.8	-12.7	10.0	-32.6	2.5	3.0	46.4	51.0			
		ER Lok Ma Chau to Hung Hom		85.1	186.6	6.4	60.1	5	2.4	6.2	-6.7	4.4	-	-	-8.7	-12.8	7.0	-32.6	2.5	3.0	41.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	180.5	6.4	60.1	15	2.8	7.4	-5.8	4.3	-	-	-8.6	-12.8	11.8	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	191.4	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-8.8	-12.7	0.0	-32.6	2.5	3.0	37.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	191.2	21.9	74.2	10	1.9	7.4	-9.5	4.5	-	-	-8.8	-6.5	10.0	-32.6	2.5	3.0	47.6	55.3			
		ER Lok Ma Chau to Hung Hom		85.1	187.1	21.9	74.4	5	2.3	5.1	-17.2	4.4	2.0	-	-8.7	-6.5	7.0	-32.6	2.5	3.0	38.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	181.8	21.9	74.2	15	2.9	7.4	-5.7	4.3	-	-	-8.6	-6.5	11.8	-32.6	2.5	3.0	54.3				
		Intercity through train to Hung Hom		86.5	191.2	21.9	74.2	1	1.9	7.4	-9.5	4.5	-	-	-8.8	-6.5	0.0	-32.6	2.5	3.0	39.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
22	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	192.3	17.9	47.9	10	12.7	7.4	-15.1	-	-	-	-8.9	-9.6	10.0	-32.6	2.5	3.0	34.4	37.0			
		ER Lok Ma Chau to Hung Hom		85.1	187.2	17.9	47.9	5	7.0	6.9	-19.7	-	-	-	-8.7	-9.6	7.0	-32.6	2.5	3.0	26.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	181.6	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.6	-9.6	11.8	-32.6	2.5	3.0	31.6				
		Intercity through train to Hung Hom		86.5	192.3	17.9	47.9	1	12.7	7.4	-15.1	-	-	-	-8.9	-9.6	0.0	-32.6	2.5	3.0	25.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	192.4	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-8.9	-12.7	10.0	-32.6	2.5	3.0	46.4	51.1			
		ER Lok Ma Chau to Hung Hom		85.1	187.7	6.4	60.1	5	2.4	6.2	-6.4	4.4	-	-	-8.8	-12.8	7.0	-32.6	2.5	3.0	41.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	181.6	6.4	60.1	15	2.8	7.4	-5.6	4.3	-	-	-8.6	-12.8	11.8	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	192.4	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-8.9	-12.7	0.0	-32.6	2.5	3.0	37.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	192.3	21.9	74.2	10	1.9	7.4	-9.3	4.5	-	-	-8.9	-6.5	10.0	-32.6	2.5	3.0	47.8	55.4			
		ER Lok Ma Chau to Hung Hom		85.1	188.2	21.9	74.4	5	2.3	5.1	-17.1	4.4	2.0	-	-8.8	-6.5	7.0	-32.6	2.5	3.0	39.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	182.9	21.9	74.2	15	2.9	7.4	-5.6	4.3	-	-	-8.6	-6.5	11.8	-32.6	2.5	3.0	54.3				
		Intercity through train to Hung Hom		86.5	192.3	21.9	74.2	1	1.9	7.4	-9.3	4.5	-	-	-8.9	-6.5	0.0	-32.6	2.5	3.0	39.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
24	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	194.7	17.9	47.9	10	12.7	7.4	-14.2	-	-	-	-8.9	-9.6	10.0	-32.6	2.5	3.0	35.2	37.6			
		ER Lok Ma Chau to Hung Hom		85.1	189.7	17.9	47.9	5	7.0	6.9	-19.3	-	-	-	-8.8	-9.6	7.0	-32.6	2.5	3.0	27.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	184.2	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.7	-9.6	11.8	-32.6	2.5	3.0	31.5				
		Intercity through train to Hung Hom		86.5	194.7	17.9	47.9	1	12.7	7.4	-14.2	-	-	-	-8.9	-9.6	0.0	-32.6	2.5	3.0	26.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	194.9	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-8.9	-12.7	10.0	-32.6	2.5	3.0	46.3	51.2			
		ER Lok Ma Chau to Hung Hom		85.1	190.2	6.4	60.1	5	2.4	6.2	-5.9	4.4	-	-	-8.8	-12.8	7.0	-32.6	2.5	3.0	41.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	184.2	6.4	60.1	15	2.8	7.4	-5.4	4.3	-	-	-8.7	-12.8	11.8	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	194.9	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-8.9	-12.7	0.0	-32.6	2.5	3.0	37.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	194.7	21.9	74.2	10	1.9	7.4	-8.6	4.5	-	-	-8.9	-6.5	10.0	-32.6	2.5	3.0	48.4	55.9			
		ER Lok Ma Chau to Hung Hom		85.1	190.8	21.9	74.4	5	2.3	5.1	-16.8	4.4	2.0	-	-8.8	-6.5	7.0	-32.6	2.5	3.0	39.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	185.4	21.9	74.2	15	2.9	7.4	-5.1	4.3	-	-	-8.7	-6.5	11.8	-32.6	2.5	3.0	54.7				
		Intercity through train to Hung Hom		86.5	194.7	21.9	74.2	1	1.9	7.4	-8.6	4.5	-	-	-8.9	-6.5	0.0	-32.6	2.5	3.0	39.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
25	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	195.8	17.9	47.9	10	12.7	7.4	-13.8	-	-	-	-8.9	-9.6	10.0	-32.6	2.5	3.0	35.6	37.9			
		ER Lok Ma Chau to Hung Hom		85.1	190.9	17.9	47.9	5	7.0	6.9	-19.2	-	-	-	-8.8	-9.6	7.0	-32.6	2.5	3.0	27.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	185.4	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.7	-9.6	11.8	-32.6	2.5	3.0	31.5				
		Intercity through train to Hung Hom		86.5	195.8	17.9	47.9	1	12.7	7.4	-13.8	-	-	-	-8.9	-9.6	0.0	-32.6	2.5	3.0	27.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	196.0	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-8.9	-12.7	10.0	-32.6	2.5	3.0	46.3	51.4			
		ER Lok Ma Chau to Hung Hom		85.1	191.4	6.4	60.1	5	2.4	6.2	-5.7	4.4	-	-	-8.8	-12.8	7.0	-32.6	2.5	3.0	42.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	185.4	6.4	60.1	15	2.8	7.4	-5.0	4.3	-	-	-8.7	-12.8	11.8	-32.6	2.5	3.0	48.7				
		Intercity through train to Hung Hom		86.5	196.0	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-8.9	-12.7	0.0	-32.6	2.5	3.0	37.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	195.8	21.9	74.2	10	1.9	7.4	-8.3	4.5	-	-	-8.9	-6.5	10.0	-32.6	2.5	3.0	48.7	56.3			
		ER Lok Ma Chau to Hung Hom		85.1	192.0	21.9	74.4	5	2.3	5.1	-16.6	4.4	2.0	-	-8.9	-6.5	7.0	-32.6	2.5	3.0	39.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	186.6	21.9	74.2	15	2.9	7.4	-4.6	4.3	-	-	-8.7	-6.5	11.8	-32.6	2.5	3.0	55.2				
		Intercity through train to Hung Hom		86.5	195.8	21.9	74.2	1	1.9	7.4	-8.3	4.5	-	-	-8.9	-6.5	0.0	-32.6	2.5	3.0	40.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
26	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	197.0	17.9	47.9	10	12.7	7.4	-13.4	-	-	-	-9.0	-9.6	10.0	-32.6	2.5	3.0	36.0	38.2			
		ER Lok Ma Chau to Hung Hom		85.1	192.1	17.9	47.9	5	7.0	6.9	-19.0	-	-	-	-8.9	-9.6	7.0	-32.6	2.5	3.0	27.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	186.6	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.7	-9.6	11.8	-32.6	2.5	3.0	31.5				
		Intercity through train to Hung Hom		86.5	197.0	17.9	47.9	1	12.7	7.4	-13.4	-	-	-	-9.0	-9.6	0.0	-32.6	2.5	3.0	27.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	197.2	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-9.0	-12.7	10.0	-32.6	2.5	3.0	46.3	51.7			
		ER Lok Ma Chau to Hung Hom		85.1	192.6	6.4	60.1	5	2.4	6.2	-5.6	4.4	-	-	-8.9	-12.8	7.0	-32.6	2.5	3.0	42.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	186.6	6.4	60.1	15	2.8	7.4	-4.5	4.3	-	-	-8.7	-12.8	11.8	-32.6	2.5	3.0	49.1				
		Intercity through train to Hung Hom		86.5	197.2	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.0	-12.7	0.0	-32.6	2.5	3.0	37.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	197.0	21.9	74.2	10	1.9	7.4	-8.1	4.5	-	-	-9.0	-6.5	10.0	-32.6	2.5	3.0	49.0	56.6			
		ER Lok Ma Chau to Hung Hom		85.1	193.2	21.9	74.4	5	2.3	5.1	-16.5	4.4	2.0	-	-8.9	-6.5	7.0	-32.6	2.5	3.0	39.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	187.8	21.9	74.2	15	2.9	7.4	-4.2	4.2	-	-	-8.8	-6.5	11.8	-32.6	2.5	3.0	55.5				
		Intercity through train to Hung Hom		86.5	197.0	21.9	74.2	1	1.9	7.4	-8.1	4.5	-	-	-9.0	-6.5	0.0	-32.6	2.5	3.0	40.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
27	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	198.2	17.9	47.9	10	12.7	7.4	-12.9	-	-	-	-9.0	-9.6	10.0	-32.6	2.5	3.0	36.5	38.5			
		ER Lok Ma Chau to Hung Hom		85.1	193.3	17.9	47.9	5	7.0	6.9	-18.8	-	-	-	-8.9	-9.6	7.0	-32.6	2.5	3.0	27.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	187.8	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.8	-9.6	11.8	-32.6	2.5	3.0	31.4				
		Intercity through train to Hung Hom		86.5	198.2	17.9	47.9	1	12.7	7.4	-12.9	-	-	-	-9.0	-9.6	0.0	-32.6	2.5	3.0	28.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	198.4	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-9.0	-12.7	10.0	-32.6	2.5	3.0	46.3	51.8			
		ER Lok Ma Chau to Hung Hom		85.1	193.8	6.4	60.1	5	2.4	6.2	-5.6	4.4	-	-	-8.9	-12.8	7.0	-32.6	2.5	3.0	42.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	187.8	6.4	60.1	15	2.8	7.4	-4.1	4.1	-	-	-8.8	-12.8	11.8	-32.6	2.5	3.0	49.3				
		Intercity through train to Hung Hom		86.5	198.4	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.0	-12.7	0.0	-32.6	2.5	3.0	37.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	198.2	21.9	74.2	10	1.9	7.4	-7.8	4.5	-	-	-9.0	-6.5	10.0	-32.6	2.5	3.0	49.2	56.6			
		ER Lok Ma Chau to Hung Hom		85.1	194.4	21.9	74.4	5	2.3	5.1	-16.3	4.4	2.0	-	-8.9	-6.5	7.0	-32.6	2.5	3.0	39.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	189.1	21.9	74.2	15	2.9	7.4	-3.8	3.8	-	-	-8.8	-6.5	11.8	-32.6	2.5	3.0	55.5				
		Intercity through train to Hung Hom		86.5	198.2	21.9	74.2	1	1.9	7.4	-7.8	4.5	-	-	-9.0	-6.5	0.0	-32.6	2.5	3.0	40.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
28	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	199.4	17.9	47.9	10	12.7	7.4	-12.4	-	-	-	-9.0	-9.6	10.0	-32.6	2.5	3.0	36.9	38.8			
		ER Lok Ma Chau to Hung Hom		85.1	194.6	17.9	47.9	5	7.0	6.9	-18.6	-	-	-	-8.9	-9.6	7.0	-32.6	2.5	3.0	27.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	189.1	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.8	-9.6	11.8	-32.6	2.5	3.0	31.4				
		Intercity through train to Hung Hom		86.5	199.4	17.9	47.9	1	12.7	7.4	-12.4	-	-	-	-9.0	-9.6	0.0	-32.6	2.5	3.0	28.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	199.6	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-9.0	-12.7	10.0	-32.6	2.5	3.0	46.2	51.7			
		ER Lok Ma Chau to Hung Hom		85.1	195.1	6.4	60.1	5	2.4	6.2	-5.5	4.4	-	-	-8.9	-12.8	7.0	-32.6	2.5	3.0	42.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	189.1	6.4	60.1	15	2.8	7.4	-3.7	3.7	-	-	-8.8	-12.8	11.8	-32.6	2.5	3.0	49.3				
		Intercity through train to Hung Hom		86.5	199.6	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.0	-12.7	0.0	-32.6	2.5	3.0	37.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	199.4	21.9	74.2	10	1.9	7.4	-7.5	4.5	-	-	-9.0	-6.5	10.0	-32.6	2.5	3.0	49.5	56.6			
		ER Lok Ma Chau to Hung Hom		85.1	195.7	21.9	74.4	5	2.3	5.1	-16.2	4.4	2.0	-	-8.9	-6.5	7.0	-32.6	2.5	3.0	39.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	190.4	21.9	74.2	15	2.9	7.4	-3.5	3.5	-	-	-8.8	-6.5	11.8	-32.6	2.5	3.0	55.5				
		Intercity through train to Hung Hom		86.5	199.4	21.9	74.2	1	1.9	7.4	-7.5	4.5	-	-	-9.0	-6.5	0.0	-32.6	2.5	3.0	41.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
29	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	200.7	17.9	47.9	10	12.7	7.4	-11.9	-	-	-	-9.0	-9.6	10.0	-32.6	2.5	3.0	37.4	39.2			
		ER Lok Ma Chau to Hung Hom		85.1	195.9	17.9	47.9	5	7.0	6.9	-18.4	-	-	-	-8.9	-9.6	7.0	-32.6	2.5	3.0	28.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	190.5	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.8	-9.6	11.8	-32.6	2.5	3.0	31.4				
		Intercity through train to Hung Hom		86.5	200.7	17.9	47.9	1	12.7	7.4	-11.9	-	-	-	-9.0	-9.6	0.0	-32.6	2.5	3.0	28.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	200.9	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-9.0	-12.7	10.0	-32.6	2.5	3.0	46.2	51.8			
		ER Lok Ma Chau to Hung Hom		85.1	196.4	6.4	60.1	5	2.4	6.2	-5.2	4.4	-	-	-9.0	-12.8	7.0	-32.6	2.5	3.0	42.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	190.5	6.4	60.1	15	2.8	7.4	-3.4	3.4	-	-	-8.8	-12.8	11.8	-32.6	2.5	3.0	49.3				
		Intercity through train to Hung Hom		86.5	200.9	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.0	-12.7	0.0	-32.6	2.5	3.0	37.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	200.7	21.9	74.2	10	1.9	7.4	-7.2	4.5	-	-	-9.0	-6.5	10.0	-32.6	2.5	3.0	49.7	56.7			
		ER Lok Ma Chau to Hung Hom		85.1	197.0	21.9	74.4	5	2.3	5.1	-16.0	4.4	2.0	-	-9.0	-6.5	7.0	-32.6	2.5	3.0	39.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	191.7	21.9	74.2	15	2.9	7.4	-3.2	3.2	-	-	-8.8	-6.5	11.8	-32.6	2.5	3.0	55.4				
		Intercity through train to Hung Hom		86.5	200.7	21.9	74.2	1	1.9	7.4	-7.2	4.5	-	-	-9.0	-6.5	0.0	-32.6	2.5	3.0	41.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
30	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	202.0	17.9	47.9	10	12.7	7.4	-11.3	-	-	-	-9.1	-9.6	10.0	-32.6	2.5	3.0	38.0	39.6			
		ER Lok Ma Chau to Hung Hom		85.1	197.2	17.9	47.9	5	7.0	6.9	-18.2	-	-	-	-9.0	-9.6	7.0	-32.6	2.5	3.0	28.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	191.8	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.8	-9.6	11.8	-32.6	2.5	3.0	31.3				
		Intercity through train to Hung Hom		86.5	202.0	17.9	47.9	1	12.7	7.4	-11.3	-	-	-	-9.1	-9.6	0.0	-32.6	2.5	3.0	29.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	202.1	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-9.1	-12.7	10.0	-32.6	2.5	3.0	46.2	51.8			
		ER Lok Ma Chau to Hung Hom		85.1	197.7	6.4	60.1	5	2.4	6.2	-4.7	4.4	-	-	-9.0	-12.8	7.0	-32.6	2.5	3.0	42.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	191.8	6.4	60.1	15	2.8	7.4	-3.2	3.2	-	-	-8.8	-12.8	11.8	-32.6	2.5	3.0	49.2				
		Intercity through train to Hung Hom		86.5	202.1	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.1	-12.7	0.0	-32.6	2.5	3.0	37.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	202.0	21.9	74.2	10	1.9	7.4	-7.0	4.5	-	-	-9.1	-6.5	10.0	-32.6	2.5	3.0	49.9	56.7			
		ER Lok Ma Chau to Hung Hom		85.1	198.4	21.9	74.4	5	2.3	5.1	-15.9	4.4	2.0	-	-9.0	-6.5	7.0	-32.6	2.5	3.0	40.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	193.0	21.9	74.2	15	2.9	7.4	-3.0	3.0	-	-	-8.9	-6.5	11.8	-32.6	2.5	3.0	55.4				
		Intercity through train to Hung Hom		86.5	202.0	21.9	74.2	1	1.9	7.4	-7.0	4.5	-	-	-9.1	-6.5	0.0	-32.6	2.5	3.0	41.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
31	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	203.3	17.9	47.9	10	12.7	7.4	-10.8	-	-	-	-9.1	-9.6	10.0	-32.6	2.5	3.0	38.5	40.0			
		ER Lok Ma Chau to Hung Hom		85.1	198.6	17.9	47.9	5	7.0	6.9	-18.1	-	-	-	-9.0	-9.6	7.0	-32.6	2.5	3.0	28.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	193.2	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.9	-9.6	11.8	-32.6	2.5	3.0	31.3				
		Intercity through train to Hung Hom		86.5	203.3	17.9	47.9	1	12.7	7.4	-10.8	-	-	-	-9.1	-9.6	0.0	-32.6	2.5	3.0	30.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	203.5	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-9.1	-12.7	10.0	-32.6	2.5	3.0	46.2	51.8			
		ER Lok Ma Chau to Hung Hom		85.1	199.1	6.4	60.1	5	2.4	6.2	-4.3	4.3	-	-	-9.0	-12.8	7.0	-32.6	2.5	3.0	43.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	193.2	6.4	60.1	15	2.8	7.4	-2.9	2.9	-	-	-8.9	-12.8	11.8	-32.6	2.5	3.0	49.2				
		Intercity through train to Hung Hom		86.5	203.5	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.1	-12.7	0.0	-32.6	2.5	3.0	37.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	203.3	21.9	74.2	10	1.9	7.4	-6.7	4.5	-	-	-9.1	-6.5	10.0	-32.6	2.5	3.0	50.2	56.7			
		ER Lok Ma Chau to Hung Hom		85.1	199.7	21.9	74.4	5	2.3	5.1	-15.7	4.4	2.0	-	-9.0	-6.5	7.0	-32.6	2.5	3.0	40.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	194.4	21.9	74.2	15	2.9	7.4	-2.7	2.7	-	-	-8.9	-6.5	11.8	-32.6	2.5	3.0	55.4				
		Intercity through train to Hung Hom		86.5	203.3	21.9	74.2	1	1.9	7.4	-6.7	4.5	-	-	-9.1	-6.5	0.0	-32.6	2.5	3.0	41.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
32	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	204.6	17.9	47.9	10	12.7	7.4	-10.1	-	-	-	-9.1	-9.6	10.0	-32.6	2.5	3.0	39.1	40.5			
		ER Lok Ma Chau to Hung Hom		85.1	199.9	17.9	47.9	5	7.0	6.9	-17.9	-	-	-	-9.0	-9.6	7.0	-32.6	2.5	3.0	28.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	194.6	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.9	-9.6	11.8	-32.6	2.5	3.0	31.3				
		Intercity through train to Hung Hom		86.5	204.6	17.9	47.9	1	12.7	7.4	-10.1	-	-	-	-9.1	-9.6	0.0	-32.6	2.5	3.0	30.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	204.8	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-9.1	-12.7	10.0	-32.6	2.5	3.0	46.1	51.8			
		ER Lok Ma Chau to Hung Hom		85.1	200.5	6.4	60.1	5	2.4	6.2	-4.0	4.0	-	-	-9.0	-12.8	7.0	-32.6	2.5	3.0	43.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	194.6	6.4	60.1	15	2.8	7.4	-2.7	2.7	-	-	-8.9	-12.8	11.8	-32.6	2.5	3.0	49.2				
		Intercity through train to Hung Hom		86.5	204.8	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.1	-12.7	0.0	-32.6	2.5	3.0	37.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	204.6	21.9	74.2	10	1.9	7.4	-6.5	4.5	-	-	-9.1	-6.5	10.0	-32.6	2.5	3.0	50.4	56.8			
		ER Lok Ma Chau to Hung Hom		85.1	201.1	21.9	74.4	5	2.3	5.1	-15.5	4.4	2.0	-	-9.1	-6.5	7.0	-32.6	2.5	3.0	40.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	195.8	21.9	74.2	15	2.9	7.4	-2.6	2.6	-	-	-8.9	-6.5	11.8	-32.6	2.5	3.0	55.3				
		Intercity through train to Hung Hom		86.5	204.6	21.9	74.2	1	1.9	7.4	-6.5	4.5	-	-	-9.1	-6.5	0.0	-32.6	2.5	3.0	41.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
33	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	206.0	17.9	47.9	10	12.7	7.4	-9.5	-	-	-	-9.2	-9.6	10.0	-32.6	2.5	3.0	39.7	41.0			
		ER Lok Ma Chau to Hung Hom		85.1	201.3	17.9	47.9	5	7.0	6.9	-17.7	-	-	-	-9.1	-9.6	7.0	-32.6	2.5	3.0	28.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	196.1	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-8.9	-9.6	11.8	-32.6	2.5	3.0	31.3				
		Intercity through train to Hung Hom		86.5	206.0	17.9	47.9	1	12.7	7.4	-9.5	-	-	-	-9.2	-9.6	0.0	-32.6	2.5	3.0	31.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	206.2	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-9.2	-12.7	10.0	-32.6	2.5	3.0	46.1	51.7			
		ER Lok Ma Chau to Hung Hom		85.1	201.9	6.4	60.1	5	2.4	6.2	-3.7	3.7	-	-	-9.1	-12.8	7.0	-32.6	2.5	3.0	43.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	196.1	6.4	60.1	15	2.8	7.4	-2.6	2.6	-	-	-8.9	-12.8	11.8	-32.6	2.5	3.0	49.1				
		Intercity through train to Hung Hom		86.5	206.2	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.2	-12.7	0.0	-32.6	2.5	3.0	37.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	206.0	21.9	74.2	10	1.9	7.4	-6.3	4.5	-	-	-9.2	-6.5	10.0	-32.6	2.5	3.0	50.6	56.8			
		ER Lok Ma Chau to Hung Hom		85.1	202.6	21.9	74.4	5	2.3	5.1	-15.4	4.4	2.0	-	-9.1	-6.5	7.0	-32.6	2.5	3.0	40.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	197.3	21.9	74.2	15	2.9	7.4	-2.4	2.4	-	-	-9.0	-6.5	11.8	-32.6	2.5	3.0	55.3				
		Intercity through train to Hung Hom		86.5	206.0	21.9	74.2	1	1.9	7.4	-6.3	4.5	-	-	-9.2	-6.5	0.0	-32.6	2.5	3.0	42.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
34	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	207.4	17.9	47.9	10	12.7	7.4	-8.9	-	-	-	-9.2	-9.6	10.0	-32.6	2.5	3.0	40.3	41.6			
		ER Lok Ma Chau to Hung Hom		85.1	202.8	17.9	47.9	5	7.0	6.9	-17.5	-	-	-	-9.1	-9.6	7.0	-32.6	2.5	3.0	28.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	197.5	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-9.0	-9.6	11.8	-32.6	2.5	3.0	31.2				
		Intercity through train to Hung Hom		86.5	207.4	17.9	47.9	1	12.7	7.4	-8.9	-	-	-	-9.2	-9.6	0.0	-32.6	2.5	3.0	31.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	207.6	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-9.2	-12.7	10.0	-32.6	2.5	3.0	46.1	51.7			
		ER Lok Ma Chau to Hung Hom		85.1	203.4	6.4	60.1	5	2.4	6.2	-3.4	3.4	-	-	-9.1	-12.8	7.0	-32.6	2.5	3.0	43.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	197.5	6.4	60.1	15	2.8	7.4	-2.4	2.4	-	-	-9.0	-12.8	11.8	-32.6	2.5	3.0	49.1				
		Intercity through train to Hung Hom		86.5	207.6	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.2	-12.7	0.0	-32.6	2.5	3.0	37.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	207.4	21.9	74.2	10	1.9	7.4	-6.1	4.5	-	-	-9.2	-6.5	10.0	-32.6	2.5	3.0	50.7	56.8			
		ER Lok Ma Chau to Hung Hom		85.1	204.0	21.9	74.4	5	2.3	5.1	-15.2	4.4	2.0	-	-9.1	-6.5	7.0	-32.6	2.5	3.0	40.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	198.7	21.9	74.2	15	2.9	7.4	-2.2	2.2	-	-	-9.0	-6.5	11.8	-32.6	2.5	3.0	55.3				
		Intercity through train to Hung Hom		86.5	207.4	21.9	74.2	1	1.9	7.4	-6.1	4.5	-	-	-9.2	-6.5	0.0	-32.6	2.5	3.0	42.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
35	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	208.8	17.9	47.9	10	12.7	7.4	-8.2	-	-	-	-9.2	-9.6	10.0	-32.6	2.5	3.0	41.0	42.1			
		ER Lok Ma Chau to Hung Hom		85.1	204.3	17.9	47.9	5	7.0	6.9	-17.3	-	-	-	-9.1	-9.6	7.0	-32.6	2.5	3.0	29.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	199.0	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-9.0	-9.6	11.8	-32.6	2.5	3.0	31.2				
		Intercity through train to Hung Hom		86.5	208.8	17.9	47.9	1	12.7	7.4	-8.2	-	-	-	-9.2	-9.6	0.0	-32.6	2.5	3.0	32.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	209.0	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-9.2	-12.7	10.0	-32.6	2.5	3.0	46.0	51.7			
		ER Lok Ma Chau to Hung Hom		85.1	204.8	6.4	60.1	5	2.4	6.2	-3.2	3.2	-	-	-9.1	-12.8	7.0	-32.6	2.5	3.0	43.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	199.0	6.4	60.1	15	2.8	7.4	-2.2	2.2	-	-	-9.0	-12.8	11.8	-32.6	2.5	3.0	49.1				
		Intercity through train to Hung Hom		86.5	209.0	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.2	-12.7	0.0	-32.6	2.5	3.0	37.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	208.8	21.9	74.2	10	1.9	7.4	-5.9	4.5	-	-	-9.2	-6.5	10.0	-32.6	2.5	3.0	50.9	56.9			
		ER Lok Ma Chau to Hung Hom		85.1	205.5	21.9	74.4	5	2.3	5.1	-15.1	4.4	2.0	-	-9.1	-6.5	7.0	-32.6	2.5	3.0	40.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	200.2	21.9	74.2	15	2.9	7.4	-2.1	2.1	-	-	-9.0	-6.5	11.8	-32.6	2.5	3.0	55.2				
		Intercity through train to Hung Hom		86.5	208.8	21.9	74.2	1	1.9	7.4	-5.9	4.5	-	-	-9.2	-6.5	0.0	-32.6	2.5	3.0	42.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
36	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	210.3	17.9	47.9	10	12.7	7.4	-7.5	-	-	-	-9.2	-9.6	10.0	-32.6	2.5	3.0	41.6	42.7			
		ER Lok Ma Chau to Hung Hom		85.1	205.7	17.9	47.9	5	7.0	6.9	-17.1	-	-	-	-9.2	-9.6	7.0	-32.6	2.5	3.0	29.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	200.6	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-9.0	-9.6	11.8	-32.6	2.5	3.0	31.2				
		Intercity through train to Hung Hom		86.5	210.3	17.9	47.9	1	12.7	7.4	-7.5	-	-	-	-9.2	-9.6	0.0	-32.6	2.5	3.0	33.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	210.4	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-9.3	-12.7	10.0	-32.6	2.5	3.0	46.0	51.6			
		ER Lok Ma Chau to Hung Hom		85.1	206.3	6.4	60.1	5	2.4	6.2	-3.0	3.0	-	-	-9.2	-12.8	7.0	-32.6	2.5	3.0	43.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	200.6	6.4	60.1	15	2.8	7.4	-2.1	2.1	-	-	-9.0	-12.8	11.8	-32.6	2.5	3.0	49.0				
		Intercity through train to Hung Hom		86.5	210.4	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.3	-12.7	0.0	-32.6	2.5	3.0	37.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	210.3	21.9	74.2	10	1.9	7.4	-5.8	4.5	-	-	-9.2	-6.5	10.0	-32.6	2.5	3.0	51.0	56.9			
		ER Lok Ma Chau to Hung Hom		85.1	207.0	21.9	74.4	5	2.3	5.1	-14.9	4.4	2.0	-	-9.2	-6.5	7.0	-32.6	2.5	3.0	40.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	201.7	21.9	74.2	15	2.9	7.4	-2.0	2.0	-	-	-9.1	-6.5	11.8	-32.6	2.5	3.0	55.2				
		Intercity through train to Hung Hom		86.5	210.3	21.9	74.2	1	1.9	7.4	-5.8	4.5	-	-	-9.2	-6.5	0.0	-32.6	2.5	3.0	42.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
37	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	211.8	17.9	47.9	10	12.7	7.4	-6.8	-	-	-	-9.3	-9.6	10.0	-32.6	2.5	3.0	42.2	43.3			
		ER Lok Ma Chau to Hung Hom		85.1	207.3	17.9	47.9	5	7.0	6.9	-16.9	-	-	-	-9.2	-9.6	7.0	-32.6	2.5	3.0	29.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	202.1	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-9.1	-9.6	11.8	-32.6	2.5	3.0	31.1				
		Intercity through train to Hung Hom		86.5	211.8	17.9	47.9	1	12.7	7.4	-6.8	-	-	-	-9.3	-9.6	0.0	-32.6	2.5	3.0	33.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	211.9	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-9.3	-12.7	10.0	-32.6	2.5	3.0	46.0	51.6			
		ER Lok Ma Chau to Hung Hom		85.1	207.8	6.4	60.1	5	2.4	6.2	-2.8	2.8	-	-	-9.2	-12.8	7.0	-32.6	2.5	3.0	43.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	202.1	6.4	60.1	15	2.8	7.4	-2.0	2.0	-	-	-9.1	-12.8	11.8	-32.6	2.5	3.0	49.0				
		Intercity through train to Hung Hom		86.5	211.9	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.3	-12.7	0.0	-32.6	2.5	3.0	37.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	211.8	21.9	74.2	10	1.9	7.4	-5.7	4.5	-	-	-9.3	-6.5	10.0	-32.6	2.5	3.0	51.0	56.9			
		ER Lok Ma Chau to Hung Hom		85.1	208.5	21.9	74.4	5	2.3	5.1	-14.7	4.4	2.0	-	-9.2	-6.5	7.0	-32.6	2.5	3.0	40.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	203.3	21.9	74.2	15	2.9	7.4	-1.9	1.9	-	-	-9.1	-6.5	11.8	-32.6	2.5	3.0	55.2				
		Intercity through train to Hung Hom		86.5	211.8	21.9	74.2	1	1.9	7.4	-5.7	4.5	-	-	-9.3	-6.5	0.0	-32.6	2.5	3.0	42.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
38	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	213.3	17.9	47.9	10	12.7	7.4	-6.3	-	-	-	-9.3	-9.6	10.0	-32.6	2.5	3.0	42.8	43.8			
		ER Lok Ma Chau to Hung Hom		85.1	208.8	17.9	47.9	5	7.0	6.9	-16.6	-	-	-	-9.2	-9.6	7.0	-32.6	2.5	3.0	29.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	203.7	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-9.1	-9.6	11.8	-32.6	2.5	3.0	31.1				
		Intercity through train to Hung Hom		86.5	213.3	17.9	47.9	1	12.7	7.4	-6.3	-	-	-	-9.3	-9.6	0.0	-32.6	2.5	3.0	34.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	213.4	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-9.3	-12.7	10.0	-32.6	2.5	3.0	45.9	51.6			
		ER Lok Ma Chau to Hung Hom		85.1	209.4	6.4	60.1	5	2.4	6.2	-2.7	2.7	-	-	-9.2	-12.8	7.0	-32.6	2.5	3.0	43.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	203.7	6.4	60.1	15	2.8	7.4	-1.9	1.9	-	-	-9.1	-12.8	11.8	-32.6	2.5	3.0	49.0				
		Intercity through train to Hung Hom		86.5	213.4	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.3	-12.7	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	213.3	21.9	74.2	10	1.9	7.4	-5.6	4.5	-	-	-9.3	-6.5	10.0	-32.6	2.5	3.0	51.1	56.9			
		ER Lok Ma Chau to Hung Hom		85.1	210.1	21.9	74.4	5	2.3	5.1	-14.6	4.4	2.0	-	-9.2	-6.5	7.0	-32.6	2.5	3.0	41.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	204.8	21.9	74.2	15	2.9	7.4	-1.7	1.7	-	-	-9.1	-6.5	11.8	-32.6	2.5	3.0	55.1				
		Intercity through train to Hung Hom		86.5	213.3	21.9	74.2	1	1.9	7.4	-5.6	4.5	-	-	-9.3	-6.5	0.0	-32.6	2.5	3.0	42.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
39	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	214.8	17.9	47.9	10	12.7	7.4	-5.8	-	-	-	-9.3	-9.6	10.0	-32.6	2.5	3.0	43.2	44.1			
		ER Lok Ma Chau to Hung Hom		85.1	210.4	17.9	47.9	5	7.0	6.9	-16.4	-	-	-	-9.3	-9.6	7.0	-32.6	2.5	3.0	29.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	205.3	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-9.1	-9.6	11.8	-32.6	2.5	3.0	31.1				
		Intercity through train to Hung Hom		86.5	214.8	17.9	47.9	1	12.7	7.4	-5.8	-	-	-	-9.3	-9.6	0.0	-32.6	2.5	3.0	34.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	215.0	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-9.3	-12.7	10.0	-32.6	2.5	3.0	45.9	51.5			
		ER Lok Ma Chau to Hung Hom		85.1	211.0	6.4	60.1	5	2.4	6.2	-2.5	2.5	-	-	-9.3	-12.8	7.0	-32.6	2.5	3.0	43.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	205.3	6.4	60.1	15	2.8	7.4	-1.8	1.8	-	-	-9.1	-12.8	11.8	-32.6	2.5	3.0	48.9				
		Intercity through train to Hung Hom		86.5	215.0	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.3	-12.7	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	214.8	21.9	74.2	10	1.9	7.4	-5.6	4.5	-	-	-9.3	-6.5	10.0	-32.6	2.5	3.0	51.1	56.8			
		ER Lok Ma Chau to Hung Hom		85.1	211.7	21.9	74.4	5	2.3	5.1	-14.4	4.4	2.0	-	-9.3	-6.5	7.0	-32.6	2.5	3.0	41.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	206.4	21.9	74.2	15	2.9	7.4	-1.6	1.6	-	-	-9.2	-6.5	11.8	-32.6	2.5	3.0	55.1				
		Intercity through train to Hung Hom		86.5	214.8	21.9	74.2	1	1.9	7.4	-5.6	4.5	-	-	-9.3	-6.5	0.0	-32.6	2.5	3.0	42.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
40	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	216.3	17.9	47.9	10	12.7	7.4	-5.6	-	-	-	-9.4	-9.6	10.0	-32.6	2.5	3.0	43.4	44.3			
		ER Lok Ma Chau to Hung Hom		85.1	212.0	17.9	47.9	5	7.0	6.9	-16.2	-	-	-	-9.3	-9.6	7.0	-32.6	2.5	3.0	29.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	206.9	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-9.2	-9.6	11.8	-32.6	2.5	3.0	31.0				
		Intercity through train to Hung Hom		86.5	216.3	17.9	47.9	1	12.7	7.4	-5.6	-	-	-	-9.4	-9.6	0.0	-32.6	2.5	3.0	34.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	216.5	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-9.4	-12.7	10.0	-32.6	2.5	3.0	45.9	51.5			
		ER Lok Ma Chau to Hung Hom		85.1	212.6	6.4	60.1	5	2.4	6.2	-2.4	2.4	-	-	-9.3	-12.8	7.0	-32.6	2.5	3.0	42.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	206.9	6.4	60.1	15	2.8	7.4	-1.7	1.7	-	-	-9.2	-12.8	11.8	-32.6	2.5	3.0	48.9				
		Intercity through train to Hung Hom		86.5	216.5	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.4	-12.7	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	216.3	21.9	74.2	10	1.9	7.4	-5.5	4.5	-	-	-9.4	-6.5	10.0	-32.6	2.5	3.0	51.1	56.8			
		ER Lok Ma Chau to Hung Hom		85.1	213.3	21.9	74.4	5	2.3	5.1	-14.2	4.4	2.0	-	-9.3	-6.5	7.0	-32.6	2.5	3.0	41.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	208.0	21.9	74.2	15	2.9	7.4	-1.6	1.6	-	-	-9.2	-6.5	11.8	-32.6	2.5	3.0	55.1				
		Intercity through train to Hung Hom		86.5	216.3	21.9	74.2	1	1.9	7.4	-5.5	4.5	-	-	-9.4	-6.5	0.0	-32.6	2.5	3.0	42.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
41	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	217.9	17.9	47.9	10	12.7	7.4	-5.4	-	-	-	-9.4	-9.6	10.0	-32.6	2.5	3.0	43.6	44.5			
		ER Lok Ma Chau to Hung Hom		85.1	213.6	17.9	47.9	5	7.0	6.9	-16.0	-	-	-	-9.3	-9.6	7.0	-32.6	2.5	3.0	30.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	208.6	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-9.2	-9.6	11.8	-32.6	2.5	3.0	31.0				
		Intercity through train to Hung Hom		86.5	217.9	17.9	47.9	1	12.7	7.4	-5.4	-	-	-	-9.4	-9.6	0.0	-32.6	2.5	3.0	35.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	218.1	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-9.4	-12.7	10.0	-32.6	2.5	3.0	45.9	51.5			
		ER Lok Ma Chau to Hung Hom		85.1	214.2	6.4	60.1	5	2.4	6.2	-2.3	2.3	-	-	-9.3	-12.8	7.0	-32.6	2.5	3.0	42.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	208.6	6.4	60.1	15	2.8	7.4	-1.6	1.6	-	-	-9.2	-12.8	11.8	-32.6	2.5	3.0	48.9				
		Intercity through train to Hung Hom		86.5	218.1	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.4	-12.7	0.0	-32.6	2.5	3.0	37.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	217.9	21.9	74.2	10	1.9	7.4	-5.3	4.5	-	-	-9.4	-6.5	10.0	-32.6	2.5	3.0	51.3	56.9			
		ER Lok Ma Chau to Hung Hom		85.1	214.9	21.9	74.4	5	2.3	5.1	-14.1	4.4	2.0	-	-9.3	-6.5	7.0	-32.6	2.5	3.0	41.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	209.7	21.9	74.2	15	2.9	7.4	-1.5	1.5	-	-	-9.2	-6.5	11.8	-32.6	2.5	3.0	55.0				
		Intercity through train to Hung Hom		86.5	217.9	21.9	74.2	1	1.9	7.4	-5.3	4.5	-	-	-9.4	-6.5	0.0	-32.6	2.5	3.0	42.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
42	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	219.5	17.9	47.9	10	12.7	7.4	-4.6	-	-	-	-9.4	-9.6	10.0	-32.6	2.5	3.0	44.3	45.2			
		ER Lok Ma Chau to Hung Hom		85.1	215.2	17.9	47.9	5	7.0	6.9	-15.8	-	-	-	-9.3	-9.6	7.0	-32.6	2.5	3.0	30.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	210.2	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-9.2	-9.6	11.8	-32.6	2.5	3.0	30.9				
		Intercity through train to Hung Hom		86.5	219.5	17.9	47.9	1	12.7	7.4	-4.6	-	-	-	-9.4	-9.6	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	219.7	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-9.4	-12.7	10.0	-32.6	2.5	3.0	45.8	51.4			
		ER Lok Ma Chau to Hung Hom		85.1	215.8	6.4	60.1	5	2.4	6.2	-2.2	2.2	-	-	-9.4	-12.8	7.0	-32.6	2.5	3.0	42.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	210.2	6.4	60.1	15	2.8	7.4	-1.5	1.5	-	-	-9.2	-12.8	11.8	-32.6	2.5	3.0	48.8				
		Intercity through train to Hung Hom		86.5	219.7	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.4	-12.7	0.0	-32.6	2.5	3.0	37.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	219.5	21.9	74.2	10	1.9	7.4	-5.0	4.5	-	-	-9.4	-6.5	10.0	-32.6	2.5	3.0	51.5	56.9			
		ER Lok Ma Chau to Hung Hom		85.1	216.6	21.9	74.4	5	2.3	5.1	-13.9	4.4	2.0	-	-9.4	-6.5	7.0	-32.6	2.5	3.0	41.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	211.3	21.9	74.2	15	2.9	7.4	-1.4	1.4	-	-	-9.3	-6.5	11.8	-32.6	2.5	3.0	55.0				
		Intercity through train to Hung Hom		86.5	219.5	21.9	74.2	1	1.9	7.4	-5.0	4.5	-	-	-9.4	-6.5	0.0	-32.6	2.5	3.0	43.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
43	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	221.1	17.9	47.9	10	12.7	7.4	-3.9	-	-	-	-9.5	-9.6	10.0	-32.6	2.5	3.0	45.0	45.9			
		ER Lok Ma Chau to Hung Hom		85.1	216.9	17.9	47.9	5	7.0	6.9	-15.5	-	-	-	-9.4	-9.6	7.0	-32.6	2.5	3.0	30.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	211.9	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-9.3	-9.6	11.8	-32.6	2.5	3.0	30.9				
		Intercity through train to Hung Hom		86.5	221.1	17.9	47.9	1	12.7	7.4	-3.9	-	-	-	-9.5	-9.6	0.0	-32.6	2.5	3.0	36.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	221.3	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-9.5	-12.7	10.0	-32.6	2.5	3.0	45.8	51.4			
		ER Lok Ma Chau to Hung Hom		85.1	217.5	6.4	60.1	5	2.4	6.2	-2.0	2.0	-	-	-9.4	-12.8	7.0	-32.6	2.5	3.0	42.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	211.9	6.4	60.1	15	2.8	7.4	-1.4	1.4	-	-	-9.3	-12.8	11.8	-32.6	2.5	3.0	48.8				
		Intercity through train to Hung Hom		86.5	221.3	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.5	-12.7	0.0	-32.6	2.5	3.0	37.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	221.1	21.9	74.2	10	1.9	7.4	-4.7	4.5	-	-	-9.5	-6.5	10.0	-32.6	2.5	3.0	51.8	57.0			
		ER Lok Ma Chau to Hung Hom		85.1	218.2	21.9	74.4	5	2.3	5.1	-13.7	4.4	2.0	-	-9.4	-6.5	7.0	-32.6	2.5	3.0	41.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	213.0	21.9	74.2	15	2.9	7.4	-1.3	1.3	-	-	-9.3	-6.5	11.8	-32.6	2.5	3.0	55.0				
		Intercity through train to Hung Hom		86.5	221.1	21.9	74.2	1	1.9	7.4	-4.7	4.5	-	-	-9.5	-6.5	0.0	-32.6	2.5	3.0	43.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

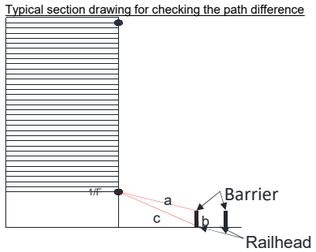
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
44	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	222.8	17.9	47.9	10	12.7	7.4	-3.3	-	-	-	-9.5	-9.6	10.0	-32.6	2.5	3.0	45.6	46.4			
		ER Lok Ma Chau to Hung Hom		85.1	218.6	17.9	47.9	5	7.0	6.9	-15.3	-	-	-	-9.4	-9.6	7.0	-32.6	2.5	3.0	30.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	213.6	17.9	48.0	15	1.1	7.4	-21.0	-	-	-	-9.3	-9.6	11.8	-32.6	2.5	3.0	30.9				
		Intercity through train to Hung Hom		86.5	222.8	17.9	47.9	1	12.7	7.4	-3.3	-	-	-	-9.5	-9.6	0.0	-32.6	2.5	3.0	37.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	222.9	6.4	60.2	10	14.5	7.4	0.0	0.0	-	-	-9.5	-12.7	10.0	-32.6	2.5	3.0	45.8	51.4			
		ER Lok Ma Chau to Hung Hom		85.1	219.2	6.4	60.1	5	2.4	6.2	-1.9	1.9	-	-	-9.4	-12.8	7.0	-32.6	2.5	3.0	42.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	213.6	6.4	60.1	15	2.8	7.4	-1.3	1.3	-	-	-9.3	-12.8	11.8	-32.6	2.5	3.0	48.8				
		Intercity through train to Hung Hom		86.5	222.9	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.5	-12.7	0.0	-32.6	2.5	3.0	37.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	222.8	21.9	74.2	10	1.9	7.4	-4.4	4.4	-	-	-9.5	-6.5	10.0	-32.6	2.5	3.0	52.0	57.0			
		ER Lok Ma Chau to Hung Hom		85.1	219.9	21.9	74.4	5	2.3	5.1	-13.6	4.4	2.0	-	-9.4	-6.5	7.0	-32.6	2.5	3.0	41.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	214.7	21.9	74.2	15	2.9	7.4	-1.2	1.2	-	-	-9.3	-6.5	11.8	-32.6	2.5	3.0	54.9				
		Intercity through train to Hung Hom		86.5	222.8	21.9	74.2	1	1.9	7.4	-4.4	4.4	-	-	-9.5	-6.5	0.0	-32.6	2.5	3.0	43.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																					Max predicted noise impact $L_{eq\ 30min}$	58	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction
[16] 23/F is the refuge floor, so it is not included in the assessment.

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	179.4	17.9	47.9	8	12.7	7.4	-20.1	-	-	-	-8.6	-9.6	9.0	-32.6	2.5	3.0	28.7	33.9			
		ER Lok Ma Chau to Hung Hom		85.1	173.9	17.9	47.9	4	7.0	6.9	-21.0	-	-	-	-8.4	-9.6	6.0	-32.6	2.5	3.0	25.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	167.9	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.3	-9.6	10.8	-32.6	2.5	3.0	31.0				
		Intercity through train to Hung Hom		86.5	179.4	17.9	47.9	1	12.7	7.4	-20.1	-	-	-	-8.6	-9.6	0.0	-32.6	2.5	3.0	21.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	179.6	6.4	60.2	8	14.5	7.4	-3.1	1.4	-	-	-8.6	-12.7	9.0	-32.6	2.5	3.0	44.0	46.7			
		ER Lok Ma Chau to Hung Hom		85.1	174.2	6.4	60.1	4	2.4	6.2	-12.1	4.4	-	-	-8.4	-12.8	6.0	-32.6	2.5	3.0	35.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	167.9	6.4	60.1	12	2.8	7.4	-11.7	4.3	-	-	-8.3	-12.8	10.8	-32.6	2.5	3.0	41.4				
		Intercity through train to Hung Hom		86.5	179.6	6.4	60.2	1	14.5	7.4	-3.1	1.4	-	-	-8.6	-12.7	0.0	-32.6	2.5	3.0	36.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	179.4	21.9	74.2	8	1.9	7.4	-13.6	4.5	-	-	-8.6	-6.5	9.0	-32.6	2.5	3.0	42.9	49.3			
		ER Lok Ma Chau to Hung Hom		85.1	174.4	21.9	74.4	4	2.3	5.1	-19.4	4.4	2.0	-	-8.4	-6.5	6.0	-32.6	2.5	3.0	36.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	169.3	21.9	74.2	12	2.9	7.4	-11.6	4.3	-	-	-8.3	-6.5	10.8	-32.6	2.5	3.0	47.7				
		Intercity through train to Hung Hom		86.5	179.4	21.9	74.2	1	1.9	7.4	-13.6	4.5	-	-	-8.6	-6.5	0.0	-32.6	2.5	3.0	35.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	179.8	17.9	47.9	8	12.7	7.4	-19.9	-	-	-	-8.6	-9.6	9.0	-32.6	2.5	3.0	28.9	33.9			
		ER Lok Ma Chau to Hung Hom		85.1	174.3	17.9	47.9	4	7.0	6.9	-21.0	-	-	-	-8.4	-9.6	6.0	-32.6	2.5	3.0	24.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	168.3	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.3	-9.6	10.8	-32.6	2.5	3.0	30.9				
		Intercity through train to Hung Hom		86.5	179.8	17.9	47.9	1	12.7	7.4	-19.9	-	-	-	-8.6	-9.6	0.0	-32.6	2.5	3.0	21.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	180.0	6.4	60.2	8	14.5	7.4	-2.5	1.4	-	-	-8.6	-12.7	9.0	-32.6	2.5	3.0	44.6	47.2			
		ER Lok Ma Chau to Hung Hom		85.1	174.6	6.4	60.1	4	2.4	6.2	-11.9	4.4	-	-	-8.4	-12.8	6.0	-32.6	2.5	3.0	35.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	168.3	6.4	60.1	12	2.8	7.4	-11.4	4.3	-	-	-8.3	-12.8	10.8	-32.6	2.5	3.0	41.7				
		Intercity through train to Hung Hom		86.5	180.0	6.4	60.2	1	14.5	7.4	-2.5	1.4	-	-	-8.6	-12.7	0.0	-32.6	2.5	3.0	37.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	179.8	21.9	74.2	8	1.9	7.4	-13.4	4.5	-	-	-8.6	-6.5	9.0	-32.6	2.5	3.0	43.1	49.6			
		ER Lok Ma Chau to Hung Hom		85.1	174.8	21.9	74.4	4	2.3	5.1	-19.3	4.4	2.0	-	-8.4	-6.5	6.0	-32.6	2.5	3.0	36.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	169.7	21.9	74.2	12	2.9	7.4	-11.3	4.3	-	-	-8.3	-6.5	10.8	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	179.8	21.9	74.2	1	1.9	7.4	-13.4	4.5	-	-	-8.6	-6.5	0.0	-32.6	2.5	3.0	35.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	180.2	17.9	47.9	8	12.7	7.4	-19.7	-	-	-	-8.6	-9.6	9.0	-32.6	2.5	3.0	29.1	34.0			
		ER Lok Ma Chau to Hung Hom		85.1	174.7	17.9	47.9	4	7.0	6.9	-21.0	-	-	-	-8.4	-9.6	6.0	-32.6	2.5	3.0	24.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	168.8	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.3	-9.6	10.8	-32.6	2.5	3.0	30.9				
		Intercity through train to Hung Hom		86.5	180.2	17.9	47.9	1	12.7	7.4	-19.7	-	-	-	-8.6	-9.6	0.0	-32.6	2.5	3.0	21.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	180.4	6.4	60.2	8	14.5	7.4	-2.1	1.4	-	-	-8.6	-12.7	9.0	-32.6	2.5	3.0	45.0	47.5			
		ER Lok Ma Chau to Hung Hom		85.1	175.0	6.4	60.1	4	2.4	6.2	-11.6	4.4	-	-	-8.5	-12.8	6.0	-32.6	2.5	3.0	35.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	168.8	6.4	60.1	12	2.8	7.4	-11.1	4.3	-	-	-8.3	-12.8	10.8	-32.6	2.5	3.0	42.0				
		Intercity through train to Hung Hom		86.5	180.4	6.4	60.2	1	14.5	7.4	-2.1	1.4	-	-	-8.6	-12.7	0.0	-32.6	2.5	3.0	37.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	180.2	21.9	74.2	8	1.9	7.4	-13.2	4.5	-	-	-8.6	-6.5	9.0	-32.6	2.5	3.0	43.3	49.9			
		ER Lok Ma Chau to Hung Hom		85.1	175.3	21.9	74.4	4	2.3	5.1	-19.1	4.4	2.0	-	-8.5	-6.5	6.0	-32.6	2.5	3.0	36.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	170.2	21.9	74.2	12	2.9	7.4	-10.9	4.3	-	-	-8.3	-6.5	10.8	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	180.2	21.9	74.2	1	1.9	7.4	-13.2	4.5	-	-	-8.6	-6.5	0.0	-32.6	2.5	3.0	35.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	180.7	17.9	47.9	8	12.7	7.4	-19.5	-	-	-	-8.6	-9.6	9.0	-32.6	2.5	3.0	29.3	34.1			
		ER Lok Ma Chau to Hung Hom		85.1	175.2	17.9	47.9	4	7.0	6.9	-21.0	-	-	-	-8.5	-9.6	6.0	-32.6	2.5	3.0	24.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	169.3	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.3	-9.6	10.8	-32.6	2.5	3.0	30.9				
		Intercity through train to Hung Hom		86.5	180.7	17.9	47.9	1	12.7	7.4	-19.5	-	-	-	-8.6	-9.6	0.0	-32.6	2.5	3.0	21.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	180.9	6.4	60.2	8	14.5	7.4	-1.7	1.4	-	-	-8.6	-12.7	9.0	-32.6	2.5	3.0	45.3	47.9			
		ER Lok Ma Chau to Hung Hom		85.1	175.5	6.4	60.1	4	2.4	6.2	-11.3	4.4	-	-	-8.5	-12.8	6.0	-32.6	2.5	3.0	35.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	169.3	6.4	60.1	12	2.8	7.4	-10.8	4.3	-	-	-8.3	-12.8	10.8	-32.6	2.5	3.0	42.3				
		Intercity through train to Hung Hom		86.5	180.9	6.4	60.2	1	14.5	7.4	-1.7	1.4	-	-	-8.6	-12.7	0.0	-32.6	2.5	3.0	37.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	180.7	21.9	74.2	8	1.9	7.4	-13.0	4.5	-	-	-8.6	-6.5	9.0	-32.6	2.5	3.0	43.5	50.2			
		ER Lok Ma Chau to Hung Hom		85.1	175.8	21.9	74.4	4	2.3	5.1	-19.0	4.4	2.0	-	-8.5	-6.5	6.0	-32.6	2.5	3.0	36.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	170.7	21.9	74.2	12	2.9	7.4	-10.6	4.3	-	-	-8.3	-6.5	10.8	-32.6	2.5	3.0	48.7				
		Intercity through train to Hung Hom		86.5	180.7	21.9	74.2	1	1.9	7.4	-13.0	4.5	-	-	-8.6	-6.5	0.0	-32.6	2.5	3.0	35.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	181.2	17.9	47.9	8	12.7	7.4	-19.2	-	-	-	-8.6	-9.6	9.0	-32.6	2.5	3.0	29.6	34.2			
		ER Lok Ma Chau to Hung Hom		85.1	175.7	17.9	47.9	4	7.0	6.9	-21.0	-	-	-	-8.5	-9.6	6.0	-32.6	2.5	3.0	24.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	169.8	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.3	-9.6	10.8	-32.6	2.5	3.0	30.9				
		Intercity through train to Hung Hom		86.5	181.2	17.9	47.9	1	12.7	7.4	-19.2	-	-	-	-8.6	-9.6	0.0	-32.6	2.5	3.0	22.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	181.4	6.4	60.2	8	14.5	7.4	-1.4	1.4	-	-	-8.6	-12.7	9.0	-32.6	2.5	3.0	45.6	48.2			
		ER Lok Ma Chau to Hung Hom		85.1	176.0	6.4	60.1	4	2.4	6.2	-11.0	4.4	-	-	-8.5	-12.8	6.0	-32.6	2.5	3.0	36.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	169.8	6.4	60.1	12	2.8	7.4	-10.4	4.3	-	-	-8.3	-12.8	10.8	-32.6	2.5	3.0	42.7				
		Intercity through train to Hung Hom		86.5	181.4	6.4	60.2	1	14.5	7.4	-1.4	1.4	-	-	-8.6	-12.7	0.0	-32.6	2.5	3.0	38.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	181.2	21.9	74.2	8	1.9	7.4	-12.8	4.5	-	-	-8.6	-6.5	9.0	-32.6	2.5	3.0	43.7	50.5			
		ER Lok Ma Chau to Hung Hom		85.1	176.4	21.9	74.4	4	2.3	5.1	-18.9	4.4	2.0	-	-8.5	-6.5	6.0	-32.6	2.5	3.0	36.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	171.2	21.9	74.2	12	2.9	7.4	-10.2	4.3	-	-	-8.4	-6.5	10.8	-32.6	2.5	3.0	49.0				
		Intercity through train to Hung Hom		86.5	181.2	21.9	74.2	1	1.9	7.4	-12.8	4.5	-	-	-8.6	-6.5	0.0	-32.6	2.5	3.0	36.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	181.7	17.9	47.9	8	12.7	7.4	-19.0	-	-	-	-8.6	-9.6	9.0	-32.6	2.5	3.0	29.8	34.2			
		ER Lok Ma Chau to Hung Hom		85.1	176.3	17.9	47.9	4	7.0	6.9	-21.0	-	-	-	-8.5	-9.6	6.0	-32.6	2.5	3.0	24.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	170.4	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.3	-9.6	10.8	-32.6	2.5	3.0	30.9				
		Intercity through train to Hung Hom		86.5	181.7	17.9	47.9	1	12.7	7.4	-19.0	-	-	-	-8.6	-9.6	0.0	-32.6	2.5	3.0	22.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	181.9	6.4	60.2	8	14.5	7.4	-1.2	1.2	-	-	-8.6	-12.7	9.0	-32.6	2.5	3.0	45.7	48.3			
		ER Lok Ma Chau to Hung Hom		85.1	176.6	6.4	60.1	4	2.4	6.2	-10.7	4.4	-	-	-8.5	-12.8	6.0	-32.6	2.5	3.0	36.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	170.4	6.4	60.1	12	2.8	7.4	-10.1	4.3	-	-	-8.3	-12.8	10.8	-32.6	2.5	3.0	43.0				
		Intercity through train to Hung Hom		86.5	181.9	6.4	60.2	1	14.5	7.4	-1.2	1.2	-	-	-8.6	-12.7	0.0	-32.6	2.5	3.0	38.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	181.7	21.9	74.2	8	1.9	7.4	-12.5	4.5	-	-	-8.6	-6.5	9.0	-32.6	2.5	3.0	43.9	50.8			
		ER Lok Ma Chau to Hung Hom		85.1	177.0	21.9	74.4	4	2.3	5.1	-18.8	4.4	2.0	-	-8.5	-6.5	6.0	-32.6	2.5	3.0	36.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	171.8	21.9	74.2	12	2.9	7.4	-9.9	4.3	-	-	-8.4	-6.5	10.8	-32.6	2.5	3.0	49.3				
		Intercity through train to Hung Hom		86.5	181.7	21.9	74.2	1	1.9	7.4	-12.5	4.5	-	-	-8.6	-6.5	0.0	-32.6	2.5	3.0	36.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	182.3	17.9	47.9	8	12.7	7.4	-18.8	-	-	-	-8.6	-9.6	9.0	-32.6	2.5	3.0	30.0	34.3			
		ER Lok Ma Chau to Hung Hom		85.1	176.9	17.9	47.9	4	7.0	6.9	-21.0	-	-	-	-8.5	-9.6	6.0	-32.6	2.5	3.0	24.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	171.0	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.4	-9.6	10.8	-32.6	2.5	3.0	30.9				
		Intercity through train to Hung Hom		86.5	182.3	17.9	47.9	1	12.7	7.4	-18.8	-	-	-	-8.6	-9.6	0.0	-32.6	2.5	3.0	22.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	182.5	6.4	60.2	8	14.5	7.4	-1.0	1.0	-	-	-8.6	-12.7	9.0	-32.6	2.5	3.0	45.7	48.4			
		ER Lok Ma Chau to Hung Hom		85.1	177.2	6.4	60.1	4	2.4	6.2	-10.4	4.4	-	-	-8.5	-12.8	6.0	-32.6	2.5	3.0	36.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	171.0	6.4	60.1	12	2.8	7.4	-9.7	4.3	-	-	-8.4	-12.8	10.8	-32.6	2.5	3.0	43.4				
		Intercity through train to Hung Hom		86.5	182.5	6.4	60.2	1	14.5	7.4	-1.0	1.0	-	-	-8.6	-12.7	0.0	-32.6	2.5	3.0	38.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	182.3	21.9	74.2	8	1.9	7.4	-12.3	4.5	-	-	-8.6	-6.5	9.0	-32.6	2.5	3.0	44.1	51.1			
		ER Lok Ma Chau to Hung Hom		85.1	177.6	21.9	74.4	4	2.3	5.1	-18.7	4.4	2.0	-	-8.5	-6.5	6.0	-32.6	2.5	3.0	36.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	172.4	21.9	74.2	12	2.9	7.4	-9.5	4.3	-	-	-8.4	-6.5	10.8	-32.6	2.5	3.0	49.7				
		Intercity through train to Hung Hom		86.5	182.3	21.9	74.2	1	1.9	7.4	-12.3	4.5	-	-	-8.6	-6.5	0.0	-32.6	2.5	3.0	36.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	182.9	17.9	47.9	8	12.7	7.4	-18.5	-	-	-	-8.6	-9.6	9.0	-32.6	2.5	3.0	30.2	34.4			
		ER Lok Ma Chau to Hung Hom		85.1	177.5	17.9	47.9	4	7.0	6.9	-21.0	-	-	-	-8.5	-9.6	6.0	-32.6	2.5	3.0	24.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	171.7	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.4	-9.6	10.8	-32.6	2.5	3.0	30.9				
		Intercity through train to Hung Hom		86.5	182.9	17.9	47.9	1	12.7	7.4	-18.5	-	-	-	-8.6	-9.6	0.0	-32.6	2.5	3.0	22.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	183.1	6.4	60.2	8	14.5	7.4	-0.8	0.8	-	-	-8.6	-12.7	9.0	-32.6	2.5	3.0	45.6	48.6			
		ER Lok Ma Chau to Hung Hom		85.1	177.9	6.4	60.1	4	2.4	6.2	-10.1	4.4	-	-	-8.5	-12.8	6.0	-32.6	2.5	3.0	37.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	171.7	6.4	60.1	12	2.8	7.4	-9.3	4.3	-	-	-8.4	-12.8	10.8	-32.6	2.5	3.0	43.7				
		Intercity through train to Hung Hom		86.5	183.1	6.4	60.2	1	14.5	7.4	-0.8	0.8	-	-	-8.6	-12.7	0.0	-32.6	2.5	3.0	38.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	182.9	21.9	74.2	8	1.9	7.4	-12.1	4.5	-	-	-8.6	-6.5	9.0	-32.6	2.5	3.0	44.3	51.4			
		ER Lok Ma Chau to Hung Hom		85.1	178.3	21.9	74.4	4	2.3	5.1	-18.5	4.4	2.0	-	-8.5	-6.5	6.0	-32.6	2.5	3.0	36.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	173.0	21.9	74.2	12	2.9	7.4	-9.1	4.3	-	-	-8.4	-6.5	10.8	-32.6	2.5	3.0	50.1				
		Intercity through train to Hung Hom		86.5	182.9	21.9	74.2	1	1.9	7.4	-12.1	4.5	-	-	-8.6	-6.5	0.0	-32.6	2.5	3.0	36.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	183.6	17.9	47.9	8	12.7	7.4	-18.3	-	-	-	-8.7	-9.6	9.0	-32.6	2.5	3.0	30.5	34.5			
		ER Lok Ma Chau to Hung Hom		85.1	178.2	17.9	47.9	4	7.0	6.9	-21.0	-	-	-	-8.5	-9.6	6.0	-32.6	2.5	3.0	24.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	172.4	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.4	-9.6	10.8	-32.6	2.5	3.0	30.8				
		Intercity through train to Hung Hom		86.5	183.6	17.9	47.9	1	12.7	7.4	-18.3	-	-	-	-8.7	-9.6	0.0	-32.6	2.5	3.0	22.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	183.8	6.4	60.2	8	14.5	7.4	-0.6	0.6	-	-	-8.7	-12.7	9.0	-32.6	2.5	3.0	45.6	48.7			
		ER Lok Ma Chau to Hung Hom		85.1	178.6	6.4	60.1	4	2.4	6.2	-9.8	4.4	-	-	-8.5	-12.8	6.0	-32.6	2.5	3.0	37.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	172.4	6.4	60.1	12	2.8	7.4	-8.9	4.3	-	-	-8.4	-12.8	10.8	-32.6	2.5	3.0	44.1				
		Intercity through train to Hung Hom		86.5	183.8	6.4	60.2	1	14.5	7.4	-0.6	0.6	-	-	-8.7	-12.7	0.0	-32.6	2.5	3.0	38.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	183.6	21.9	74.2	8	1.9	7.4	-11.9	4.5	-	-	-8.7	-6.5	9.0	-32.6	2.5	3.0	44.5	51.7			
		ER Lok Ma Chau to Hung Hom		85.1	179.0	21.9	74.4	4	2.3	5.1	-18.4	4.4	2.0	-	-8.5	-6.5	6.0	-32.6	2.5	3.0	36.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	173.7	21.9	74.2	12	2.9	7.4	-8.7	4.3	-	-	-8.4	-6.5	10.8	-32.6	2.5	3.0	50.5				
		Intercity through train to Hung Hom		86.5	183.6	21.9	74.2	1	1.9	7.4	-11.9	4.5	-	-	-8.7	-6.5	0.0	-32.6	2.5	3.0	36.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	184.3	17.9	47.9	8	12.7	7.4	-18.0	-	-	-	-8.7	-9.6	9.0	-32.6	2.5	3.0	30.7	34.6			
		ER Lok Ma Chau to Hung Hom		85.1	178.9	17.9	47.9	4	7.0	6.9	-21.0	-	-	-	-8.5	-9.6	6.0	-32.6	2.5	3.0	24.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	173.1	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.4	-9.6	10.8	-32.6	2.5	3.0	30.8				
		Intercity through train to Hung Hom		86.5	184.3	17.9	47.9	1	12.7	7.4	-18.0	-	-	-	-8.7	-9.6	0.0	-32.6	2.5	3.0	23.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	184.5	6.4	60.2	8	14.5	7.4	-0.4	0.4	-	-	-8.7	-12.7	9.0	-32.6	2.5	3.0	45.6	48.8			
		ER Lok Ma Chau to Hung Hom		85.1	179.3	6.4	60.1	4	2.4	6.2	-9.4	4.4	-	-	-8.6	-12.8	6.0	-32.6	2.5	3.0	37.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	173.1	6.4	60.1	12	2.8	7.4	-8.5	4.3	-	-	-8.4	-12.8	10.8	-32.6	2.5	3.0	44.5				
		Intercity through train to Hung Hom		86.5	184.5	6.4	60.2	1	14.5	7.4	-0.4	0.4	-	-	-8.7	-12.7	0.0	-32.6	2.5	3.0	38.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	184.3	21.9	74.2	8	1.9	7.4	-11.6	4.5	-	-	-8.7	-6.5	9.0	-32.6	2.5	3.0	44.7	52.1			
		ER Lok Ma Chau to Hung Hom		85.1	179.7	21.9	74.4	4	2.3	5.1	-18.3	4.4	2.0	-	-8.6	-6.5	6.0	-32.6	2.5	3.0	37.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	174.5	21.9	74.2	12	2.9	7.4	-8.3	4.3	-	-	-8.4	-6.5	10.8	-32.6	2.5	3.0	50.8				
		Intercity through train to Hung Hom		86.5	184.3	21.9	74.2	1	1.9	7.4	-11.6	4.5	-	-	-8.7	-6.5	0.0	-32.6	2.5	3.0	37.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	185.0	17.9	47.9	8	12.7	7.4	-17.7	-	-	-	-8.7	-9.6	9.0	-32.6	2.5	3.0	31.0	34.7			
		ER Lok Ma Chau to Hung Hom		85.1	179.7	17.9	47.9	4	7.0	6.9	-21.0	-	-	-	-8.6	-9.6	6.0	-32.6	2.5	3.0	24.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	173.9	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.4	-9.6	10.8	-32.6	2.5	3.0	30.8				
		Intercity through train to Hung Hom		86.5	185.0	17.9	47.9	1	12.7	7.4	-17.7	-	-	-	-8.7	-9.6	0.0	-32.6	2.5	3.0	23.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	185.2	6.4	60.2	8	14.5	7.4	-0.3	0.3	-	-	-8.7	-12.7	9.0	-32.6	2.5	3.0	45.6	49.0			
		ER Lok Ma Chau to Hung Hom		85.1	180.1	6.4	60.1	4	2.4	6.2	-9.1	4.4	-	-	-8.6	-12.8	6.0	-32.6	2.5	3.0	38.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	173.9	6.4	60.1	12	2.8	7.4	-8.1	4.3	-	-	-8.4	-12.8	10.8	-32.6	2.5	3.0	44.8				
		Intercity through train to Hung Hom		86.5	185.2	6.4	60.2	1	14.5	7.4	-0.3	0.3	-	-	-8.7	-12.7	0.0	-32.6	2.5	3.0	38.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	185.0	21.9	74.2	8	1.9	7.4	-11.4	4.5	-	-	-8.7	-6.5	9.0	-32.6	2.5	3.0	44.9	52.4			
		ER Lok Ma Chau to Hung Hom		85.1	180.5	21.9	74.4	4	2.3	5.1	-18.2	4.4	2.0	-	-8.6	-6.5	6.0	-32.6	2.5	3.0	37.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	175.3	21.9	74.2	12	2.9	7.4	-7.9	4.3	-	-	-8.5	-6.5	10.8	-32.6	2.5	3.0	51.2				
		Intercity through train to Hung Hom		86.5	185.0	21.9	74.2	1	1.9	7.4	-11.4	4.5	-	-	-8.7	-6.5	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	185.8	17.9	47.9	8	12.7	7.4	-17.4	-	-	-	-8.7	-9.6	9.0	-32.6	2.5	3.0	31.3	34.9			
		ER Lok Ma Chau to Hung Hom		85.1	180.5	17.9	47.9	4	7.0	6.9	-20.8	-	-	-	-8.6	-9.6	6.0	-32.6	2.5	3.0	25.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	174.7	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.4	-9.6	10.8	-32.6	2.5	3.0	30.8				
		Intercity through train to Hung Hom		86.5	185.8	17.9	47.9	1	12.7	7.4	-17.4	-	-	-	-8.7	-9.6	0.0	-32.6	2.5	3.0	23.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	186.0	6.4	60.2	8	14.5	7.4	-0.2	0.2	-	-	-8.7	-12.7	9.0	-32.6	2.5	3.0	45.6	49.2			
		ER Lok Ma Chau to Hung Hom		85.1	180.9	6.4	60.1	4	2.4	6.2	-8.7	4.4	-	-	-8.6	-12.8	6.0	-32.6	2.5	3.0	38.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	174.7	6.4	60.1	12	2.8	7.4	-7.7	4.3	-	-	-8.4	-12.8	10.8	-32.6	2.5	3.0	45.2				
		Intercity through train to Hung Hom		86.5	186.0	6.4	60.2	1	14.5	7.4	-0.2	0.2	-	-	-8.7	-12.7	0.0	-32.6	2.5	3.0	38.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	185.8	21.9	74.2	8	1.9	7.4	-11.1	4.5	-	-	-8.7	-6.5	9.0	-32.6	2.5	3.0	45.2	52.8			
		ER Lok Ma Chau to Hung Hom		85.1	181.4	21.9	74.4	4	2.3	5.1	-18.0	4.4	2.0	-	-8.6	-6.5	6.0	-32.6	2.5	3.0	37.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	176.1	21.9	74.2	12	2.9	7.4	-7.5	4.3	-	-	-8.5	-6.5	10.8	-32.6	2.5	3.0	51.6				
		Intercity through train to Hung Hom		86.5	185.8	21.9	74.2	1	1.9	7.4	-11.1	4.5	-	-	-8.7	-6.5	0.0	-32.6	2.5	3.0	37.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	186.6	17.9	47.9	8	12.7	7.4	-17.1	-	-	-	-8.7	-9.6	9.0	-32.6	2.5	3.0	31.5	35.0			
		ER Lok Ma Chau to Hung Hom		85.1	181.4	17.9	47.9	4	7.0	6.9	-20.7	-	-	-	-8.6	-9.6	6.0	-32.6	2.5	3.0	25.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	175.6	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.5	-9.6	10.8	-32.6	2.5	3.0	30.8				
		Intercity through train to Hung Hom		86.5	186.6	17.9	47.9	1	12.7	7.4	-17.1	-	-	-	-8.7	-9.6	0.0	-32.6	2.5	3.0	24.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	186.8	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-8.7	-12.7	9.0	-32.6	2.5	3.0	45.6	49.3			
		ER Lok Ma Chau to Hung Hom		85.1	181.8	6.4	60.1	4	2.4	6.2	-8.4	4.4	-	-	-8.6	-12.8	6.0	-32.6	2.5	3.0	38.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	175.6	6.4	60.1	12	2.8	7.4	-7.4	4.3	-	-	-8.5	-12.8	10.8	-32.6	2.5	3.0	45.6				
		Intercity through train to Hung Hom		86.5	186.8	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-8.7	-12.7	0.0	-32.6	2.5	3.0	38.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	186.6	21.9	74.2	8	1.9	7.4	-10.9	4.5	-	-	-8.7	-6.5	9.0	-32.6	2.5	3.0	45.4	53.1			
		ER Lok Ma Chau to Hung Hom		85.1	182.2	21.9	74.4	4	2.3	5.1	-17.9	4.4	2.0	-	-8.6	-6.5	6.0	-32.6	2.5	3.0	37.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	176.9	21.9	74.2	12	2.9	7.4	-7.1	4.3	-	-	-8.5	-6.5	10.8	-32.6	2.5	3.0	52.0				
		Intercity through train to Hung Hom		86.5	186.6	21.9	74.2	1	1.9	7.4	-10.9	4.5	-	-	-8.7	-6.5	0.0	-32.6	2.5	3.0	37.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
17	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	187.5	17.9	47.9	8	12.7	7.4	-16.8	-	-	-	-8.8	-9.6	9.0	-32.6	2.5	3.0	31.8	35.2			
		ER Lok Ma Chau to Hung Hom		85.1	182.2	17.9	47.9	4	7.0	6.9	-20.5	-	-	-	-8.6	-9.6	6.0	-32.6	2.5	3.0	25.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	176.5	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.5	-9.6	10.8	-32.6	2.5	3.0	30.7				
		Intercity through train to Hung Hom		86.5	187.5	17.9	47.9	1	12.7	7.4	-16.8	-	-	-	-8.8	-9.6	0.0	-32.6	2.5	3.0	24.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	187.7	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-8.8	-12.7	9.0	-32.6	2.5	3.0	45.5	49.5			
		ER Lok Ma Chau to Hung Hom		85.1	182.7	6.4	60.1	4	2.4	6.2	-8.0	4.4	-	-	-8.6	-12.8	6.0	-32.6	2.5	3.0	39.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	176.5	6.4	60.1	12	2.8	7.4	-7.0	4.3	-	-	-8.5	-12.8	10.8	-32.6	2.5	3.0	45.9				
		Intercity through train to Hung Hom		86.5	187.7	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-8.8	-12.7	0.0	-32.6	2.5	3.0	38.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	187.5	21.9	74.2	8	1.9	7.4	-10.6	4.5	-	-	-8.8	-6.5	9.0	-32.6	2.5	3.0	45.6	53.4			
		ER Lok Ma Chau to Hung Hom		85.1	183.1	21.9	74.4	4	2.3	5.1	-17.8	4.4	2.0	-	-8.6	-6.5	6.0	-32.6	2.5	3.0	37.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	177.8	21.9	74.2	12	2.9	7.4	-6.7	4.3	-	-	-8.5	-6.5	10.8	-32.6	2.5	3.0	52.3				
		Intercity through train to Hung Hom		86.5	187.5	21.9	74.2	1	1.9	7.4	-10.6	4.5	-	-	-8.8	-6.5	0.0	-32.6	2.5	3.0	38.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
18	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	188.4	17.9	47.9	8	12.7	7.4	-16.5	-	-	-	-8.8	-9.6	9.0	-32.6	2.5	3.0	32.1	35.4			
		ER Lok Ma Chau to Hung Hom		85.1	183.2	17.9	47.9	4	7.0	6.9	-20.4	-	-	-	-8.6	-9.6	6.0	-32.6	2.5	3.0	25.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	177.4	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.5	-9.6	10.8	-32.6	2.5	3.0	30.7				
		Intercity through train to Hung Hom		86.5	188.4	17.9	47.9	1	12.7	7.4	-16.5	-	-	-	-8.8	-9.6	0.0	-32.6	2.5	3.0	24.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	188.6	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-8.8	-12.7	9.0	-32.6	2.5	3.0	45.5	49.7			
		ER Lok Ma Chau to Hung Hom		85.1	183.6	6.4	60.1	4	2.4	6.2	-7.7	4.4	-	-	-8.7	-12.8	6.0	-32.6	2.5	3.0	39.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	177.4	6.4	60.1	12	2.8	7.4	-6.6	4.3	-	-	-8.5	-12.8	10.8	-32.6	2.5	3.0	46.3				
		Intercity through train to Hung Hom		86.5	188.6	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-8.8	-12.7	0.0	-32.6	2.5	3.0	38.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	188.4	21.9	74.2	8	1.9	7.4	-10.4	4.5	-	-	-8.8	-6.5	9.0	-32.6	2.5	3.0	45.9	53.7			
		ER Lok Ma Chau to Hung Hom		85.1	184.1	21.9	74.4	4	2.3	5.1	-17.6	4.4	2.0	-	-8.7	-6.5	6.0	-32.6	2.5	3.0	37.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	178.8	21.9	74.2	12	2.9	7.4	-6.4	4.3	-	-	-8.5	-6.5	10.8	-32.6	2.5	3.0	52.6				
		Intercity through train to Hung Hom		86.5	188.4	21.9	74.2	1	1.9	7.4	-10.4	4.5	-	-	-8.8	-6.5	0.0	-32.6	2.5	3.0	38.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
19	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	189.3	17.9	47.9	8	12.7	7.4	-16.2	-	-	-	-8.8	-9.6	9.0	-32.6	2.5	3.0	32.4	35.5			
		ER Lok Ma Chau to Hung Hom		85.1	184.1	17.9	47.9	4	7.0	6.9	-20.2	-	-	-	-8.7	-9.6	6.0	-32.6	2.5	3.0	25.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	178.4	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.5	-9.6	10.8	-32.6	2.5	3.0	30.7				
		Intercity through train to Hung Hom		86.5	189.3	17.9	47.9	1	12.7	7.4	-16.2	-	-	-	-8.8	-9.6	0.0	-32.6	2.5	3.0	24.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	189.5	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-8.8	-12.7	9.0	-32.6	2.5	3.0	45.5	49.8			
		ER Lok Ma Chau to Hung Hom		85.1	184.6	6.4	60.1	4	2.4	6.2	-7.4	4.4	-	-	-8.7	-12.8	6.0	-32.6	2.5	3.0	39.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	178.4	6.4	60.1	12	2.8	7.4	-6.3	4.3	-	-	-8.5	-12.8	10.8	-32.6	2.5	3.0	46.6				
		Intercity through train to Hung Hom		86.5	189.5	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-8.8	-12.7	0.0	-32.6	2.5	3.0	38.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	189.3	21.9	74.2	8	1.9	7.4	-10.1	4.5	-	-	-8.8	-6.5	9.0	-32.6	2.5	3.0	46.1	54.0			
		ER Lok Ma Chau to Hung Hom		85.1	185.1	21.9	74.4	4	2.3	5.1	-17.5	4.4	2.0	-	-8.7	-6.5	6.0	-32.6	2.5	3.0	37.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	179.7	21.9	74.2	12	2.9	7.4	-6.1	4.3	-	-	-8.6	-6.5	10.8	-32.6	2.5	3.0	52.9				
		Intercity through train to Hung Hom		86.5	189.3	21.9	74.2	1	1.9	7.4	-10.1	4.5	-	-	-8.8	-6.5	0.0	-32.6	2.5	3.0	38.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
20	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	190.2	17.9	47.9	8	12.7	7.4	-15.8	-	-	-	-8.8	-9.6	9.0	-32.6	2.5	3.0	32.7	35.7			
		ER Lok Ma Chau to Hung Hom		85.1	185.1	17.9	47.9	4	7.0	6.9	-20.0	-	-	-	-8.7	-9.6	6.0	-32.6	2.5	3.0	25.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	179.4	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.6	-9.6	10.8	-32.6	2.5	3.0	30.7				
		Intercity through train to Hung Hom		86.5	190.2	17.9	47.9	1	12.7	7.4	-15.8	-	-	-	-8.8	-9.6	0.0	-32.6	2.5	3.0	25.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	190.4	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-8.8	-12.7	9.0	-32.6	2.5	3.0	45.5	50.0			
		ER Lok Ma Chau to Hung Hom		85.1	185.6	6.4	60.1	4	2.4	6.2	-7.0	4.4	-	-	-8.7	-12.8	6.0	-32.6	2.5	3.0	39.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	179.4	6.4	60.1	12	2.8	7.4	-6.0	4.3	-	-	-8.6	-12.8	10.8	-32.6	2.5	3.0	46.8				
		Intercity through train to Hung Hom		86.5	190.4	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-8.8	-12.7	0.0	-32.6	2.5	3.0	37.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	190.2	21.9	74.2	8	1.9	7.4	-9.8	4.5	-	-	-8.8	-6.5	9.0	-32.6	2.5	3.0	46.4	54.2			
		ER Lok Ma Chau to Hung Hom		85.1	186.1	21.9	74.4	4	2.3	5.1	-17.4	4.4	2.0	-	-8.7	-6.5	6.0	-32.6	2.5	3.0	37.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	180.7	21.9	74.2	12	2.9	7.4	-5.9	4.3	-	-	-8.6	-6.5	10.8	-32.6	2.5	3.0	53.1				
		Intercity through train to Hung Hom		86.5	190.2	21.9	74.2	1	1.9	7.4	-9.8	4.5	-	-	-8.8	-6.5	0.0	-32.6	2.5	3.0	38.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
21	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	191.2	17.9	47.9	8	12.7	7.4	-15.5	-	-	-	-8.8	-9.6	9.0	-32.6	2.5	3.0	33.1	35.9			
		ER Lok Ma Chau to Hung Hom		85.1	186.1	17.9	47.9	4	7.0	6.9	-19.9	-	-	-	-8.7	-9.6	6.0	-32.6	2.5	3.0	25.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	180.5	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.6	-9.6	10.8	-32.6	2.5	3.0	30.6				
		Intercity through train to Hung Hom		86.5	191.2	17.9	47.9	1	12.7	7.4	-15.5	-	-	-	-8.8	-9.6	0.0	-32.6	2.5	3.0	25.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	191.4	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-8.8	-12.7	9.0	-32.6	2.5	3.0	45.4	50.1			
		ER Lok Ma Chau to Hung Hom		85.1	186.6	6.4	60.1	4	2.4	6.2	-6.7	4.4	-	-	-8.7	-12.8	6.0	-32.6	2.5	3.0	40.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	180.5	6.4	60.1	12	2.8	7.4	-5.8	4.3	-	-	-8.6	-12.8	10.8	-32.6	2.5	3.0	47.0				
		Intercity through train to Hung Hom		86.5	191.4	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-8.8	-12.7	0.0	-32.6	2.5	3.0	37.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	191.2	21.9	74.2	8	1.9	7.4	-9.5	4.5	-	-	-8.8	-6.5	9.0	-32.6	2.5	3.0	46.6	54.4			
		ER Lok Ma Chau to Hung Hom		85.1	187.1	21.9	74.4	4	2.3	5.1	-17.2	4.4	2.0	-	-8.7	-6.5	6.0	-32.6	2.5	3.0	37.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	181.8	21.9	74.2	12	2.9	7.4	-5.7	4.3	-	-	-8.6	-6.5	10.8	-32.6	2.5	3.0	53.3				
		Intercity through train to Hung Hom		86.5	191.2	21.9	74.2	1	1.9	7.4	-9.5	4.5	-	-	-8.8	-6.5	0.0	-32.6	2.5	3.0	39.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
22	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	192.3	17.9	47.9	8	12.7	7.4	-15.1	-	-	-	-8.9	-9.6	9.0	-32.6	2.5	3.0	33.4	36.2			
		ER Lok Ma Chau to Hung Hom		85.1	187.2	17.9	47.9	4	7.0	6.9	-19.7	-	-	-	-8.7	-9.6	6.0	-32.6	2.5	3.0	25.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	181.6	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.6	-9.6	10.8	-32.6	2.5	3.0	30.6				
		Intercity through train to Hung Hom		86.5	192.3	17.9	47.9	1	12.7	7.4	-15.1	-	-	-	-8.9	-9.6	0.0	-32.6	2.5	3.0	25.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	192.4	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-8.9	-12.7	9.0	-32.6	2.5	3.0	45.4	50.2			
		ER Lok Ma Chau to Hung Hom		85.1	187.7	6.4	60.1	4	2.4	6.2	-6.4	4.4	-	-	-8.8	-12.8	6.0	-32.6	2.5	3.0	40.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	181.6	6.4	60.1	12	2.8	7.4	-5.6	4.3	-	-	-8.6	-12.8	10.8	-32.6	2.5	3.0	47.1				
		Intercity through train to Hung Hom		86.5	192.4	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-8.9	-12.7	0.0	-32.6	2.5	3.0	37.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	192.3	21.9	74.2	8	1.9	7.4	-9.3	4.5	-	-	-8.9	-6.5	9.0	-32.6	2.5	3.0	46.9	54.5			
		ER Lok Ma Chau to Hung Hom		85.1	188.2	21.9	74.4	4	2.3	5.1	-17.1	4.4	2.0	-	-8.8	-6.5	6.0	-32.6	2.5	3.0	38.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	182.9	21.9	74.2	12	2.9	7.4	-5.6	4.3	-	-	-8.6	-6.5	10.8	-32.6	2.5	3.0	53.4				
		Intercity through train to Hung Hom		86.5	192.3	21.9	74.2	1	1.9	7.4	-9.3	4.5	-	-	-8.9	-6.5	0.0	-32.6	2.5	3.0	39.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
24	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	194.7	17.9	47.9	8	12.7	7.4	-14.2	-	-	-	-8.9	-9.6	9.0	-32.6	2.5	3.0	34.2	36.7			
		ER Lok Ma Chau to Hung Hom		85.1	189.7	17.9	47.9	4	7.0	6.9	-19.3	-	-	-	-8.8	-9.6	6.0	-32.6	2.5	3.0	26.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	184.2	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.7	-9.6	10.8	-32.6	2.5	3.0	30.6				
		Intercity through train to Hung Hom		86.5	194.7	17.9	47.9	1	12.7	7.4	-14.2	-	-	-	-8.9	-9.6	0.0	-32.6	2.5	3.0	26.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	194.9	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-8.9	-12.7	9.0	-32.6	2.5	3.0	45.4	50.3			
		ER Lok Ma Chau to Hung Hom		85.1	190.2	6.4	60.1	4	2.4	6.2	-5.9	4.4	-	-	-8.8	-12.8	6.0	-32.6	2.5	3.0	41.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	184.2	6.4	60.1	12	2.8	7.4	-5.4	4.3	-	-	-8.7	-12.8	10.8	-32.6	2.5	3.0	47.3				
		Intercity through train to Hung Hom		86.5	194.9	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-8.9	-12.7	0.0	-32.6	2.5	3.0	37.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	194.7	21.9	74.2	8	1.9	7.4	-8.6	4.5	-	-	-8.9	-6.5	9.0	-32.6	2.5	3.0	47.5	54.9			
		ER Lok Ma Chau to Hung Hom		85.1	190.8	21.9	74.4	4	2.3	5.1	-16.8	4.4	2.0	-	-8.8	-6.5	6.0	-32.6	2.5	3.0	38.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	185.4	21.9	74.2	12	2.9	7.4	-5.1	4.3	-	-	-8.7	-6.5	10.8	-32.6	2.5	3.0	53.8				
		Intercity through train to Hung Hom		86.5	194.7	21.9	74.2	1	1.9	7.4	-8.6	4.5	-	-	-8.9	-6.5	0.0	-32.6	2.5	3.0	39.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
25	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	195.8	17.9	47.9	8	12.7	7.4	-13.8	-	-	-	-8.9	-9.6	9.0	-32.6	2.5	3.0	34.6	37.0			
		ER Lok Ma Chau to Hung Hom		85.1	190.9	17.9	47.9	4	7.0	6.9	-19.2	-	-	-	-8.8	-9.6	6.0	-32.6	2.5	3.0	26.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	185.4	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.7	-9.6	10.8	-32.6	2.5	3.0	30.5				
		Intercity through train to Hung Hom		86.5	195.8	17.9	47.9	1	12.7	7.4	-13.8	-	-	-	-8.9	-9.6	0.0	-32.6	2.5	3.0	27.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	196.0	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-8.9	-12.7	9.0	-32.6	2.5	3.0	45.3	50.5			
		ER Lok Ma Chau to Hung Hom		85.1	191.4	6.4	60.1	4	2.4	6.2	-5.7	4.4	-	-	-8.8	-12.8	6.0	-32.6	2.5	3.0	41.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	185.4	6.4	60.1	12	2.8	7.4	-5.0	4.3	-	-	-8.7	-12.8	10.8	-32.6	2.5	3.0	47.7				
		Intercity through train to Hung Hom		86.5	196.0	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-8.9	-12.7	0.0	-32.6	2.5	3.0	37.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	195.8	21.9	74.2	8	1.9	7.4	-8.3	4.5	-	-	-8.9	-6.5	9.0	-32.6	2.5	3.0	47.7	55.3			
		ER Lok Ma Chau to Hung Hom		85.1	192.0	21.9	74.4	4	2.3	5.1	-16.6	4.4	2.0	-	-8.9	-6.5	6.0	-32.6	2.5	3.0	38.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	186.6	21.9	74.2	12	2.9	7.4	-4.6	4.3	-	-	-8.7	-6.5	10.8	-32.6	2.5	3.0	54.2				
		Intercity through train to Hung Hom		86.5	195.8	21.9	74.2	1	1.9	7.4	-8.3	4.5	-	-	-8.9	-6.5	0.0	-32.6	2.5	3.0	40.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
26	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	197.0	17.9	47.9	8	12.7	7.4	-13.4	-	-	-	-9.0	-9.6	9.0	-32.6	2.5	3.0	35.1	37.3			
		ER Lok Ma Chau to Hung Hom		85.1	192.1	17.9	47.9	4	7.0	6.9	-19.0	-	-	-	-8.9	-9.6	6.0	-32.6	2.5	3.0	26.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	186.6	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.7	-9.6	10.8	-32.6	2.5	3.0	30.5				
		Intercity through train to Hung Hom		86.5	197.0	17.9	47.9	1	12.7	7.4	-13.4	-	-	-	-9.0	-9.6	0.0	-32.6	2.5	3.0	27.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	197.2	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-9.0	-12.7	9.0	-32.6	2.5	3.0	45.3	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	192.6	6.4	60.1	4	2.4	6.2	-5.6	4.4	-	-	-8.9	-12.8	6.0	-32.6	2.5	3.0	41.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	186.6	6.4	60.1	12	2.8	7.4	-4.5	4.3	-	-	-8.7	-12.8	10.8	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	197.2	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.0	-12.7	0.0	-32.6	2.5	3.0	37.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	197.0	21.9	74.2	8	1.9	7.4	-8.1	4.5	-	-	-9.0	-6.5	9.0	-32.6	2.5	3.0	48.0	55.6			
		ER Lok Ma Chau to Hung Hom		85.1	193.2	21.9	74.4	4	2.3	5.1	-16.5	4.4	2.0	-	-8.9	-6.5	6.0	-32.6	2.5	3.0	38.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	187.8	21.9	74.2	12	2.9	7.4	-4.2	4.2	-	-	-8.8	-6.5	10.8	-32.6	2.5	3.0	54.5				
		Intercity through train to Hung Hom		86.5	197.0	21.9	74.2	1	1.9	7.4	-8.1	4.5	-	-	-9.0	-6.5	0.0	-32.6	2.5	3.0	40.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
27	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	198.2	17.9	47.9	8	12.7	7.4	-12.9	-	-	-	-9.0	-9.6	9.0	-32.6	2.5	3.0	35.5	37.6			
		ER Lok Ma Chau to Hung Hom		85.1	193.3	17.9	47.9	4	7.0	6.9	-18.8	-	-	-	-8.9	-9.6	6.0	-32.6	2.5	3.0	26.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	187.8	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.8	-9.6	10.8	-32.6	2.5	3.0	30.5				
		Intercity through train to Hung Hom		86.5	198.2	17.9	47.9	1	12.7	7.4	-12.9	-	-	-	-9.0	-9.6	0.0	-32.6	2.5	3.0	28.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	198.4	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-9.0	-12.7	9.0	-32.6	2.5	3.0	45.3	50.8			
		ER Lok Ma Chau to Hung Hom		85.1	193.8	6.4	60.1	4	2.4	6.2	-5.6	4.4	-	-	-8.9	-12.8	6.0	-32.6	2.5	3.0	41.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	187.8	6.4	60.1	12	2.8	7.4	-4.1	4.1	-	-	-8.8	-12.8	10.8	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	198.4	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.0	-12.7	0.0	-32.6	2.5	3.0	37.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	198.2	21.9	74.2	8	1.9	7.4	-7.8	4.5	-	-	-9.0	-6.5	9.0	-32.6	2.5	3.0	48.2	55.7			
		ER Lok Ma Chau to Hung Hom		85.1	194.4	21.9	74.4	4	2.3	5.1	-16.3	4.4	2.0	-	-8.9	-6.5	6.0	-32.6	2.5	3.0	38.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	189.1	21.9	74.2	12	2.9	7.4	-3.8	3.8	-	-	-8.8	-6.5	10.8	-32.6	2.5	3.0	54.5				
		Intercity through train to Hung Hom		86.5	198.2	21.9	74.2	1	1.9	7.4	-7.8	4.5	-	-	-9.0	-6.5	0.0	-32.6	2.5	3.0	40.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
28	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	199.4	17.9	47.9	8	12.7	7.4	-12.4	-	-	-	-9.0	-9.6	9.0	-32.6	2.5	3.0	36.0	38.0			
		ER Lok Ma Chau to Hung Hom		85.1	194.6	17.9	47.9	4	7.0	6.9	-18.6	-	-	-	-8.9	-9.6	6.0	-32.6	2.5	3.0	26.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	189.1	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.8	-9.6	10.8	-32.6	2.5	3.0	30.4				
		Intercity through train to Hung Hom		86.5	199.4	17.9	47.9	1	12.7	7.4	-12.4	-	-	-	-9.0	-9.6	0.0	-32.6	2.5	3.0	28.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	199.6	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-9.0	-12.7	9.0	-32.6	2.5	3.0	45.3	50.8			
		ER Lok Ma Chau to Hung Hom		85.1	195.1	6.4	60.1	4	2.4	6.2	-5.5	4.4	-	-	-8.9	-12.8	6.0	-32.6	2.5	3.0	41.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	189.1	6.4	60.1	12	2.8	7.4	-3.7	3.7	-	-	-8.8	-12.8	10.8	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	199.6	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.0	-12.7	0.0	-32.6	2.5	3.0	37.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	199.4	21.9	74.2	8	1.9	7.4	-7.5	4.5	-	-	-9.0	-6.5	9.0	-32.6	2.5	3.0	48.5	55.7			
		ER Lok Ma Chau to Hung Hom		85.1	195.7	21.9	74.4	4	2.3	5.1	-16.2	4.4	2.0	-	-8.9	-6.5	6.0	-32.6	2.5	3.0	38.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	190.4	21.9	74.2	12	2.9	7.4	-3.5	3.5	-	-	-8.8	-6.5	10.8	-32.6	2.5	3.0	54.5				
		Intercity through train to Hung Hom		86.5	199.4	21.9	74.2	1	1.9	7.4	-7.5	4.5	-	-	-9.0	-6.5	0.0	-32.6	2.5	3.0	41.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
29	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	200.7	17.9	47.9	8	12.7	7.4	-11.9	-	-	-	-9.0	-9.6	9.0	-32.6	2.5	3.0	36.5	38.3			
		ER Lok Ma Chau to Hung Hom		85.1	195.9	17.9	47.9	4	7.0	6.9	-18.4	-	-	-	-8.9	-9.6	6.0	-32.6	2.5	3.0	27.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	190.5	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.8	-9.6	10.8	-32.6	2.5	3.0	30.4				
		Intercity through train to Hung Hom		86.5	200.7	17.9	47.9	1	12.7	7.4	-11.9	-	-	-	-9.0	-9.6	0.0	-32.6	2.5	3.0	28.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	200.9	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-9.0	-12.7	9.0	-32.6	2.5	3.0	45.2	50.8			
		ER Lok Ma Chau to Hung Hom		85.1	196.4	6.4	60.1	4	2.4	6.2	-5.2	4.4	-	-	-9.0	-12.8	6.0	-32.6	2.5	3.0	41.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	190.5	6.4	60.1	12	2.8	7.4	-3.4	3.4	-	-	-8.8	-12.8	10.8	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	200.9	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.0	-12.7	0.0	-32.6	2.5	3.0	37.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	200.7	21.9	74.2	8	1.9	7.4	-7.2	4.5	-	-	-9.0	-6.5	9.0	-32.6	2.5	3.0	48.7	55.7			
		ER Lok Ma Chau to Hung Hom		85.1	197.0	21.9	74.4	4	2.3	5.1	-16.0	4.4	2.0	-	-9.0	-6.5	6.0	-32.6	2.5	3.0	38.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	191.7	21.9	74.2	12	2.9	7.4	-3.2	3.2	-	-	-8.8	-6.5	10.8	-32.6	2.5	3.0	54.5				
		Intercity through train to Hung Hom		86.5	200.7	21.9	74.2	1	1.9	7.4	-7.2	4.5	-	-	-9.0	-6.5	0.0	-32.6	2.5	3.0	41.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
30	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	202.0	17.9	47.9	8	12.7	7.4	-11.3	-	-	-	-9.1	-9.6	9.0	-32.6	2.5	3.0	37.0	38.7			
		ER Lok Ma Chau to Hung Hom		85.1	197.2	17.9	47.9	4	7.0	6.9	-18.2	-	-	-	-9.0	-9.6	6.0	-32.6	2.5	3.0	27.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	191.8	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.8	-9.6	10.8	-32.6	2.5	3.0	30.4				
		Intercity through train to Hung Hom		86.5	202.0	17.9	47.9	1	12.7	7.4	-11.3	-	-	-	-9.1	-9.6	0.0	-32.6	2.5	3.0	29.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	202.1	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-9.1	-12.7	9.0	-32.6	2.5	3.0	45.2	50.8			
		ER Lok Ma Chau to Hung Hom		85.1	197.7	6.4	60.1	4	2.4	6.2	-4.7	4.4	-	-	-9.0	-12.8	6.0	-32.6	2.5	3.0	42.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	191.8	6.4	60.1	12	2.8	7.4	-3.2	3.2	-	-	-8.8	-12.8	10.8	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	202.1	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.1	-12.7	0.0	-32.6	2.5	3.0	37.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	202.0	21.9	74.2	8	1.9	7.4	-7.0	4.5	-	-	-9.1	-6.5	9.0	-32.6	2.5	3.0	49.0	55.8			
		ER Lok Ma Chau to Hung Hom		85.1	198.4	21.9	74.4	4	2.3	5.1	-15.9	4.4	2.0	-	-9.0	-6.5	6.0	-32.6	2.5	3.0	39.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	193.0	21.9	74.2	12	2.9	7.4	-3.0	3.0	-	-	-8.9	-6.5	10.8	-32.6	2.5	3.0	54.4				
		Intercity through train to Hung Hom		86.5	202.0	21.9	74.2	1	1.9	7.4	-7.0	4.5	-	-	-9.1	-6.5	0.0	-32.6	2.5	3.0	41.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
31	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	203.3	17.9	47.9	8	12.7	7.4	-10.8	-	-	-	-9.1	-9.6	9.0	-32.6	2.5	3.0	37.5	39.2			
		ER Lok Ma Chau to Hung Hom		85.1	198.6	17.9	47.9	4	7.0	6.9	-18.1	-	-	-	-9.0	-9.6	6.0	-32.6	2.5	3.0	27.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	193.2	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.9	-9.6	10.8	-32.6	2.5	3.0	30.3				
		Intercity through train to Hung Hom		86.5	203.3	17.9	47.9	1	12.7	7.4	-10.8	-	-	-	-9.1	-9.6	0.0	-32.6	2.5	3.0	30.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	203.5	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-9.1	-12.7	9.0	-32.6	2.5	3.0	45.2	50.9			
		ER Lok Ma Chau to Hung Hom		85.1	199.1	6.4	60.1	4	2.4	6.2	-4.3	4.3	-	-	-9.0	-12.8	6.0	-32.6	2.5	3.0	42.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	193.2	6.4	60.1	12	2.8	7.4	-2.9	2.9	-	-	-8.9	-12.8	10.8	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	203.5	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.1	-12.7	0.0	-32.6	2.5	3.0	37.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	203.3	21.9	74.2	8	1.9	7.4	-6.7	4.5	-	-	-9.1	-6.5	9.0	-32.6	2.5	3.0	49.2	55.8			
		ER Lok Ma Chau to Hung Hom		85.1	199.7	21.9	74.4	4	2.3	5.1	-15.7	4.4	2.0	-	-9.0	-6.5	6.0	-32.6	2.5	3.0	39.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	194.4	21.9	74.2	12	2.9	7.4	-2.7	2.7	-	-	-8.9	-6.5	10.8	-32.6	2.5	3.0	54.4				
		Intercity through train to Hung Hom		86.5	203.3	21.9	74.2	1	1.9	7.4	-6.7	4.5	-	-	-9.1	-6.5	0.0	-32.6	2.5	3.0	41.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
32	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	204.6	17.9	47.9	8	12.7	7.4	-10.1	-	-	-	-9.1	-9.6	9.0	-32.6	2.5	3.0	38.1	39.7			
		ER Lok Ma Chau to Hung Hom		85.1	199.9	17.9	47.9	4	7.0	6.9	-17.9	-	-	-	-9.0	-9.6	6.0	-32.6	2.5	3.0	27.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	194.6	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.9	-9.6	10.8	-32.6	2.5	3.0	30.3				
		Intercity through train to Hung Hom		86.5	204.6	17.9	47.9	1	12.7	7.4	-10.1	-	-	-	-9.1	-9.6	0.0	-32.6	2.5	3.0	30.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	204.8	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-9.1	-12.7	9.0	-32.6	2.5	3.0	45.2	50.8			
		ER Lok Ma Chau to Hung Hom		85.1	200.5	6.4	60.1	4	2.4	6.2	-4.0	4.0	-	-	-9.0	-12.8	6.0	-32.6	2.5	3.0	42.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	194.6	6.4	60.1	12	2.8	7.4	-2.7	2.7	-	-	-8.9	-12.8	10.8	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	204.8	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.1	-12.7	0.0	-32.6	2.5	3.0	37.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	204.6	21.9	74.2	8	1.9	7.4	-6.5	4.5	-	-	-9.1	-6.5	9.0	-32.6	2.5	3.0	49.4	55.8			
		ER Lok Ma Chau to Hung Hom		85.1	201.1	21.9	74.4	4	2.3	5.1	-15.5	4.4	2.0	-	-9.1	-6.5	6.0	-32.6	2.5	3.0	39.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	195.8	21.9	74.2	12	2.9	7.4	-2.6	2.6	-	-	-8.9	-6.5	10.8	-32.6	2.5	3.0	54.4				
		Intercity through train to Hung Hom		86.5	204.6	21.9	74.2	1	1.9	7.4	-6.5	4.5	-	-	-9.1	-6.5	0.0	-32.6	2.5	3.0	41.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
33	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	206.0	17.9	47.9	8	12.7	7.4	-9.5	-	-	-	-9.2	-9.6	9.0	-32.6	2.5	3.0	38.7	40.2			
		ER Lok Ma Chau to Hung Hom		85.1	201.3	17.9	47.9	4	7.0	6.9	-17.7	-	-	-	-9.1	-9.6	6.0	-32.6	2.5	3.0	27.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	196.1	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-8.9	-9.6	10.8	-32.6	2.5	3.0	30.3				
		Intercity through train to Hung Hom		86.5	206.0	17.9	47.9	1	12.7	7.4	-9.5	-	-	-	-9.2	-9.6	0.0	-32.6	2.5	3.0	31.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	206.2	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-9.2	-12.7	9.0	-32.6	2.5	3.0	45.1	50.8			
		ER Lok Ma Chau to Hung Hom		85.1	201.9	6.4	60.1	4	2.4	6.2	-3.7	3.7	-	-	-9.1	-12.8	6.0	-32.6	2.5	3.0	42.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	196.1	6.4	60.1	12	2.8	7.4	-2.6	2.6	-	-	-8.9	-12.8	10.8	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	206.2	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.2	-12.7	0.0	-32.6	2.5	3.0	37.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	206.0	21.9	74.2	8	1.9	7.4	-6.3	4.5	-	-	-9.2	-6.5	9.0	-32.6	2.5	3.0	49.6	55.9			
		ER Lok Ma Chau to Hung Hom		85.1	202.6	21.9	74.4	4	2.3	5.1	-15.4	4.4	2.0	-	-9.1	-6.5	6.0	-32.6	2.5	3.0	39.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	197.3	21.9	74.2	12	2.9	7.4	-2.4	2.4	-	-	-9.0	-6.5	10.8	-32.6	2.5	3.0	54.3				
		Intercity through train to Hung Hom		86.5	206.0	21.9	74.2	1	1.9	7.4	-6.3	4.5	-	-	-9.2	-6.5	0.0	-32.6	2.5	3.0	42.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
34	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	207.4	17.9	47.9	8	12.7	7.4	-8.9	-	-	-	-9.2	-9.6	9.0	-32.6	2.5	3.0	39.4	40.7			
		ER Lok Ma Chau to Hung Hom		85.1	202.8	17.9	47.9	4	7.0	6.9	-17.5	-	-	-	-9.1	-9.6	6.0	-32.6	2.5	3.0	27.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	197.5	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-9.0	-9.6	10.8	-32.6	2.5	3.0	30.3				
		Intercity through train to Hung Hom		86.5	207.4	17.9	47.9	1	12.7	7.4	-8.9	-	-	-	-9.2	-9.6	0.0	-32.6	2.5	3.0	31.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	207.6	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-9.2	-12.7	9.0	-32.6	2.5	3.0	45.1	50.8			
		ER Lok Ma Chau to Hung Hom		85.1	203.4	6.4	60.1	4	2.4	6.2	-3.4	3.4	-	-	-9.1	-12.8	6.0	-32.6	2.5	3.0	42.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	197.5	6.4	60.1	12	2.8	7.4	-2.4	2.4	-	-	-9.0	-12.8	10.8	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	207.6	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.2	-12.7	0.0	-32.6	2.5	3.0	37.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	207.4	21.9	74.2	8	1.9	7.4	-6.1	4.5	-	-	-9.2	-6.5	9.0	-32.6	2.5	3.0	49.8	55.9			
		ER Lok Ma Chau to Hung Hom		85.1	204.0	21.9	74.4	4	2.3	5.1	-15.2	4.4	2.0	-	-9.1	-6.5	6.0	-32.6	2.5	3.0	39.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	198.7	21.9	74.2	12	2.9	7.4	-2.2	2.2	-	-	-9.0	-6.5	10.8	-32.6	2.5	3.0	54.3				
		Intercity through train to Hung Hom		86.5	207.4	21.9	74.2	1	1.9	7.4	-6.1	4.5	-	-	-9.2	-6.5	0.0	-32.6	2.5	3.0	42.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
35	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	208.8	17.9	47.9	8	12.7	7.4	-8.2	-	-	-	-9.2	-9.6	9.0	-32.6	2.5	3.0	40.0	41.3			
		ER Lok Ma Chau to Hung Hom		85.1	204.3	17.9	47.9	4	7.0	6.9	-17.3	-	-	-	-9.1	-9.6	6.0	-32.6	2.5	3.0	28.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	199.0	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-9.0	-9.6	10.8	-32.6	2.5	3.0	30.2				
		Intercity through train to Hung Hom		86.5	208.8	17.9	47.9	1	12.7	7.4	-8.2	-	-	-	-9.2	-9.6	0.0	-32.6	2.5	3.0	32.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	209.0	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-9.2	-12.7	9.0	-32.6	2.5	3.0	45.1	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	204.8	6.4	60.1	4	2.4	6.2	-3.2	3.2	-	-	-9.1	-12.8	6.0	-32.6	2.5	3.0	42.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	199.0	6.4	60.1	12	2.8	7.4	-2.2	2.2	-	-	-9.0	-12.8	10.8	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	209.0	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.2	-12.7	0.0	-32.6	2.5	3.0	37.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	208.8	21.9	74.2	8	1.9	7.4	-5.9	4.5	-	-	-9.2	-6.5	9.0	-32.6	2.5	3.0	49.9	55.9			
		ER Lok Ma Chau to Hung Hom		85.1	205.5	21.9	74.4	4	2.3	5.1	-15.1	4.4	2.0	-	-9.1	-6.5	6.0	-32.6	2.5	3.0	39.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	200.2	21.9	74.2	12	2.9	7.4	-2.1	2.1	-	-	-9.0	-6.5	10.8	-32.6	2.5	3.0	54.3				
		Intercity through train to Hung Hom		86.5	208.8	21.9	74.2	1	1.9	7.4	-5.9	4.5	-	-	-9.2	-6.5	0.0	-32.6	2.5	3.0	42.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
36	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	210.3	17.9	47.9	8	12.7	7.4	-7.5	-	-	-	-9.2	-9.6	9.0	-32.6	2.5	3.0	40.6	41.9			
		ER Lok Ma Chau to Hung Hom		85.1	205.7	17.9	47.9	4	7.0	6.9	-17.1	-	-	-	-9.2	-9.6	6.0	-32.6	2.5	3.0	28.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	200.6	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-9.0	-9.6	10.8	-32.6	2.5	3.0	30.2				
		Intercity through train to Hung Hom		86.5	210.3	17.9	47.9	1	12.7	7.4	-7.5	-	-	-	-9.2	-9.6	0.0	-32.6	2.5	3.0	33.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	210.4	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-9.3	-12.7	9.0	-32.6	2.5	3.0	45.0	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	206.3	6.4	60.1	4	2.4	6.2	-3.0	3.0	-	-	-9.2	-12.8	6.0	-32.6	2.5	3.0	42.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	200.6	6.4	60.1	12	2.8	7.4	-2.1	2.1	-	-	-9.0	-12.8	10.8	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	210.4	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.3	-12.7	0.0	-32.6	2.5	3.0	37.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	210.3	21.9	74.2	8	1.9	7.4	-5.8	4.5	-	-	-9.2	-6.5	9.0	-32.6	2.5	3.0	50.0	55.9			
		ER Lok Ma Chau to Hung Hom		85.1	207.0	21.9	74.4	4	2.3	5.1	-14.9	4.4	2.0	-	-9.2	-6.5	6.0	-32.6	2.5	3.0	39.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	201.7	21.9	74.2	12	2.9	7.4	-2.0	2.0	-	-	-9.1	-6.5	10.8	-32.6	2.5	3.0	54.2				
		Intercity through train to Hung Hom		86.5	210.3	21.9	74.2	1	1.9	7.4	-5.8	4.5	-	-	-9.2	-6.5	0.0	-32.6	2.5	3.0	42.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
37	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	211.8	17.9	47.9	8	12.7	7.4	-6.8	-	-	-	-9.3	-9.6	9.0	-32.6	2.5	3.0	41.3	42.4			
		ER Lok Ma Chau to Hung Hom		85.1	207.3	17.9	47.9	4	7.0	6.9	-16.9	-	-	-	-9.2	-9.6	6.0	-32.6	2.5	3.0	28.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	202.1	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-9.1	-9.6	10.8	-32.6	2.5	3.0	30.2				
		Intercity through train to Hung Hom		86.5	211.8	17.9	47.9	1	12.7	7.4	-6.8	-	-	-	-9.3	-9.6	0.0	-32.6	2.5	3.0	33.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	211.9	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-9.3	-12.7	9.0	-32.6	2.5	3.0	45.0	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	207.8	6.4	60.1	4	2.4	6.2	-2.8	2.8	-	-	-9.2	-12.8	6.0	-32.6	2.5	3.0	42.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	202.1	6.4	60.1	12	2.8	7.4	-2.0	2.0	-	-	-9.1	-12.8	10.8	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	211.9	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.3	-12.7	0.0	-32.6	2.5	3.0	37.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	211.8	21.9	74.2	8	1.9	7.4	-5.7	4.5	-	-	-9.3	-6.5	9.0	-32.6	2.5	3.0	50.1	55.9			
		ER Lok Ma Chau to Hung Hom		85.1	208.5	21.9	74.4	4	2.3	5.1	-14.7	4.4	2.0	-	-9.2	-6.5	6.0	-32.6	2.5	3.0	39.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	203.3	21.9	74.2	12	2.9	7.4	-1.9	1.9	-	-	-9.1	-6.5	10.8	-32.6	2.5	3.0	54.2				
		Intercity through train to Hung Hom		86.5	211.8	21.9	74.2	1	1.9	7.4	-5.7	4.5	-	-	-9.3	-6.5	0.0	-32.6	2.5	3.0	42.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
38	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	213.3	17.9	47.9	8	12.7	7.4	-6.3	-	-	-	-9.3	-9.6	9.0	-32.6	2.5	3.0	41.8	42.9			
		ER Lok Ma Chau to Hung Hom		85.1	208.8	17.9	47.9	4	7.0	6.9	-16.6	-	-	-	-9.2	-9.6	6.0	-32.6	2.5	3.0	28.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	203.7	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-9.1	-9.6	10.8	-32.6	2.5	3.0	30.1				
		Intercity through train to Hung Hom		86.5	213.3	17.9	47.9	1	12.7	7.4	-6.3	-	-	-	-9.3	-9.6	0.0	-32.6	2.5	3.0	34.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	213.4	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-9.3	-12.7	9.0	-32.6	2.5	3.0	45.0	50.6			
		ER Lok Ma Chau to Hung Hom		85.1	209.4	6.4	60.1	4	2.4	6.2	-2.7	2.7	-	-	-9.2	-12.8	6.0	-32.6	2.5	3.0	42.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	203.7	6.4	60.1	12	2.8	7.4	-1.9	1.9	-	-	-9.1	-12.8	10.8	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	213.4	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.3	-12.7	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	213.3	21.9	74.2	8	1.9	7.4	-5.6	4.5	-	-	-9.3	-6.5	9.0	-32.6	2.5	3.0	50.1	55.9			
		ER Lok Ma Chau to Hung Hom		85.1	210.1	21.9	74.4	4	2.3	5.1	-14.6	4.4	2.0	-	-9.2	-6.5	6.0	-32.6	2.5	3.0	40.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	204.8	21.9	74.2	12	2.9	7.4	-1.7	1.7	-	-	-9.1	-6.5	10.8	-32.6	2.5	3.0	54.2				
		Intercity through train to Hung Hom		86.5	213.3	21.9	74.2	1	1.9	7.4	-5.6	4.5	-	-	-9.3	-6.5	0.0	-32.6	2.5	3.0	42.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
39	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	214.8	17.9	47.9	8	12.7	7.4	-5.8	-	-	-	-9.3	-9.6	9.0	-32.6	2.5	3.0	42.2	43.3			
		ER Lok Ma Chau to Hung Hom		85.1	210.4	17.9	47.9	4	7.0	6.9	-16.4	-	-	-	-9.3	-9.6	6.0	-32.6	2.5	3.0	28.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	205.3	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-9.1	-9.6	10.8	-32.6	2.5	3.0	30.1				
		Intercity through train to Hung Hom		86.5	214.8	17.9	47.9	1	12.7	7.4	-5.8	-	-	-	-9.3	-9.6	0.0	-32.6	2.5	3.0	34.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	215.0	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-9.3	-12.7	9.0	-32.6	2.5	3.0	44.9	50.6			
		ER Lok Ma Chau to Hung Hom		85.1	211.0	6.4	60.1	4	2.4	6.2	-2.5	2.5	-	-	-9.3	-12.8	6.0	-32.6	2.5	3.0	42.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	205.3	6.4	60.1	12	2.8	7.4	-1.8	1.8	-	-	-9.1	-12.8	10.8	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	215.0	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.3	-12.7	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	214.8	21.9	74.2	8	1.9	7.4	-5.6	4.5	-	-	-9.3	-6.5	9.0	-32.6	2.5	3.0	50.1	55.9			
		ER Lok Ma Chau to Hung Hom		85.1	211.7	21.9	74.4	4	2.3	5.1	-14.4	4.4	2.0	-	-9.3	-6.5	6.0	-32.6	2.5	3.0	40.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	206.4	21.9	74.2	12	2.9	7.4	-1.6	1.6	-	-	-9.2	-6.5	10.8	-32.6	2.5	3.0	54.1				
		Intercity through train to Hung Hom		86.5	214.8	21.9	74.2	1	1.9	7.4	-5.6	4.5	-	-	-9.3	-6.5	0.0	-32.6	2.5	3.0	42.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
40	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	216.3	17.9	47.9	8	12.7	7.4	-5.6	-	-	-	-9.4	-9.6	9.0	-32.6	2.5	3.0	42.4	43.5			
		ER Lok Ma Chau to Hung Hom		85.1	212.0	17.9	47.9	4	7.0	6.9	-16.2	-	-	-	-9.3	-9.6	6.0	-32.6	2.5	3.0	28.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	206.9	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-9.2	-9.6	10.8	-32.6	2.5	3.0	30.0				
		Intercity through train to Hung Hom		86.5	216.3	17.9	47.9	1	12.7	7.4	-5.6	-	-	-	-9.4	-9.6	0.0	-32.6	2.5	3.0	34.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	216.5	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-9.4	-12.7	9.0	-32.6	2.5	3.0	44.9	50.6			
		ER Lok Ma Chau to Hung Hom		85.1	212.6	6.4	60.1	4	2.4	6.2	-2.4	2.4	-	-	-9.3	-12.8	6.0	-32.6	2.5	3.0	42.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	206.9	6.4	60.1	12	2.8	7.4	-1.7	1.7	-	-	-9.2	-12.8	10.8	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	216.5	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.4	-12.7	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	216.3	21.9	74.2	8	1.9	7.4	-5.5	4.5	-	-	-9.4	-6.5	9.0	-32.6	2.5	3.0	50.1	55.9			
		ER Lok Ma Chau to Hung Hom		85.1	213.3	21.9	74.4	4	2.3	5.1	-14.2	4.4	2.0	-	-9.3	-6.5	6.0	-32.6	2.5	3.0	40.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	208.0	21.9	74.2	12	2.9	7.4	-1.6	1.6	-	-	-9.2	-6.5	10.8	-32.6	2.5	3.0	54.1				
		Intercity through train to Hung Hom		86.5	216.3	21.9	74.2	1	1.9	7.4	-5.5	4.5	-	-	-9.4	-6.5	0.0	-32.6	2.5	3.0	42.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
41	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	217.9	17.9	47.9	8	12.7	7.4	-5.4	-	-	-	-9.4	-9.6	9.0	-32.6	2.5	3.0	42.6	43.6			
		ER Lok Ma Chau to Hung Hom		85.1	213.6	17.9	47.9	4	7.0	6.9	-16.0	-	-	-	-9.3	-9.6	6.0	-32.6	2.5	3.0	29.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	208.6	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-9.2	-9.6	10.8	-32.6	2.5	3.0	30.0				
		Intercity through train to Hung Hom		86.5	217.9	17.9	47.9	1	12.7	7.4	-5.4	-	-	-	-9.4	-9.6	0.0	-32.6	2.5	3.0	35.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	218.1	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-9.4	-12.7	9.0	-32.6	2.5	3.0	44.9	50.5			
		ER Lok Ma Chau to Hung Hom		85.1	214.2	6.4	60.1	4	2.4	6.2	-2.3	2.3	-	-	-9.3	-12.8	6.0	-32.6	2.5	3.0	41.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	208.6	6.4	60.1	12	2.8	7.4	-1.6	1.6	-	-	-9.2	-12.8	10.8	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	218.1	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.4	-12.7	0.0	-32.6	2.5	3.0	37.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	217.9	21.9	74.2	8	1.9	7.4	-5.3	4.5	-	-	-9.4	-6.5	9.0	-32.6	2.5	3.0	50.3	55.9			
		ER Lok Ma Chau to Hung Hom		85.1	214.9	21.9	74.4	4	2.3	5.1	-14.1	4.4	2.0	-	-9.3	-6.5	6.0	-32.6	2.5	3.0	40.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	209.7	21.9	74.2	12	2.9	7.4	-1.5	1.5	-	-	-9.2	-6.5	10.8	-32.6	2.5	3.0	54.1				
		Intercity through train to Hung Hom		86.5	217.9	21.9	74.2	1	1.9	7.4	-5.3	4.5	-	-	-9.4	-6.5	0.0	-32.6	2.5	3.0	42.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
42	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	219.5	17.9	47.9	8	12.7	7.4	-4.6	-	-	-	-9.4	-9.6	9.0	-32.6	2.5	3.0	43.4	44.4			
		ER Lok Ma Chau to Hung Hom		85.1	215.2	17.9	47.9	4	7.0	6.9	-15.8	-	-	-	-9.3	-9.6	6.0	-32.6	2.5	3.0	29.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	210.2	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-9.2	-9.6	10.8	-32.6	2.5	3.0	30.0				
		Intercity through train to Hung Hom		86.5	219.5	17.9	47.9	1	12.7	7.4	-4.6	-	-	-	-9.4	-9.6	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	219.7	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-9.4	-12.7	9.0	-32.6	2.5	3.0	44.8	50.5			
		ER Lok Ma Chau to Hung Hom		85.1	215.8	6.4	60.1	4	2.4	6.2	-2.2	2.2	-	-	-9.4	-12.8	6.0	-32.6	2.5	3.0	41.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	210.2	6.4	60.1	12	2.8	7.4	-1.5	1.5	-	-	-9.2	-12.8	10.8	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	219.7	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.4	-12.7	0.0	-32.6	2.5	3.0	37.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	219.5	21.9	74.2	8	1.9	7.4	-5.0	4.5	-	-	-9.4	-6.5	9.0	-32.6	2.5	3.0	50.6	56.0			
		ER Lok Ma Chau to Hung Hom		85.1	216.6	21.9	74.4	4	2.3	5.1	-13.9	4.4	2.0	-	-9.4	-6.5	6.0	-32.6	2.5	3.0	40.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	211.3	21.9	74.2	12	2.9	7.4	-1.4	1.4	-	-	-9.3	-6.5	10.8	-32.6	2.5	3.0	54.0				
		Intercity through train to Hung Hom		86.5	219.5	21.9	74.2	1	1.9	7.4	-5.0	4.5	-	-	-9.4	-6.5	0.0	-32.6	2.5	3.0	43.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
43	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	221.1	17.9	47.9	8	12.7	7.4	-3.9	-	-	-	-9.5	-9.6	9.0	-32.6	2.5	3.0	44.1	45.0			
		ER Lok Ma Chau to Hung Hom		85.1	216.9	17.9	47.9	4	7.0	6.9	-15.5	-	-	-	-9.4	-9.6	6.0	-32.6	2.5	3.0	29.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	211.9	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-9.3	-9.6	10.8	-32.6	2.5	3.0	29.9				
		Intercity through train to Hung Hom		86.5	221.1	17.9	47.9	1	12.7	7.4	-3.9	-	-	-	-9.5	-9.6	0.0	-32.6	2.5	3.0	36.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	221.3	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-9.5	-12.7	9.0	-32.6	2.5	3.0	44.8	50.5			
		ER Lok Ma Chau to Hung Hom		85.1	217.5	6.4	60.1	4	2.4	6.2	-2.0	2.0	-	-	-9.4	-12.8	6.0	-32.6	2.5	3.0	41.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	211.9	6.4	60.1	12	2.8	7.4	-1.4	1.4	-	-	-9.3	-12.8	10.8	-32.6	2.5	3.0	47.8				
		Intercity through train to Hung Hom		86.5	221.3	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.5	-12.7	0.0	-32.6	2.5	3.0	37.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	221.1	21.9	74.2	8	1.9	7.4	-4.7	4.5	-	-	-9.5	-6.5	9.0	-32.6	2.5	3.0	50.9	56.1			
		ER Lok Ma Chau to Hung Hom		85.1	218.2	21.9	74.4	4	2.3	5.1	-13.7	4.4	2.0	-	-9.4	-6.5	6.0	-32.6	2.5	3.0	40.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	213.0	21.9	74.2	12	2.9	7.4	-1.3	1.3	-	-	-9.3	-6.5	10.8	-32.6	2.5	3.0	54.0				
		Intercity through train to Hung Hom		86.5	221.1	21.9	74.2	1	1.9	7.4	-4.7	4.5	-	-	-9.5	-6.5	0.0	-32.6	2.5	3.0	43.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

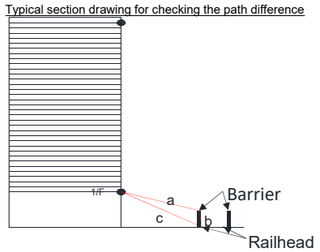
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1206b
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
44	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	222.8	17.9	47.9	8	12.7	7.4	-3.3	-	-	-	-9.5	-9.6	9.0	-32.6	2.5	3.0	44.6	45.5			
		ER Lok Ma Chau to Hung Hom		85.1	218.6	17.9	47.9	4	7.0	6.9	-15.3	-	-	-	-9.4	-9.6	6.0	-32.6	2.5	3.0	29.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	213.6	17.9	48.0	12	1.1	7.4	-21.0	-	-	-	-9.3	-9.6	10.8	-32.6	2.5	3.0	29.9				
		Intercity through train to Hung Hom		86.5	222.8	17.9	47.9	1	12.7	7.4	-3.3	-	-	-	-9.5	-9.6	0.0	-32.6	2.5	3.0	37.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	222.9	6.4	60.2	8	14.5	7.4	0.0	0.0	-	-	-9.5	-12.7	9.0	-32.6	2.5	3.0	44.8	50.4			
		ER Lok Ma Chau to Hung Hom		85.1	219.2	6.4	60.1	4	2.4	6.2	-1.9	1.9	-	-	-9.4	-12.8	6.0	-32.6	2.5	3.0	41.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	213.6	6.4	60.1	12	2.8	7.4	-1.3	1.3	-	-	-9.3	-12.8	10.8	-32.6	2.5	3.0	47.8				
		Intercity through train to Hung Hom		86.5	222.9	6.4	60.2	1	14.5	7.4	0.0	0.0	-	-	-9.5	-12.7	0.0	-32.6	2.5	3.0	37.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	222.8	21.9	74.2	8	1.9	7.4	-4.4	4.4	-	-	-9.5	-6.5	9.0	-32.6	2.5	3.0	51.0	56.1			
		ER Lok Ma Chau to Hung Hom		85.1	219.9	21.9	74.4	4	2.3	5.1	-13.6	4.4	2.0	-	-9.4	-6.5	6.0	-32.6	2.5	3.0	40.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	214.7	21.9	74.2	12	2.9	7.4	-1.2	1.2	-	-	-9.3	-6.5	10.8	-32.6	2.5	3.0	54.0				
		Intercity through train to Hung Hom		86.5	222.8	21.9	74.2	1	1.9	7.4	-4.4	4.4	-	-	-9.5	-6.5	0.0	-32.6	2.5	3.0	43.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																					Max predicted noise impact $L_{eq\ 30min}$	57	60	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction
[16] 23/F is the refuge floor, so it is not included in the assessment.

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	179.3	31.2	70.2	10	43.9	7.5	-20.0	0.0	-	-	-8.6	-5.3	10.0	-32.6	2.5	3.0	34.2	38.9			
		ER Hung Hom to Lo Wu		86.1	169.6	31.2	68.5	10	35.6	7.5	-20.9	0.0	-	-	-8.3	-5.3	10.0	-32.6	2.5	3.0	34.5				
		ER Hung Hom to Lok Ma Chau		86.1	168.0	31.2	70.2	5	32.2	6.6	-21.0	0.0	1.5	-	-8.3	-5.3	7.0	-32.6	2.5	3.0	33.0				
		Intercity through train to Hung Hom		86.5	179.3	31.2	70.2	1	43.9	7.5	-20.0	0.0	-	-	-8.6	-5.3	0.0	-32.6	2.5	3.0	25.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	179.7	31.2	70.2	10	43.9	7.5	-19.5	0.0	-	-	-8.6	-5.3	10.0	-32.6	2.5	3.0	34.6	39.2			
		ER Hung Hom to Lo Wu		86.1	170.0	31.2	68.5	10	35.6	7.5	-20.6	0.0	-	-	-8.3	-5.3	10.0	-32.6	2.5	3.0	34.8				
		ER Hung Hom to Lok Ma Chau		86.1	168.4	31.2	70.2	5	32.2	6.6	-21.0	0.0	1.5	-	-8.3	-5.3	7.0	-32.6	2.5	3.0	33.0				
		Intercity through train to Hung Hom		86.5	179.7	31.2	70.2	1	43.9	7.5	-19.5	0.0	-	-	-8.6	-5.3	0.0	-32.6	2.5	3.0	26.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	180.1	31.2	70.2	10	43.9	7.5	-19.1	0.0	-	-	-8.6	-5.3	10.0	-32.6	2.5	3.0	35.1	39.5			
		ER Hung Hom to Lo Wu		86.1	170.5	31.2	68.5	10	35.6	7.5	-20.2	0.0	-	-	-8.3	-5.3	10.0	-32.6	2.5	3.0	35.2				
		ER Hung Hom to Lok Ma Chau		86.1	168.8	31.2	70.2	5	32.2	6.6	-21.0	0.0	1.5	-	-8.3	-5.3	7.0	-32.6	2.5	3.0	33.0				
		Intercity through train to Hung Hom		86.5	180.1	31.2	70.2	1	43.9	7.5	-19.1	0.0	-	-	-8.6	-5.3	0.0	-32.6	2.5	3.0	26.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	180.6	31.2	70.2	10	43.9	7.5	-18.6	0.0	-	-	-8.6	-5.3	10.0	-32.6	2.5	3.0	35.6	39.9			
		ER Hung Hom to Lo Wu		86.1	170.9	31.2	68.5	10	35.6	7.5	-19.8	0.0	-	-	-8.3	-5.3	10.0	-32.6	2.5	3.0	35.6				
		ER Hung Hom to Lok Ma Chau		86.1	169.3	31.2	70.2	5	32.2	6.6	-20.8	0.0	1.5	-	-8.3	-5.3	7.0	-32.6	2.5	3.0	33.2				
		Intercity through train to Hung Hom		86.5	180.6	31.2	70.2	1	43.9	7.5	-18.6	0.0	-	-	-8.6	-5.3	0.0	-32.6	2.5	3.0	27.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	181.1	31.2	70.2	10	43.9	7.5	-18.1	0.0	-	-	-8.6	-5.3	10.0	-32.6	2.5	3.0	36.1	40.3			
		ER Hung Hom to Lo Wu		86.1	171.5	31.2	68.5	10	35.6	7.5	-19.4	0.0	-	-	-8.4	-5.3	10.0	-32.6	2.5	3.0	36.0				
		ER Hung Hom to Lok Ma Chau		86.1	169.9	31.2	70.2	5	32.2	6.6	-20.4	0.0	1.5	-	-8.3	-5.3	7.0	-32.6	2.5	3.0	33.5				
		Intercity through train to Hung Hom		86.5	181.1	31.2	70.2	1	43.9	7.5	-18.1	0.0	-	-	-8.6	-5.3	0.0	-32.6	2.5	3.0	27.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	181.6	31.2	70.2	10	43.9	7.5	-17.5	0.0	-	-	-8.6	-5.3	10.0	-32.6	2.5	3.0	36.6	40.8			
		ER Hung Hom to Lo Wu		86.1	172.0	31.2	68.5	10	35.6	7.5	-19.0	0.0	-	-	-8.4	-5.3	10.0	-32.6	2.5	3.0	36.4				
		ER Hung Hom to Lok Ma Chau		86.1	170.5	31.2	70.2	5	32.2	6.6	-20.1	0.0	1.5	-	-8.3	-5.3	7.0	-32.6	2.5	3.0	33.9				
		Intercity through train to Hung Hom		86.5	181.6	31.2	70.2	1	43.9	7.5	-17.5	0.0	-	-	-8.6	-5.3	0.0	-32.6	2.5	3.0	28.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	182.2	31.2	70.2	10	43.9	7.5	-16.9	0.0	-	-	-8.6	-5.3	10.0	-32.6	2.5	3.0	37.2	41.3			
		ER Hung Hom to Lo Wu		86.1	172.7	31.2	68.5	10	35.6	7.5	-18.5	0.0	-	-	-8.4	-5.3	10.0	-32.6	2.5	3.0	36.8				
		ER Hung Hom to Lok Ma Chau		86.1	171.1	31.2	70.2	5	32.2	6.6	-19.7	0.0	1.5	-	-8.4	-5.3	7.0	-32.6	2.5	3.0	34.2				
		Intercity through train to Hung Hom		86.5	182.2	31.2	70.2	1	43.9	7.5	-16.9	0.0	-	-	-8.6	-5.3	0.0	-32.6	2.5	3.0	28.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	182.8	31.2	70.2	10	43.9	7.5	-16.2	0.0	-	-	-8.6	-5.3	10.0	-32.6	2.5	3.0	37.9	41.8			
		ER Hung Hom to Lo Wu		86.1	173.3	31.2	68.5	10	35.6	7.5	-18.0	0.0	-	-	-8.4	-5.3	10.0	-32.6	2.5	3.0	37.3				
		ER Hung Hom to Lok Ma Chau		86.1	171.8	31.2	70.2	5	32.2	6.6	-19.3	0.0	1.5	-	-8.4	-5.3	7.0	-32.6	2.5	3.0	34.6				
		Intercity through train to Hung Hom		86.5	182.8	31.2	70.2	1	43.9	7.5	-16.2	0.0	-	-	-8.6	-5.3	0.0	-32.6	2.5	3.0	29.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	183.5	31.2	70.2	10	43.9	7.5	-15.5	0.0	-	-	-8.7	-5.3	10.0	-32.6	2.5	3.0	38.6	42.4			
		ER Hung Hom to Lo Wu		86.1	174.0	31.2	68.5	10	35.6	7.5	-17.5	0.0	-	-	-8.4	-5.3	10.0	-32.6	2.5	3.0	37.8				
		ER Hung Hom to Lok Ma Chau		86.1	172.5	31.2	70.2	5	32.2	6.6	-18.9	0.0	1.5	-	-8.4	-5.3	7.0	-32.6	2.5	3.0	35.0				
		Intercity through train to Hung Hom		86.5	183.5	31.2	70.2	1	43.9	7.5	-15.5	0.0	-	-	-8.7	-5.3	0.0	-32.6	2.5	3.0	30.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	184.2	31.2	70.2	10	43.9	7.5	-14.7	0.0	-	-	-8.7	-5.3	10.0	-32.6	2.5	3.0	39.4	43.0			
		ER Hung Hom to Lo Wu		86.1	174.7	31.2	68.5	10	35.6	7.5	-16.9	0.0	-	-	-8.4	-5.3	10.0	-32.6	2.5	3.0	38.3				
		ER Hung Hom to Lok Ma Chau		86.1	173.3	31.2	70.2	5	32.2	6.6	-18.5	0.0	1.5	-	-8.4	-5.3	7.0	-32.6	2.5	3.0	35.4				
		Intercity through train to Hung Hom		86.5	184.2	31.2	70.2	1	43.9	7.5	-14.7	0.0	-	-	-8.7	-5.3	0.0	-32.6	2.5	3.0	30.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	184.9	31.2	70.2	10	43.9	7.5	-13.8	0.0	-	-	-8.7	-5.3	10.0	-32.6	2.5	3.0	40.2	43.8			
		ER Hung Hom to Lo Wu		86.1	175.5	31.2	68.5	10	35.6	7.5	-16.3	0.0	-	-	-8.5	-5.3	10.0	-32.6	2.5	3.0	38.9				
		ER Hung Hom to Lok Ma Chau		86.1	174.1	31.2	70.2	5	32.2	6.6	-18.0	0.0	1.5	-	-8.4	-5.3	7.0	-32.6	2.5	3.0	35.9				
		Intercity through train to Hung Hom		86.5	184.9	31.2	70.2	1	43.9	7.5	-13.8	0.0	-	-	-8.7	-5.3	0.0	-32.6	2.5	3.0	31.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	185.7	31.2	70.2	10	43.9	7.5	-12.8	0.0	-	-	-8.7	-5.3	10.0	-32.6	2.5	3.0	41.2	44.5			
		ER Hung Hom to Lo Wu		86.1	176.3	31.2	68.5	10	35.6	7.5	-15.7	0.0	-	-	-8.5	-5.3	10.0	-32.6	2.5	3.0	39.6				
		ER Hung Hom to Lok Ma Chau		86.1	174.9	31.2	70.2	5	32.2	6.6	-17.5	0.0	1.5	-	-8.4	-5.3	7.0	-32.6	2.5	3.0	36.3				
		Intercity through train to Hung Hom		86.5	185.7	31.2	70.2	1	43.9	7.5	-12.8	0.0	-	-	-8.7	-5.3	0.0	-32.6	2.5	3.0	32.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	186.5	31.2	70.2	10	43.9	7.5	-11.7	0.0	-	-	-8.7	-5.3	10.0	-32.6	2.5	3.0	42.4	45.4			
		ER Hung Hom to Lo Wu		86.1	177.2	31.2	68.5	10	35.6	7.5	-14.9	0.0	-	-	-8.5	-5.3	10.0	-32.6	2.5	3.0	40.3				
		ER Hung Hom to Lok Ma Chau		86.1	175.8	31.2	70.2	5	32.2	6.6	-17.0	0.0	1.5	-	-8.5	-5.3	7.0	-32.6	2.5	3.0	36.8				
		Intercity through train to Hung Hom		86.5	186.5	31.2	70.2	1	43.9	7.5	-11.7	0.0	-	-	-8.7	-5.3	0.0	-32.6	2.5	3.0	33.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
17	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	187.3	31.2	70.2	10	43.9	7.5	-10.4	0.0	-	-	-8.7	-5.3	10.0	-32.6	2.5	3.0	43.6	46.5			
		ER Hung Hom to Lo Wu		86.1	178.1	31.2	68.5	10	35.6	7.5	-14.2	0.0	-	-	-8.5	-5.3	10.0	-32.6	2.5	3.0	41.0				
		ER Hung Hom to Lok Ma Chau		86.1	176.7	31.2	70.2	5	32.2	6.6	-16.5	0.0	1.5	-	-8.5	-5.3	7.0	-32.6	2.5	3.0	37.4				
		Intercity through train to Hung Hom		86.5	187.3	31.2	70.2	1	43.9	7.5	-10.4	0.0	-	-	-8.7	-5.3	0.0	-32.6	2.5	3.0	35.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
18	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	188.2	31.2	70.2	10	43.9	7.5	-8.9	0.0	-	-	-8.8	-5.3	10.0	-32.6	2.5	3.0	45.1	47.7			
		ER Hung Hom to Lo Wu		86.1	179.0	31.2	68.5	10	35.6	7.5	-13.3	0.0	-	-	-8.5	-5.3	10.0	-32.6	2.5	3.0	41.9				
		ER Hung Hom to Lok Ma Chau		86.1	177.7	31.2	70.2	5	32.2	6.6	-15.9	0.0	1.5	-	-8.5	-5.3	7.0	-32.6	2.5	3.0	37.9				
		Intercity through train to Hung Hom		86.5	188.2	31.2	70.2	1	43.9	7.5	-8.9	0.0	-	-	-8.8	-5.3	0.0	-32.6	2.5	3.0	36.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
19	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	189.2	31.2	70.2	10	43.9	7.5	-7.3	0.0	-	-	-8.8	-5.3	10.0	-32.6	2.5	3.0	46.7	49.0			
		ER Hung Hom to Lo Wu		86.1	180.0	31.2	68.5	10	35.6	7.5	-12.3	0.0	-	-	-8.6	-5.3	10.0	-32.6	2.5	3.0	42.8				
		ER Hung Hom to Lok Ma Chau		86.1	178.6	31.2	70.2	5	32.2	6.6	-15.2	0.0	1.5	-	-8.5	-5.3	7.0	-32.6	2.5	3.0	38.6				
		Intercity through train to Hung Hom		86.5	189.2	31.2	70.2	1	43.9	7.5	-7.3	0.0	-	-	-8.8	-5.3	0.0	-32.6	2.5	3.0	38.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
20	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	190.1	31.2	70.2	10	43.9	7.5	-5.9	0.0	-	-	-8.8	-5.3	10.0	-32.6	2.5	3.0	48.0	50.2			
		ER Hung Hom to Lo Wu		86.1	181.0	31.2	68.5	10	35.6	7.5	-11.2	0.0	-	-	-8.6	-5.3	10.0	-32.6	2.5	3.0	43.9				
		ER Hung Hom to Lok Ma Chau		86.1	179.7	31.2	70.2	5	32.2	6.6	-14.5	0.0	1.5	-	-8.6	-5.3	7.0	-32.6	2.5	3.0	39.2				
		Intercity through train to Hung Hom		86.5	190.1	31.2	70.2	1	43.9	7.5	-5.9	0.0	-	-	-8.8	-5.3	0.0	-32.6	2.5	3.0	39.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
21	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	191.1	31.2	70.2	10	43.9	7.5	-5.2	0.0	-	-	-8.8	-5.3	10.0	-32.6	2.5	3.0	48.7	51.1			
		ER Hung Hom to Lo Wu		86.1	182.0	31.2	68.5	10	35.6	7.5	-10.0	0.0	-	-	-8.6	-5.3	10.0	-32.6	2.5	3.0	45.1				
		ER Hung Hom to Lok Ma Chau		86.1	180.7	31.2	70.2	5	32.2	6.6	-13.7	0.0	1.5	-	-8.6	-5.3	7.0	-32.6	2.5	3.0	40.0				
		Intercity through train to Hung Hom		86.5	191.1	31.2	70.2	1	43.9	7.5	-5.2	0.0	-	-	-8.8	-5.3	0.0	-32.6	2.5	3.0	40.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
22	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	192.1	31.2	70.2	10	43.9	7.5	-3.4	0.0	-	-	-8.9	-5.3	10.0	-32.6	2.5	3.0	50.5	52.7			
		ER Hung Hom to Lo Wu		86.1	183.1	31.2	68.5	10	35.6	7.5	-8.6	0.0	-	-	-8.6	-5.3	10.0	-32.6	2.5	3.0	46.5				
		ER Hung Hom to Lok Ma Chau		86.1	181.8	31.2	70.2	5	32.2	6.6	-12.9	0.0	1.5	-	-8.6	-5.3	7.0	-32.6	2.5	3.0	40.8				
		Intercity through train to Hung Hom		86.5	192.1	31.2	70.2	1	43.9	7.5	-3.4	0.0	-	-	-8.9	-5.3	0.0	-32.6	2.5	3.0	42.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
24	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	194.6	31.2	70.2	10	43.9	7.5	-1.6	0.0	-	-	-8.9	-5.3	10.0	-32.6	2.5	3.0	52.2	54.7			
		ER Hung Hom to Lo Wu		86.1	185.6	31.2	68.5	10	35.6	7.5	-5.8	0.0	-	-	-8.7	-5.3	10.0	-32.6	2.5	3.0	49.2				
		ER Hung Hom to Lok Ma Chau		86.1	184.4	31.2	70.2	5	32.2	6.6	-10.6	0.0	1.5	-	-8.7	-5.3	7.0	-32.6	2.5	3.0	43.0				
		Intercity through train to Hung Hom		86.5	194.6	31.2	70.2	1	43.9	7.5	-1.6	0.0	-	-	-8.9	-5.3	0.0	-32.6	2.5	3.0	43.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
25	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	195.7	31.2	70.2	10	43.9	7.5	-1.2	0.0	-	-	-8.9	-5.3	10.0	-32.6	2.5	3.0	52.6	55.2			
		ER Hung Hom to Lo Wu		86.1	186.8	31.2	68.5	10	35.6	7.5	-5.1	0.0	-	-	-8.7	-5.3	10.0	-32.6	2.5	3.0	49.9				
		ER Hung Hom to Lok Ma Chau		86.1	185.6	31.2	70.2	5	32.2	6.6	-9.4	0.0	1.5	-	-8.7	-5.3	7.0	-32.6	2.5	3.0	44.2				
		Intercity through train to Hung Hom		86.5	195.7	31.2	70.2	1	43.9	7.5	-1.2	0.0	-	-	-8.9	-5.3	0.0	-32.6	2.5	3.0	44.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
26	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	196.9	31.2	70.2	10	43.9	7.5	-0.8	0.0	-	-	-9.0	-5.3	10.0	-32.6	2.5	3.0	53.0	56.0			
		ER Hung Hom to Lo Wu		86.1	188.1	31.2	68.5	10	35.6	7.5	-3.5	0.0	-	-	-8.8	-5.3	10.0	-32.6	2.5	3.0	51.5				
		ER Hung Hom to Lok Ma Chau		86.1	186.9	31.2	70.2	5	32.2	6.6	-8.1	0.0	1.5	-	-8.7	-5.3	7.0	-32.6	2.5	3.0	45.4				
		Intercity through train to Hung Hom		86.5	196.9	31.2	70.2	1	43.9	7.5	-0.8	0.0	-	-	-9.0	-5.3	0.0	-32.6	2.5	3.0	44.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
27	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	198.1	31.2	70.2	10	43.9	7.5	-0.5	0.0	-	-	-9.0	-5.3	10.0	-32.6	2.5	3.0	53.2	56.6			
		ER Hung Hom to Lo Wu		86.1	189.3	31.2	68.5	10	35.6	7.5	-2.5	0.0	-	-	-8.8	-5.3	10.0	-32.6	2.5	3.0	52.4				
		ER Hung Hom to Lok Ma Chau		86.1	188.2	31.2	70.2	5	32.2	6.6	-6.9	0.0	1.5	-	-8.8	-5.3	7.0	-32.6	2.5	3.0	46.7				
		Intercity through train to Hung Hom		86.5	198.1	31.2	70.2	1	43.9	7.5	-0.5	0.0	-	-	-9.0	-5.3	0.0	-32.6	2.5	3.0	44.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
28	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	199.3	31.2	70.2	10	43.9	7.5	-0.3	0.0	-	-	-9.0	-5.3	10.0	-32.6	2.5	3.0	53.5	57.1			
		ER Hung Hom to Lo Wu		86.1	190.6	31.2	68.5	10	35.6	7.5	-1.9	0.0	-	-	-8.8	-5.3	10.0	-32.6	2.5	3.0	53.0				
		ER Hung Hom to Lok Ma Chau		86.1	189.5	31.2	70.2	5	32.2	6.6	-5.8	0.0	1.5	-	-8.8	-5.3	7.0	-32.6	2.5	3.0	47.7				
		Intercity through train to Hung Hom		86.5	199.3	31.2	70.2	1	43.9	7.5	-0.3	0.0	-	-	-9.0	-5.3	0.0	-32.6	2.5	3.0	45.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
29	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	200.5	31.2	70.2	10	43.9	7.5	0.0	0.0	-	-	-9.0	-5.3	10.0	-32.6	2.5	3.0	53.7	57.4			
		ER Hung Hom to Lo Wu		86.1	191.9	31.2	68.5	10	35.6	7.5	-1.5	0.0	-	-	-8.9	-5.3	10.0	-32.6	2.5	3.0	53.4				
		ER Hung Hom to Lok Ma Chau		86.1	190.8	31.2	70.2	5	32.2	6.6	-5.4	0.0	1.5	-	-8.8	-5.3	7.0	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	200.5	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.0	-5.3	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
30	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	201.8	31.2	70.2	10	43.9	7.5	0.0	0.0	-	-	-9.1	-5.3	10.0	-32.6	2.5	3.0	53.7	57.7			
		ER Hung Hom to Lo Wu		86.1	193.2	31.2	68.5	10	35.6	7.5	-1.1	0.0	-	-	-8.9	-5.3	10.0	-32.6	2.5	3.0	53.7				
		ER Hung Hom to Lok Ma Chau		86.1	192.2	31.2	70.2	5	32.2	6.6	-3.9	0.0	1.5	-	-8.9	-5.3	7.0	-32.6	2.5	3.0	49.6				
		Intercity through train to Hung Hom		86.5	201.8	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.1	-5.3	0.0	-32.6	2.5	3.0	45.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
31	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	203.1	31.2	70.2	10	43.9	7.5	0.0	0.0	-	-	-9.1	-5.3	10.0	-32.6	2.5	3.0	53.7	58.0			
		ER Hung Hom to Lo Wu		86.1	194.6	31.2	68.5	10	35.6	7.5	-0.8	0.0	-	-	-8.9	-5.3	10.0	-32.6	2.5	3.0	54.0				
		ER Hung Hom to Lok Ma Chau		86.1	193.6	31.2	70.2	5	32.2	6.6	-2.9	0.0	1.5	-	-8.9	-5.3	7.0	-32.6	2.5	3.0	50.6				
		Intercity through train to Hung Hom		86.5	203.1	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.1	-5.3	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
32	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	204.5	31.2	70.2	10	43.9	7.5	0.0	0.0	-	-	-9.1	-5.3	10.0	-32.6	2.5	3.0	53.6	58.2			
		ER Hung Hom to Lo Wu		86.1	196.0	31.2	68.5	10	35.6	7.5	-0.5	0.0	-	-	-8.9	-5.3	10.0	-32.6	2.5	3.0	54.2				
		ER Hung Hom to Lok Ma Chau		86.1	195.0	31.2	70.2	5	32.2	6.6	-2.2	0.0	1.5	-	-8.9	-5.3	7.0	-32.6	2.5	3.0	51.2				
		Intercity through train to Hung Hom		86.5	204.5	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.1	-5.3	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
33	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	205.9	31.2	70.2	10	43.9	7.5	0.0	0.0	-	-	-9.2	-5.3	10.0	-32.6	2.5	3.0	53.6	58.3			
		ER Hung Hom to Lo Wu		86.1	197.5	31.2	68.5	10	35.6	7.5	-0.3	0.0	-	-	-9.0	-5.3	10.0	-32.6	2.5	3.0	54.4				
		ER Hung Hom to Lok Ma Chau		86.1	196.4	31.2	70.2	5	32.2	6.6	-1.7	0.0	1.5	-	-9.0	-5.3	7.0	-32.6	2.5	3.0	51.6				
		Intercity through train to Hung Hom		86.5	205.9	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.2	-5.3	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
34	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	207.3	31.2	70.2	10	43.9	7.5	0.0	0.0	-	-	-9.2	-5.3	10.0	-32.6	2.5	3.0	53.6	58.5			
		ER Hung Hom to Lo Wu		86.1	198.9	31.2	68.5	10	35.6	7.5	-0.1	0.0	-	-	-9.0	-5.3	10.0	-32.6	2.5	3.0	54.6				
		ER Hung Hom to Lok Ma Chau		86.1	197.9	31.2	70.2	5	32.2	6.6	-1.3	0.0	1.5	-	-9.0	-5.3	7.0	-32.6	2.5	3.0	52.0				
		Intercity through train to Hung Hom		86.5	207.3	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.2	-5.3	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
35	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	208.7	31.2	70.2	10	43.9	7.5	0.0	0.0	-	-	-9.2	-5.3	10.0	-32.6	2.5	3.0	53.5	58.6			
		ER Hung Hom to Lo Wu		86.1	200.4	31.2	68.5	10	35.6	7.5	0.0	0.0	-	-	-9.0	-5.3	10.0	-32.6	2.5	3.0	54.7				
		ER Hung Hom to Lok Ma Chau		86.1	199.4	31.2	70.2	5	32.2	6.6	-1.0	0.0	1.5	-	-9.0	-5.3	7.0	-32.6	2.5	3.0	52.2				
		Intercity through train to Hung Hom		86.5	208.7	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.2	-5.3	0.0	-32.6	2.5	3.0	45.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
36	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	210.1	31.2	70.2	10	43.9	7.5	0.0	0.0	-	-	-9.2	-5.3	10.0	-32.6	2.5	3.0	53.5	58.6			
		ER Hung Hom to Lo Wu		86.1	201.9	31.2	68.5	10	35.6	7.5	0.0	0.0	-	-	-9.1	-5.3	10.0	-32.6	2.5	3.0	54.6				
		ER Hung Hom to Lok Ma Chau		86.1	200.9	31.2	70.2	5	32.2	6.6	-0.8	0.0	1.5	-	-9.1	-5.3	7.0	-32.6	2.5	3.0	52.5				
		Intercity through train to Hung Hom		86.5	210.1	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.2	-5.3	0.0	-32.6	2.5	3.0	45.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
37	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	211.6	31.2	70.2	10	43.9	7.5	0.0	0.0	-	-	-9.3	-5.3	10.0	-32.6	2.5	3.0	53.5	58.6			
		ER Hung Hom to Lo Wu		86.1	203.4	31.2	68.5	10	35.6	7.5	0.0	0.0	-	-	-9.1	-5.3	10.0	-32.6	2.5	3.0	54.6				
		ER Hung Hom to Lok Ma Chau		86.1	202.5	31.2	70.2	5	32.2	6.6	-0.6	0.0	1.5	-	-9.1	-5.3	7.0	-32.6	2.5	3.0	52.7				
		Intercity through train to Hung Hom		86.5	211.6	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.3	-5.3	0.0	-32.6	2.5	3.0	45.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
38	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	213.1	31.2	70.2	10	43.9	7.5	0.0	0.0	-	-	-9.3	-5.3	10.0	-32.6	2.5	3.0	53.4	58.6			
		ER Hung Hom to Lo Wu		86.1	205.0	31.2	68.5	10	35.6	7.5	0.0	0.0	-	-	-9.1	-5.3	10.0	-32.6	2.5	3.0	54.6				
		ER Hung Hom to Lok Ma Chau		86.1	204.1	31.2	70.2	5	32.2	6.6	-0.4	0.0	1.5	-	-9.1	-5.3	7.0	-32.6	2.5	3.0	52.8				
		Intercity through train to Hung Hom		86.5	213.1	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.3	-5.3	0.0	-32.6	2.5	3.0	44.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
39	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	214.6	31.2	70.2	10	43.9	7.5	0.0	0.0	-	-	-9.3	-5.3	10.0	-32.6	2.5	3.0	53.4	58.7			
		ER Hung Hom to Lo Wu		86.1	206.6	31.2	68.5	10	35.6	7.5	0.0	0.0	-	-	-9.2	-5.3	10.0	-32.6	2.5	3.0	54.5				
		ER Hung Hom to Lok Ma Chau		86.1	205.7	31.2	70.2	5	32.2	6.6	-0.2	0.0	1.5	-	-9.2	-5.3	7.0	-32.6	2.5	3.0	53.0				
		Intercity through train to Hung Hom		86.5	214.6	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.3	-5.3	0.0	-32.6	2.5	3.0	44.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
40	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	216.2	31.2	70.2	10	43.9	7.5	0.0	0.0	-	-	-9.4	-5.3	10.0	-32.6	2.5	3.0	53.4	58.7			
		ER Hung Hom to Lo Wu		86.1	208.2	31.2	68.5	10	35.6	7.5	0.0	0.0	-	-	-9.2	-5.3	10.0	-32.6	2.5	3.0	54.5				
		ER Hung Hom to Lok Ma Chau		86.1	207.3	31.2	70.2	5	32.2	6.6	0.0	0.0	1.5	-	-9.2	-5.3	7.0	-32.6	2.5	3.0	53.1				
		Intercity through train to Hung Hom		86.5	216.2	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.4	-5.3	0.0	-32.6	2.5	3.0	44.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
41	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	217.8	31.2	70.2	10	43.9	7.5	0.0	0.0	-	-	-9.4	-5.3	10.0	-32.6	2.5	3.0	53.3	58.6			
		ER Hung Hom to Lo Wu		86.1	209.9	31.2	68.5	10	35.6	7.5	0.0	0.0	-	-	-9.2	-5.3	10.0	-32.6	2.5	3.0	54.5				
		ER Hung Hom to Lok Ma Chau		86.1	209.0	31.2	70.2	5	32.2	6.6	0.0	0.0	1.5	-	-9.2	-5.3	7.0	-32.6	2.5	3.0	53.1				
		Intercity through train to Hung Hom		86.5	217.8	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.4	-5.3	0.0	-32.6	2.5	3.0	44.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
42	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	219.4	31.2	70.2	10	43.9	7.5	0.0	0.0	-	-	-9.4	-5.3	10.0	-32.6	2.5	3.0	53.3	58.6			
		ER Hung Hom to Lo Wu		86.1	211.5	31.2	68.5	10	35.6	7.5	0.0	0.0	-	-	-9.3	-5.3	10.0	-32.6	2.5	3.0	54.4				
		ER Hung Hom to Lok Ma Chau		86.1	210.7	31.2	70.2	5	32.2	6.6	0.0	0.0	1.5	-	-9.3	-5.3	7.0	-32.6	2.5	3.0	53.0				
		Intercity through train to Hung Hom		86.5	219.4	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.4	-5.3	0.0	-32.6	2.5	3.0	44.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
43	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	221.0	31.2	70.2	10	43.9	7.5	0.0	0.0	-	-	-9.5	-5.3	10.0	-32.6	2.5	3.0	53.3	58.6			
		ER Hung Hom to Lo Wu		86.1	213.2	31.2	68.5	10	35.6	7.5	0.0	0.0	-	-	-9.3	-5.3	10.0	-32.6	2.5	3.0	54.4				
		ER Hung Hom to Lok Ma Chau		86.1	212.4	31.2	70.2	5	32.2	6.6	0.0	0.0	1.5	-	-9.3	-5.3	7.0	-32.6	2.5	3.0	53.0				
		Intercity through train to Hung Hom		86.5	221.0	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.5	-5.3	0.0	-32.6	2.5	3.0	44.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

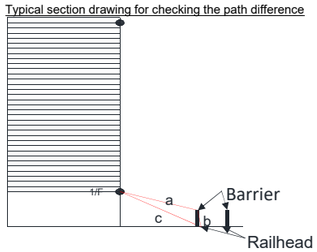
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
44	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	222.6	31.2	70.2	10	43.9	7.5	0.0	0.0	-	-	-9.5	-5.3	10.0	-32.6	2.5	3.0	53.3	58.5			
		ER Hung Hom to Lo Wu		86.1	214.9	31.2	68.5	10	35.6	7.5	0.0	0.0	-	-	-9.3	-5.3	10.0	-32.6	2.5	3.0	54.4				
		ER Hung Hom to Lok Ma Chau		86.1	214.1	31.2	70.2	5	32.2	6.6	0.0	0.0	1.5	-	-9.3	-5.3	7.0	-32.6	2.5	3.0	53.0				
		Intercity through train to Hung Hom		86.5	222.6	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.5	-5.3	0.0	-32.6	2.5	3.0	44.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																					Max predicted noise impact $L_{eq\ 30min}$	59	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction
[16] 23/F is the refuge floor, so it is not included in the assessment.

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	179.3	31.2	70.2	8	43.9	7.5	-20.0	0.0	-	-	-8.6	-5.3	9.0	-32.6	2.5	3.0	33.2	38.0			
		ER Hung Hom to Lo Wu		86.1	169.6	31.2	68.5	8	35.6	7.5	-20.9	0.0	-	-	-8.3	-5.3	9.0	-32.6	2.5	3.0	33.5				
		ER Hung Hom to Lok Ma Chau		86.1	168.0	31.2	70.2	4	32.2	6.6	-21.0	0.0	1.5	-	-8.3	-5.3	6.0	-32.6	2.5	3.0	32.1				
		Intercity through train to Hung Hom		86.5	179.3	31.2	70.2	1	43.9	7.5	-20.0	0.0	-	-	-8.6	-5.3	0.0	-32.6	2.5	3.0	25.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	179.7	31.2	70.2	8	43.9	7.5	-19.5	0.0	-	-	-8.6	-5.3	9.0	-32.6	2.5	3.0	33.7	38.3			
		ER Hung Hom to Lo Wu		86.1	170.0	31.2	68.5	8	35.6	7.5	-20.6	0.0	-	-	-8.3	-5.3	9.0	-32.6	2.5	3.0	33.9				
		ER Hung Hom to Lok Ma Chau		86.1	168.4	31.2	70.2	4	32.2	6.6	-21.0	0.0	1.5	-	-8.3	-5.3	6.0	-32.6	2.5	3.0	32.0				
		Intercity through train to Hung Hom		86.5	179.7	31.2	70.2	1	43.9	7.5	-19.5	0.0	-	-	-8.6	-5.3	0.0	-32.6	2.5	3.0	26.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	180.1	31.2	70.2	8	43.9	7.5	-19.1	0.0	-	-	-8.6	-5.3	9.0	-32.6	2.5	3.0	34.1	38.6			
		ER Hung Hom to Lo Wu		86.1	170.5	31.2	68.5	8	35.6	7.5	-20.2	0.0	-	-	-8.3	-5.3	9.0	-32.6	2.5	3.0	34.2				
		ER Hung Hom to Lok Ma Chau		86.1	168.8	31.2	70.2	4	32.2	6.6	-21.0	0.0	1.5	-	-8.3	-5.3	6.0	-32.6	2.5	3.0	32.0				
		Intercity through train to Hung Hom		86.5	180.1	31.2	70.2	1	43.9	7.5	-19.1	0.0	-	-	-8.6	-5.3	0.0	-32.6	2.5	3.0	26.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	180.6	31.2	70.2	8	43.9	7.5	-18.6	0.0	-	-	-8.6	-5.3	9.0	-32.6	2.5	3.0	34.6	39.0			
		ER Hung Hom to Lo Wu		86.1	170.9	31.2	68.5	8	35.6	7.5	-19.8	0.0	-	-	-8.3	-5.3	9.0	-32.6	2.5	3.0	34.6				
		ER Hung Hom to Lok Ma Chau		86.1	169.3	31.2	70.2	4	32.2	6.6	-20.8	0.0	1.5	-	-8.3	-5.3	6.0	-32.6	2.5	3.0	32.2				
		Intercity through train to Hung Hom		86.5	180.6	31.2	70.2	1	43.9	7.5	-18.6	0.0	-	-	-8.6	-5.3	0.0	-32.6	2.5	3.0	27.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	181.1	31.2	70.2	8	43.9	7.5	-18.1	0.0	-	-	-8.6	-5.3	9.0	-32.6	2.5	3.0	35.1	39.4			
		ER Hung Hom to Lo Wu		86.1	171.5	31.2	68.5	8	35.6	7.5	-19.4	0.0	-	-	-8.4	-5.3	9.0	-32.6	2.5	3.0	35.0				
		ER Hung Hom to Lok Ma Chau		86.1	169.9	31.2	70.2	4	32.2	6.6	-20.4	0.0	1.5	-	-8.3	-5.3	6.0	-32.6	2.5	3.0	32.6				
		Intercity through train to Hung Hom		86.5	181.1	31.2	70.2	1	43.9	7.5	-18.1	0.0	-	-	-8.6	-5.3	0.0	-32.6	2.5	3.0	27.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	181.6	31.2	70.2	8	43.9	7.5	-17.5	0.0	-	-	-8.6	-5.3	9.0	-32.6	2.5	3.0	35.6	39.9			
		ER Hung Hom to Lo Wu		86.1	172.0	31.2	68.5	8	35.6	7.5	-19.0	0.0	-	-	-8.4	-5.3	9.0	-32.6	2.5	3.0	35.4				
		ER Hung Hom to Lok Ma Chau		86.1	170.5	31.2	70.2	4	32.2	6.6	-20.1	0.0	1.5	-	-8.3	-5.3	6.0	-32.6	2.5	3.0	32.9				
		Intercity through train to Hung Hom		86.5	181.6	31.2	70.2	1	43.9	7.5	-17.5	0.0	-	-	-8.6	-5.3	0.0	-32.6	2.5	3.0	28.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	182.2	31.2	70.2	8	43.9	7.5	-16.9	0.0	-	-	-8.6	-5.3	9.0	-32.6	2.5	3.0	36.2	40.4			
		ER Hung Hom to Lo Wu		86.1	172.7	31.2	68.5	8	35.6	7.5	-18.5	0.0	-	-	-8.4	-5.3	9.0	-32.6	2.5	3.0	35.9				
		ER Hung Hom to Lok Ma Chau		86.1	171.1	31.2	70.2	4	32.2	6.6	-19.7	0.0	1.5	-	-8.4	-5.3	6.0	-32.6	2.5	3.0	33.3				
		Intercity through train to Hung Hom		86.5	182.2	31.2	70.2	1	43.9	7.5	-16.9	0.0	-	-	-8.6	-5.3	0.0	-32.6	2.5	3.0	28.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	182.8	31.2	70.2	8	43.9	7.5	-16.2	0.0	-	-	-8.6	-5.3	9.0	-32.6	2.5	3.0	36.9	40.9			
		ER Hung Hom to Lo Wu		86.1	173.3	31.2	68.5	8	35.6	7.5	-18.0	0.0	-	-	-8.4	-5.3	9.0	-32.6	2.5	3.0	36.3				
		ER Hung Hom to Lok Ma Chau		86.1	171.8	31.2	70.2	4	32.2	6.6	-19.3	0.0	1.5	-	-8.4	-5.3	6.0	-32.6	2.5	3.0	33.6				
		Intercity through train to Hung Hom		86.5	182.8	31.2	70.2	1	43.9	7.5	-16.2	0.0	-	-	-8.6	-5.3	0.0	-32.6	2.5	3.0	29.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	183.5	31.2	70.2	8	43.9	7.5	-15.5	0.0	-	-	-8.7	-5.3	9.0	-32.6	2.5	3.0	37.6	41.5			
		ER Hung Hom to Lo Wu		86.1	174.0	31.2	68.5	8	35.6	7.5	-17.5	0.0	-	-	-8.4	-5.3	9.0	-32.6	2.5	3.0	36.8				
		ER Hung Hom to Lok Ma Chau		86.1	172.5	31.2	70.2	4	32.2	6.6	-18.9	0.0	1.5	-	-8.4	-5.3	6.0	-32.6	2.5	3.0	34.0				
		Intercity through train to Hung Hom		86.5	183.5	31.2	70.2	1	43.9	7.5	-15.5	0.0	-	-	-8.7	-5.3	0.0	-32.6	2.5	3.0	30.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	184.2	31.2	70.2	8	43.9	7.5	-14.7	0.0	-	-	-8.7	-5.3	9.0	-32.6	2.5	3.0	38.4	42.1			
		ER Hung Hom to Lo Wu		86.1	174.7	31.2	68.5	8	35.6	7.5	-16.9	0.0	-	-	-8.4	-5.3	9.0	-32.6	2.5	3.0	37.4				
		ER Hung Hom to Lok Ma Chau		86.1	173.3	31.2	70.2	4	32.2	6.6	-18.5	0.0	1.5	-	-8.4	-5.3	6.0	-32.6	2.5	3.0	34.4				
		Intercity through train to Hung Hom		86.5	184.2	31.2	70.2	1	43.9	7.5	-14.7	0.0	-	-	-8.7	-5.3	0.0	-32.6	2.5	3.0	30.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	184.9	31.2	70.2	8	43.9	7.5	-13.8	0.0	-	-	-8.7	-5.3	9.0	-32.6	2.5	3.0	39.3	42.8			
		ER Hung Hom to Lo Wu		86.1	175.5	31.2	68.5	8	35.6	7.5	-16.3	0.0	-	-	-8.5	-5.3	9.0	-32.6	2.5	3.0	38.0				
		ER Hung Hom to Lok Ma Chau		86.1	174.1	31.2	70.2	4	32.2	6.6	-18.0	0.0	1.5	-	-8.4	-5.3	6.0	-32.6	2.5	3.0	34.9				
		Intercity through train to Hung Hom		86.5	184.9	31.2	70.2	1	43.9	7.5	-13.8	0.0	-	-	-8.7	-5.3	0.0	-32.6	2.5	3.0	31.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	185.7	31.2	70.2	8	43.9	7.5	-12.8	0.0	-	-	-8.7	-5.3	9.0	-32.6	2.5	3.0	40.3	43.6			
		ER Hung Hom to Lo Wu		86.1	176.3	31.2	68.5	8	35.6	7.5	-15.7	0.0	-	-	-8.5	-5.3	9.0	-32.6	2.5	3.0	38.6				
		ER Hung Hom to Lok Ma Chau		86.1	174.9	31.2	70.2	4	32.2	6.6	-17.5	0.0	1.5	-	-8.4	-5.3	6.0	-32.6	2.5	3.0	35.4				
		Intercity through train to Hung Hom		86.5	185.7	31.2	70.2	1	43.9	7.5	-12.8	0.0	-	-	-8.7	-5.3	0.0	-32.6	2.5	3.0	32.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	186.5	31.2	70.2	8	43.9	7.5	-11.7	0.0	-	-	-8.7	-5.3	9.0	-32.6	2.5	3.0	41.4	44.6			
		ER Hung Hom to Lo Wu		86.1	177.2	31.2	68.5	8	35.6	7.5	-14.9	0.0	-	-	-8.5	-5.3	9.0	-32.6	2.5	3.0	39.3				
		ER Hung Hom to Lok Ma Chau		86.1	175.8	31.2	70.2	4	32.2	6.6	-17.0	0.0	1.5	-	-8.5	-5.3	6.0	-32.6	2.5	3.0	35.9				
		Intercity through train to Hung Hom		86.5	186.5	31.2	70.2	1	43.9	7.5	-11.7	0.0	-	-	-8.7	-5.3	0.0	-32.6	2.5	3.0	33.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
17	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	187.3	31.2	70.2	8	43.9	7.5	-10.4	0.0	-	-	-8.7	-5.3	9.0	-32.6	2.5	3.0	42.7	45.6			
		ER Hung Hom to Lo Wu		86.1	178.1	31.2	68.5	8	35.6	7.5	-14.2	0.0	-	-	-8.5	-5.3	9.0	-32.6	2.5	3.0	40.1				
		ER Hung Hom to Lok Ma Chau		86.1	176.7	31.2	70.2	4	32.2	6.6	-16.5	0.0	1.5	-	-8.5	-5.3	6.0	-32.6	2.5	3.0	36.4				
		Intercity through train to Hung Hom		86.5	187.3	31.2	70.2	1	43.9	7.5	-10.4	0.0	-	-	-8.7	-5.3	0.0	-32.6	2.5	3.0	35.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
18	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	188.2	31.2	70.2	8	43.9	7.5	-8.9	0.0	-	-	-8.8	-5.3	9.0	-32.6	2.5	3.0	44.2	46.8			
		ER Hung Hom to Lo Wu		86.1	179.0	31.2	68.5	8	35.6	7.5	-13.3	0.0	-	-	-8.5	-5.3	9.0	-32.6	2.5	3.0	40.9				
		ER Hung Hom to Lok Ma Chau		86.1	177.7	31.2	70.2	4	32.2	6.6	-15.9	0.0	1.5	-	-8.5	-5.3	6.0	-32.6	2.5	3.0	37.0				
		Intercity through train to Hung Hom		86.5	188.2	31.2	70.2	1	43.9	7.5	-8.9	0.0	-	-	-8.8	-5.3	0.0	-32.6	2.5	3.0	36.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
19	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	189.2	31.2	70.2	8	43.9	7.5	-7.3	0.0	-	-	-8.8	-5.3	9.0	-32.6	2.5	3.0	45.7	48.1			
		ER Hung Hom to Lo Wu		86.1	180.0	31.2	68.5	8	35.6	7.5	-12.3	0.0	-	-	-8.6	-5.3	9.0	-32.6	2.5	3.0	41.9				
		ER Hung Hom to Lok Ma Chau		86.1	178.6	31.2	70.2	4	32.2	6.6	-15.2	0.0	1.5	-	-8.5	-5.3	6.0	-32.6	2.5	3.0	37.6				
		Intercity through train to Hung Hom		86.5	189.2	31.2	70.2	1	43.9	7.5	-7.3	0.0	-	-	-8.8	-5.3	0.0	-32.6	2.5	3.0	38.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
20	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	190.1	31.2	70.2	8	43.9	7.5	-5.9	0.0	-	-	-8.8	-5.3	9.0	-32.6	2.5	3.0	47.1	49.4			
		ER Hung Hom to Lo Wu		86.1	181.0	31.2	68.5	8	35.6	7.5	-11.2	0.0	-	-	-8.6	-5.3	9.0	-32.6	2.5	3.0	42.9				
		ER Hung Hom to Lok Ma Chau		86.1	179.7	31.2	70.2	4	32.2	6.6	-14.5	0.0	1.5	-	-8.6	-5.3	6.0	-32.6	2.5	3.0	38.3				
		Intercity through train to Hung Hom		86.5	190.1	31.2	70.2	1	43.9	7.5	-5.9	0.0	-	-	-8.8	-5.3	0.0	-32.6	2.5	3.0	39.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
21	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	191.1	31.2	70.2	8	43.9	7.5	-5.2	0.0	-	-	-8.8	-5.3	9.0	-32.6	2.5	3.0	47.8	50.2			
		ER Hung Hom to Lo Wu		86.1	182.0	31.2	68.5	8	35.6	7.5	-10.0	0.0	-	-	-8.6	-5.3	9.0	-32.6	2.5	3.0	44.1				
		ER Hung Hom to Lok Ma Chau		86.1	180.7	31.2	70.2	4	32.2	6.6	-13.7	0.0	1.5	-	-8.6	-5.3	6.0	-32.6	2.5	3.0	39.0				
		Intercity through train to Hung Hom		86.5	191.1	31.2	70.2	1	43.9	7.5	-5.2	0.0	-	-	-8.8	-5.3	0.0	-32.6	2.5	3.0	40.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
22	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	192.1	31.2	70.2	8	43.9	7.5	-3.4	0.0	-	-	-8.9	-5.3	9.0	-32.6	2.5	3.0	49.5	51.8			
		ER Hung Hom to Lo Wu		86.1	183.1	31.2	68.5	8	35.6	7.5	-8.6	0.0	-	-	-8.6	-5.3	9.0	-32.6	2.5	3.0	45.5				
		ER Hung Hom to Lok Ma Chau		86.1	181.8	31.2	70.2	4	32.2	6.6	-12.9	0.0	1.5	-	-8.6	-5.3	6.0	-32.6	2.5	3.0	39.8				
		Intercity through train to Hung Hom		86.5	192.1	31.2	70.2	1	43.9	7.5	-3.4	0.0	-	-	-8.9	-5.3	0.0	-32.6	2.5	3.0	42.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
24	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	194.6	31.2	70.2	8	43.9	7.5	-1.6	0.0	-	-	-8.9	-5.3	9.0	-32.6	2.5	3.0	51.3	53.8			
		ER Hung Hom to Lo Wu		86.1	185.6	31.2	68.5	8	35.6	7.5	-5.8	0.0	-	-	-8.7	-5.3	9.0	-32.6	2.5	3.0	48.3				
		ER Hung Hom to Lok Ma Chau		86.1	184.4	31.2	70.2	4	32.2	6.6	-10.6	0.0	1.5	-	-8.7	-5.3	6.0	-32.6	2.5	3.0	42.0				
		Intercity through train to Hung Hom		86.5	194.6	31.2	70.2	1	43.9	7.5	-1.6	0.0	-	-	-8.9	-5.3	0.0	-32.6	2.5	3.0	43.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
25	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	195.7	31.2	70.2	8	43.9	7.5	-1.2	0.0	-	-	-8.9	-5.3	9.0	-32.6	2.5	3.0	51.7	54.4			
		ER Hung Hom to Lo Wu		86.1	186.8	31.2	68.5	8	35.6	7.5	-5.1	0.0	-	-	-8.7	-5.3	9.0	-32.6	2.5	3.0	48.9				
		ER Hung Hom to Lok Ma Chau		86.1	185.6	31.2	70.2	4	32.2	6.6	-9.4	0.0	1.5	-	-8.7	-5.3	6.0	-32.6	2.5	3.0	43.2				
		Intercity through train to Hung Hom		86.5	195.7	31.2	70.2	1	43.9	7.5	-1.2	0.0	-	-	-8.9	-5.3	0.0	-32.6	2.5	3.0	44.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
26	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	196.9	31.2	70.2	8	43.9	7.5	-0.8	0.0	-	-	-9.0	-5.3	9.0	-32.6	2.5	3.0	52.0	55.1			
		ER Hung Hom to Lo Wu		86.1	188.1	31.2	68.5	8	35.6	7.5	-3.5	0.0	-	-	-8.8	-5.3	9.0	-32.6	2.5	3.0	50.5				
		ER Hung Hom to Lok Ma Chau		86.1	186.9	31.2	70.2	4	32.2	6.6	-8.1	0.0	1.5	-	-8.7	-5.3	6.0	-32.6	2.5	3.0	44.4				
		Intercity through train to Hung Hom		86.5	196.9	31.2	70.2	1	43.9	7.5	-0.8	0.0	-	-	-9.0	-5.3	0.0	-32.6	2.5	3.0	44.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
27	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	198.1	31.2	70.2	8	43.9	7.5	-0.5	0.0	-	-	-9.0	-5.3	9.0	-32.6	2.5	3.0	52.3	55.7			
		ER Hung Hom to Lo Wu		86.1	189.3	31.2	68.5	8	35.6	7.5	-2.5	0.0	-	-	-8.8	-5.3	9.0	-32.6	2.5	3.0	51.4				
		ER Hung Hom to Lok Ma Chau		86.1	188.2	31.2	70.2	4	32.2	6.6	-6.9	0.0	1.5	-	-8.8	-5.3	6.0	-32.6	2.5	3.0	45.7				
		Intercity through train to Hung Hom		86.5	198.1	31.2	70.2	1	43.9	7.5	-0.5	0.0	-	-	-9.0	-5.3	0.0	-32.6	2.5	3.0	44.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
28	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	199.3	31.2	70.2	8	43.9	7.5	-0.3	0.0	-	-	-9.0	-5.3	9.0	-32.6	2.5	3.0	52.5	56.2			
		ER Hung Hom to Lo Wu		86.1	190.6	31.2	68.5	8	35.6	7.5	-1.9	0.0	-	-	-8.8	-5.3	9.0	-32.6	2.5	3.0	52.0				
		ER Hung Hom to Lok Ma Chau		86.1	189.5	31.2	70.2	4	32.2	6.6	-5.8	0.0	1.5	-	-8.8	-5.3	6.0	-32.6	2.5	3.0	46.7				
		Intercity through train to Hung Hom		86.5	199.3	31.2	70.2	1	43.9	7.5	-0.3	0.0	-	-	-9.0	-5.3	0.0	-32.6	2.5	3.0	45.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
29	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	200.5	31.2	70.2	8	43.9	7.5	0.0	0.0	-	-	-9.0	-5.3	9.0	-32.6	2.5	3.0	52.7	56.5			
		ER Hung Hom to Lo Wu		86.1	191.9	31.2	68.5	8	35.6	7.5	-1.5	0.0	-	-	-8.9	-5.3	9.0	-32.6	2.5	3.0	52.4				
		ER Hung Hom to Lok Ma Chau		86.1	190.8	31.2	70.2	4	32.2	6.6	-5.4	0.0	1.5	-	-8.8	-5.3	6.0	-32.6	2.5	3.0	47.1				
		Intercity through train to Hung Hom		86.5	200.5	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.0	-5.3	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
30	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	201.8	31.2	70.2	8	43.9	7.5	0.0	0.0	-	-	-9.1	-5.3	9.0	-32.6	2.5	3.0	52.7	56.8			
		ER Hung Hom to Lo Wu		86.1	193.2	31.2	68.5	8	35.6	7.5	-1.1	0.0	-	-	-8.9	-5.3	9.0	-32.6	2.5	3.0	52.8				
		ER Hung Hom to Lok Ma Chau		86.1	192.2	31.2	70.2	4	32.2	6.6	-3.9	0.0	1.5	-	-8.9	-5.3	6.0	-32.6	2.5	3.0	48.6				
		Intercity through train to Hung Hom		86.5	201.8	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.1	-5.3	0.0	-32.6	2.5	3.0	45.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
31	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	203.1	31.2	70.2	8	43.9	7.5	0.0	0.0	-	-	-9.1	-5.3	9.0	-32.6	2.5	3.0	52.7	57.1			
		ER Hung Hom to Lo Wu		86.1	194.6	31.2	68.5	8	35.6	7.5	-0.8	0.0	-	-	-8.9	-5.3	9.0	-32.6	2.5	3.0	53.0				
		ER Hung Hom to Lok Ma Chau		86.1	193.6	31.2	70.2	4	32.2	6.6	-2.9	0.0	1.5	-	-8.9	-5.3	6.0	-32.6	2.5	3.0	49.6				
		Intercity through train to Hung Hom		86.5	203.1	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.1	-5.3	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
32	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	204.5	31.2	70.2	8	43.9	7.5	0.0	0.0	-	-	-9.1	-5.3	9.0	-32.6	2.5	3.0	52.7	57.3			
		ER Hung Hom to Lo Wu		86.1	196.0	31.2	68.5	8	35.6	7.5	-0.5	0.0	-	-	-8.9	-5.3	9.0	-32.6	2.5	3.0	53.3				
		ER Hung Hom to Lok Ma Chau		86.1	195.0	31.2	70.2	4	32.2	6.6	-2.2	0.0	1.5	-	-8.9	-5.3	6.0	-32.6	2.5	3.0	50.2				
		Intercity through train to Hung Hom		86.5	204.5	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.1	-5.3	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
33	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	205.9	31.2	70.2	8	43.9	7.5	0.0	0.0	-	-	-9.2	-5.3	9.0	-32.6	2.5	3.0	52.6	57.4			
		ER Hung Hom to Lo Wu		86.1	197.5	31.2	68.5	8	35.6	7.5	-0.3	0.0	-	-	-9.0	-5.3	9.0	-32.6	2.5	3.0	53.5				
		ER Hung Hom to Lok Ma Chau		86.1	196.4	31.2	70.2	4	32.2	6.6	-1.7	0.0	1.5	-	-9.0	-5.3	6.0	-32.6	2.5	3.0	50.7				
		Intercity through train to Hung Hom		86.5	205.9	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.2	-5.3	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
34	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	207.3	31.2	70.2	8	43.9	7.5	0.0	0.0	-	-	-9.2	-5.3	9.0	-32.6	2.5	3.0	52.6	57.6			
		ER Hung Hom to Lo Wu		86.1	198.9	31.2	68.5	8	35.6	7.5	-0.1	0.0	-	-	-9.0	-5.3	9.0	-32.6	2.5	3.0	53.6				
		ER Hung Hom to Lok Ma Chau		86.1	197.9	31.2	70.2	4	32.2	6.6	-1.3	0.0	1.5	-	-9.0	-5.3	6.0	-32.6	2.5	3.0	51.0				
		Intercity through train to Hung Hom		86.5	207.3	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.2	-5.3	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
35	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	208.7	31.2	70.2	8	43.9	7.5	0.0	0.0	-	-	-9.2	-5.3	9.0	-32.6	2.5	3.0	52.6	57.6			
		ER Hung Hom to Lo Wu		86.1	200.4	31.2	68.5	8	35.6	7.5	0.0	0.0	-	-	-9.0	-5.3	9.0	-32.6	2.5	3.0	53.7				
		ER Hung Hom to Lok Ma Chau		86.1	199.4	31.2	70.2	4	32.2	6.6	-1.0	0.0	1.5	-	-9.0	-5.3	6.0	-32.6	2.5	3.0	51.3				
		Intercity through train to Hung Hom		86.5	208.7	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.2	-5.3	0.0	-32.6	2.5	3.0	45.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
36	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	210.1	31.2	70.2	8	43.9	7.5	0.0	0.0	-	-	-9.2	-5.3	9.0	-32.6	2.5	3.0	52.5	57.7			
		ER Hung Hom to Lo Wu		86.1	201.9	31.2	68.5	8	35.6	7.5	0.0	0.0	-	-	-9.1	-5.3	9.0	-32.6	2.5	3.0	53.7				
		ER Hung Hom to Lok Ma Chau		86.1	200.9	31.2	70.2	4	32.2	6.6	-0.8	0.0	1.5	-	-9.1	-5.3	6.0	-32.6	2.5	3.0	51.5				
		Intercity through train to Hung Hom		86.5	210.1	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.2	-5.3	0.0	-32.6	2.5	3.0	45.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
37	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	211.6	31.2	70.2	8	43.9	7.5	0.0	0.0	-	-	-9.3	-5.3	9.0	-32.6	2.5	3.0	52.5	57.7			
		ER Hung Hom to Lo Wu		86.1	203.4	31.2	68.5	8	35.6	7.5	0.0	0.0	-	-	-9.1	-5.3	9.0	-32.6	2.5	3.0	53.6				
		ER Hung Hom to Lok Ma Chau		86.1	202.5	31.2	70.2	4	32.2	6.6	-0.6	0.0	1.5	-	-9.1	-5.3	6.0	-32.6	2.5	3.0	51.7				
		Intercity through train to Hung Hom		86.5	211.6	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.3	-5.3	0.0	-32.6	2.5	3.0	45.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
38	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	213.1	31.2	70.2	8	43.9	7.5	0.0	0.0	-	-	-9.3	-5.3	9.0	-32.6	2.5	3.0	52.5	57.7			
		ER Hung Hom to Lo Wu		86.1	205.0	31.2	68.5	8	35.6	7.5	0.0	0.0	-	-	-9.1	-5.3	9.0	-32.6	2.5	3.0	53.6				
		ER Hung Hom to Lok Ma Chau		86.1	204.1	31.2	70.2	4	32.2	6.6	-0.4	0.0	1.5	-	-9.1	-5.3	6.0	-32.6	2.5	3.0	51.9				
		Intercity through train to Hung Hom		86.5	213.1	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.3	-5.3	0.0	-32.6	2.5	3.0	44.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
39	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	214.6	31.2	70.2	8	43.9	7.5	0.0	0.0	-	-	-9.3	-5.3	9.0	-32.6	2.5	3.0	52.4	57.7			
		ER Hung Hom to Lo Wu		86.1	206.6	31.2	68.5	8	35.6	7.5	0.0	0.0	-	-	-9.2	-5.3	9.0	-32.6	2.5	3.0	53.6				
		ER Hung Hom to Lok Ma Chau		86.1	205.7	31.2	70.2	4	32.2	6.6	-0.2	0.0	1.5	-	-9.2	-5.3	6.0	-32.6	2.5	3.0	52.0				
		Intercity through train to Hung Hom		86.5	214.6	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.3	-5.3	0.0	-32.6	2.5	3.0	44.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
40	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	216.2	31.2	70.2	8	43.9	7.5	0.0	0.0	-	-	-9.4	-5.3	9.0	-32.6	2.5	3.0	52.4	57.7			
		ER Hung Hom to Lo Wu		86.1	208.2	31.2	68.5	8	35.6	7.5	0.0	0.0	-	-	-9.2	-5.3	9.0	-32.6	2.5	3.0	53.5				
		ER Hung Hom to Lok Ma Chau		86.1	207.3	31.2	70.2	4	32.2	6.6	0.0	0.0	1.5	-	-9.2	-5.3	6.0	-32.6	2.5	3.0	52.1				
		Intercity through train to Hung Hom		86.5	216.2	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.4	-5.3	0.0	-32.6	2.5	3.0	44.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
41	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	217.8	31.2	70.2	8	43.9	7.5	0.0	0.0	-	-	-9.4	-5.3	9.0	-32.6	2.5	3.0	52.4	57.7			
		ER Hung Hom to Lo Wu		86.1	209.9	31.2	68.5	8	35.6	7.5	0.0	0.0	-	-	-9.2	-5.3	9.0	-32.6	2.5	3.0	53.5				
		ER Hung Hom to Lok Ma Chau		86.1	209.0	31.2	70.2	4	32.2	6.6	0.0	0.0	1.5	-	-9.2	-5.3	6.0	-32.6	2.5	3.0	52.1				
		Intercity through train to Hung Hom		86.5	217.8	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.4	-5.3	0.0	-32.6	2.5	3.0	44.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
42	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	219.4	31.2	70.2	8	43.9	7.5	0.0	0.0	-	-	-9.4	-5.3	9.0	-32.6	2.5	3.0	52.3	57.7			
		ER Hung Hom to Lo Wu		86.1	211.5	31.2	68.5	8	35.6	7.5	0.0	0.0	-	-	-9.3	-5.3	9.0	-32.6	2.5	3.0	53.5				
		ER Hung Hom to Lok Ma Chau		86.1	210.7	31.2	70.2	4	32.2	6.6	0.0	0.0	1.5	-	-9.3	-5.3	6.0	-32.6	2.5	3.0	52.1				
		Intercity through train to Hung Hom		86.5	219.4	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.4	-5.3	0.0	-32.6	2.5	3.0	44.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
43	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	221.0	31.2	70.2	8	43.9	7.5	0.0	0.0	-	-	-9.5	-5.3	9.0	-32.6	2.5	3.0	52.3	57.6			
		ER Hung Hom to Lo Wu		86.1	213.2	31.2	68.5	8	35.6	7.5	0.0	0.0	-	-	-9.3	-5.3	9.0	-32.6	2.5	3.0	53.4				
		ER Hung Hom to Lok Ma Chau		86.1	212.4	31.2	70.2	4	32.2	6.6	0.0	0.0	1.5	-	-9.3	-5.3	6.0	-32.6	2.5	3.0	52.0				
		Intercity through train to Hung Hom		86.5	221.0	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.5	-5.3	0.0	-32.6	2.5	3.0	44.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

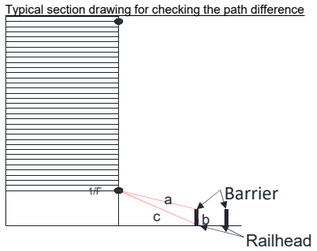
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1217a
First Floor Level (mPD) 29.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
44	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	222.6	31.2	70.2	8	43.9	7.5	0.0	0.0	-	-	-9.5	-5.3	9.0	-32.6	2.5	3.0	52.3	57.6			
		ER Hung Hom to Lo Wu		86.1	214.9	31.2	68.5	8	35.6	7.5	0.0	0.0	-	-	-9.3	-5.3	9.0	-32.6	2.5	3.0	53.4				
		ER Hung Hom to Lok Ma Chau		86.1	214.1	31.2	70.2	4	32.2	6.6	0.0	0.0	1.5	-	-9.3	-5.3	6.0	-32.6	2.5	3.0	52.0				
		Intercity through train to Hung Hom		86.5	222.6	31.2	70.2	1	43.9	7.5	0.0	0.0	-	-	-9.5	-5.3	0.0	-32.6	2.5	3.0	44.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																					Max predicted noise impact $L_{eq\ 30min}$	58	60	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction
[16] 23/F is the refuge floor, so it is not included in the assessment.

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1301a
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
2	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	148.3	22.1	45.1	10	12.7	7.5	-19.2	-	-	-	-7.7	-9.1	10.0	-32.6	2.5	3.0	31.9	36.5			
		ER Lok Ma Chau to Hung Hom		85.1	142.8	22.1	45.1	5	7.0	7.0	-21.0	-	-	-	-7.6	-9.1	7.0	-32.6	2.5	3.0	27.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	135.5	22.1	45.1	15	1.0	7.5	-21.0	-	-	-	-7.3	-9.1	11.8	-32.6	2.5	3.0	33.4				
		Intercity through train to Hung Hom		86.5	148.3	22.1	45.1	1	12.7	7.5	-19.2	-	-	-	-7.7	-9.1	0.0	-32.6	2.5	3.0	23.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	147.0	6.9	59.7	10	82.6	7.4	-21.0	0.0	-	-	-7.7	-12.5	10.0	-32.6	2.5	3.0	26.8	32.6			
		ER Lok Ma Chau to Hung Hom		85.1	141.6	6.9	59.7	5	77.3	6.2	-21.0	0.0	-	-	-7.5	-12.5	7.0	-32.6	2.5	3.0	24.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	135.5	6.9	59.7	15	71.8	7.4	-21.0	0.0	-	-	-7.3	-12.5	11.8	-32.6	2.5	3.0	30.0				
		Intercity through train to Hung Hom		86.5	147.0	6.9	59.7	1	82.6	7.4	-21.0	0.0	-	-	-7.7	-12.5	0.0	-32.6	2.5	3.0	18.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	146.9	21.0	73.6	10	85.2	7.4	-21.0	0.0	-	-	-7.7	-6.8	10.0	-32.6	2.5	3.0	32.6	38.6			
		ER Lok Ma Chau to Hung Hom		85.1	141.9	21.0	73.6	5	79.5	5.3	-21.0	0.0	2.0	-	-7.5	-6.8	7.0	-32.6	2.5	3.0	31.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	135.5	21.0	73.5	15	73.6	7.4	-21.0	0.0	-	-	-7.3	-6.8	11.8	-32.6	2.5	3.0	35.7				
		Intercity through train to Hung Hom		86.5	146.9	21.0	73.6	1	85.2	7.4	-21.0	0.0	-	-	-7.7	-6.8	0.0	-32.6	2.5	3.0	24.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	146.9	25.9	83.0	10	83.6	7.4	-21.0	0.0	-	-	-7.7	-5.6	10.0	-32.6	2.5	3.0	33.7	41.5			
		ER Lok Ma Chau to Hung Hom		85.1	142.2	25.9	82.9	5	1.8	4.0	-20.7	4.6	2.5	-	-7.6	-5.6	7.0	-32.6	2.5	3.0	38.2				
		ER Hung Hom to Lo Wu		86.1	135.5	25.9	81.5	10	73.4	7.4	-21.0	0.0	-	-	-7.3	-5.6	10.0	-32.6	2.5	3.0	35.1				
		ER Hung Hom to Lok Ma Chau		86.1	135.5	25.9	83.0	5	73.1	7.4	-21.0	0.0	-	-	-7.3	-5.6	7.0	-32.6	2.5	3.0	32.1				
		Intercity through train to Hung Hom		86.5	146.9	25.9	83.0	1	83.6	7.4	-21.0	0.0	-	-	-7.7	-5.6	0.0	-32.6	2.5	3.0	25.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	147.0	34.7	52.8	10	43.9	7.5	-18.2	0.0	-	-	-7.7	-6.2	10.0	-32.6	2.5	3.0	35.9	40.2			
		ER Hung Hom to Lo Wu		86.1	137.0	34.7	50.3	10	35.8	7.5	-19.4	0.0	-	-	-7.4	-6.5	10.0	-32.6	2.5	3.0	35.8				
		ER Hung Hom to Lok Ma Chau		86.1	135.9	34.7	52.9	5	32.3	6.7	-20.4	0.0	1.5	-	-7.4	-6.2	7.0	-32.6	2.5	3.0	33.6				
		Intercity through train to Hung Hom		86.5	147.0	34.7	52.8	1	43.9	7.5	-18.2	0.0	-	-	-7.7	-6.2	0.0	-32.6	2.5	3.0	27.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	146.8	15.9	27.4	10	44.3	7.5	-18.1	0.0	-	-	-7.7	-14.2	10.0	-32.6	2.5	3.0	27.9	32.4			
		ER Hung Hom to Lo Wu		86.1	140.6	15.9	27.4	10	38.2	7.5	-19.1	0.0	-	-	-7.5	-14.2	10.0	-32.6	2.5	3.0	28.3				
		ER Hung Hom to Lok Ma Chau		86.1	136.4	15.9	27.4	5	32.4	4.8	-21.0	0.0	2.0	-	-7.4	-14.2	7.0	-32.6	2.5	3.0	25.5				
		Intercity through train to Hung Hom		86.5	146.8	15.9	27.4	1	44.3	7.5	-18.1	0.0	-	-	-7.7	-14.2	0.0	-32.6	2.5	3.0	19.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	156.0	2.4	21.1	10	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	10.0	-32.6	2.5	3.0	35.4	39.1			
		ER Hung Hom to Lo Wu		86.1	151.1	2.4	20.2	10	224.2	7.2	0.0	0.0	-	-	-7.8	-25.0	10.0	-32.6	2.5	3.0	36.3				
		Intercity through train to Hung Hom		86.5	156.0	2.4	21.1	1	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	0.0	-32.6	2.5	3.0	26.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
3	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	148.8	22.1	45.1	10	12.7	7.5	-18.9	-	-	-	-7.7	-9.1	10.0	-32.6	2.5	3.0	32.2	36.6			
		ER Lok Ma Chau to Hung Hom		85.1	143.4	22.1	45.1	5	7.0	7.0	-21.0	-	-	-	-7.6	-9.1	7.0	-32.6	2.5	3.0	27.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	136.1	22.1	45.1	15	1.0	7.5	-21.0	-	-	-	-7.4	-9.1	11.8	-32.6	2.5	3.0	33.3				
		Intercity through train to Hung Hom		86.5	148.8	22.1	45.1	1	12.7	7.5	-18.9	-	-	-	-7.7	-9.1	0.0	-32.6	2.5	3.0	23.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	147.6	6.9	59.7	10	82.6	7.4	-21.0	0.0	-	-	-7.7	-12.5	10.0	-32.6	2.5	3.0	26.8	32.6			
		ER Lok Ma Chau to Hung Hom		85.1	142.2	6.9	59.7	5	77.3	6.2	-21.0	0.0	-	-	-7.5	-12.5	7.0	-32.6	2.5	3.0	24.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	136.1	6.9	59.7	15	71.8	7.4	-21.0	0.0	-	-	-7.4	-12.5	11.8	-32.6	2.5	3.0	30.0				
		Intercity through train to Hung Hom		86.5	147.6	6.9	59.7	1	82.6	7.4	-21.0	0.0	-	-	-7.7	-12.5	0.0	-32.6	2.5	3.0	18.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	147.5	21.0	73.6	10	85.2	7.4	-21.0	0.0	-	-	-7.7	-6.8	10.0	-32.6	2.5	3.0	32.5	38.6			
		ER Lok Ma Chau to Hung Hom		85.1	142.5	21.0	73.6	5	79.5	5.3	-21.0	0.0	2.0	-	-7.6	-6.8	7.0	-32.6	2.5	3.0	31.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	136.1	21.0	73.5	15	73.6	7.4	-21.0	0.0	-	-	-7.4	-6.8	11.8	-32.6	2.5	3.0	35.7				
		Intercity through train to Hung Hom		86.5	147.5	21.0	73.6	1	85.2	7.4	-21.0	0.0	-	-	-7.7	-6.8	0.0	-32.6	2.5	3.0	24.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	147.5	25.9	83.0	10	83.6	7.4	-21.0	0.0	-	-	-7.7	-5.6	10.0	-32.6	2.5	3.0	33.7	41.6			
		ER Lok Ma Chau to Hung Hom		85.1	142.9	25.9	82.9	5	1.8	4.0	-20.6	4.6	2.5	-	-7.6	-5.6	7.0	-32.6	2.5	3.0	38.3				
		ER Hung Hom to Lo Wu		86.1	136.1	25.9	81.5	10	73.4	7.4	-21.0	0.0	-	-	-7.4	-5.6	10.0	-32.6	2.5	3.0	35.1				
		ER Hung Hom to Lok Ma Chau		86.1	136.1	25.9	83.0	5	73.1	7.4	-21.0	0.0	-	-	-7.4	-5.6	7.0	-32.6	2.5	3.0	32.1				
		Intercity through train to Hung Hom		86.5	147.5	25.9	83.0	1	83.6	7.4	-21.0	0.0	-	-	-7.7	-5.6	0.0	-32.6	2.5	3.0	25.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	147.5	34.7	52.8	10	43.9	7.5	-17.5	0.0	-	-	-7.7	-6.2	10.0	-32.6	2.5	3.0	36.6	40.8			
		ER Hung Hom to Lo Wu		86.1	137.6	34.7	50.3	10	35.8	7.5	-18.8	0.0	-	-	-7.4	-6.5	10.0	-32.6	2.5	3.0	36.3				
		ER Hung Hom to Lok Ma Chau		86.1	136.5	34.7	52.9	5	32.3	6.7	-19.9	0.0	1.5	-	-7.4	-6.2	7.0	-32.6	2.5	3.0	34.0				
		Intercity through train to Hung Hom		86.5	147.5	34.7	52.8	1	43.9	7.5	-17.5	0.0	-	-	-7.7	-6.2	0.0	-32.6	2.5	3.0	28.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	147.4	15.9	27.4	10	44.3	7.5	-17.4	0.0	-	-	-7.7	-14.2	10.0	-32.6	2.5	3.0	28.7	33.0			
		ER Hung Hom to Lo Wu		86.1	141.2	15.9	27.4	10	38.2	7.5	-18.5	0.0	-	-	-7.5	-14.2	10.0	-32.6	2.5	3.0	28.8				
		ER Hung Hom to Lok Ma Chau		86.1	137.1	15.9	27.4	5	32.4	4.8	-20.7	0.0	2.0	-	-7.4	-14.2	7.0	-32.6	2.5	3.0	25.7				
		Intercity through train to Hung Hom		86.5	147.4	15.9	27.4	1	44.3	7.5	-17.4	0.0	-	-	-7.7	-14.2	0.0	-32.6	2.5	3.0	20.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	156.5	2.4	21.1	10	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	10.0	-32.6	2.5	3.0	35.4	39.1			
		ER Hung Hom to Lo Wu		86.1	151.6	2.4	20.2	10	224.2	7.2	0.0	0.0	-	-	-7.8	-25.0	10.0	-32.6	2.5	3.0	36.2				
		Intercity through train to Hung Hom		86.5	156.5	2.4	21.1	1	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	0.0	-32.6	2.5	3.0	26.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1301a
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	149.4	22.1	45.1	10	12.7	7.5	-18.6	-	-	-	-7.8	-9.1	10.0	-32.6	2.5	3.0	32.5	36.7			
		ER Lok Ma Chau to Hung Hom		85.1	144.0	22.1	45.1	5	7.0	7.0	-21.0	-	-	-	-7.6	-9.1	7.0	-32.6	2.5	3.0	27.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	136.8	22.1	45.1	15	1.0	7.5	-21.0	-	-	-	-7.4	-9.1	11.8	-32.6	2.5	3.0	33.3				
		Intercity through train to Hung Hom		86.5	149.4	22.1	45.1	1	12.7	7.5	-18.6	-	-	-	-7.8	-9.1	0.0	-32.6	2.5	3.0	24.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	148.2	6.9	59.7	10	82.6	7.4	-21.0	0.0	-	-	-7.7	-12.5	10.0	-32.6	2.5	3.0	26.8	32.5			
		ER Lok Ma Chau to Hung Hom		85.1	142.8	6.9	59.7	5	77.3	6.2	-21.0	0.0	-	-	-7.6	-12.5	7.0	-32.6	2.5	3.0	24.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	136.8	6.9	59.7	15	71.8	7.4	-21.0	0.0	-	-	-7.4	-12.5	11.8	-32.6	2.5	3.0	30.0				
		Intercity through train to Hung Hom		86.5	148.2	6.9	59.7	1	82.6	7.4	-21.0	0.0	-	-	-7.7	-12.5	0.0	-32.6	2.5	3.0	18.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	148.1	21.0	73.6	10	85.2	7.4	-21.0	0.0	-	-	-7.7	-6.8	10.0	-32.6	2.5	3.0	32.5	38.6			
		ER Lok Ma Chau to Hung Hom		85.1	143.2	21.0	73.6	5	79.5	5.3	-21.0	0.0	2.0	-	-7.6	-6.8	7.0	-32.6	2.5	3.0	31.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	136.8	21.0	73.5	15	73.6	7.4	-21.0	0.0	-	-	-7.4	-6.8	11.8	-32.6	2.5	3.0	35.7				
		Intercity through train to Hung Hom		86.5	148.1	21.0	73.6	1	85.2	7.4	-21.0	0.0	-	-	-7.7	-6.8	0.0	-32.6	2.5	3.0	24.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	148.1	25.9	83.0	10	83.6	7.4	-21.0	0.0	-	-	-7.7	-5.6	10.0	-32.6	2.5	3.0	33.7	41.6			
		ER Lok Ma Chau to Hung Hom		85.1	143.6	25.9	82.9	5	1.8	4.0	-20.5	4.6	2.5	-	-7.6	-5.6	7.0	-32.6	2.5	3.0	38.4				
		ER Hung Hom to Lo Wu		86.1	136.8	25.9	81.5	10	73.4	7.4	-21.0	0.0	-	-	-7.4	-5.6	10.0	-32.6	2.5	3.0	35.1				
		ER Hung Hom to Lok Ma Chau		86.1	136.8	25.9	83.0	5	73.1	7.4	-21.0	0.0	-	-	-7.4	-5.6	7.0	-32.6	2.5	3.0	32.1				
		Intercity through train to Hung Hom		86.5	148.1	25.9	83.0	1	83.6	7.4	-21.0	0.0	-	-	-7.7	-5.6	0.0	-32.6	2.5	3.0	25.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	148.1	34.7	52.8	10	43.9	7.5	-16.7	0.0	-	-	-7.7	-6.2	10.0	-32.6	2.5	3.0	37.4	41.5			
		ER Hung Hom to Lo Wu		86.1	138.2	34.7	50.3	10	35.8	7.5	-18.2	0.0	-	-	-7.4	-6.5	10.0	-32.6	2.5	3.0	36.9				
		ER Hung Hom to Lok Ma Chau		86.1	137.2	34.7	52.9	5	32.3	6.7	-19.5	0.0	1.5	-	-7.4	-6.2	7.0	-32.6	2.5	3.0	34.5				
		Intercity through train to Hung Hom		86.5	148.1	34.7	52.8	1	43.9	7.5	-16.7	0.0	-	-	-7.7	-6.2	0.0	-32.6	2.5	3.0	28.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	148.0	15.9	27.4	10	44.3	7.5	-16.6	0.0	-	-	-7.7	-14.2	10.0	-32.6	2.5	3.0	29.5	33.6			
		ER Hung Hom to Lo Wu		86.1	141.8	15.9	27.4	10	38.2	7.5	-17.8	0.0	-	-	-7.5	-14.2	10.0	-32.6	2.5	3.0	29.5				
		ER Hung Hom to Lok Ma Chau		86.1	137.8	15.9	27.4	5	32.4	4.8	-20.3	0.0	2.0	-	-7.4	-14.2	7.0	-32.6	2.5	3.0	26.1				
		Intercity through train to Hung Hom		86.5	148.0	15.9	27.4	1	44.3	7.5	-16.6	0.0	-	-	-7.7	-14.2	0.0	-32.6	2.5	3.0	20.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	157.1	2.4	21.1	10	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	10.0	-32.6	2.5	3.0	35.4	39.1			
		ER Hung Hom to Lo Wu		86.1	152.2	2.4	20.2	10	224.2	7.2	0.0	0.0	-	-	-7.8	-25.0	10.0	-32.6	2.5	3.0	36.2				
		Intercity through train to Hung Hom		86.5	157.1	2.4	21.1	1	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	0.0	-32.6	2.5	3.0	26.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	150.1	22.1	45.1	10	12.7	7.5	-18.3	-	-	-	-7.8	-9.1	10.0	-32.6	2.5	3.0	32.8	36.8			
		ER Lok Ma Chau to Hung Hom		85.1	144.7	22.1	45.1	5	7.0	7.0	-21.0	-	-	-	-7.6	-9.1	7.0	-32.6	2.5	3.0	27.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	137.5	22.1	45.1	15	1.0	7.5	-21.0	-	-	-	-7.4	-9.1	11.8	-32.6	2.5	3.0	33.3				
		Intercity through train to Hung Hom		86.5	150.1	22.1	45.1	1	12.7	7.5	-18.3	-	-	-	-7.8	-9.1	0.0	-32.6	2.5	3.0	24.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	148.8	6.9	59.7	10	82.6	7.4	-20.8	0.0	-	-	-7.7	-12.5	10.0	-32.6	2.5	3.0	27.0	32.6			
		ER Lok Ma Chau to Hung Hom		85.1	143.5	6.9	59.7	5	77.3	6.2	-21.0	0.0	-	-	-7.6	-12.5	7.0	-32.6	2.5	3.0	23.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	137.5	6.9	59.7	15	71.8	7.4	-21.0	0.0	-	-	-7.4	-12.5	11.8	-32.6	2.5	3.0	30.0				
		Intercity through train to Hung Hom		86.5	148.8	6.9	59.7	1	82.6	7.4	-20.8	0.0	-	-	-7.7	-12.5	0.0	-32.6	2.5	3.0	18.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	148.7	21.0	73.6	10	85.2	7.4	-21.0	0.0	-	-	-7.7	-6.8	10.0	-32.6	2.5	3.0	32.5	38.6			
		ER Lok Ma Chau to Hung Hom		85.1	143.9	21.0	73.6	5	79.5	5.3	-21.0	0.0	2.0	-	-7.6	-6.8	7.0	-32.6	2.5	3.0	31.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	137.5	21.0	73.5	15	73.6	7.4	-21.0	0.0	-	-	-7.4	-6.8	11.8	-32.6	2.5	3.0	35.7				
		Intercity through train to Hung Hom		86.5	148.7	21.0	73.6	1	85.2	7.4	-21.0	0.0	-	-	-7.7	-6.8	0.0	-32.6	2.5	3.0	24.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	148.7	25.9	83.0	10	83.6	7.4	-20.7	0.0	-	-	-7.7	-5.6	10.0	-32.6	2.5	3.0	34.0	41.7			
		ER Lok Ma Chau to Hung Hom		85.1	144.3	25.9	82.9	5	1.8	4.0	-20.3	4.6	2.5	-	-7.6	-5.6	7.0	-32.6	2.5	3.0	38.5				
		ER Hung Hom to Lo Wu		86.1	137.5	25.9	81.5	10	73.4	7.4	-21.0	0.0	-	-	-7.4	-5.6	10.0	-32.6	2.5	3.0	35.1				
		ER Hung Hom to Lok Ma Chau		86.1	137.5	25.9	83.0	5	73.1	7.4	-21.0	0.0	-	-	-7.4	-5.6	7.0	-32.6	2.5	3.0	32.1				
		Intercity through train to Hung Hom		86.5	148.7	25.9	83.0	1	83.6	7.4	-20.7	0.0	-	-	-7.7	-5.6	0.0	-32.6	2.5	3.0	25.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	148.8	34.7	52.8	10	43.9	7.5	-15.8	0.0	-	-	-7.7	-6.2	10.0	-32.6	2.5	3.0	38.3	42.2			
		ER Hung Hom to Lo Wu		86.1	138.9	34.7	50.3	10	35.8	7.5	-17.5	0.0	-	-	-7.4	-6.5	10.0	-32.6	2.5	3.0	37.6				
		ER Hung Hom to Lok Ma Chau		86.1	137.9	34.7	52.9	5	32.3	6.7	-18.9	0.0	1.5	-	-7.4	-6.2	7.0	-32.6	2.5	3.0	35.0				
		Intercity through train to Hung Hom		86.5	148.8	34.7	52.8	1	43.9	7.5	-15.8	0.0	-	-	-7.7	-6.2	0.0	-32.6	2.5	3.0	29.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	148.6	15.9	27.4	10	44.3	7.5	-15.7	0.0	-	-	-7.7	-14.2	10.0	-32.6	2.5	3.0	30.3	34.4			
		ER Hung Hom to Lo Wu		86.1	142.5	15.9	27.4	10	38.2	7.5	-17.1	0.0	-	-	-7.6	-14.2	10.0	-32.6	2.5	3.0	30.2				
		ER Hung Hom to Lok Ma Chau		86.1	138.5	15.9	27.4	5	32.4	4.8	-19.8	0.0	2.0	-	-7.4	-14.2	7.0	-32.6	2.5	3.0	26.6				
		Intercity through train to Hung Hom		86.5	148.6	15.9	27.4	1	44.3	7.5	-15.7	0.0	-	-	-7.7	-14.2	0.0	-32.6	2.5	3.0	21.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	157.7	2.4	21.1	10	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	10.0	-32.6	2.5	3.0	35.4	39.1			
		ER Hung Hom to Lo Wu		86.1	152.8	2.4	20.2	10	224.2	7.2	0.0	0.0	-	-	-7.9	-25.0	10.0	-32.6	2.5	3.0	36.2				
		Intercity through train to Hung Hom		86.5	157.7	2.4	21.1	1	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	0.0	-32.6	2.5	3.0	26.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1301a
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	150.8	22.1	45.1	10	12.7	7.5	-18.0	-	-	-	-7.8	-9.1	10.0	-32.6	2.5	3.0	33.1	37.0			
		ER Lok Ma Chau to Hung Hom		85.1	145.4	22.1	45.1	5	7.0	7.0	-21.0	-	-	-	-7.6	-9.1	7.0	-32.6	2.5	3.0	27.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	138.3	22.1	45.1	15	1.0	7.5	-21.0	-	-	-	-7.4	-9.1	11.8	-32.6	2.5	3.0	33.3				
		Intercity through train to Hung Hom		86.5	150.8	22.1	45.1	1	12.7	7.5	-18.0	-	-	-	-7.8	-9.1	0.0	-32.6	2.5	3.0	24.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	149.5	6.9	59.7	10	82.6	7.4	-19.9	0.0	-	-	-7.8	-12.5	10.0	-32.6	2.5	3.0	27.9	33.1			
		ER Lok Ma Chau to Hung Hom		85.1	144.3	6.9	59.7	5	77.3	6.2	-20.6	0.0	-	-	-7.6	-12.5	7.0	-32.6	2.5	3.0	24.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	138.3	6.9	59.7	15	71.8	7.4	-20.7	0.0	-	-	-7.4	-12.5	11.8	-32.6	2.5	3.0	30.2				
		Intercity through train to Hung Hom		86.5	149.5	6.9	59.7	1	82.6	7.4	-19.9	0.0	-	-	-7.8	-12.5	0.0	-32.6	2.5	3.0	19.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	149.4	21.0	73.6	10	85.2	7.4	-21.0	0.0	-	-	-7.8	-6.8	10.0	-32.6	2.5	3.0	32.5	38.5			
		ER Lok Ma Chau to Hung Hom		85.1	144.6	21.0	73.6	5	79.5	5.3	-21.0	0.0	2.0	-	-7.6	-6.8	7.0	-32.6	2.5	3.0	31.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	138.3	21.0	73.5	15	73.6	7.4	-21.0	0.0	-	-	-7.4	-6.8	11.8	-32.6	2.5	3.0	35.6				
		Intercity through train to Hung Hom		86.5	149.4	21.0	73.6	1	85.2	7.4	-21.0	0.0	-	-	-7.8	-6.8	0.0	-32.6	2.5	3.0	24.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	149.4	25.9	83.0	10	83.6	7.4	-19.8	0.0	-	-	-7.8	-5.6	10.0	-32.6	2.5	3.0	34.9	42.1			
		ER Lok Ma Chau to Hung Hom		85.1	145.1	25.9	82.9	5	1.8	4.0	-20.2	4.6	2.5	-	-7.6	-5.6	7.0	-32.6	2.5	3.0	38.6				
		ER Hung Hom to Lo Wu		86.1	138.3	25.9	81.5	10	73.4	7.4	-20.5	0.0	-	-	-7.4	-5.6	10.0	-32.6	2.5	3.0	35.5				
		ER Hung Hom to Lok Ma Chau		86.1	138.3	25.9	83.0	5	73.1	7.4	-20.5	0.0	-	-	-7.4	-5.6	7.0	-32.6	2.5	3.0	32.5				
		Intercity through train to Hung Hom		86.5	149.4	25.9	83.0	1	83.6	7.4	-19.8	0.0	-	-	-7.8	-5.6	0.0	-32.6	2.5	3.0	26.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	149.5	34.7	52.8	10	43.9	7.5	-14.8	0.0	-	-	-7.8	-6.2	10.0	-32.6	2.5	3.0	39.2	43.0			
		ER Hung Hom to Lo Wu		86.1	139.7	34.7	50.3	10	35.8	7.5	-16.8	0.0	-	-	-7.5	-6.5	10.0	-32.6	2.5	3.0	38.3				
		ER Hung Hom to Lok Ma Chau		86.1	138.7	34.7	52.9	5	32.3	6.7	-18.4	0.0	1.5	-	-7.4	-6.2	7.0	-32.6	2.5	3.0	35.6				
		Intercity through train to Hung Hom		86.5	149.5	34.7	52.8	1	43.9	7.5	-14.8	0.0	-	-	-7.8	-6.2	0.0	-32.6	2.5	3.0	30.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	149.3	15.9	27.4	10	44.3	7.5	-14.7	0.0	-	-	-7.8	-14.2	10.0	-32.6	2.5	3.0	31.3	35.2			
		ER Hung Hom to Lo Wu		86.1	143.3	15.9	27.4	10	38.2	7.5	-16.3	0.0	-	-	-7.6	-14.2	10.0	-32.6	2.5	3.0	31.0				
		ER Hung Hom to Lok Ma Chau		86.1	139.3	15.9	27.4	5	32.4	4.8	-19.3	0.0	2.0	-	-7.5	-14.2	7.0	-32.6	2.5	3.0	27.1				
		Intercity through train to Hung Hom		86.5	149.3	15.9	27.4	1	44.3	7.5	-14.7	0.0	-	-	-7.8	-14.2	0.0	-32.6	2.5	3.0	22.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	158.4	2.4	21.1	10	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	10.0	-32.6	2.5	3.0	35.3	39.1			
		ER Hung Hom to Lo Wu		86.1	153.5	2.4	20.2	10	224.2	7.2	0.0	0.0	-	-	-7.9	-25.0	10.0	-32.6	2.5	3.0	36.2				
		Intercity through train to Hung Hom		86.5	158.4	2.4	21.1	1	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	0.0	-32.6	2.5	3.0	26.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	151.5	22.1	45.1	10	12.7	7.5	-17.6	-	-	-	-7.8	-9.1	10.0	-32.6	2.5	3.0	33.4	37.1			
		ER Lok Ma Chau to Hung Hom		85.1	146.2	22.1	45.1	5	7.0	7.0	-20.9	-	-	-	-7.7	-9.1	7.0	-32.6	2.5	3.0	27.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	139.1	22.1	45.1	15	1.0	7.5	-21.0	-	-	-	-7.5	-9.1	11.8	-32.6	2.5	3.0	33.2				
		Intercity through train to Hung Hom		86.5	151.5	22.1	45.1	1	12.7	7.5	-17.6	-	-	-	-7.8	-9.1	0.0	-32.6	2.5	3.0	24.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	150.3	6.9	59.7	10	82.6	7.4	-18.9	0.0	-	-	-7.8	-12.5	10.0	-32.6	2.5	3.0	28.8	33.9			
		ER Lok Ma Chau to Hung Hom		85.1	145.1	6.9	59.7	5	77.3	6.2	-19.7	0.0	-	-	-7.6	-12.5	7.0	-32.6	2.5	3.0	25.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	139.1	6.9	59.7	15	71.8	7.4	-19.9	0.0	-	-	-7.5	-12.5	11.8	-32.6	2.5	3.0	31.1				
		Intercity through train to Hung Hom		86.5	150.3	6.9	59.7	1	82.6	7.4	-18.9	0.0	-	-	-7.8	-12.5	0.0	-32.6	2.5	3.0	20.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	150.2	21.0	73.6	10	85.2	7.4	-20.8	0.0	-	-	-7.8	-6.8	10.0	-32.6	2.5	3.0	32.7	38.6			
		ER Lok Ma Chau to Hung Hom		85.1	145.5	21.0	73.6	5	79.5	5.3	-21.0	0.0	2.0	-	-7.6	-6.8	7.0	-32.6	2.5	3.0	31.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	139.1	21.0	73.5	15	73.6	7.4	-21.0	0.0	-	-	-7.5	-6.8	11.8	-32.6	2.5	3.0	35.6				
		Intercity through train to Hung Hom		86.5	150.2	21.0	73.6	1	85.2	7.4	-20.8	0.0	-	-	-7.8	-6.8	0.0	-32.6	2.5	3.0	24.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	150.2	25.9	83.0	10	83.6	7.4	-18.7	0.0	-	-	-7.8	-5.6	10.0	-32.6	2.5	3.0	35.9	42.7			
		ER Lok Ma Chau to Hung Hom		85.1	145.9	25.9	82.9	5	1.8	4.0	-20.1	4.6	2.5	-	-7.7	-5.6	7.0	-32.6	2.5	3.0	38.7				
		ER Hung Hom to Lo Wu		86.1	139.1	25.9	81.5	10	73.4	7.4	-19.6	0.0	-	-	-7.5	-5.6	10.0	-32.6	2.5	3.0	36.4				
		ER Hung Hom to Lok Ma Chau		86.1	139.1	25.9	83.0	5	73.1	7.4	-19.6	0.0	-	-	-7.5	-5.6	7.0	-32.6	2.5	3.0	33.4				
		Intercity through train to Hung Hom		86.5	150.2	25.9	83.0	1	83.6	7.4	-18.7	0.0	-	-	-7.8	-5.6	0.0	-32.6	2.5	3.0	27.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	150.2	34.7	52.8	10	43.9	7.5	-13.6	0.0	-	-	-7.8	-6.2	10.0	-32.6	2.5	3.0	40.4	43.9			
		ER Hung Hom to Lo Wu		86.1	140.5	34.7	50.3	10	35.8	7.5	-16.0	0.0	-	-	-7.5	-6.5	10.0	-32.6	2.5	3.0	39.1				
		ER Hung Hom to Lok Ma Chau		86.1	139.5	34.7	52.9	5	32.3	6.7	-17.7	0.0	1.5	-	-7.5	-6.2	7.0	-32.6	2.5	3.0	36.2				
		Intercity through train to Hung Hom		86.5	150.2	34.7	52.8	1	43.9	7.5	-13.6	0.0	-	-	-7.8	-6.2	0.0	-32.6	2.5	3.0	31.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	150.1	15.9	27.4	10	44.3	7.5	-13.5	0.0	-	-	-7.8	-14.2	10.0	-32.6	2.5	3.0	32.5	36.2			
		ER Hung Hom to Lo Wu		86.1	144.0	15.9	27.4	10	38.2	7.5	-15.4	0.0	-	-	-7.6	-14.2	10.0	-32.6	2.5	3.0	31.8				
		ER Hung Hom to Lok Ma Chau		86.1	140.2	15.9	27.4	5	32.4	4.8	-18.8	0.0	2.0	-	-7.5	-14.2	7.0	-32.6	2.5	3.0	27.6				
		Intercity through train to Hung Hom		86.5	150.1	15.9	27.4	1	44.3	7.5	-13.5	0.0	-	-	-7.8	-14.2	0.0	-32.6	2.5	3.0	24.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	159.1	2.4	21.1	10	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	10.0	-32.6	2.5	3.0	35.3	39.0			
		ER Hung Hom to Lo Wu		86.1	154.3	2.4	20.2	10	224.2	7.2	0.0	0.0	-	-	-7.9	-25.0	10.0	-32.6	2.5	3.0	36.2				
		Intercity through train to Hung Hom		86.5	159.1	2.4	21.1	1	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	0.0	-32.6	2.5	3.0	26.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1301a
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	152.3	22.1	45.1	10	12.7	7.5	-17.3	-	-	-	-7.8	-9.1	10.0	-32.6	2.5	3.0	33.7	37.3			
		ER Lok Ma Chau to Hung Hom		85.1	147.0	22.1	45.1	5	7.0	7.0	-20.7	-	-	-	-7.7	-9.1	7.0	-32.6	2.5	3.0	27.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	139.9	22.1	45.1	15	1.0	7.5	-21.0	-	-	-	-7.5	-9.1	11.8	-32.6	2.5	3.0	33.2				
		Intercity through train to Hung Hom		86.5	152.3	22.1	45.1	1	12.7	7.5	-17.3	-	-	-	-7.8	-9.1	0.0	-32.6	2.5	3.0	25.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	151.1	6.9	59.7	10	82.6	7.4	-17.8	0.0	-	-	-7.8	-12.5	10.0	-32.6	2.5	3.0	30.0	35.0			
		ER Lok Ma Chau to Hung Hom		85.1	145.9	6.9	59.7	5	77.3	6.2	-18.7	0.0	-	-	-7.7	-12.5	7.0	-32.6	2.5	3.0	26.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	139.9	6.9	59.7	15	71.8	7.4	-18.9	0.0	-	-	-7.5	-12.5	11.8	-32.6	2.5	3.0	32.0				
		Intercity through train to Hung Hom		86.5	151.1	6.9	59.7	1	82.6	7.4	-17.8	0.0	-	-	-7.8	-12.5	0.0	-32.6	2.5	3.0	21.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	151.0	21.0	73.6	10	85.2	7.4	-19.9	0.0	-	-	-7.8	-6.8	10.0	-32.6	2.5	3.0	33.6	39.0			
		ER Lok Ma Chau to Hung Hom		85.1	146.3	21.0	73.6	5	79.5	5.3	-20.8	0.0	2.0	-	-7.7	-6.8	7.0	-32.6	2.5	3.0	31.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	139.9	21.0	73.5	15	73.6	7.4	-20.8	0.0	-	-	-7.5	-6.8	11.8	-32.6	2.5	3.0	35.8				
		Intercity through train to Hung Hom		86.5	151.0	21.0	73.6	1	85.2	7.4	-19.9	0.0	-	-	-7.8	-6.8	0.0	-32.6	2.5	3.0	25.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	151.0	25.9	83.0	10	83.6	7.4	-17.5	0.0	-	-	-7.8	-5.6	10.0	-32.6	2.5	3.0	37.1	43.4			
		ER Lok Ma Chau to Hung Hom		85.1	146.8	25.9	82.9	5	1.8	4.0	-20.0	4.6	2.5	-	-7.7	-5.6	7.0	-32.6	2.5	3.0	38.8				
		ER Hung Hom to Lo Wu		86.1	139.9	25.9	81.5	10	73.4	7.4	-18.5	0.0	-	-	-7.5	-5.6	10.0	-32.6	2.5	3.0	37.4				
		ER Hung Hom to Lok Ma Chau		86.1	139.9	25.9	83.0	5	73.1	7.4	-18.6	0.0	-	-	-7.5	-5.6	7.0	-32.6	2.5	3.0	34.4				
		Intercity through train to Hung Hom		86.5	151.0	25.9	83.0	1	83.6	7.4	-17.5	0.0	-	-	-7.8	-5.6	0.0	-32.6	2.5	3.0	28.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	151.0	34.7	52.8	10	43.9	7.5	-12.3	0.0	-	-	-7.8	-6.2	10.0	-32.6	2.5	3.0	41.7	45.0			
		ER Hung Hom to Lo Wu		86.1	141.3	34.7	50.3	10	35.8	7.5	-15.1	0.0	-	-	-7.5	-6.5	10.0	-32.6	2.5	3.0	40.0				
		ER Hung Hom to Lok Ma Chau		86.1	140.4	34.7	52.9	5	32.3	6.7	-17.1	0.0	1.5	-	-7.5	-6.2	7.0	-32.6	2.5	3.0	36.8				
		Intercity through train to Hung Hom		86.5	151.0	34.7	52.8	1	43.9	7.5	-12.3	0.0	-	-	-7.8	-6.2	0.0	-32.6	2.5	3.0	33.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	150.9	15.9	27.4	10	44.3	7.5	-12.1	0.0	-	-	-7.8	-14.2	10.0	-32.6	2.5	3.0	33.9	37.3			
		ER Hung Hom to Lo Wu		86.1	144.9	15.9	27.4	10	38.2	7.5	-14.4	0.0	-	-	-7.6	-14.2	10.0	-32.6	2.5	3.0	32.8				
		ER Hung Hom to Lok Ma Chau		86.1	141.1	15.9	27.4	5	32.4	4.8	-18.2	0.0	2.0	-	-7.5	-14.2	7.0	-32.6	2.5	3.0	28.1				
		Intercity through train to Hung Hom		86.5	150.9	15.9	27.4	1	44.3	7.5	-12.1	0.0	-	-	-7.8	-14.2	0.0	-32.6	2.5	3.0	25.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	159.8	2.4	21.1	10	237.3	7.2	0.0	0.0	-	-	-8.1	-24.6	10.0	-32.6	2.5	3.0	35.3	39.0			
		ER Hung Hom to Lo Wu		86.1	155.0	2.4	20.2	10	224.2	7.2	0.0	0.0	-	-	-7.9	-25.0	10.0	-32.6	2.5	3.0	36.1				
		Intercity through train to Hung Hom		86.5	159.8	2.4	21.1	1	237.3	7.2	0.0	0.0	-	-	-8.1	-24.6	0.0	-32.6	2.5	3.0	26.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	153.1	22.1	45.1	10	12.7	7.5	-16.9	-	-	-	-7.9	-9.1	10.0	-32.6	2.5	3.0	34.1	37.5			
		ER Lok Ma Chau to Hung Hom		85.1	147.9	22.1	45.1	5	7.0	7.0	-20.5	-	-	-	-7.7	-9.1	7.0	-32.6	2.5	3.0	27.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	140.8	22.1	45.1	15	1.0	7.5	-21.0	-	-	-	-7.5	-9.1	11.8	-32.6	2.5	3.0	33.2				
		Intercity through train to Hung Hom		86.5	153.1	22.1	45.1	1	12.7	7.5	-16.9	-	-	-	-7.9	-9.1	0.0	-32.6	2.5	3.0	25.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	151.9	6.9	59.7	10	82.6	7.4	-16.4	0.0	-	-	-7.8	-12.5	10.0	-32.6	2.5	3.0	31.3	36.1			
		ER Lok Ma Chau to Hung Hom		85.1	146.8	6.9	59.7	5	77.3	6.2	-17.5	0.0	-	-	-7.7	-12.5	7.0	-32.6	2.5	3.0	27.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	140.9	6.9	59.7	15	71.8	7.4	-17.8	0.0	-	-	-7.5	-12.5	11.8	-32.6	2.5	3.0	33.1				
		Intercity through train to Hung Hom		86.5	151.9	6.9	59.7	1	82.6	7.4	-16.4	0.0	-	-	-7.8	-12.5	0.0	-32.6	2.5	3.0	22.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	151.8	21.0	73.6	10	85.2	7.4	-18.8	0.0	-	-	-7.8	-6.8	10.0	-32.6	2.5	3.0	34.6	39.9			
		ER Lok Ma Chau to Hung Hom		85.1	147.2	21.0	73.6	5	79.5	5.3	-19.9	0.0	2.0	-	-7.7	-6.8	7.0	-32.6	2.5	3.0	32.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	140.9	21.0	73.5	15	73.6	7.4	-20.0	0.0	-	-	-7.5	-6.8	11.8	-32.6	2.5	3.0	36.6				
		Intercity through train to Hung Hom		86.5	151.8	21.0	73.6	1	85.2	7.4	-18.8	0.0	-	-	-7.8	-6.8	0.0	-32.6	2.5	3.0	26.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	151.8	25.9	83.0	10	83.6	7.4	-16.1	0.0	-	-	-7.8	-5.6	10.0	-32.6	2.5	3.0	38.5	44.3			
		ER Lok Ma Chau to Hung Hom		85.1	147.8	25.9	82.9	5	1.8	4.0	-19.8	4.6	2.5	-	-7.7	-5.6	7.0	-32.6	2.5	3.0	38.9				
		ER Hung Hom to Lo Wu		86.1	140.9	25.9	81.5	10	73.4	7.4	-17.3	0.0	-	-	-7.5	-5.6	10.0	-32.6	2.5	3.0	38.6				
		ER Hung Hom to Lok Ma Chau		86.1	140.9	25.9	83.0	5	73.1	7.4	-17.4	0.0	-	-	-7.5	-5.6	7.0	-32.6	2.5	3.0	35.6				
		Intercity through train to Hung Hom		86.5	151.8	25.9	83.0	1	83.6	7.4	-16.1	0.0	-	-	-7.8	-5.6	0.0	-32.6	2.5	3.0	30.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	151.9	34.7	52.8	10	43.9	7.5	-10.7	0.0	-	-	-7.8	-6.2	10.0	-32.6	2.5	3.0	43.3	46.3			
		ER Hung Hom to Lo Wu		86.1	142.2	34.7	50.3	10	35.8	7.5	-14.1	0.0	-	-	-7.6	-6.5	10.0	-32.6	2.5	3.0	41.0				
		ER Hung Hom to Lok Ma Chau		86.1	141.3	34.7	52.9	5	32.3	6.7	-16.4	0.0	1.5	-	-7.5	-6.2	7.0	-32.6	2.5	3.0	37.5				
		Intercity through train to Hung Hom		86.5	151.9	34.7	52.8	1	43.9	7.5	-10.7	0.0	-	-	-7.8	-6.2	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	151.7	15.9	27.4	10	44.3	7.5	-10.4	0.0	-	-	-7.8	-14.2	10.0	-32.6	2.5	3.0	35.5	38.6			
		ER Hung Hom to Lo Wu		86.1	145.7	15.9	27.4	10	38.2	7.5	-13.3	0.0	-	-	-7.7	-14.2	10.0	-32.6	2.5	3.0	33.9				
		ER Hung Hom to Lok Ma Chau		86.1	142.0	15.9	27.4	5	32.4	4.8	-17.6	0.0	2.0	-	-7.5	-14.2	7.0	-32.6	2.5	3.0	28.7				
		Intercity through train to Hung Hom		86.5	151.7	15.9	27.4	1	44.3	7.5	-10.4	0.0	-	-	-7.8	-14.2	0.0	-32.6	2.5	3.0	27.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	160.6	2.4	21.1	10	237.3	7.2	0.0	0.0	-	-	-8.1	-24.6	10.0	-32.6	2.5	3.0	35.3	39.0			
		ER Hung Hom to Lo Wu		86.1	155.9	2.4	20.2	10	224.2	7.2	0.0	0.0	-	-	-7.9	-25.0	10.0	-32.6	2.5	3.0	36.1				
		Intercity through train to Hung Hom		86.5	160.6	2.4	21.1	1	237.3	7.2	0.0	0.0	-	-	-8.1	-24.6	0.0	-32.6	2.5	3.0	26.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1301a
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	154.0	22.1	45.1	10	12.7	7.5	-16.5	-	-	-	-7.9	-9.1	10.0	-32.6	2.5	3.0	34.5	37.7			
		ER Lok Ma Chau to Hung Hom		85.1	148.8	22.1	45.1	5	7.0	7.0	-20.3	-	-	-	-7.7	-9.1	7.0	-32.6	2.5	3.0	27.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	141.8	22.1	45.1	15	1.0	7.5	-21.0	-	-	-	-7.5	-9.1	11.8	-32.6	2.5	3.0	33.2				
		Intercity through train to Hung Hom		86.5	154.0	22.1	45.1	1	12.7	7.5	-16.5	-	-	-	-7.9	-9.1	0.0	-32.6	2.5	3.0	25.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	152.8	6.9	59.7	10	82.6	7.4	-14.7	0.0	-	-	-7.9	-12.5	10.0	-32.6	2.5	3.0	32.9	37.6			
		ER Lok Ma Chau to Hung Hom		85.1	147.8	6.9	59.7	5	77.3	6.2	-16.1	0.0	-	-	-7.7	-12.5	7.0	-32.6	2.5	3.0	28.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	141.8	6.9	59.7	15	71.8	7.4	-16.5	0.0	-	-	-7.5	-12.5	11.8	-32.6	2.5	3.0	34.4				
		Intercity through train to Hung Hom		86.5	152.8	6.9	59.7	1	82.6	7.4	-14.7	0.0	-	-	-7.9	-12.5	0.0	-32.6	2.5	3.0	24.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	152.7	21.0	73.6	10	85.2	7.4	-17.6	0.0	-	-	-7.9	-6.8	10.0	-32.6	2.5	3.0	35.7	40.9			
		ER Lok Ma Chau to Hung Hom		85.1	148.2	21.0	73.6	5	79.5	5.3	-18.9	0.0	2.0	-	-7.7	-6.8	7.0	-32.6	2.5	3.0	33.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	141.8	21.0	73.5	15	73.6	7.4	-19.0	0.0	-	-	-7.5	-6.8	11.8	-32.6	2.5	3.0	37.5				
		Intercity through train to Hung Hom		86.5	152.7	21.0	73.6	1	85.2	7.4	-17.6	0.0	-	-	-7.9	-6.8	0.0	-32.6	2.5	3.0	27.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	152.7	25.9	83.0	10	83.6	7.4	-14.3	0.0	-	-	-7.9	-5.6	10.0	-32.6	2.5	3.0	40.2	45.4			
		ER Lok Ma Chau to Hung Hom		85.1	148.7	25.9	82.9	5	1.8	4.0	-19.7	4.6	2.5	-	-7.7	-5.6	7.0	-32.6	2.5	3.0	39.0				
		ER Hung Hom to Lo Wu		86.1	141.8	25.9	81.5	10	73.4	7.4	-15.9	0.0	-	-	-7.5	-5.6	10.0	-32.6	2.5	3.0	40.0				
		ER Hung Hom to Lok Ma Chau		86.1	141.8	25.9	83.0	5	73.1	7.4	-16.0	0.0	-	-	-7.5	-5.6	7.0	-32.6	2.5	3.0	36.9				
		Intercity through train to Hung Hom		86.5	152.7	25.9	83.0	1	83.6	7.4	-14.3	0.0	-	-	-7.9	-5.6	0.0	-32.6	2.5	3.0	31.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	152.8	34.7	52.8	10	43.9	7.5	-8.8	0.0	-	-	-7.9	-6.2	10.0	-32.6	2.5	3.0	45.2	47.8			
		ER Hung Hom to Lo Wu		86.1	143.2	34.7	50.3	10	35.8	7.5	-12.9	0.0	-	-	-7.6	-6.5	10.0	-32.6	2.5	3.0	42.1				
		ER Hung Hom to Lok Ma Chau		86.1	142.3	34.7	52.9	5	32.3	6.7	-15.6	0.0	1.5	-	-7.6	-6.2	7.0	-32.6	2.5	3.0	38.3				
		Intercity through train to Hung Hom		86.5	152.8	34.7	52.8	1	43.9	7.5	-8.8	0.0	-	-	-7.9	-6.2	0.0	-32.6	2.5	3.0	36.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	152.6	15.9	27.4	10	44.3	7.5	-8.5	0.0	-	-	-7.9	-14.2	10.0	-32.6	2.5	3.0	37.4	40.2			
		ER Hung Hom to Lo Wu		86.1	146.7	15.9	27.4	10	38.2	7.5	-11.9	0.0	-	-	-7.7	-14.2	10.0	-32.6	2.5	3.0	35.2				
		ER Hung Hom to Lok Ma Chau		86.1	143.0	15.9	27.4	5	32.4	4.8	-16.9	0.0	2.0	-	-7.6	-14.2	7.0	-32.6	2.5	3.0	29.3				
		Intercity through train to Hung Hom		86.5	152.6	15.9	27.4	1	44.3	7.5	-8.5	0.0	-	-	-7.9	-14.2	0.0	-32.6	2.5	3.0	28.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	161.5	2.4	21.1	10	237.3	7.2	0.0	0.0	-	-	-8.1	-24.6	10.0	-32.6	2.5	3.0	35.3	39.0			
		ER Hung Hom to Lo Wu		86.1	156.7	2.4	20.2	10	224.2	7.2	0.0	0.0	-	-	-8.0	-25.0	10.0	-32.6	2.5	3.0	36.1				
		Intercity through train to Hung Hom		86.5	161.5	2.4	21.1	1	237.3	7.2	0.0	0.0	-	-	-8.1	-24.6	0.0	-32.6	2.5	3.0	26.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	154.9	22.1	45.1	10	12.7	7.5	-16.1	-	-	-	-7.9	-9.1	10.0	-32.6	2.5	3.0	34.8	37.9			
		ER Lok Ma Chau to Hung Hom		85.1	149.8	22.1	45.1	5	7.0	7.0	-20.1	-	-	-	-7.8	-9.1	7.0	-32.6	2.5	3.0	28.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	142.8	22.1	45.1	15	1.0	7.5	-21.0	-	-	-	-7.6	-9.1	11.8	-32.6	2.5	3.0	33.1				
		Intercity through train to Hung Hom		86.5	154.9	22.1	45.1	1	12.7	7.5	-16.1	-	-	-	-7.9	-9.1	0.0	-32.6	2.5	3.0	26.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	153.7	6.9	59.7	10	82.6	7.4	-12.6	0.0	-	-	-7.9	-12.5	10.0	-32.6	2.5	3.0	35.0	39.3			
		ER Lok Ma Chau to Hung Hom		85.1	148.8	6.9	59.7	5	77.3	6.2	-14.4	0.0	-	-	-7.7	-12.5	7.0	-32.6	2.5	3.0	30.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	142.8	6.9	59.7	15	71.8	7.4	-14.9	0.0	-	-	-7.6	-12.5	11.8	-32.6	2.5	3.0	35.9				
		Intercity through train to Hung Hom		86.5	153.7	6.9	59.7	1	82.6	7.4	-12.6	0.0	-	-	-7.9	-12.5	0.0	-32.6	2.5	3.0	26.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	153.6	21.0	73.6	10	85.2	7.4	-16.2	0.0	-	-	-7.9	-6.8	10.0	-32.6	2.5	3.0	37.1	42.1			
		ER Lok Ma Chau to Hung Hom		85.1	149.2	21.0	73.6	5	79.5	5.3	-17.7	0.0	2.0	-	-7.8	-6.8	7.0	-32.6	2.5	3.0	34.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	142.8	21.0	73.5	15	73.6	7.4	-17.9	0.0	-	-	-7.6	-6.8	11.8	-32.6	2.5	3.0	38.6				
		Intercity through train to Hung Hom		86.5	153.6	21.0	73.6	1	85.2	7.4	-16.2	0.0	-	-	-7.9	-6.8	0.0	-32.6	2.5	3.0	28.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	153.6	25.9	83.0	10	83.6	7.4	-12.1	0.0	-	-	-7.9	-5.6	10.0	-32.6	2.5	3.0	42.5	47.0			
		ER Lok Ma Chau to Hung Hom		85.1	149.7	25.9	82.9	5	1.8	4.0	-19.6	4.6	2.5	-	-7.8	-5.6	7.0	-32.6	2.5	3.0	39.1				
		ER Hung Hom to Lo Wu		86.1	142.8	25.9	81.5	10	73.4	7.4	-14.1	0.0	-	-	-7.6	-5.6	10.0	-32.6	2.5	3.0	41.7				
		ER Hung Hom to Lok Ma Chau		86.1	142.8	25.9	83.0	5	73.1	7.4	-14.3	0.0	-	-	-7.6	-5.6	7.0	-32.6	2.5	3.0	38.6				
		Intercity through train to Hung Hom		86.5	153.6	25.9	83.0	1	83.6	7.4	-12.1	0.0	-	-	-7.9	-5.6	0.0	-32.6	2.5	3.0	34.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	153.7	34.7	52.8	10	43.9	7.5	-6.8	0.0	-	-	-7.9	-6.2	10.0	-32.6	2.5	3.0	47.2	49.5			
		ER Hung Hom to Lo Wu		86.1	144.2	34.7	50.3	10	35.8	7.5	-11.5	0.0	-	-	-7.6	-6.5	10.0	-32.6	2.5	3.0	43.5				
		ER Hung Hom to Lok Ma Chau		86.1	143.3	34.7	52.9	5	32.3	6.7	-14.7	0.0	1.5	-	-7.6	-6.2	7.0	-32.6	2.5	3.0	39.1				
		Intercity through train to Hung Hom		86.5	153.7	34.7	52.8	1	43.9	7.5	-6.8	0.0	-	-	-7.9	-6.2	0.0	-32.6	2.5	3.0	38.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	153.5	15.9	27.4	10	44.3	7.5	-6.5	0.0	-	-	-7.9	-14.2	10.0	-32.6	2.5	3.0	39.4	42.0			
		ER Hung Hom to Lo Wu		86.1	147.6	15.9	27.4	10	38.2	7.5	-10.4	0.0	-	-	-7.7	-14.2	10.0	-32.6	2.5	3.0	36.7				
		ER Hung Hom to Lok Ma Chau		86.1	144.1	15.9	27.4	5	32.4	4.8	-16.2	0.0	2.0	-	-7.6	-14.2	7.0	-32.6	2.5	3.0	30.0				
		Intercity through train to Hung Hom		86.5	153.5	15.9	27.4	1	44.3	7.5	-6.5	0.0	-	-	-7.9	-14.2	0.0	-32.6	2.5	3.0	30.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	162.4	2.4	21.1	10	237.3	7.2	0.0	0.0	-	-	-8.1	-24.6	10.0	-32.6	2.5	3.0	35.2	38.9			
		ER Hung Hom to Lo Wu		86.1	157.7	2.4	20.2	10	224.2	7.2	0.0	0.0	-	-	-8.0	-25.0	10.0	-32.6	2.5	3.0	36.1				
		Intercity through train to Hung Hom		86.5	162.4	2.4	21.1	1	237.3	7.2	0.0	0.0	-	-	-8.1	-24.6	0.0	-32.6	2.5	3.0	26.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

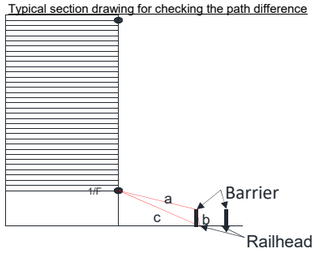
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1301a
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location			Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A)										Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
					Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]				Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration					
																					Max predicted noise impact $L_{eq\ 30min}$		53	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1301a
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
2	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	148.3	22.1	45.1	8	12.7	7.5	-19.2	-	-	-	-7.7	-9.1	9.0	-32.6	2.5	3.0	31.0	35.6			
		ER Lok Ma Chau to Hung Hom		85.1	142.8	22.1	45.1	4	7.0	7.0	-21.0	-	-	-	-7.6	-9.1	6.0	-32.6	2.5	3.0	26.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	135.5	22.1	45.1	12	1.0	7.5	-21.0	-	-	-	-7.3	-9.1	10.8	-32.6	2.5	3.0	32.4				
		Intercity through train to Hung Hom		86.5	148.3	22.1	45.1	1	12.7	7.5	-19.2	-	-	-	-7.7	-9.1	0.0	-32.6	2.5	3.0	23.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	147.0	6.9	59.7	8	82.6	7.4	-21.0	0.0	-	-	-7.7	-12.5	9.0	-32.6	2.5	3.0	25.9	31.6			
		ER Lok Ma Chau to Hung Hom		85.1	141.6	6.9	59.7	4	77.3	6.2	-21.0	0.0	-	-	-7.5	-12.5	6.0	-32.6	2.5	3.0	23.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	135.5	6.9	59.7	12	71.8	7.4	-21.0	0.0	-	-	-7.3	-12.5	10.8	-32.6	2.5	3.0	29.1				
		Intercity through train to Hung Hom		86.5	147.0	6.9	59.7	1	82.6	7.4	-21.0	0.0	-	-	-7.7	-12.5	0.0	-32.6	2.5	3.0	18.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	146.9	21.0	73.6	8	85.2	7.4	-21.0	0.0	-	-	-7.7	-6.8	9.0	-32.6	2.5	3.0	31.6	37.7			
		ER Lok Ma Chau to Hung Hom		85.1	141.9	21.0	73.6	4	79.5	5.3	-21.0	0.0	2.0	-	-7.5	-6.8	6.0	-32.6	2.5	3.0	30.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	135.5	21.0	73.5	12	73.6	7.4	-21.0	0.0	-	-	-7.3	-6.8	10.8	-32.6	2.5	3.0	34.8				
		Intercity through train to Hung Hom		86.5	146.9	21.0	73.6	1	85.2	7.4	-21.0	0.0	-	-	-7.7	-6.8	0.0	-32.6	2.5	3.0	24.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	146.9	25.9	83.0	8	83.6	7.4	-21.0	0.0	-	-	-7.7	-5.6	9.0	-32.6	2.5	3.0	32.8	40.6			
		ER Lok Ma Chau to Hung Hom		85.1	142.2	25.9	82.9	4	1.8	4.0	-20.7	4.6	2.5	-	-7.6	-5.6	6.0	-32.6	2.5	3.0	37.2				
		ER Hung Hom to Lo Wu		86.1	135.5	25.9	81.5	8	73.4	7.4	-21.0	0.0	-	-	-7.3	-5.6	9.0	-32.6	2.5	3.0	34.1				
		ER Hung Hom to Lok Ma Chau		86.1	135.5	25.9	83.0	4	73.1	7.4	-21.0	0.0	-	-	-7.3	-5.6	6.0	-32.6	2.5	3.0	31.2				
		Intercity through train to Hung Hom		86.5	146.9	25.9	83.0	1	83.6	7.4	-21.0	0.0	-	-	-7.7	-5.6	0.0	-32.6	2.5	3.0	25.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	147.0	34.7	52.8	8	43.9	7.5	-18.2	0.0	-	-	-7.7	-6.2	9.0	-32.6	2.5	3.0	34.9	39.3			
		ER Hung Hom to Lo Wu		86.1	137.0	34.7	50.3	8	35.8	7.5	-19.4	0.0	-	-	-7.4	-6.5	9.0	-32.6	2.5	3.0	34.8				
		ER Hung Hom to Lok Ma Chau		86.1	135.9	34.7	52.9	4	32.3	6.7	-20.4	0.0	1.5	-	-7.4	-6.2	6.0	-32.6	2.5	3.0	32.6				
		Intercity through train to Hung Hom		86.5	147.0	34.7	52.8	1	43.9	7.5	-18.2	0.0	-	-	-7.7	-6.2	0.0	-32.6	2.5	3.0	27.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	146.8	15.9	27.4	8	44.3	7.5	-18.1	0.0	-	-	-7.7	-14.2	9.0	-32.6	2.5	3.0	27.0	31.5			
		ER Hung Hom to Lo Wu		86.1	140.6	15.9	27.4	8	38.2	7.5	-19.1	0.0	-	-	-7.5	-14.2	9.0	-32.6	2.5	3.0	27.3				
		ER Hung Hom to Lok Ma Chau		86.1	136.4	15.9	27.4	4	32.4	4.8	-21.0	0.0	2.0	-	-7.4	-14.2	6.0	-32.6	2.5	3.0	24.5				
		Intercity through train to Hung Hom		86.5	146.8	15.9	27.4	1	44.3	7.5	-18.1	0.0	-	-	-7.7	-14.2	0.0	-32.6	2.5	3.0	19.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	156.0	2.4	21.1	8	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	9.0	-32.6	2.5	3.0	34.4	38.2			
		ER Hung Hom to Lo Wu		86.1	151.1	2.4	20.2	8	224.2	7.2	0.0	0.0	-	-	-7.8	-25.0	9.0	-32.6	2.5	3.0	35.3				
		Intercity through train to Hung Hom		86.5	156.0	2.4	21.1	1	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	0.0	-32.6	2.5	3.0	26.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
3	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	148.8	22.1	45.1	8	12.7	7.5	-18.9	-	-	-	-7.7	-9.1	9.0	-32.6	2.5	3.0	31.2	35.7			
		ER Lok Ma Chau to Hung Hom		85.1	143.4	22.1	45.1	4	7.0	7.0	-21.0	-	-	-	-7.6	-9.1	6.0	-32.6	2.5	3.0	26.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	136.1	22.1	45.1	12	1.0	7.5	-21.0	-	-	-	-7.4	-9.1	10.8	-32.6	2.5	3.0	32.4				
		Intercity through train to Hung Hom		86.5	148.8	22.1	45.1	1	12.7	7.5	-18.9	-	-	-	-7.7	-9.1	0.0	-32.6	2.5	3.0	23.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	147.6	6.9	59.7	8	82.6	7.4	-21.0	0.0	-	-	-7.7	-12.5	9.0	-32.6	2.5	3.0	25.9	31.6			
		ER Lok Ma Chau to Hung Hom		85.1	142.2	6.9	59.7	4	77.3	6.2	-21.0	0.0	-	-	-7.5	-12.5	6.0	-32.6	2.5	3.0	23.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	136.1	6.9	59.7	12	71.8	7.4	-21.0	0.0	-	-	-7.4	-12.5	10.8	-32.6	2.5	3.0	29.0				
		Intercity through train to Hung Hom		86.5	147.6	6.9	59.7	1	82.6	7.4	-21.0	0.0	-	-	-7.7	-12.5	0.0	-32.6	2.5	3.0	18.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	147.5	21.0	73.6	8	85.2	7.4	-21.0	0.0	-	-	-7.7	-6.8	9.0	-32.6	2.5	3.0	31.6	37.7			
		ER Lok Ma Chau to Hung Hom		85.1	142.5	21.0	73.6	4	79.5	5.3	-21.0	0.0	2.0	-	-7.6	-6.8	6.0	-32.6	2.5	3.0	30.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	136.1	21.0	73.5	12	73.6	7.4	-21.0	0.0	-	-	-7.4	-6.8	10.8	-32.6	2.5	3.0	34.7				
		Intercity through train to Hung Hom		86.5	147.5	21.0	73.6	1	85.2	7.4	-21.0	0.0	-	-	-7.7	-6.8	0.0	-32.6	2.5	3.0	24.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	147.5	25.9	83.0	8	83.6	7.4	-21.0	0.0	-	-	-7.7	-5.6	9.0	-32.6	2.5	3.0	32.7	40.6			
		ER Lok Ma Chau to Hung Hom		85.1	142.9	25.9	82.9	4	1.8	4.0	-20.6	4.6	2.5	-	-7.6	-5.6	6.0	-32.6	2.5	3.0	37.3				
		ER Hung Hom to Lo Wu		86.1	136.1	25.9	81.5	8	73.4	7.4	-21.0	0.0	-	-	-7.4	-5.6	9.0	-32.6	2.5	3.0	34.1				
		ER Hung Hom to Lok Ma Chau		86.1	136.1	25.9	83.0	4	73.1	7.4	-21.0	0.0	-	-	-7.4	-5.6	6.0	-32.6	2.5	3.0	31.1				
		Intercity through train to Hung Hom		86.5	147.5	25.9	83.0	1	83.6	7.4	-21.0	0.0	-	-	-7.7	-5.6	0.0	-32.6	2.5	3.0	25.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	147.5	34.7	52.8	8	43.9	7.5	-17.5	0.0	-	-	-7.7	-6.2	9.0	-32.6	2.5	3.0	35.6	39.9			
		ER Hung Hom to Lo Wu		86.1	137.6	34.7	50.3	8	35.8	7.5	-18.8	0.0	-	-	-7.4	-6.5	9.0	-32.6	2.5	3.0	35.4				
		ER Hung Hom to Lok Ma Chau		86.1	136.5	34.7	52.9	4	32.3	6.7	-19.9	0.0	1.5	-	-7.4	-6.2	6.0	-32.6	2.5	3.0	33.1				
		Intercity through train to Hung Hom		86.5	147.5	34.7	52.8	1	43.9	7.5	-17.5	0.0	-	-	-7.7	-6.2	0.0	-32.6	2.5	3.0	28.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	147.4	15.9	27.4	8	44.3	7.5	-17.4	0.0	-	-	-7.7	-14.2	9.0	-32.6	2.5	3.0	27.7	32.1			
		ER Hung Hom to Lo Wu		86.1	141.2	15.9	27.4	8	38.2	7.5	-18.5	0.0	-	-	-7.5	-14.2	9.0	-32.6	2.5	3.0	27.9				
		ER Hung Hom to Lok Ma Chau		86.1	137.1	15.9	27.4	4	32.4	4.8	-20.7	0.0	2.0	-	-7.4	-14.2	6.0	-32.6	2.5	3.0	24.8				
		Intercity through train to Hung Hom		86.5	147.4	15.9	27.4	1	44.3	7.5	-17.4	0.0	-	-	-7.7	-14.2	0.0	-32.6	2.5	3.0	20.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	156.5	2.4	21.1	8	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	9.0	-32.6	2.5	3.0	34.4	38.2			
		ER Hung Hom to Lo Wu		86.1	151.6	2.4	20.2	8	224.2	7.2	0.0	0.0	-	-	-7.8	-25.0	9.0	-32.6	2.5	3.0	35.3				
		Intercity through train to Hung Hom		86.5	156.5	2.4	21.1	1	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	0.0	-32.6	2.5	3.0	26.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1301a
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	149.4	22.1	45.1	8	12.7	7.5	-18.6	-	-	-	-7.8	-9.1	9.0	-32.6	2.5	3.0	31.5	35.8			
		ER Lok Ma Chau to Hung Hom		85.1	144.0	22.1	45.1	4	7.0	7.0	-21.0	-	-	-	-7.6	-9.1	6.0	-32.6	2.5	3.0	26.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	136.8	22.1	45.1	12	1.0	7.5	-21.0	-	-	-	-7.4	-9.1	10.8	-32.6	2.5	3.0	32.4				
		Intercity through train to Hung Hom		86.5	149.4	22.1	45.1	1	12.7	7.5	-18.6	-	-	-	-7.8	-9.1	0.0	-32.6	2.5	3.0	24.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	148.2	6.9	59.7	8	82.6	7.4	-21.0	0.0	-	-	-7.7	-12.5	9.0	-32.6	2.5	3.0	25.8	31.6			
		ER Lok Ma Chau to Hung Hom		85.1	142.8	6.9	59.7	4	77.3	6.2	-21.0	0.0	-	-	-7.6	-12.5	6.0	-32.6	2.5	3.0	23.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	136.8	6.9	59.7	12	71.8	7.4	-21.0	0.0	-	-	-7.4	-12.5	10.8	-32.6	2.5	3.0	29.0				
		Intercity through train to Hung Hom		86.5	148.2	6.9	59.7	1	82.6	7.4	-21.0	0.0	-	-	-7.7	-12.5	0.0	-32.6	2.5	3.0	18.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	148.1	21.0	73.6	8	85.2	7.4	-21.0	0.0	-	-	-7.7	-6.8	9.0	-32.6	2.5	3.0	31.6	37.6			
		ER Lok Ma Chau to Hung Hom		85.1	143.2	21.0	73.6	4	79.5	5.3	-21.0	0.0	2.0	-	-7.6	-6.8	6.0	-32.6	2.5	3.0	30.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	136.8	21.0	73.5	12	73.6	7.4	-21.0	0.0	-	-	-7.4	-6.8	10.8	-32.6	2.5	3.0	34.7				
		Intercity through train to Hung Hom		86.5	148.1	21.0	73.6	1	85.2	7.4	-21.0	0.0	-	-	-7.7	-6.8	0.0	-32.6	2.5	3.0	24.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	148.1	25.9	83.0	8	83.6	7.4	-21.0	0.0	-	-	-7.7	-5.6	9.0	-32.6	2.5	3.0	32.7	40.7			
		ER Lok Ma Chau to Hung Hom		85.1	143.6	25.9	82.9	4	1.8	4.0	-20.5	4.6	2.5	-	-7.6	-5.6	6.0	-32.6	2.5	3.0	37.4				
		ER Hung Hom to Lo Wu		86.1	136.8	25.9	81.5	8	73.4	7.4	-21.0	0.0	-	-	-7.4	-5.6	9.0	-32.6	2.5	3.0	34.1				
		ER Hung Hom to Lok Ma Chau		86.1	136.8	25.9	83.0	4	73.1	7.4	-21.0	0.0	-	-	-7.4	-5.6	6.0	-32.6	2.5	3.0	31.1				
		Intercity through train to Hung Hom		86.5	148.1	25.9	83.0	1	83.6	7.4	-21.0	0.0	-	-	-7.7	-5.6	0.0	-32.6	2.5	3.0	25.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	148.1	34.7	52.8	8	43.9	7.5	-16.7	0.0	-	-	-7.7	-6.2	9.0	-32.6	2.5	3.0	36.4	40.6			
		ER Hung Hom to Lo Wu		86.1	138.2	34.7	50.3	8	35.8	7.5	-18.2	0.0	-	-	-7.4	-6.5	9.0	-32.6	2.5	3.0	36.0				
		ER Hung Hom to Lok Ma Chau		86.1	137.2	34.7	52.9	4	32.3	6.7	-19.5	0.0	1.5	-	-7.4	-6.2	6.0	-32.6	2.5	3.0	33.5				
		Intercity through train to Hung Hom		86.5	148.1	34.7	52.8	1	43.9	7.5	-16.7	0.0	-	-	-7.7	-6.2	0.0	-32.6	2.5	3.0	28.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	148.0	15.9	27.4	8	44.3	7.5	-16.6	0.0	-	-	-7.7	-14.2	9.0	-32.6	2.5	3.0	28.5	32.7			
		ER Hung Hom to Lo Wu		86.1	141.8	15.9	27.4	8	38.2	7.5	-17.8	0.0	-	-	-7.5	-14.2	9.0	-32.6	2.5	3.0	28.5				
		ER Hung Hom to Lok Ma Chau		86.1	137.8	15.9	27.4	4	32.4	4.8	-20.3	0.0	2.0	-	-7.4	-14.2	6.0	-32.6	2.5	3.0	25.2				
		Intercity through train to Hung Hom		86.5	148.0	15.9	27.4	1	44.3	7.5	-16.6	0.0	-	-	-7.7	-14.2	0.0	-32.6	2.5	3.0	20.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	157.1	2.4	21.1	8	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	9.0	-32.6	2.5	3.0	34.4	38.2			
		ER Hung Hom to Lo Wu		86.1	152.2	2.4	20.2	8	224.2	7.2	0.0	0.0	-	-	-7.8	-25.0	9.0	-32.6	2.5	3.0	35.2				
		Intercity through train to Hung Hom		86.5	157.1	2.4	21.1	1	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	0.0	-32.6	2.5	3.0	26.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	150.1	22.1	45.1	8	12.7	7.5	-18.3	-	-	-	-7.8	-9.1	9.0	-32.6	2.5	3.0	31.8	35.9			
		ER Lok Ma Chau to Hung Hom		85.1	144.7	22.1	45.1	4	7.0	7.0	-21.0	-	-	-	-7.6	-9.1	6.0	-32.6	2.5	3.0	26.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	137.5	22.1	45.1	12	1.0	7.5	-21.0	-	-	-	-7.4	-9.1	10.8	-32.6	2.5	3.0	32.3				
		Intercity through train to Hung Hom		86.5	150.1	22.1	45.1	1	12.7	7.5	-18.3	-	-	-	-7.8	-9.1	0.0	-32.6	2.5	3.0	24.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	148.8	6.9	59.7	8	82.6	7.4	-20.8	0.0	-	-	-7.7	-12.5	9.0	-32.6	2.5	3.0	26.0	31.7			
		ER Lok Ma Chau to Hung Hom		85.1	143.5	6.9	59.7	4	77.3	6.2	-21.0	0.0	-	-	-7.6	-12.5	6.0	-32.6	2.5	3.0	23.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	137.5	6.9	59.7	12	71.8	7.4	-21.0	0.0	-	-	-7.4	-12.5	10.8	-32.6	2.5	3.0	29.0				
		Intercity through train to Hung Hom		86.5	148.8	6.9	59.7	1	82.6	7.4	-20.8	0.0	-	-	-7.7	-12.5	0.0	-32.6	2.5	3.0	18.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	148.7	21.0	73.6	8	85.2	7.4	-21.0	0.0	-	-	-7.7	-6.8	9.0	-32.6	2.5	3.0	31.5	37.6			
		ER Lok Ma Chau to Hung Hom		85.1	143.9	21.0	73.6	4	79.5	5.3	-21.0	0.0	2.0	-	-7.6	-6.8	6.0	-32.6	2.5	3.0	30.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	137.5	21.0	73.5	12	73.6	7.4	-21.0	0.0	-	-	-7.4	-6.8	10.8	-32.6	2.5	3.0	34.7				
		Intercity through train to Hung Hom		86.5	148.7	21.0	73.6	1	85.2	7.4	-21.0	0.0	-	-	-7.7	-6.8	0.0	-32.6	2.5	3.0	24.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	148.7	25.9	83.0	8	83.6	7.4	-20.7	0.0	-	-	-7.7	-5.6	9.0	-32.6	2.5	3.0	33.0	40.8			
		ER Lok Ma Chau to Hung Hom		85.1	144.3	25.9	82.9	4	1.8	4.0	-20.3	4.6	2.5	-	-7.6	-5.6	6.0	-32.6	2.5	3.0	37.5				
		ER Hung Hom to Lo Wu		86.1	137.5	25.9	81.5	8	73.4	7.4	-21.0	0.0	-	-	-7.4	-5.6	9.0	-32.6	2.5	3.0	34.1				
		ER Hung Hom to Lok Ma Chau		86.1	137.5	25.9	83.0	4	73.1	7.4	-21.0	0.0	-	-	-7.4	-5.6	6.0	-32.6	2.5	3.0	31.1				
		Intercity through train to Hung Hom		86.5	148.7	25.9	83.0	1	83.6	7.4	-20.7	0.0	-	-	-7.7	-5.6	0.0	-32.6	2.5	3.0	25.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	148.8	34.7	52.8	8	43.9	7.5	-15.8	0.0	-	-	-7.7	-6.2	9.0	-32.6	2.5	3.0	37.3	41.3			
		ER Hung Hom to Lo Wu		86.1	138.9	34.7	50.3	8	35.8	7.5	-17.5	0.0	-	-	-7.4	-6.5	9.0	-32.6	2.5	3.0	36.6				
		ER Hung Hom to Lok Ma Chau		86.1	137.9	34.7	52.9	4	32.3	6.7	-18.9	0.0	1.5	-	-7.4	-6.2	6.0	-32.6	2.5	3.0	34.1				
		Intercity through train to Hung Hom		86.5	148.8	34.7	52.8	1	43.9	7.5	-15.8	0.0	-	-	-7.7	-6.2	0.0	-32.6	2.5	3.0	29.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	148.6	15.9	27.4	8	44.3	7.5	-15.7	0.0	-	-	-7.7	-14.2	9.0	-32.6	2.5	3.0	29.4	33.5			
		ER Hung Hom to Lo Wu		86.1	142.5	15.9	27.4	8	38.2	7.5	-17.1	0.0	-	-	-7.6	-14.2	9.0	-32.6	2.5	3.0	29.2				
		ER Hung Hom to Lok Ma Chau		86.1	138.5	15.9	27.4	4	32.4	4.8	-19.8	0.0	2.0	-	-7.4	-14.2	6.0	-32.6	2.5	3.0	25.6				
		Intercity through train to Hung Hom		86.5	148.6	15.9	27.4	1	44.3	7.5	-15.7	0.0	-	-	-7.7	-14.2	0.0	-32.6	2.5	3.0	21.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	157.7	2.4	21.1	8	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	9.0	-32.6	2.5	3.0	34.4	38.2			
		ER Hung Hom to Lo Wu		86.1	152.8	2.4	20.2	8	224.2	7.2	0.0	0.0	-	-	-7.9	-25.0	9.0	-32.6	2.5	3.0	35.2				
		Intercity through train to Hung Hom		86.5	157.7	2.4	21.1	1	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	0.0	-32.6	2.5	3.0	26.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1301a
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	150.8	22.1	45.1	8	12.7	7.5	-18.0	-	-	-	-7.8	-9.1	9.0	-32.6	2.5	3.0	32.1	36.1			
		ER Lok Ma Chau to Hung Hom		85.1	145.4	22.1	45.1	4	7.0	7.0	-21.0	-	-	-	-7.6	-9.1	6.0	-32.6	2.5	3.0	26.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	138.3	22.1	45.1	12	1.0	7.5	-21.0	-	-	-	-7.4	-9.1	10.8	-32.6	2.5	3.0	32.3				
		Intercity through train to Hung Hom		86.5	150.8	22.1	45.1	1	12.7	7.5	-18.0	-	-	-	-7.8	-9.1	0.0	-32.6	2.5	3.0	24.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	149.5	6.9	59.7	8	82.6	7.4	-19.9	0.0	-	-	-7.8	-12.5	9.0	-32.6	2.5	3.0	26.9	32.1			
		ER Lok Ma Chau to Hung Hom		85.1	144.3	6.9	59.7	4	77.3	6.2	-20.6	0.0	-	-	-7.6	-12.5	6.0	-32.6	2.5	3.0	23.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	138.3	6.9	59.7	12	71.8	7.4	-20.7	0.0	-	-	-7.4	-12.5	10.8	-32.6	2.5	3.0	29.3				
		Intercity through train to Hung Hom		86.5	149.5	6.9	59.7	1	82.6	7.4	-19.9	0.0	-	-	-7.8	-12.5	0.0	-32.6	2.5	3.0	19.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	149.4	21.0	73.6	8	85.2	7.4	-21.0	0.0	-	-	-7.8	-6.8	9.0	-32.6	2.5	3.0	31.5	37.6			
		ER Lok Ma Chau to Hung Hom		85.1	144.6	21.0	73.6	4	79.5	5.3	-21.0	0.0	2.0	-	-7.6	-6.8	6.0	-32.6	2.5	3.0	30.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	138.3	21.0	73.5	12	73.6	7.4	-21.0	0.0	-	-	-7.4	-6.8	10.8	-32.6	2.5	3.0	34.7				
		Intercity through train to Hung Hom		86.5	149.4	21.0	73.6	1	85.2	7.4	-21.0	0.0	-	-	-7.8	-6.8	0.0	-32.6	2.5	3.0	24.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	149.4	25.9	83.0	8	83.6	7.4	-19.8	0.0	-	-	-7.8	-5.6	9.0	-32.6	2.5	3.0	33.9	41.1			
		ER Lok Ma Chau to Hung Hom		85.1	145.1	25.9	82.9	4	1.8	4.0	-20.2	4.6	2.5	-	-7.6	-5.6	6.0	-32.6	2.5	3.0	37.6				
		ER Hung Hom to Lo Wu		86.1	138.3	25.9	81.5	8	73.4	7.4	-20.5	0.0	-	-	-7.4	-5.6	9.0	-32.6	2.5	3.0	34.6				
		ER Hung Hom to Lok Ma Chau		86.1	138.3	25.9	83.0	4	73.1	7.4	-20.5	0.0	-	-	-7.4	-5.6	6.0	-32.6	2.5	3.0	31.6				
		Intercity through train to Hung Hom		86.5	149.4	25.9	83.0	1	83.6	7.4	-19.8	0.0	-	-	-7.8	-5.6	0.0	-32.6	2.5	3.0	26.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	149.5	34.7	52.8	8	43.9	7.5	-14.8	0.0	-	-	-7.8	-6.2	9.0	-32.6	2.5	3.0	38.3	42.1			
		ER Hung Hom to Lo Wu		86.1	139.7	34.7	50.3	8	35.8	7.5	-16.8	0.0	-	-	-7.5	-6.5	9.0	-32.6	2.5	3.0	37.3				
		ER Hung Hom to Lok Ma Chau		86.1	138.7	34.7	52.9	4	32.3	6.7	-18.4	0.0	1.5	-	-7.4	-6.2	6.0	-32.6	2.5	3.0	34.6				
		Intercity through train to Hung Hom		86.5	149.5	34.7	52.8	1	43.9	7.5	-14.8	0.0	-	-	-7.8	-6.2	0.0	-32.6	2.5	3.0	30.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	149.3	15.9	27.4	8	44.3	7.5	-14.7	0.0	-	-	-7.8	-14.2	9.0	-32.6	2.5	3.0	30.4	34.3			
		ER Hung Hom to Lo Wu		86.1	143.3	15.9	27.4	8	38.2	7.5	-16.3	0.0	-	-	-7.6	-14.2	9.0	-32.6	2.5	3.0	30.0				
		ER Hung Hom to Lok Ma Chau		86.1	139.3	15.9	27.4	4	32.4	4.8	-19.3	0.0	2.0	-	-7.5	-14.2	6.0	-32.6	2.5	3.0	26.1				
		Intercity through train to Hung Hom		86.5	149.3	15.9	27.4	1	44.3	7.5	-14.7	0.0	-	-	-7.8	-14.2	0.0	-32.6	2.5	3.0	22.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	158.4	2.4	21.1	8	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	9.0	-32.6	2.5	3.0	34.4	38.2			
		ER Hung Hom to Lo Wu		86.1	153.5	2.4	20.2	8	224.2	7.2	0.0	0.0	-	-	-7.9	-25.0	9.0	-32.6	2.5	3.0	35.2				
		Intercity through train to Hung Hom		86.5	158.4	2.4	21.1	1	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	0.0	-32.6	2.5	3.0	26.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	151.5	22.1	45.1	8	12.7	7.5	-17.6	-	-	-	-7.8	-9.1	9.0	-32.6	2.5	3.0	32.4	36.2			
		ER Lok Ma Chau to Hung Hom		85.1	146.2	22.1	45.1	4	7.0	7.0	-20.9	-	-	-	-7.7	-9.1	6.0	-32.6	2.5	3.0	26.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	139.1	22.1	45.1	12	1.0	7.5	-21.0	-	-	-	-7.5	-9.1	10.8	-32.6	2.5	3.0	32.3				
		Intercity through train to Hung Hom		86.5	151.5	22.1	45.1	1	12.7	7.5	-17.6	-	-	-	-7.8	-9.1	0.0	-32.6	2.5	3.0	24.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	150.3	6.9	59.7	8	82.6	7.4	-18.9	0.0	-	-	-7.8	-12.5	9.0	-32.6	2.5	3.0	27.9	33.0			
		ER Lok Ma Chau to Hung Hom		85.1	145.1	6.9	59.7	4	77.3	6.2	-19.7	0.0	-	-	-7.6	-12.5	6.0	-32.6	2.5	3.0	24.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	139.1	6.9	59.7	12	71.8	7.4	-19.9	0.0	-	-	-7.5	-12.5	10.8	-32.6	2.5	3.0	30.1				
		Intercity through train to Hung Hom		86.5	150.3	6.9	59.7	1	82.6	7.4	-18.9	0.0	-	-	-7.8	-12.5	0.0	-32.6	2.5	3.0	20.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	150.2	21.0	73.6	8	85.2	7.4	-20.8	0.0	-	-	-7.8	-6.8	9.0	-32.6	2.5	3.0	31.7	37.6			
		ER Lok Ma Chau to Hung Hom		85.1	145.5	21.0	73.6	4	79.5	5.3	-21.0	0.0	2.0	-	-7.6	-6.8	6.0	-32.6	2.5	3.0	30.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	139.1	21.0	73.5	12	73.6	7.4	-21.0	0.0	-	-	-7.5	-6.8	10.8	-32.6	2.5	3.0	34.6				
		Intercity through train to Hung Hom		86.5	150.2	21.0	73.6	1	85.2	7.4	-20.8	0.0	-	-	-7.8	-6.8	0.0	-32.6	2.5	3.0	24.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	150.2	25.9	83.0	8	83.6	7.4	-18.7	0.0	-	-	-7.8	-5.6	9.0	-32.6	2.5	3.0	34.9	41.7			
		ER Lok Ma Chau to Hung Hom		85.1	145.9	25.9	82.9	4	1.8	4.0	-20.1	4.6	2.5	-	-7.7	-5.6	6.0	-32.6	2.5	3.0	37.7				
		ER Hung Hom to Lo Wu		86.1	139.1	25.9	81.5	8	73.4	7.4	-19.6	0.0	-	-	-7.5	-5.6	9.0	-32.6	2.5	3.0	35.5				
		ER Hung Hom to Lok Ma Chau		86.1	139.1	25.9	83.0	4	73.1	7.4	-19.6	0.0	-	-	-7.5	-5.6	6.0	-32.6	2.5	3.0	32.4				
		Intercity through train to Hung Hom		86.5	150.2	25.9	83.0	1	83.6	7.4	-18.7	0.0	-	-	-7.8	-5.6	0.0	-32.6	2.5	3.0	27.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	150.2	34.7	52.8	8	43.9	7.5	-13.6	0.0	-	-	-7.8	-6.2	9.0	-32.6	2.5	3.0	39.4	43.0			
		ER Hung Hom to Lo Wu		86.1	140.5	34.7	50.3	8	35.8	7.5	-16.0	0.0	-	-	-7.5	-6.5	9.0	-32.6	2.5	3.0	38.1				
		ER Hung Hom to Lok Ma Chau		86.1	139.5	34.7	52.9	4	32.3	6.7	-17.7	0.0	1.5	-	-7.5	-6.2	6.0	-32.6	2.5	3.0	35.2				
		Intercity through train to Hung Hom		86.5	150.2	34.7	52.8	1	43.9	7.5	-13.6	0.0	-	-	-7.8	-6.2	0.0	-32.6	2.5	3.0	31.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	150.1	15.9	27.4	8	44.3	7.5	-13.5	0.0	-	-	-7.8	-14.2	9.0	-32.6	2.5	3.0	31.5	35.3			
		ER Hung Hom to Lo Wu		86.1	144.0	15.9	27.4	8	38.2	7.5	-15.4	0.0	-	-	-7.6	-14.2	9.0	-32.6	2.5	3.0	30.9				
		ER Hung Hom to Lok Ma Chau		86.1	140.2	15.9	27.4	4	32.4	4.8	-18.8	0.0	2.0	-	-7.5	-14.2	6.0	-32.6	2.5	3.0	26.6				
		Intercity through train to Hung Hom		86.5	150.1	15.9	27.4	1	44.3	7.5	-13.5	0.0	-	-	-7.8	-14.2	0.0	-32.6	2.5	3.0	24.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	159.1	2.4	21.1	8	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	9.0	-32.6	2.5	3.0	34.4	38.1			
		ER Hung Hom to Lo Wu		86.1	154.3	2.4	20.2	8	224.2	7.2	0.0	0.0	-	-	-7.9	-25.0	9.0	-32.6	2.5	3.0	35.2				
		Intercity through train to Hung Hom		86.5	159.1	2.4	21.1	1	237.3	7.2	0.0	0.0	-	-	-8.0	-24.6	0.0	-32.6	2.5	3.0	26.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1301a
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	152.3	22.1	45.1	8	12.7	7.5	-17.3	-	-	-	-7.8	-9.1	9.0	-32.6	2.5	3.0	32.8	36.4			
		ER Lok Ma Chau to Hung Hom		85.1	147.0	22.1	45.1	4	7.0	7.0	-20.7	-	-	-	-7.7	-9.1	6.0	-32.6	2.5	3.0	26.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	139.9	22.1	45.1	12	1.0	7.5	-21.0	-	-	-	-7.5	-9.1	10.8	-32.6	2.5	3.0	32.3				
		Intercity through train to Hung Hom		86.5	152.3	22.1	45.1	1	12.7	7.5	-17.3	-	-	-	-7.8	-9.1	0.0	-32.6	2.5	3.0	25.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	151.1	6.9	59.7	8	82.6	7.4	-17.8	0.0	-	-	-7.8	-12.5	9.0	-32.6	2.5	3.0	29.0	34.0			
		ER Lok Ma Chau to Hung Hom		85.1	145.9	6.9	59.7	4	77.3	6.2	-18.7	0.0	-	-	-7.7	-12.5	6.0	-32.6	2.5	3.0	25.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	139.9	6.9	59.7	12	71.8	7.4	-18.9	0.0	-	-	-7.5	-12.5	10.8	-32.6	2.5	3.0	31.0				
		Intercity through train to Hung Hom		86.5	151.1	6.9	59.7	1	82.6	7.4	-17.8	0.0	-	-	-7.8	-12.5	0.0	-32.6	2.5	3.0	21.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	151.0	21.0	73.6	8	85.2	7.4	-19.9	0.0	-	-	-7.8	-6.8	9.0	-32.6	2.5	3.0	32.6	38.0			
		ER Lok Ma Chau to Hung Hom		85.1	146.3	21.0	73.6	4	79.5	5.3	-20.8	0.0	2.0	-	-7.7	-6.8	6.0	-32.6	2.5	3.0	30.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	139.9	21.0	73.5	12	73.6	7.4	-20.8	0.0	-	-	-7.5	-6.8	10.8	-32.6	2.5	3.0	34.8				
		Intercity through train to Hung Hom		86.5	151.0	21.0	73.6	1	85.2	7.4	-19.9	0.0	-	-	-7.8	-6.8	0.0	-32.6	2.5	3.0	25.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	151.0	25.9	83.0	8	83.6	7.4	-17.5	0.0	-	-	-7.8	-5.6	9.0	-32.6	2.5	3.0	36.1	42.4			
		ER Lok Ma Chau to Hung Hom		85.1	146.8	25.9	82.9	4	1.8	4.0	-20.0	4.6	2.5	-	-7.7	-5.6	6.0	-32.6	2.5	3.0	37.8				
		ER Hung Hom to Lo Wu		86.1	139.9	25.9	81.5	8	73.4	7.4	-18.5	0.0	-	-	-7.5	-5.6	9.0	-32.6	2.5	3.0	36.5				
		ER Hung Hom to Lok Ma Chau		86.1	139.9	25.9	83.0	4	73.1	7.4	-18.6	0.0	-	-	-7.5	-5.6	6.0	-32.6	2.5	3.0	33.4				
		Intercity through train to Hung Hom		86.5	151.0	25.9	83.0	1	83.6	7.4	-17.5	0.0	-	-	-7.8	-5.6	0.0	-32.6	2.5	3.0	28.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	151.0	34.7	52.8	8	43.9	7.5	-12.3	0.0	-	-	-7.8	-6.2	9.0	-32.6	2.5	3.0	40.7	44.1			
		ER Hung Hom to Lo Wu		86.1	141.3	34.7	50.3	8	35.8	7.5	-15.1	0.0	-	-	-7.5	-6.5	9.0	-32.6	2.5	3.0	39.0				
		ER Hung Hom to Lok Ma Chau		86.1	140.4	34.7	52.9	4	32.3	6.7	-17.1	0.0	1.5	-	-7.5	-6.2	6.0	-32.6	2.5	3.0	35.8				
		Intercity through train to Hung Hom		86.5	151.0	34.7	52.8	1	43.9	7.5	-12.3	0.0	-	-	-7.8	-6.2	0.0	-32.6	2.5	3.0	33.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	150.9	15.9	27.4	8	44.3	7.5	-12.1	0.0	-	-	-7.8	-14.2	9.0	-32.6	2.5	3.0	32.9	36.4			
		ER Hung Hom to Lo Wu		86.1	144.9	15.9	27.4	8	38.2	7.5	-14.4	0.0	-	-	-7.6	-14.2	9.0	-32.6	2.5	3.0	31.8				
		ER Hung Hom to Lok Ma Chau		86.1	141.1	15.9	27.4	4	32.4	4.8	-18.2	0.0	2.0	-	-7.5	-14.2	6.0	-32.6	2.5	3.0	27.1				
		Intercity through train to Hung Hom		86.5	150.9	15.9	27.4	1	44.3	7.5	-12.1	0.0	-	-	-7.8	-14.2	0.0	-32.6	2.5	3.0	25.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	159.8	2.4	21.1	8	237.3	7.2	0.0	0.0	-	-	-8.1	-24.6	9.0	-32.6	2.5	3.0	34.3	38.1			
		ER Hung Hom to Lo Wu		86.1	155.0	2.4	20.2	8	224.2	7.2	0.0	0.0	-	-	-7.9	-25.0	9.0	-32.6	2.5	3.0	35.2				
		Intercity through train to Hung Hom		86.5	159.8	2.4	21.1	1	237.3	7.2	0.0	0.0	-	-	-8.1	-24.6	0.0	-32.6	2.5	3.0	26.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	153.1	22.1	45.1	8	12.7	7.5	-16.9	-	-	-	-7.9	-9.1	9.0	-32.6	2.5	3.0	33.1	36.6			
		ER Lok Ma Chau to Hung Hom		85.1	147.9	22.1	45.1	4	7.0	7.0	-20.5	-	-	-	-7.7	-9.1	6.0	-32.6	2.5	3.0	26.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	140.8	22.1	45.1	12	1.0	7.5	-21.0	-	-	-	-7.5	-9.1	10.8	-32.6	2.5	3.0	32.2				
		Intercity through train to Hung Hom		86.5	153.1	22.1	45.1	1	12.7	7.5	-16.9	-	-	-	-7.9	-9.1	0.0	-32.6	2.5	3.0	25.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	151.9	6.9	59.7	8	82.6	7.4	-16.4	0.0	-	-	-7.8	-12.5	9.0	-32.6	2.5	3.0	30.3	35.2			
		ER Lok Ma Chau to Hung Hom		85.1	146.8	6.9	59.7	4	77.3	6.2	-17.5	0.0	-	-	-7.7	-12.5	6.0	-32.6	2.5	3.0	26.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	140.9	6.9	59.7	12	71.8	7.4	-17.8	0.0	-	-	-7.5	-12.5	10.8	-32.6	2.5	3.0	32.1				
		Intercity through train to Hung Hom		86.5	151.9	6.9	59.7	1	82.6	7.4	-16.4	0.0	-	-	-7.8	-12.5	0.0	-32.6	2.5	3.0	22.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	151.8	21.0	73.6	8	85.2	7.4	-18.8	0.0	-	-	-7.8	-6.8	9.0	-32.6	2.5	3.0	33.6	38.9			
		ER Lok Ma Chau to Hung Hom		85.1	147.2	21.0	73.6	4	79.5	5.3	-19.9	0.0	2.0	-	-7.7	-6.8	6.0	-32.6	2.5	3.0	31.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	140.9	21.0	73.5	12	73.6	7.4	-20.0	0.0	-	-	-7.5	-6.8	10.8	-32.6	2.5	3.0	35.6				
		Intercity through train to Hung Hom		86.5	151.8	21.0	73.6	1	85.2	7.4	-18.8	0.0	-	-	-7.8	-6.8	0.0	-32.6	2.5	3.0	26.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	151.8	25.9	83.0	8	83.6	7.4	-16.1	0.0	-	-	-7.8	-5.6	9.0	-32.6	2.5	3.0	37.5	43.3			
		ER Lok Ma Chau to Hung Hom		85.1	147.8	25.9	82.9	4	1.8	4.0	-19.8	4.6	2.5	-	-7.7	-5.6	6.0	-32.6	2.5	3.0	37.9				
		ER Hung Hom to Lo Wu		86.1	140.9	25.9	81.5	8	73.4	7.4	-17.3	0.0	-	-	-7.5	-5.6	9.0	-32.6	2.5	3.0	37.6				
		ER Hung Hom to Lok Ma Chau		86.1	140.9	25.9	83.0	4	73.1	7.4	-17.4	0.0	-	-	-7.5	-5.6	6.0	-32.6	2.5	3.0	34.6				
		Intercity through train to Hung Hom		86.5	151.8	25.9	83.0	1	83.6	7.4	-16.1	0.0	-	-	-7.8	-5.6	0.0	-32.6	2.5	3.0	30.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	151.9	34.7	52.8	8	43.9	7.5	-10.7	0.0	-	-	-7.8	-6.2	9.0	-32.6	2.5	3.0	42.3	45.4			
		ER Hung Hom to Lo Wu		86.1	142.2	34.7	50.3	8	35.8	7.5	-14.1	0.0	-	-	-7.6	-6.5	9.0	-32.6	2.5	3.0	40.0				
		ER Hung Hom to Lok Ma Chau		86.1	141.3	34.7	52.9	4	32.3	6.7	-16.4	0.0	1.5	-	-7.5	-6.2	6.0	-32.6	2.5	3.0	36.5				
		Intercity through train to Hung Hom		86.5	151.9	34.7	52.8	1	43.9	7.5	-10.7	0.0	-	-	-7.8	-6.2	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	151.7	15.9	27.4	8	44.3	7.5	-10.4	0.0	-	-	-7.8	-14.2	9.0	-32.6	2.5	3.0	34.5	37.7			
		ER Hung Hom to Lo Wu		86.1	145.7	15.9	27.4	8	38.2	7.5	-13.3	0.0	-	-	-7.7	-14.2	9.0	-32.6	2.5	3.0	32.9				
		ER Hung Hom to Lok Ma Chau		86.1	142.0	15.9	27.4	4	32.4	4.8	-17.6	0.0	2.0	-	-7.5	-14.2	6.0	-32.6	2.5	3.0	27.7				
		Intercity through train to Hung Hom		86.5	151.7	15.9	27.4	1	44.3	7.5	-10.4	0.0	-	-	-7.8	-14.2	0.0	-32.6	2.5	3.0	27.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	160.6	2.4	21.1	8	237.3	7.2	0.0	0.0	-	-	-8.1	-24.6	9.0	-32.6	2.5	3.0	34.3	38.1			
		ER Hung Hom to Lo Wu		86.1	155.9	2.4	20.2	8	224.2	7.2	0.0	0.0	-	-	-7.9	-25.0	9.0	-32.6	2.5	3.0	35.1				
		Intercity through train to Hung Hom		86.5	160.6	2.4	21.1	1	237.3	7.2	0.0	0.0	-	-	-8.1	-24.6	0.0	-32.6	2.5	3.0	26.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1301a
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	154.0	22.1	45.1	8	12.7	7.5	-16.5	-	-	-	-7.9	-9.1	9.0	-32.6	2.5	3.0	33.5	36.8			
		ER Lok Ma Chau to Hung Hom		85.1	148.8	22.1	45.1	4	7.0	7.0	-20.3	-	-	-	-7.7	-9.1	6.0	-32.6	2.5	3.0	26.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	141.8	22.1	45.1	12	1.0	7.5	-21.0	-	-	-	-7.5	-9.1	10.8	-32.6	2.5	3.0	32.2				
		Intercity through train to Hung Hom		86.5	154.0	22.1	45.1	1	12.7	7.5	-16.5	-	-	-	-7.9	-9.1	0.0	-32.6	2.5	3.0	25.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	152.8	6.9	59.7	8	82.6	7.4	-14.7	0.0	-	-	-7.9	-12.5	9.0	-32.6	2.5	3.0	32.0	36.7			
		ER Lok Ma Chau to Hung Hom		85.1	147.8	6.9	59.7	4	77.3	6.2	-16.1	0.0	-	-	-7.7	-12.5	6.0	-32.6	2.5	3.0	27.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	141.8	6.9	59.7	12	71.8	7.4	-16.5	0.0	-	-	-7.5	-12.5	10.8	-32.6	2.5	3.0	33.4				
		Intercity through train to Hung Hom		86.5	152.8	6.9	59.7	1	82.6	7.4	-14.7	0.0	-	-	-7.9	-12.5	0.0	-32.6	2.5	3.0	24.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	152.7	21.0	73.6	8	85.2	7.4	-17.6	0.0	-	-	-7.9	-6.8	9.0	-32.6	2.5	3.0	34.8	40.0			
		ER Lok Ma Chau to Hung Hom		85.1	148.2	21.0	73.6	4	79.5	5.3	-18.9	0.0	2.0	-	-7.7	-6.8	6.0	-32.6	2.5	3.0	32.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	141.8	21.0	73.5	12	73.6	7.4	-19.0	0.0	-	-	-7.5	-6.8	10.8	-32.6	2.5	3.0	36.6				
		Intercity through train to Hung Hom		86.5	152.7	21.0	73.6	1	85.2	7.4	-17.6	0.0	-	-	-7.9	-6.8	0.0	-32.6	2.5	3.0	27.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	152.7	25.9	83.0	8	83.6	7.4	-14.3	0.0	-	-	-7.9	-5.6	9.0	-32.6	2.5	3.0	39.3	44.5			
		ER Lok Ma Chau to Hung Hom		85.1	148.7	25.9	82.9	4	1.8	4.0	-19.7	4.6	2.5	-	-7.7	-5.6	6.0	-32.6	2.5	3.0	38.0				
		ER Hung Hom to Lo Wu		86.1	141.8	25.9	81.5	8	73.4	7.4	-15.9	0.0	-	-	-7.5	-5.6	9.0	-32.6	2.5	3.0	39.1				
		ER Hung Hom to Lok Ma Chau		86.1	141.8	25.9	83.0	4	73.1	7.4	-16.0	0.0	-	-	-7.5	-5.6	6.0	-32.6	2.5	3.0	36.0				
		Intercity through train to Hung Hom		86.5	152.7	25.9	83.0	1	83.6	7.4	-14.3	0.0	-	-	-7.9	-5.6	0.0	-32.6	2.5	3.0	31.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	152.8	34.7	52.8	8	43.9	7.5	-8.8	0.0	-	-	-7.9	-6.2	9.0	-32.6	2.5	3.0	44.2	46.9			
		ER Hung Hom to Lo Wu		86.1	143.2	34.7	50.3	8	35.8	7.5	-12.9	0.0	-	-	-7.6	-6.5	9.0	-32.6	2.5	3.0	41.2				
		ER Hung Hom to Lok Ma Chau		86.1	142.3	34.7	52.9	4	32.3	6.7	-15.6	0.0	1.5	-	-7.6	-6.2	6.0	-32.6	2.5	3.0	37.3				
		Intercity through train to Hung Hom		86.5	152.8	34.7	52.8	1	43.9	7.5	-8.8	0.0	-	-	-7.9	-6.2	0.0	-32.6	2.5	3.0	36.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	152.6	15.9	27.4	8	44.3	7.5	-8.5	0.0	-	-	-7.9	-14.2	9.0	-32.6	2.5	3.0	36.5	39.3			
		ER Hung Hom to Lo Wu		86.1	146.7	15.9	27.4	8	38.2	7.5	-11.9	0.0	-	-	-7.7	-14.2	9.0	-32.6	2.5	3.0	34.2				
		ER Hung Hom to Lok Ma Chau		86.1	143.0	15.9	27.4	4	32.4	4.8	-16.9	0.0	2.0	-	-7.6	-14.2	6.0	-32.6	2.5	3.0	28.4				
		Intercity through train to Hung Hom		86.5	152.6	15.9	27.4	1	44.3	7.5	-8.5	0.0	-	-	-7.9	-14.2	0.0	-32.6	2.5	3.0	28.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	161.5	2.4	21.1	8	237.3	7.2	0.0	0.0	-	-	-8.1	-24.6	9.0	-32.6	2.5	3.0	34.3	38.1			
		ER Hung Hom to Lo Wu		86.1	156.7	2.4	20.2	8	224.2	7.2	0.0	0.0	-	-	-8.0	-25.0	9.0	-32.6	2.5	3.0	35.1				
		Intercity through train to Hung Hom		86.5	161.5	2.4	21.1	1	237.3	7.2	0.0	0.0	-	-	-8.1	-24.6	0.0	-32.6	2.5	3.0	26.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	154.9	22.1	45.1	8	12.7	7.5	-16.1	-	-	-	-7.9	-9.1	9.0	-32.6	2.5	3.0	33.9	37.0			
		ER Lok Ma Chau to Hung Hom		85.1	149.8	22.1	45.1	4	7.0	7.0	-20.1	-	-	-	-7.8	-9.1	6.0	-32.6	2.5	3.0	27.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	142.8	22.1	45.1	12	1.0	7.5	-21.0	-	-	-	-7.6	-9.1	10.8	-32.6	2.5	3.0	32.2				
		Intercity through train to Hung Hom		86.5	154.9	22.1	45.1	1	12.7	7.5	-16.1	-	-	-	-7.9	-9.1	0.0	-32.6	2.5	3.0	26.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	153.7	6.9	59.7	8	82.6	7.4	-12.6	0.0	-	-	-7.9	-12.5	9.0	-32.6	2.5	3.0	34.0	38.4			
		ER Lok Ma Chau to Hung Hom		85.1	148.8	6.9	59.7	4	77.3	6.2	-14.4	0.0	-	-	-7.7	-12.5	6.0	-32.6	2.5	3.0	29.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	142.8	6.9	59.7	12	71.8	7.4	-14.9	0.0	-	-	-7.6	-12.5	10.8	-32.6	2.5	3.0	34.9				
		Intercity through train to Hung Hom		86.5	153.7	6.9	59.7	1	82.6	7.4	-12.6	0.0	-	-	-7.9	-12.5	0.0	-32.6	2.5	3.0	26.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	153.6	21.0	73.6	8	85.2	7.4	-16.2	0.0	-	-	-7.9	-6.8	9.0	-32.6	2.5	3.0	36.2	41.2			
		ER Lok Ma Chau to Hung Hom		85.1	149.2	21.0	73.6	4	79.5	5.3	-17.7	0.0	2.0	-	-7.8	-6.8	6.0	-32.6	2.5	3.0	33.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	142.8	21.0	73.5	12	73.6	7.4	-17.9	0.0	-	-	-7.6	-6.8	10.8	-32.6	2.5	3.0	37.6				
		Intercity through train to Hung Hom		86.5	153.6	21.0	73.6	1	85.2	7.4	-16.2	0.0	-	-	-7.9	-6.8	0.0	-32.6	2.5	3.0	28.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	153.6	25.9	83.0	8	83.6	7.4	-12.1	0.0	-	-	-7.9	-5.6	9.0	-32.6	2.5	3.0	41.5	46.1			
		ER Lok Ma Chau to Hung Hom		85.1	149.7	25.9	82.9	4	1.8	4.0	-19.6	4.6	2.5	-	-7.8	-5.6	6.0	-32.6	2.5	3.0	38.1				
		ER Hung Hom to Lo Wu		86.1	142.8	25.9	81.5	8	73.4	7.4	-14.1	0.0	-	-	-7.6	-5.6	9.0	-32.6	2.5	3.0	40.8				
		ER Hung Hom to Lok Ma Chau		86.1	142.8	25.9	83.0	4	73.1	7.4	-14.3	0.0	-	-	-7.6	-5.6	6.0	-32.6	2.5	3.0	37.7				
		Intercity through train to Hung Hom		86.5	153.6	25.9	83.0	1	83.6	7.4	-12.1	0.0	-	-	-7.9	-5.6	0.0	-32.6	2.5	3.0	34.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	153.7	34.7	52.8	8	43.9	7.5	-6.8	0.0	-	-	-7.9	-6.2	9.0	-32.6	2.5	3.0	46.2	48.6			
		ER Hung Hom to Lo Wu		86.1	144.2	34.7	50.3	8	35.8	7.5	-11.5	0.0	-	-	-7.6	-6.5	9.0	-32.6	2.5	3.0	42.5				
		ER Hung Hom to Lok Ma Chau		86.1	143.3	34.7	52.9	4	32.3	6.7	-14.7	0.0	1.5	-	-7.6	-6.2	6.0	-32.6	2.5	3.0	38.1				
		Intercity through train to Hung Hom		86.5	153.7	34.7	52.8	1	43.9	7.5	-6.8	0.0	-	-	-7.9	-6.2	0.0	-32.6	2.5	3.0	38.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	153.5	15.9	27.4	8	44.3	7.5	-6.5	0.0	-	-	-7.9	-14.2	9.0	-32.6	2.5	3.0	38.5	41.1			
		ER Hung Hom to Lo Wu		86.1	147.6	15.9	27.4	8	38.2	7.5	-10.4	0.0	-	-	-7.7	-14.2	9.0	-32.6	2.5	3.0	35.8				
		ER Hung Hom to Lok Ma Chau		86.1	144.1	15.9	27.4	4	32.4	4.8	-16.2	0.0	2.0	-	-7.6	-14.2	6.0	-32.6	2.5	3.0	29.1				
		Intercity through train to Hung Hom		86.5	153.5	15.9	27.4	1	44.3	7.5	-6.5	0.0	-	-	-7.9	-14.2	0.0	-32.6	2.5	3.0	30.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	162.4	2.4	21.1	8	237.3	7.2	0.0	0.0	-	-	-8.1	-24.6	9.0	-32.6	2.5	3.0	34.3	38.0			
		ER Hung Hom to Lo Wu		86.1	157.7	2.4	20.2	8	224.2	7.2	0.0	0.0	-	-	-8.0	-25.0	9.0	-32.6	2.5	3.0	35.1				
		Intercity through train to Hung Hom		86.5	162.4	2.4	21.1	1	237.3	7.2	0.0	0.0	-	-	-8.1	-24.6	0.0	-32.6	2.5	3.0	26.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

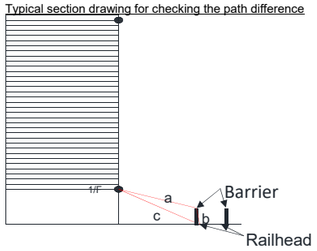
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1301a
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location			Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A)										Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
					Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]				Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration					
																					Max predicted noise impact $L_{eq\ 30min}$		52	60	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1304b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
2	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	135.1	28.3	54.0	10	12.7	7.4	-19.0	-	-	-	-7.3	-6.9	10.0	-32.6	2.5	3.0	34.8	39.2			
		ER Lok Ma Chau to Hung Hom		85.1	129.3	28.3	53.7	5	7.1	6.9	-21.0	-	-	-	-7.1	-7.0	7.0	-32.6	2.5	3.0	29.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	123.6	28.3	54.0	15	1.1	7.4	-21.0	-	-	-	-6.9	-6.9	11.8	-32.6	2.5	3.0	35.9				
		Intercity through train to Hung Hom		86.5	135.1	28.3	54.0	1	12.7	7.4	-19.0	-	-	-	-7.3	-6.9	0.0	-32.6	2.5	3.0	26.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	135.1	8.9	72.7	10	2.0	7.4	-12.2	4.5	-	-	-7.3	-10.5	10.0	-32.6	2.5	3.0	42.5	49.8			
		ER Lok Ma Chau to Hung Hom		85.1	129.8	8.9	72.7	5	2.4	6.2	-10.5	4.4	-	-	-7.2	-10.5	7.0	-32.6	2.5	3.0	41.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	123.7	8.9	72.6	15	2.8	7.4	-9.8	4.3	-	-	-6.9	-10.5	11.8	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	135.1	8.9	72.7	1	2.0	7.4	-12.2	4.5	-	-	-7.3	-10.5	0.0	-32.6	2.5	3.0	34.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	135.1	25.2	89.7	10	1.9	7.4	-12.4	4.5	-	-	-7.3	-5.6	10.0	-32.6	2.5	3.0	47.1	54.3			
		ER Lok Ma Chau to Hung Hom		85.1	130.0	25.2	89.7	5	2.4	5.3	-18.2	4.4	2.0	-	-7.2	-5.6	7.0	-32.6	2.5	3.0	40.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	123.6	25.2	89.7	15	2.9	7.4	-9.5	4.3	-	-	-6.9	-5.6	11.8	-32.6	2.5	3.0	53.0				
		Intercity through train to Hung Hom		86.5	135.1	25.2	89.7	1	1.9	7.4	-12.4	4.5	-	-	-7.3	-5.6	0.0	-32.6	2.5	3.0	38.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	135.1	24.1	65.8	10	86.8	7.4	-21.0	0.0	-	-	-7.3	-6.6	10.0	-32.6	2.5	3.0	33.1	40.9			
		ER Lok Ma Chau to Hung Hom		85.1	130.4	24.1	65.4	5	1.7	4.0	-20.7	4.6	2.5	-	-7.2	-6.6	7.0	-32.6	2.5	3.0	37.6				
		ER Hung Hom to Lo Wu		86.1	123.2	24.1	64.6	10	75.3	7.4	-21.0	0.0	-	-	-6.9	-6.7	10.0	-32.6	2.5	3.0	34.5				
		ER Hung Hom to Lok Ma Chau		86.1	123.6	24.1	65.7	5	75.1	7.4	-21.0	0.0	-	-	-6.9	-6.6	7.0	-32.6	2.5	3.0	31.5				
		Intercity through train to Hung Hom		86.5	135.1	24.1	65.8	1	86.8	7.4	-21.0	0.0	-	-	-7.3	-6.6	0.0	-32.6	2.5	3.0	24.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	135.1	24.5	41.4	10	43.9	7.5	-17.7	0.0	-	-	-7.3	-9.3	10.0	-32.6	2.5	3.0	33.8	38.0			
		ER Hung Hom to Lo Wu		86.1	122.2	24.5	39.7	10	35.6	7.5	-18.8	0.0	-	-	-6.9	-9.5	10.0	-32.6	2.5	3.0	33.8				
		ER Hung Hom to Lok Ma Chau		86.1	123.9	24.5	41.5	5	32.2	6.8	-20.0	0.0	1.0	-	-7.0	-9.2	7.0	-32.6	2.5	3.0	30.9				
		Intercity through train to Hung Hom		86.5	135.1	24.5	41.4	1	43.9	7.5	-17.7	0.0	-	-	-7.3	-9.3	0.0	-32.6	2.5	3.0	25.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	138.9	13.1	23.6	10	44.4	7.5	-17.8	0.0	-	-	-7.4	-16.3	10.0	-32.6	2.5	3.0	26.5	30.7			
		ER Hung Hom to Lo Wu		86.1	130.7	13.1	23.1	10	36.6	7.5	-19.0	0.0	-	-	-7.2	-16.4	10.0	-32.6	2.5	3.0	26.4				
		ER Hung Hom to Lok Ma Chau		86.1	125.9	13.1	23.1	5	30.2	4.8	-21.0	0.0	2.0	-	-7.0	-16.4	7.0	-32.6	2.5	3.0	23.6				
		Intercity through train to Hung Hom		86.5	138.9	13.1	23.6	1	44.4	7.5	-17.8	0.0	-	-	-7.4	-16.3	0.0	-32.6	2.5	3.0	18.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	148.3	1.7	17.4	10	76.1	7.2	-10.1	0.0	-	-	-7.7	-27.7	10.0	-32.6	2.5	3.0	22.4	25.8			
		ER Hung Hom to Lo Wu		86.1	139.5	1.7	16.9	10	69.2	7.2	-11.1	0.0	-	-	-7.5	-28.0	10.0	-32.6	2.5	3.0	22.5				
		Intercity through train to Hung Hom		86.5	148.3	1.7	17.4	1	76.1	7.2	-10.1	0.0	-	-	-7.7	-27.7	0.0	-32.6	2.5	3.0	13.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
3	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	135.7	28.3	54.0	10	12.7	7.4	-18.7	-	-	-	-7.3	-6.9	10.0	-32.6	2.5	3.0	35.1	39.3			
		ER Lok Ma Chau to Hung Hom		85.1	130.0	28.3	53.7	5	7.1	6.9	-21.0	-	-	-	-7.2	-7.0	7.0	-32.6	2.5	3.0	29.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	124.3	28.3	54.0	15	1.1	7.4	-21.0	-	-	-	-7.0	-6.9	11.8	-32.6	2.5	3.0	35.9				
		Intercity through train to Hung Hom		86.5	135.7	28.3	54.0	1	12.7	7.4	-18.7	-	-	-	-7.3	-6.9	0.0	-32.6	2.5	3.0	26.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	135.7	8.9	72.7	10	2.0	7.4	-11.9	4.5	-	-	-7.3	-10.5	10.0	-32.6	2.5	3.0	42.8	50.2			
		ER Lok Ma Chau to Hung Hom		85.1	130.4	8.9	72.7	5	2.4	6.2	-10.0	4.4	-	-	-7.2	-10.5	7.0	-32.6	2.5	3.0	41.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	124.4	8.9	72.6	15	2.8	7.4	-9.3	4.3	-	-	-7.0	-10.5	11.8	-32.6	2.5	3.0	48.4				
		Intercity through train to Hung Hom		86.5	135.7	8.9	72.7	1	2.0	7.4	-11.9	4.5	-	-	-7.3	-10.5	0.0	-32.6	2.5	3.0	34.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	135.7	25.2	89.7	10	1.9	7.4	-12.1	4.5	-	-	-7.3	-5.6	10.0	-32.6	2.5	3.0	47.4	54.8			
		ER Lok Ma Chau to Hung Hom		85.1	130.7	25.2	89.7	5	2.4	5.3	-18.1	4.4	2.0	-	-7.2	-5.6	7.0	-32.6	2.5	3.0	40.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	124.3	25.2	89.7	15	2.9	7.4	-9.0	4.3	-	-	-7.0	-5.6	11.8	-32.6	2.5	3.0	53.5				
		Intercity through train to Hung Hom		86.5	135.7	25.2	89.7	1	1.9	7.4	-12.1	4.5	-	-	-7.3	-5.6	0.0	-32.6	2.5	3.0	38.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	135.7	24.1	65.8	10	86.8	7.4	-21.0	0.0	-	-	-7.3	-6.6	10.0	-32.6	2.5	3.0	33.1	40.9			
		ER Lok Ma Chau to Hung Hom		85.1	131.1	24.1	65.4	5	1.7	4.0	-20.5	4.6	2.5	-	-7.2	-6.6	7.0	-32.6	2.5	3.0	37.7				
		ER Hung Hom to Lo Wu		86.1	123.8	24.1	64.6	10	75.3	7.4	-21.0	0.0	-	-	-6.9	-6.7	10.0	-32.6	2.5	3.0	34.4				
		ER Hung Hom to Lok Ma Chau		86.1	124.3	24.1	65.7	5	75.1	7.4	-21.0	0.0	-	-	-7.0	-6.6	7.0	-32.6	2.5	3.0	31.5				
		Intercity through train to Hung Hom		86.5	135.7	24.1	65.8	1	86.8	7.4	-21.0	0.0	-	-	-7.3	-6.6	0.0	-32.6	2.5	3.0	24.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	135.7	24.5	41.4	10	43.9	7.5	-16.8	0.0	-	-	-7.3	-9.3	10.0	-32.6	2.5	3.0	34.6	38.7			
		ER Hung Hom to Lo Wu		86.1	122.8	24.5	39.7	10	35.6	7.5	-18.1	0.0	-	-	-6.9	-9.5	10.0	-32.6	2.5	3.0	34.5				
		ER Hung Hom to Lok Ma Chau		86.1	124.6	24.5	41.5	5	32.2	6.8	-19.4	0.0	1.0	-	-7.0	-9.2	7.0	-32.6	2.5	3.0	31.4				
		Intercity through train to Hung Hom		86.5	135.7	24.5	41.4	1	43.9	7.5	-16.8	0.0	-	-	-7.3	-9.3	0.0	-32.6	2.5	3.0	26.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	139.4	13.1	23.6	10	44.4	7.5	-16.9	0.0	-	-	-7.5	-16.3	10.0	-32.6	2.5	3.0	27.3	31.3			
		ER Hung Hom to Lo Wu		86.1	131.4	13.1	23.1	10	36.6	7.5	-18.4	0.0	-	-	-7.2	-16.4	10.0	-32.6	2.5	3.0	27.0				
		ER Hung Hom to Lok Ma Chau		86.1	126.6	13.1	23.1	5	30.2	4.8	-20.8	0.0	2.0	-	-7.0	-16.4	7.0	-32.6	2.5	3.0	23.7				
		Intercity through train to Hung Hom		86.5	139.4	13.1	23.6	1	44.4	7.5	-16.9	0.0	-	-	-7.5	-16.3	0.0	-32.6	2.5	3.0	18.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	148.9	1.7	17.4	10	76.1	7.2	-6.8	0.0	-	-	-7.7	-27.7	10.0	-32.6	2.5	3.0	25.8	29.0			
		ER Hung Hom to Lo Wu		86.1	140.1	1.7	16.9	10	69.2	7.2	-8.0	0.0	-	-	-7.5	-28.0	10.0	-32.6	2.5	3.0	25.6				
		Intercity through train to Hung Hom		86.5	148.9	1.7	17.4	1	76.1	7.2	-6.8	0.0	-	-	-7.7	-27.7	0.0	-32.6	2.5	3.0	17.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1304b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	136.3	28.3	54.0	10	12.7	7.4	-18.3	-	-	-	-7.4	-6.9	10.0	-32.6	2.5	3.0	35.4	39.4			
		ER Lok Ma Chau to Hung Hom		85.1	130.7	28.3	53.7	5	7.1	6.9	-21.0	-	-	-	-7.2	-7.0	7.0	-32.6	2.5	3.0	29.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	125.0	28.3	54.0	15	1.1	7.4	-21.0	-	-	-	-7.0	-6.9	11.8	-32.6	2.5	3.0	35.9				
		Intercity through train to Hung Hom		86.5	136.3	28.3	54.0	1	12.7	7.4	-18.3	-	-	-	-7.4	-6.9	0.0	-32.6	2.5	3.0	26.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	136.3	8.9	72.7	10	2.0	7.4	-11.5	4.5	-	-	-7.4	-10.5	10.0	-32.6	2.5	3.0	43.1	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	131.1	8.9	72.7	5	2.4	6.2	-9.6	4.4	-	-	-7.2	-10.5	7.0	-32.6	2.5	3.0	42.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	125.1	8.9	72.6	15	2.8	7.4	-8.7	4.3	-	-	-7.0	-10.5	11.8	-32.6	2.5	3.0	48.9				
		Intercity through train to Hung Hom		86.5	136.3	8.9	72.7	1	2.0	7.4	-11.5	4.5	-	-	-7.4	-10.5	0.0	-32.6	2.5	3.0	34.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	136.3	25.2	89.7	10	1.9	7.4	-11.8	4.5	-	-	-7.4	-5.6	10.0	-32.6	2.5	3.0	47.7	55.2			
		ER Lok Ma Chau to Hung Hom		85.1	131.4	25.2	89.7	5	2.4	5.3	-17.9	4.4	2.0	-	-7.2	-5.6	7.0	-32.6	2.5	3.0	40.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	125.0	25.2	89.7	15	2.9	7.4	-8.4	4.3	-	-	-7.0	-5.6	11.8	-32.6	2.5	3.0	54.1				
		Intercity through train to Hung Hom		86.5	136.3	25.2	89.7	1	1.9	7.4	-11.8	4.5	-	-	-7.4	-5.6	0.0	-32.6	2.5	3.0	39.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	136.3	24.1	65.8	10	86.8	7.4	-21.0	0.0	-	-	-7.4	-6.6	10.0	-32.6	2.5	3.0	33.0	41.0			
		ER Lok Ma Chau to Hung Hom		85.1	131.8	24.1	65.4	5	1.7	4.0	-20.4	4.6	2.5	-	-7.2	-6.6	7.0	-32.6	2.5	3.0	37.8				
		ER Hung Hom to Lo Wu		86.1	124.5	24.1	64.6	10	75.3	7.4	-21.0	0.0	-	-	-7.0	-6.7	10.0	-32.6	2.5	3.0	34.4				
		ER Hung Hom to Lok Ma Chau		86.1	125.0	24.1	65.7	5	75.1	7.4	-21.0	0.0	-	-	-7.0	-6.6	7.0	-32.6	2.5	3.0	31.5				
		Intercity through train to Hung Hom		86.5	136.3	24.1	65.8	1	86.8	7.4	-21.0	0.0	-	-	-7.4	-6.6	0.0	-32.6	2.5	3.0	24.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	136.4	24.5	41.4	10	43.9	7.5	-15.8	0.0	-	-	-7.4	-9.3	10.0	-32.6	2.5	3.0	35.6	39.6			
		ER Hung Hom to Lo Wu		86.1	123.6	24.5	39.7	10	35.6	7.5	-17.3	0.0	-	-	-6.9	-9.5	10.0	-32.6	2.5	3.0	35.2				
		ER Hung Hom to Lok Ma Chau		86.1	125.3	24.5	41.5	5	32.2	6.8	-18.8	0.0	1.0	-	-7.0	-9.2	7.0	-32.6	2.5	3.0	32.0				
		Intercity through train to Hung Hom		86.5	136.4	24.5	41.4	1	43.9	7.5	-15.8	0.0	-	-	-7.4	-9.3	0.0	-32.6	2.5	3.0	27.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	140.1	13.1	23.6	10	44.4	7.5	-16.0	0.0	-	-	-7.5	-16.3	10.0	-32.6	2.5	3.0	28.2	32.1			
		ER Hung Hom to Lo Wu		86.1	132.1	13.1	23.1	10	36.6	7.5	-17.7	0.0	-	-	-7.2	-16.4	10.0	-32.6	2.5	3.0	27.7				
		ER Hung Hom to Lok Ma Chau		86.1	127.4	13.1	23.1	5	30.2	4.8	-20.4	0.0	2.0	-	-7.1	-16.4	7.0	-32.6	2.5	3.0	24.2				
		Intercity through train to Hung Hom		86.5	140.1	13.1	23.6	1	44.4	7.5	-16.0	0.0	-	-	-7.5	-16.3	0.0	-32.6	2.5	3.0	19.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	149.5	1.7	17.4	10	76.1	7.2	-4.2	0.0	-	-	-7.8	-27.7	10.0	-32.6	2.5	3.0	28.3	31.5			
		ER Hung Hom to Lo Wu		86.1	140.7	1.7	16.9	10	69.2	7.2	-5.6	0.0	-	-	-7.5	-28.0	10.0	-32.6	2.5	3.0	28.0				
		Intercity through train to Hung Hom		86.5	149.5	1.7	17.4	1	76.1	7.2	-4.2	0.0	-	-	-7.8	-27.7	0.0	-32.6	2.5	3.0	19.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	137.0	28.3	54.0	10	12.7	7.4	-17.9	-	-	-	-7.4	-6.9	10.0	-32.6	2.5	3.0	35.7	39.6			
		ER Lok Ma Chau to Hung Hom		85.1	131.4	28.3	53.7	5	7.1	6.9	-21.0	-	-	-	-7.2	-7.0	7.0	-32.6	2.5	3.0	29.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	125.8	28.3	54.0	15	1.1	7.4	-21.0	-	-	-	-7.0	-6.9	11.8	-32.6	2.5	3.0	35.9				
		Intercity through train to Hung Hom		86.5	137.0	28.3	54.0	1	12.7	7.4	-17.9	-	-	-	-7.4	-6.9	0.0	-32.6	2.5	3.0	27.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	137.0	8.9	72.7	10	2.0	7.4	-11.2	4.5	-	-	-7.4	-10.5	10.0	-32.6	2.5	3.0	43.4	51.2			
		ER Lok Ma Chau to Hung Hom		85.1	131.9	8.9	72.7	5	2.4	6.2	-9.1	4.4	-	-	-7.2	-10.5	7.0	-32.6	2.5	3.0	42.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	125.9	8.9	72.6	15	2.8	7.4	-8.2	4.3	-	-	-7.0	-10.5	11.8	-32.6	2.5	3.0	49.4				
		Intercity through train to Hung Hom		86.5	137.0	8.9	72.7	1	2.0	7.4	-11.2	4.5	-	-	-7.4	-10.5	0.0	-32.6	2.5	3.0	34.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	137.0	25.2	89.7	10	1.9	7.4	-11.5	4.5	-	-	-7.4	-5.6	10.0	-32.6	2.5	3.0	48.0	55.7			
		ER Lok Ma Chau to Hung Hom		85.1	132.2	25.2	89.7	5	2.4	5.3	-17.7	4.4	2.0	-	-7.2	-5.6	7.0	-32.6	2.5	3.0	40.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	125.8	25.2	89.7	15	2.9	7.4	-7.9	4.3	-	-	-7.0	-5.6	11.8	-32.6	2.5	3.0	54.6				
		Intercity through train to Hung Hom		86.5	137.0	25.2	89.7	1	1.9	7.4	-11.5	4.5	-	-	-7.4	-5.6	0.0	-32.6	2.5	3.0	39.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	137.0	24.1	65.8	10	86.8	7.4	-21.0	0.0	-	-	-7.4	-6.6	10.0	-32.6	2.5	3.0	33.0	41.0			
		ER Lok Ma Chau to Hung Hom		85.1	132.6	24.1	65.4	5	1.7	4.0	-20.3	4.6	2.5	-	-7.2	-6.6	7.0	-32.6	2.5	3.0	37.9				
		ER Hung Hom to Lo Wu		86.1	125.3	24.1	64.6	10	75.3	7.4	-21.0	0.0	-	-	-7.0	-6.7	10.0	-32.6	2.5	3.0	34.4				
		ER Hung Hom to Lok Ma Chau		86.1	125.8	24.1	65.7	5	75.1	7.4	-21.0	0.0	-	-	-7.0	-6.6	7.0	-32.6	2.5	3.0	31.4				
		Intercity through train to Hung Hom		86.5	137.0	24.1	65.8	1	86.8	7.4	-21.0	0.0	-	-	-7.4	-6.6	0.0	-32.6	2.5	3.0	24.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	137.1	24.5	41.4	10	43.9	7.5	-14.7	0.0	-	-	-7.4	-9.3	10.0	-32.6	2.5	3.0	36.7	40.5			
		ER Hung Hom to Lo Wu		86.1	124.3	24.5	39.7	10	35.6	7.5	-16.5	0.0	-	-	-7.0	-9.5	10.0	-32.6	2.5	3.0	36.1				
		ER Hung Hom to Lok Ma Chau		86.1	126.1	24.5	41.5	5	32.2	6.8	-18.2	0.0	1.0	-	-7.0	-9.2	7.0	-32.6	2.5	3.0	32.6				
		Intercity through train to Hung Hom		86.5	137.1	24.5	41.4	1	43.9	7.5	-14.7	0.0	-	-	-7.4	-9.3	0.0	-32.6	2.5	3.0	28.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	140.8	13.1	23.6	10	44.4	7.5	-14.9	0.0	-	-	-7.5	-16.3	10.0	-32.6	2.5	3.0	29.3	32.9			
		ER Hung Hom to Lo Wu		86.1	132.8	13.1	23.1	10	36.6	7.5	-16.9	0.0	-	-	-7.3	-16.4	10.0	-32.6	2.5	3.0	28.5				
		ER Hung Hom to Lok Ma Chau		86.1	128.2	13.1	23.1	5	30.2	4.8	-19.9	0.0	2.0	-	-7.1	-16.4	7.0	-32.6	2.5	3.0	24.6				
		Intercity through train to Hung Hom		86.5	140.8	13.1	23.6	1	44.4	7.5	-14.9	0.0	-	-	-7.5	-16.3	0.0	-32.6	2.5	3.0	20.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	150.1	1.7	17.4	10	76.1	7.2	-1.9	0.0	-	-	-7.8	-27.7	10.0	-32.6	2.5	3.0	30.5	34.1			
		ER Hung Hom to Lo Wu		86.1	141.4	1.7	16.9	10	69.2	7.2	-2.5	0.0	-	-	-7.5	-28.0	10.0	-32.6	2.5	3.0	31.0				
		Intercity through train to Hung Hom		86.5	150.1	1.7	17.4	1	76.1	7.2	-1.9	0.0	-	-	-7.8	-27.7	0.0	-32.6	2.5	3.0	22.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1304b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	137.8	28.3	54.0	10	12.7	7.4	-17.6	-	-	-	-7.4	-6.9	10.0	-32.6	2.5	3.0	36.1	39.8			
		ER Lok Ma Chau to Hung Hom		85.1	132.2	28.3	53.7	5	7.1	6.9	-20.8	-	-	-	-7.2	-7.0	7.0	-32.6	2.5	3.0	30.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	126.6	28.3	54.0	15	1.1	7.4	-21.0	-	-	-	-7.0	-6.9	11.8	-32.6	2.5	3.0	35.8				
		Intercity through train to Hung Hom		86.5	137.8	28.3	54.0	1	12.7	7.4	-17.6	-	-	-	-7.4	-6.9	0.0	-32.6	2.5	3.0	27.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	137.8	8.9	72.7	10	2.0	7.4	-10.8	4.5	-	-	-7.4	-10.5	10.0	-32.6	2.5	3.0	43.8	51.7			
		ER Lok Ma Chau to Hung Hom		85.1	132.7	8.9	72.7	5	2.4	6.2	-8.7	4.4	-	-	-7.3	-10.5	7.0	-32.6	2.5	3.0	43.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	126.7	8.9	72.6	15	2.8	7.4	-7.6	4.3	-	-	-7.0	-10.5	11.8	-32.6	2.5	3.0	50.0				
		Intercity through train to Hung Hom		86.5	137.8	8.9	72.7	1	2.0	7.4	-10.8	4.5	-	-	-7.4	-10.5	0.0	-32.6	2.5	3.0	35.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	137.8	25.2	89.7	10	1.9	7.4	-11.2	4.5	-	-	-7.4	-5.6	10.0	-32.6	2.5	3.0	48.3	56.2			
		ER Lok Ma Chau to Hung Hom		85.1	133.0	25.2	89.7	5	2.4	5.3	-17.5	4.4	2.0	-	-7.3	-5.6	7.0	-32.6	2.5	3.0	41.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	126.6	25.2	89.7	15	2.9	7.4	-7.3	4.3	-	-	-7.0	-5.6	11.8	-32.6	2.5	3.0	55.1				
		Intercity through train to Hung Hom		86.5	137.8	25.2	89.7	1	1.9	7.4	-11.2	4.5	-	-	-7.4	-5.6	0.0	-32.6	2.5	3.0	39.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	137.8	24.1	65.8	10	86.8	7.4	-20.8	0.0	-	-	-7.4	-6.6	10.0	-32.6	2.5	3.0	33.2	41.1			
		ER Lok Ma Chau to Hung Hom		85.1	133.5	24.1	65.4	5	1.7	4.0	-20.1	4.6	2.5	-	-7.3	-6.6	7.0	-32.6	2.5	3.0	38.0				
		ER Hung Hom to Lo Wu		86.1	126.2	24.1	64.6	10	75.3	7.4	-21.0	0.0	-	-	-7.0	-6.7	10.0	-32.6	2.5	3.0	34.4				
		ER Hung Hom to Lok Ma Chau		86.1	126.6	24.1	65.7	5	75.1	7.4	-21.0	0.0	-	-	-7.0	-6.6	7.0	-32.6	2.5	3.0	31.4				
		Intercity through train to Hung Hom		86.5	137.8	24.1	65.8	1	86.8	7.4	-20.8	0.0	-	-	-7.4	-6.6	0.0	-32.6	2.5	3.0	24.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	137.9	24.5	41.4	10	43.9	7.5	-13.4	0.0	-	-	-7.4	-9.3	10.0	-32.6	2.5	3.0	38.0	41.6			
		ER Hung Hom to Lo Wu		86.1	125.2	24.5	39.7	10	35.6	7.5	-15.5	0.0	-	-	-7.0	-9.5	10.0	-32.6	2.5	3.0	37.0				
		ER Hung Hom to Lok Ma Chau		86.1	126.9	24.5	41.5	5	32.2	6.8	-17.5	0.0	1.0	-	-7.1	-9.2	7.0	-32.6	2.5	3.0	33.3				
		Intercity through train to Hung Hom		86.5	137.9	24.5	41.4	1	43.9	7.5	-13.4	0.0	-	-	-7.4	-9.3	0.0	-32.6	2.5	3.0	29.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	141.5	13.1	23.6	10	44.4	7.5	-13.7	0.0	-	-	-7.5	-16.3	10.0	-32.6	2.5	3.0	30.5	33.9			
		ER Hung Hom to Lo Wu		86.1	133.6	13.1	23.1	10	36.6	7.5	-16.0	0.0	-	-	-7.3	-16.4	10.0	-32.6	2.5	3.0	29.3				
		ER Hung Hom to Lok Ma Chau		86.1	129.1	13.1	23.1	5	30.2	4.8	-19.3	0.0	2.0	-	-7.1	-16.4	7.0	-32.6	2.5	3.0	25.1				
		Intercity through train to Hung Hom		86.5	141.5	13.1	23.6	1	44.4	7.5	-13.7	0.0	-	-	-7.5	-16.3	0.0	-32.6	2.5	3.0	22.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	150.8	1.7	17.4	10	76.1	7.2	-0.9	0.0	-	-	-7.8	-27.7	10.0	-32.6	2.5	3.0	31.5	35.2			
		ER Hung Hom to Lo Wu		86.1	142.2	1.7	16.9	10	69.2	7.2	-1.3	0.0	-	-	-7.5	-28.0	10.0	-32.6	2.5	3.0	32.3				
		Intercity through train to Hung Hom		86.5	150.8	1.7	17.4	1	76.1	7.2	-0.9	0.0	-	-	-7.8	-27.7	0.0	-32.6	2.5	3.0	23.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	138.6	28.3	54.0	10	12.7	7.4	-17.2	-	-	-	-7.4	-6.9	10.0	-32.6	2.5	3.0	36.5	40.0			
		ER Lok Ma Chau to Hung Hom		85.1	133.1	28.3	53.7	5	7.1	6.9	-20.6	-	-	-	-7.3	-7.0	7.0	-32.6	2.5	3.0	30.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	127.5	28.3	54.0	15	1.1	7.4	-21.0	-	-	-	-7.1	-6.9	11.8	-32.6	2.5	3.0	35.8				
		Intercity through train to Hung Hom		86.5	138.6	28.3	54.0	1	12.7	7.4	-17.2	-	-	-	-7.4	-6.9	0.0	-32.6	2.5	3.0	27.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	138.6	8.9	72.7	10	2.0	7.4	-10.5	4.5	-	-	-7.4	-10.5	10.0	-32.6	2.5	3.0	44.1	52.1			
		ER Lok Ma Chau to Hung Hom		85.1	133.6	8.9	72.7	5	2.4	6.2	-8.2	4.4	-	-	-7.3	-10.5	7.0	-32.6	2.5	3.0	43.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	127.6	8.9	72.6	15	2.8	7.4	-7.1	4.3	-	-	-7.1	-10.5	11.8	-32.6	2.5	3.0	50.5				
		Intercity through train to Hung Hom		86.5	138.6	8.9	72.7	1	2.0	7.4	-10.5	4.5	-	-	-7.4	-10.5	0.0	-32.6	2.5	3.0	35.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	138.6	25.2	89.7	10	1.9	7.4	-10.8	4.5	-	-	-7.4	-5.6	10.0	-32.6	2.5	3.0	48.6	56.6			
		ER Lok Ma Chau to Hung Hom		85.1	133.9	25.2	89.7	5	2.4	5.3	-17.3	4.4	2.0	-	-7.3	-5.6	7.0	-32.6	2.5	3.0	41.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	127.5	25.2	89.7	15	2.9	7.4	-6.8	4.3	-	-	-7.1	-5.6	11.8	-32.6	2.5	3.0	55.6				
		Intercity through train to Hung Hom		86.5	138.6	25.2	89.7	1	1.9	7.4	-10.8	4.5	-	-	-7.4	-5.6	0.0	-32.6	2.5	3.0	40.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	138.6	24.1	65.8	10	86.8	7.4	-19.7	0.0	-	-	-7.4	-6.6	10.0	-32.6	2.5	3.0	34.2	41.5			
		ER Lok Ma Chau to Hung Hom		85.1	134.4	24.1	65.4	5	1.7	4.0	-20.0	4.6	2.5	-	-7.3	-6.6	7.0	-32.6	2.5	3.0	38.1				
		ER Hung Hom to Lo Wu		86.1	127.0	24.1	64.6	10	75.3	7.4	-20.6	0.0	-	-	-7.1	-6.7	10.0	-32.6	2.5	3.0	34.8				
		ER Hung Hom to Lok Ma Chau		86.1	127.5	24.1	65.7	5	75.1	7.4	-20.6	0.0	-	-	-7.1	-6.6	7.0	-32.6	2.5	3.0	31.7				
		Intercity through train to Hung Hom		86.5	138.6	24.1	65.8	1	86.8	7.4	-19.7	0.0	-	-	-7.4	-6.6	0.0	-32.6	2.5	3.0	25.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	138.7	24.5	41.4	10	43.9	7.5	-11.8	0.0	-	-	-7.4	-9.3	10.0	-32.6	2.5	3.0	39.5	42.8			
		ER Hung Hom to Lo Wu		86.1	126.1	24.5	39.7	10	35.6	7.5	-14.4	0.0	-	-	-7.0	-9.5	10.0	-32.6	2.5	3.0	38.1				
		ER Hung Hom to Lok Ma Chau		86.1	127.8	24.5	41.5	5	32.2	6.8	-16.7	0.0	1.0	-	-7.1	-9.2	7.0	-32.6	2.5	3.0	34.0				
		Intercity through train to Hung Hom		86.5	138.7	24.5	41.4	1	43.9	7.5	-11.8	0.0	-	-	-7.4	-9.3	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	142.3	13.1	23.6	10	44.4	7.5	-12.2	0.0	-	-	-7.6	-16.3	10.0	-32.6	2.5	3.0	31.9	35.1			
		ER Hung Hom to Lo Wu		86.1	134.4	13.1	23.1	10	36.6	7.5	-15.0	0.0	-	-	-7.3	-16.4	10.0	-32.6	2.5	3.0	30.3				
		ER Hung Hom to Lok Ma Chau		86.1	130.0	13.1	23.1	5	30.2	4.8	-18.8	0.0	2.0	-	-7.2	-16.4	7.0	-32.6	2.5	3.0	25.7				
		Intercity through train to Hung Hom		86.5	142.3	13.1	23.6	1	44.4	7.5	-12.2	0.0	-	-	-7.6	-16.3	0.0	-32.6	2.5	3.0	23.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	151.6	1.7	17.4	10	76.1	7.2	-0.3	0.0	-	-	-7.8	-27.7	10.0	-32.6	2.5	3.0	32.1	35.9			
		ER Hung Hom to Lo Wu		86.1	143.0	1.7	16.9	10	69.2	7.2	-0.5	0.0	-	-	-7.6	-28.0	10.0	-32.6	2.5	3.0	33.0				
		Intercity through train to Hung Hom		86.5	151.6	1.7	17.4	1	76.1	7.2	-0.3	0.0	-	-	-7.8	-27.7	0.0	-32.6	2.5	3.0	23.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1304b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	139.5	28.3	54.0	10	12.7	7.4	-16.8	-	-	-	-7.5	-6.9	10.0	-32.6	2.5	3.0	36.8	40.2			
		ER Lok Ma Chau to Hung Hom		85.1	134.0	28.3	53.7	5	7.1	6.9	-20.4	-	-	-	-7.3	-7.0	7.0	-32.6	2.5	3.0	30.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	128.5	28.3	54.0	15	1.1	7.4	-21.0	-	-	-	-7.1	-6.9	11.8	-32.6	2.5	3.0	35.8				
		Intercity through train to Hung Hom		86.5	139.5	28.3	54.0	1	12.7	7.4	-16.8	-	-	-	-7.5	-6.9	0.0	-32.6	2.5	3.0	28.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	139.5	8.9	72.7	10	2.0	7.4	-10.1	4.5	-	-	-7.5	-10.5	10.0	-32.6	2.5	3.0	44.4	52.6			
		ER Lok Ma Chau to Hung Hom		85.1	134.5	8.9	72.7	5	2.4	6.2	-7.7	4.4	-	-	-7.3	-10.5	7.0	-32.6	2.5	3.0	43.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	128.6	8.9	72.6	15	2.8	7.4	-6.6	4.3	-	-	-7.1	-10.5	11.8	-32.6	2.5	3.0	50.9				
		Intercity through train to Hung Hom		86.5	139.5	8.9	72.7	1	2.0	7.4	-10.1	4.5	-	-	-7.5	-10.5	0.0	-32.6	2.5	3.0	35.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	139.5	25.2	89.7	10	1.9	7.4	-10.5	4.5	-	-	-7.5	-5.6	10.0	-32.6	2.5	3.0	48.9	57.0			
		ER Lok Ma Chau to Hung Hom		85.1	134.8	25.2	89.7	5	2.4	5.3	-17.1	4.4	2.0	-	-7.3	-5.6	7.0	-32.6	2.5	3.0	41.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	128.5	25.2	89.7	15	2.9	7.4	-6.3	4.3	-	-	-7.1	-5.6	11.8	-32.6	2.5	3.0	56.1				
		Intercity through train to Hung Hom		86.5	139.5	25.2	89.7	1	1.9	7.4	-10.5	4.5	-	-	-7.5	-5.6	0.0	-32.6	2.5	3.0	40.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	139.5	24.1	65.8	10	86.8	7.4	-18.4	0.0	-	-	-7.5	-6.6	10.0	-32.6	2.5	3.0	35.5	42.2			
		ER Lok Ma Chau to Hung Hom		85.1	135.4	24.1	65.4	5	1.7	4.0	-19.9	4.6	2.5	-	-7.3	-6.6	7.0	-32.6	2.5	3.0	38.2				
		ER Hung Hom to Lo Wu		86.1	128.0	24.1	64.6	10	75.3	7.4	-19.4	0.0	-	-	-7.1	-6.7	10.0	-32.6	2.5	3.0	35.9				
		ER Hung Hom to Lok Ma Chau		86.1	128.5	24.1	65.7	5	75.1	7.4	-19.5	0.0	-	-	-7.1	-6.6	7.0	-32.6	2.5	3.0	32.8				
		Intercity through train to Hung Hom		86.5	139.5	24.1	65.8	1	86.8	7.4	-18.4	0.0	-	-	-7.5	-6.6	0.0	-32.6	2.5	3.0	27.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	139.5	24.5	41.4	10	43.9	7.5	-9.9	0.0	-	-	-7.5	-9.3	10.0	-32.6	2.5	3.0	41.4	44.4			
		ER Hung Hom to Lo Wu		86.1	127.0	24.5	39.7	10	35.6	7.5	-13.0	0.0	-	-	-7.1	-9.5	10.0	-32.6	2.5	3.0	39.4				
		ER Hung Hom to Lok Ma Chau		86.1	128.8	24.5	41.5	5	32.2	6.8	-15.9	0.0	1.0	-	-7.1	-9.2	7.0	-32.6	2.5	3.0	34.8				
		Intercity through train to Hung Hom		86.5	139.5	24.5	41.4	1	43.9	7.5	-9.9	0.0	-	-	-7.5	-9.3	0.0	-32.6	2.5	3.0	32.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	143.2	13.1	23.6	10	44.4	7.5	-10.5	0.0	-	-	-7.6	-16.3	10.0	-32.6	2.5	3.0	33.7	36.5			
		ER Hung Hom to Lo Wu		86.1	135.3	13.1	23.1	10	36.6	7.5	-13.9	0.0	-	-	-7.3	-16.4	10.0	-32.6	2.5	3.0	31.4				
		ER Hung Hom to Lok Ma Chau		86.1	131.0	13.1	23.1	5	30.2	4.8	-18.2	0.0	2.0	-	-7.2	-16.4	7.0	-32.6	2.5	3.0	26.2				
		Intercity through train to Hung Hom		86.5	143.2	13.1	23.6	1	44.4	7.5	-10.5	0.0	-	-	-7.6	-16.3	0.0	-32.6	2.5	3.0	25.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	152.4	1.7	17.4	10	76.1	7.2	0.0	0.0	-	-	-7.8	-27.7	10.0	-32.6	2.5	3.0	32.4	36.2			
		ER Hung Hom to Lo Wu		86.1	143.8	1.7	16.9	10	69.2	7.2	0.0	0.0	-	-	-7.6	-28.0	10.0	-32.6	2.5	3.0	33.5				
		Intercity through train to Hung Hom		86.5	152.4	1.7	17.4	1	76.1	7.2	0.0	0.0	-	-	-7.8	-27.7	0.0	-32.6	2.5	3.0	23.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	140.4	28.3	54.0	10	12.7	7.4	-16.3	-	-	-	-7.5	-6.9	10.0	-32.6	2.5	3.0	37.3	40.4			
		ER Lok Ma Chau to Hung Hom		85.1	134.9	28.3	53.7	5	7.1	6.9	-20.2	-	-	-	-7.3	-7.0	7.0	-32.6	2.5	3.0	30.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	129.4	28.3	54.0	15	1.1	7.4	-21.0	-	-	-	-7.1	-6.9	11.8	-32.6	2.5	3.0	35.7				
		Intercity through train to Hung Hom		86.5	140.4	28.3	54.0	1	12.7	7.4	-16.3	-	-	-	-7.5	-6.9	0.0	-32.6	2.5	3.0	28.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	140.4	8.9	72.7	10	2.0	7.4	-9.7	4.5	-	-	-7.5	-10.5	10.0	-32.6	2.5	3.0	44.8	53.0			
		ER Lok Ma Chau to Hung Hom		85.1	135.5	8.9	72.7	5	2.4	6.2	-7.2	4.4	-	-	-7.3	-10.5	7.0	-32.6	2.5	3.0	44.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	129.5	8.9	72.6	15	2.8	7.4	-6.2	4.3	-	-	-7.1	-10.5	11.8	-32.6	2.5	3.0	51.3				
		Intercity through train to Hung Hom		86.5	140.4	8.9	72.7	1	2.0	7.4	-9.7	4.5	-	-	-7.5	-10.5	0.0	-32.6	2.5	3.0	36.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	140.4	25.2	89.7	10	1.9	7.4	-10.1	4.5	-	-	-7.5	-5.6	10.0	-32.6	2.5	3.0	49.3	57.4			
		ER Lok Ma Chau to Hung Hom		85.1	135.8	25.2	89.7	5	2.4	5.3	-16.9	4.4	2.0	-	-7.4	-5.6	7.0	-32.6	2.5	3.0	41.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	129.4	25.2	89.7	15	2.9	7.4	-5.9	4.3	-	-	-7.1	-5.6	11.8	-32.6	2.5	3.0	56.4				
		Intercity through train to Hung Hom		86.5	140.4	25.2	89.7	1	1.9	7.4	-10.1	4.5	-	-	-7.5	-5.6	0.0	-32.6	2.5	3.0	40.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	140.4	24.1	65.8	10	86.8	7.4	-16.9	0.0	-	-	-7.5	-6.6	10.0	-32.6	2.5	3.0	37.0	43.1			
		ER Lok Ma Chau to Hung Hom		85.1	136.4	24.1	65.4	5	1.7	4.0	-19.7	4.6	2.5	-	-7.4	-6.6	7.0	-32.6	2.5	3.0	38.3				
		ER Hung Hom to Lo Wu		86.1	129.0	24.1	64.6	10	75.3	7.4	-18.1	0.0	-	-	-7.1	-6.7	10.0	-32.6	2.5	3.0	37.1				
		ER Hung Hom to Lok Ma Chau		86.1	129.4	24.1	65.7	5	75.1	7.4	-18.3	0.0	-	-	-7.1	-6.6	7.0	-32.6	2.5	3.0	34.0				
		Intercity through train to Hung Hom		86.5	140.4	24.1	65.8	1	86.8	7.4	-16.9	0.0	-	-	-7.5	-6.6	0.0	-32.6	2.5	3.0	28.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	140.4	24.5	41.4	10	43.9	7.5	-7.6	0.0	-	-	-7.5	-9.3	10.0	-32.6	2.5	3.0	43.6	46.3			
		ER Hung Hom to Lo Wu		86.1	128.0	24.5	39.7	10	35.6	7.5	-11.5	0.0	-	-	-7.1	-9.5	10.0	-32.6	2.5	3.0	40.9				
		ER Hung Hom to Lok Ma Chau		86.1	129.8	24.5	41.5	5	32.2	6.8	-14.9	0.0	1.0	-	-7.2	-9.2	7.0	-32.6	2.5	3.0	35.8				
		Intercity through train to Hung Hom		86.5	140.4	24.5	41.4	1	43.9	7.5	-7.6	0.0	-	-	-7.5	-9.3	0.0	-32.6	2.5	3.0	35.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	144.0	13.1	23.6	10	44.4	7.5	-8.4	0.0	-	-	-7.6	-16.3	10.0	-32.6	2.5	3.0	35.8	38.2			
		ER Hung Hom to Lo Wu		86.1	136.2	13.1	23.1	10	36.6	7.5	-12.6	0.0	-	-	-7.4	-16.4	10.0	-32.6	2.5	3.0	32.6				
		ER Hung Hom to Lok Ma Chau		86.1	132.0	13.1	23.1	5	30.2	4.8	-17.5	0.0	2.0	-	-7.2	-16.4	7.0	-32.6	2.5	3.0	26.8				
		Intercity through train to Hung Hom		86.5	144.0	13.1	23.6	1	44.4	7.5	-8.4	0.0	-	-	-7.6	-16.3	0.0	-32.6	2.5	3.0	27.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	153.2	1.7	17.4	10	76.1	7.2	0.0	0.0	-	-	-7.9	-27.7	10.0	-32.6	2.5	3.0	32.4	36.2			
		ER Hung Hom to Lo Wu		86.1	144.7	1.7	16.9	10	69.2	7.2	0.0	0.0	-	-	-7.6	-28.0	10.0	-32.6	2.5	3.0	33.4				
		Intercity through train to Hung Hom		86.5	153.2	1.7	17.4	1	76.1	7.2	0.0	0.0	-	-	-7.9	-27.7	0.0	-32.6	2.5	3.0	23.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1304b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	141.3	28.3	54.0	10	12.7	7.4	-15.9	-	-	-	-7.5	-6.9	10.0	-32.6	2.5	3.0	37.7	40.6			
		ER Lok Ma Chau to Hung Hom		85.1	135.9	28.3	53.7	5	7.1	6.9	-19.9	-	-	-	-7.4	-7.0	7.0	-32.6	2.5	3.0	30.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	130.5	28.3	54.0	15	1.1	7.4	-21.0	-	-	-	-7.2	-6.9	11.8	-32.6	2.5	3.0	35.7				
		Intercity through train to Hung Hom		86.5	141.3	28.3	54.0	1	12.7	7.4	-15.9	-	-	-	-7.5	-6.9	0.0	-32.6	2.5	3.0	29.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	141.3	8.9	72.7	10	2.0	7.4	-9.3	4.5	-	-	-7.5	-10.5	10.0	-32.6	2.5	3.0	45.1	53.3			
		ER Lok Ma Chau to Hung Hom		85.1	136.5	8.9	72.7	5	2.4	6.2	-6.8	4.4	-	-	-7.4	-10.5	7.0	-32.6	2.5	3.0	44.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	130.6	8.9	72.6	15	2.8	7.4	-5.8	4.3	-	-	-7.2	-10.5	11.8	-32.6	2.5	3.0	51.6				
		Intercity through train to Hung Hom		86.5	141.3	8.9	72.7	1	2.0	7.4	-9.3	4.5	-	-	-7.5	-10.5	0.0	-32.6	2.5	3.0	36.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	141.3	25.2	89.7	10	1.9	7.4	-9.8	4.5	-	-	-7.5	-5.6	10.0	-32.6	2.5	3.0	49.6	57.6			
		ER Lok Ma Chau to Hung Hom		85.1	136.9	25.2	89.7	5	2.4	5.3	-16.7	4.4	2.0	-	-7.4	-5.6	7.0	-32.6	2.5	3.0	41.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	130.5	25.2	89.7	15	2.9	7.4	-5.7	4.3	-	-	-7.2	-5.6	11.8	-32.6	2.5	3.0	56.6				
		Intercity through train to Hung Hom		86.5	141.3	25.2	89.7	1	1.9	7.4	-9.8	4.5	-	-	-7.5	-5.6	0.0	-32.6	2.5	3.0	41.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	141.3	24.1	65.8	10	86.8	7.4	-14.9	0.0	-	-	-7.5	-6.6	10.0	-32.6	2.5	3.0	39.0	44.3			
		ER Lok Ma Chau to Hung Hom		85.1	137.4	24.1	65.4	5	1.7	4.0	-19.6	4.6	2.5	-	-7.4	-6.6	7.0	-32.6	2.5	3.0	38.4				
		ER Hung Hom to Lo Wu		86.1	130.0	24.1	64.6	10	75.3	7.4	-16.5	0.0	-	-	-7.2	-6.7	10.0	-32.6	2.5	3.0	38.7				
		ER Hung Hom to Lok Ma Chau		86.1	130.5	24.1	65.7	5	75.1	7.4	-16.7	0.0	-	-	-7.2	-6.6	7.0	-32.6	2.5	3.0	35.5				
		Intercity through train to Hung Hom		86.5	141.3	24.1	65.8	1	86.8	7.4	-14.9	0.0	-	-	-7.5	-6.6	0.0	-32.6	2.5	3.0	30.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	141.4	24.5	41.4	10	43.9	7.5	-5.7	0.0	-	-	-7.5	-9.3	10.0	-32.6	2.5	3.0	45.5	48.1			
		ER Hung Hom to Lo Wu		86.1	129.1	24.5	39.7	10	35.6	7.5	-9.6	0.0	-	-	-7.1	-9.5	10.0	-32.6	2.5	3.0	42.8				
		ER Hung Hom to Lok Ma Chau		86.1	130.8	24.5	41.5	5	32.2	6.8	-13.8	0.0	1.0	-	-7.2	-9.2	7.0	-32.6	2.5	3.0	36.8				
		Intercity through train to Hung Hom		86.5	141.4	24.5	41.4	1	43.9	7.5	-5.7	0.0	-	-	-7.5	-9.3	0.0	-32.6	2.5	3.0	37.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	145.0	13.1	23.6	10	44.4	7.5	-6.2	0.0	-	-	-7.6	-16.3	10.0	-32.6	2.5	3.0	37.9	40.1			
		ER Hung Hom to Lo Wu		86.1	137.2	13.1	23.1	10	36.6	7.5	-11.1	0.0	-	-	-7.4	-16.4	10.0	-32.6	2.5	3.0	34.1				
		ER Hung Hom to Lok Ma Chau		86.1	133.1	13.1	23.1	5	30.2	4.8	-16.8	0.0	2.0	-	-7.3	-16.4	7.0	-32.6	2.5	3.0	27.5				
		Intercity through train to Hung Hom		86.5	145.0	13.1	23.6	1	44.4	7.5	-6.2	0.0	-	-	-7.6	-16.3	0.0	-32.6	2.5	3.0	29.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	154.1	1.7	17.4	10	76.1	7.2	0.0	0.0	-	-	-7.9	-27.7	10.0	-32.6	2.5	3.0	32.4	36.2			
		ER Hung Hom to Lo Wu		86.1	145.6	1.7	16.9	10	69.2	7.2	0.0	0.0	-	-	-7.7	-28.0	10.0	-32.6	2.5	3.0	33.4				
		Intercity through train to Hung Hom		86.5	154.1	1.7	17.4	1	76.1	7.2	0.0	0.0	-	-	-7.9	-27.7	0.0	-32.6	2.5	3.0	23.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	142.4	28.3	54.0	10	12.7	7.4	-15.4	-	-	-	-7.6	-6.9	10.0	-32.6	2.5	3.0	38.1	40.9			
		ER Lok Ma Chau to Hung Hom		85.1	137.0	28.3	53.7	5	7.1	6.9	-19.7	-	-	-	-7.4	-7.0	7.0	-32.6	2.5	3.0	30.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	131.6	28.3	54.0	15	1.1	7.4	-21.0	-	-	-	-7.2	-6.9	11.8	-32.6	2.5	3.0	35.7				
		Intercity through train to Hung Hom		86.5	142.4	28.3	54.0	1	12.7	7.4	-15.4	-	-	-	-7.6	-6.9	0.0	-32.6	2.5	3.0	29.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	142.4	8.9	72.7	10	2.0	7.4	-9.0	4.5	-	-	-7.6	-10.5	10.0	-32.6	2.5	3.0	45.5	53.5			
		ER Lok Ma Chau to Hung Hom		85.1	137.6	8.9	72.7	5	2.4	6.2	-6.4	4.4	-	-	-7.4	-10.5	7.0	-32.6	2.5	3.0	45.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	131.7	8.9	72.6	15	2.8	7.4	-5.6	4.3	-	-	-7.2	-10.5	11.8	-32.6	2.5	3.0	51.8				
		Intercity through train to Hung Hom		86.5	142.4	8.9	72.7	1	2.0	7.4	-9.0	4.5	-	-	-7.6	-10.5	0.0	-32.6	2.5	3.0	37.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	142.4	25.2	89.7	10	1.9	7.4	-9.4	4.5	-	-	-7.6	-5.6	10.0	-32.6	2.5	3.0	50.0	57.8			
		ER Lok Ma Chau to Hung Hom		85.1	137.9	25.2	89.7	5	2.4	5.3	-16.5	4.4	2.0	-	-7.4	-5.6	7.0	-32.6	2.5	3.0	41.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	131.6	25.2	89.7	15	2.9	7.4	-5.6	4.3	-	-	-7.2	-5.6	11.8	-32.6	2.5	3.0	56.7				
		Intercity through train to Hung Hom		86.5	142.4	25.2	89.7	1	1.9	7.4	-9.4	4.5	-	-	-7.6	-5.6	0.0	-32.6	2.5	3.0	41.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	142.4	24.1	65.8	10	86.8	7.4	-12.2	0.0	-	-	-7.6	-6.6	10.0	-32.6	2.5	3.0	41.6	46.1			
		ER Lok Ma Chau to Hung Hom		85.1	138.5	24.1	65.4	5	1.7	4.0	-19.5	4.6	2.5	-	-7.4	-6.6	7.0	-32.6	2.5	3.0	38.5				
		ER Hung Hom to Lo Wu		86.1	131.1	24.1	64.6	10	75.3	7.4	-14.6	0.0	-	-	-7.2	-6.7	10.0	-32.6	2.5	3.0	40.6				
		ER Hung Hom to Lok Ma Chau		86.1	131.6	24.1	65.7	5	75.1	7.4	-14.8	0.0	-	-	-7.2	-6.6	7.0	-32.6	2.5	3.0	37.4				
		Intercity through train to Hung Hom		86.5	142.4	24.1	65.8	1	86.8	7.4	-12.2	0.0	-	-	-7.6	-6.6	0.0	-32.6	2.5	3.0	33.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	142.4	24.5	41.4	10	43.9	7.5	-3.9	0.0	-	-	-7.6	-9.3	10.0	-32.6	2.5	3.0	47.3	49.9			
		ER Hung Hom to Lo Wu		86.1	130.2	24.5	39.7	10	35.6	7.5	-7.5	0.0	-	-	-7.2	-9.5	10.0	-32.6	2.5	3.0	44.8				
		ER Hung Hom to Lok Ma Chau		86.1	131.9	24.5	41.5	5	32.2	6.8	-12.6	0.0	1.0	-	-7.2	-9.2	7.0	-32.6	2.5	3.0	38.0				
		Intercity through train to Hung Hom		86.5	142.4	24.5	41.4	1	43.9	7.5	-3.9	0.0	-	-	-7.6	-9.3	0.0	-32.6	2.5	3.0	38.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	146.0	13.1	23.6	10	44.4	7.5	-5.0	0.0	-	-	-7.7	-16.3	10.0	-32.6	2.5	3.0	39.1	41.4			
		ER Hung Hom to Lo Wu		86.1	138.3	13.1	23.1	10	36.6	7.5	-9.3	0.0	-	-	-7.4	-16.4	10.0	-32.6	2.5	3.0	35.9				
		ER Hung Hom to Lok Ma Chau		86.1	134.2	13.1	23.1	5	30.2	4.8	-16.1	0.0	2.0	-	-7.3	-16.4	7.0	-32.6	2.5	3.0	28.2				
		Intercity through train to Hung Hom		86.5	146.0	13.1	23.6	1	44.4	7.5	-5.0	0.0	-	-	-7.7	-16.3	0.0	-32.6	2.5	3.0	30.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	155.0	1.7	17.4	10	76.1	7.2	0.0	0.0	-	-	-7.9	-27.7	10.0	-32.6	2.5	3.0	32.3	36.2			
		ER Hung Hom to Lo Wu		86.1	146.6	1.7	16.9	10	69.2	7.2	0.0	0.0	-	-	-7.7	-28.0	10.0	-32.6	2.5	3.0	33.4				
		Intercity through train to Hung Hom		86.5	155.0	1.7	17.4	1	76.1	7.2	0.0	0.0	-	-	-7.9	-27.7	0.0	-32.6	2.5	3.0	23.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

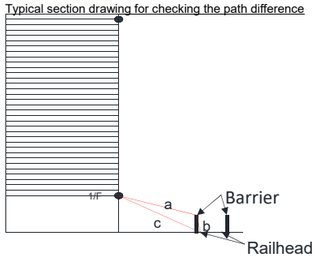
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1304b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location			Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A)										Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
					Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]				Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration					
																					Max predicted noise impact $L_{eq\ 30min}$		60	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1304b
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
2	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	135.1	28.3	54.0	8	12.7	7.4	-19.0	-	-	-	-7.3	-6.9	9.0	-32.6	2.5	3.0	33.8	38.3			
		ER Lok Ma Chau to Hung Hom		85.1	129.3	28.3	53.7	4	7.1	6.9	-21.0	-	-	-	-7.1	-7.0	6.0	-32.6	2.5	3.0	28.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	123.6	28.3	54.0	12	1.1	7.4	-21.0	-	-	-	-6.9	-6.9	10.8	-32.6	2.5	3.0	35.0				
		Intercity through train to Hung Hom		86.5	135.1	28.3	54.0	1	12.7	7.4	-19.0	-	-	-	-7.3	-6.9	0.0	-32.6	2.5	3.0	26.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	135.1	8.9	72.7	8	2.0	7.4	-12.2	4.5	-	-	-7.3	-10.5	9.0	-32.6	2.5	3.0	41.5	48.9			
		ER Lok Ma Chau to Hung Hom		85.1	129.8	8.9	72.7	4	2.4	6.2	-10.5	4.4	-	-	-7.2	-10.5	6.0	-32.6	2.5	3.0	40.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	123.7	8.9	72.6	12	2.8	7.4	-9.8	4.3	-	-	-6.9	-10.5	10.8	-32.6	2.5	3.0	46.9				
		Intercity through train to Hung Hom		86.5	135.1	8.9	72.7	1	2.0	7.4	-12.2	4.5	-	-	-7.3	-10.5	0.0	-32.6	2.5	3.0	34.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	135.1	25.2	89.7	8	1.9	7.4	-12.4	4.5	-	-	-7.3	-5.6	9.0	-32.6	2.5	3.0	46.2	53.4			
		ER Lok Ma Chau to Hung Hom		85.1	130.0	25.2	89.7	4	2.4	5.3	-18.2	4.4	2.0	-	-7.2	-5.6	6.0	-32.6	2.5	3.0	39.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	123.6	25.2	89.7	12	2.9	7.4	-9.5	4.3	-	-	-6.9	-5.6	10.8	-32.6	2.5	3.0	52.0				
		Intercity through train to Hung Hom		86.5	135.1	25.2	89.7	1	1.9	7.4	-12.4	4.5	-	-	-7.3	-5.6	0.0	-32.6	2.5	3.0	38.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	135.1	24.1	65.8	8	86.8	7.4	-21.0	0.0	-	-	-7.3	-6.6	9.0	-32.6	2.5	3.0	32.1	39.9			
		ER Lok Ma Chau to Hung Hom		85.1	130.4	24.1	65.4	4	1.7	4.0	-20.7	4.6	2.5	-	-7.2	-6.6	6.0	-32.6	2.5	3.0	36.6				
		ER Hung Hom to Lo Wu		86.1	123.2	24.1	64.6	8	75.3	7.4	-21.0	0.0	-	-	-6.9	-6.7	9.0	-32.6	2.5	3.0	33.5				
		ER Hung Hom to Lok Ma Chau		86.1	123.6	24.1	65.7	4	75.1	7.4	-21.0	0.0	-	-	-6.9	-6.6	6.0	-32.6	2.5	3.0	30.5				
		Intercity through train to Hung Hom		86.5	135.1	24.1	65.8	1	86.8	7.4	-21.0	0.0	-	-	-7.3	-6.6	0.0	-32.6	2.5	3.0	24.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	135.1	24.5	41.4	8	43.9	7.5	-17.7	0.0	-	-	-7.3	-9.3	9.0	-32.6	2.5	3.0	32.8	37.1			
		ER Hung Hom to Lo Wu		86.1	122.2	24.5	39.7	8	35.6	7.5	-18.8	0.0	-	-	-6.9	-9.5	9.0	-32.6	2.5	3.0	32.8				
		ER Hung Hom to Lok Ma Chau		86.1	123.9	24.5	41.5	4	32.2	6.8	-20.0	0.0	1.0	-	-7.0	-9.2	6.0	-32.6	2.5	3.0	29.9				
		Intercity through train to Hung Hom		86.5	135.1	24.5	41.4	1	43.9	7.5	-17.7	0.0	-	-	-7.3	-9.3	0.0	-32.6	2.5	3.0	25.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	138.9	13.1	23.6	8	44.4	7.5	-17.8	0.0	-	-	-7.4	-16.3	9.0	-32.6	2.5	3.0	25.5	29.8			
		ER Hung Hom to Lo Wu		86.1	130.7	13.1	23.1	8	36.6	7.5	-19.0	0.0	-	-	-7.2	-16.4	9.0	-32.6	2.5	3.0	25.4				
		ER Hung Hom to Lok Ma Chau		86.1	125.9	13.1	23.1	4	30.2	4.8	-21.0	0.0	2.0	-	-7.0	-16.4	6.0	-32.6	2.5	3.0	22.6				
		Intercity through train to Hung Hom		86.5	138.9	13.1	23.6	1	44.4	7.5	-17.8	0.0	-	-	-7.4	-16.3	0.0	-32.6	2.5	3.0	18.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	148.3	1.7	17.4	8	76.1	7.2	-10.1	0.0	-	-	-7.7	-27.7	9.0	-32.6	2.5	3.0	21.5	24.9			
		ER Hung Hom to Lo Wu		86.1	139.5	1.7	16.9	8	69.2	7.2	-11.1	0.0	-	-	-7.5	-28.0	9.0	-32.6	2.5	3.0	21.5				
		Intercity through train to Hung Hom		86.5	148.3	1.7	17.4	1	76.1	7.2	-10.1	0.0	-	-	-7.7	-27.7	0.0	-32.6	2.5	3.0	13.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
3	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	135.7	28.3	54.0	8	12.7	7.4	-18.7	-	-	-	-7.3	-6.9	9.0	-32.6	2.5	3.0	34.1	38.4			
		ER Lok Ma Chau to Hung Hom		85.1	130.0	28.3	53.7	4	7.1	6.9	-21.0	-	-	-	-7.2	-7.0	6.0	-32.6	2.5	3.0	28.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	124.3	28.3	54.0	12	1.1	7.4	-21.0	-	-	-	-7.0	-6.9	10.8	-32.6	2.5	3.0	35.0				
		Intercity through train to Hung Hom		86.5	135.7	28.3	54.0	1	12.7	7.4	-18.7	-	-	-	-7.3	-6.9	0.0	-32.6	2.5	3.0	26.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	135.7	8.9	72.7	8	2.0	7.4	-11.9	4.5	-	-	-7.3	-10.5	9.0	-32.6	2.5	3.0	41.8	49.3			
		ER Lok Ma Chau to Hung Hom		85.1	130.4	8.9	72.7	4	2.4	6.2	-10.0	4.4	-	-	-7.2	-10.5	6.0	-32.6	2.5	3.0	40.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	124.4	8.9	72.6	12	2.8	7.4	-9.3	4.3	-	-	-7.0	-10.5	10.8	-32.6	2.5	3.0	47.4				
		Intercity through train to Hung Hom		86.5	135.7	8.9	72.7	1	2.0	7.4	-11.9	4.5	-	-	-7.3	-10.5	0.0	-32.6	2.5	3.0	34.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	135.7	25.2	89.7	8	1.9	7.4	-12.1	4.5	-	-	-7.3	-5.6	9.0	-32.6	2.5	3.0	46.4	53.8			
		ER Lok Ma Chau to Hung Hom		85.1	130.7	25.2	89.7	4	2.4	5.3	-18.1	4.4	2.0	-	-7.2	-5.6	6.0	-32.6	2.5	3.0	39.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	124.3	25.2	89.7	12	2.9	7.4	-9.0	4.3	-	-	-7.0	-5.6	10.8	-32.6	2.5	3.0	52.6				
		Intercity through train to Hung Hom		86.5	135.7	25.2	89.7	1	1.9	7.4	-12.1	4.5	-	-	-7.3	-5.6	0.0	-32.6	2.5	3.0	38.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	135.7	24.1	65.8	8	86.8	7.4	-21.0	0.0	-	-	-7.3	-6.6	9.0	-32.6	2.5	3.0	32.1	40.0			
		ER Lok Ma Chau to Hung Hom		85.1	131.1	24.1	65.4	4	1.7	4.0	-20.5	4.6	2.5	-	-7.2	-6.6	6.0	-32.6	2.5	3.0	36.7				
		ER Hung Hom to Lo Wu		86.1	123.8	24.1	64.6	8	75.3	7.4	-21.0	0.0	-	-	-6.9	-6.7	9.0	-32.6	2.5	3.0	33.5				
		ER Hung Hom to Lok Ma Chau		86.1	124.3	24.1	65.7	4	75.1	7.4	-21.0	0.0	-	-	-7.0	-6.6	6.0	-32.6	2.5	3.0	30.5				
		Intercity through train to Hung Hom		86.5	135.7	24.1	65.8	1	86.8	7.4	-21.0	0.0	-	-	-7.3	-6.6	0.0	-32.6	2.5	3.0	24.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	135.7	24.5	41.4	8	43.9	7.5	-16.8	0.0	-	-	-7.3	-9.3	9.0	-32.6	2.5	3.0	33.6	37.8			
		ER Hung Hom to Lo Wu		86.1	122.8	24.5	39.7	8	35.6	7.5	-18.1	0.0	-	-	-6.9	-9.5	9.0	-32.6	2.5	3.0	33.5				
		ER Hung Hom to Lok Ma Chau		86.1	124.6	24.5	41.5	4	32.2	6.8	-19.4	0.0	1.0	-	-7.0	-9.2	6.0	-32.6	2.5	3.0	30.4				
		Intercity through train to Hung Hom		86.5	135.7	24.5	41.4	1	43.9	7.5	-16.8	0.0	-	-	-7.3	-9.3	0.0	-32.6	2.5	3.0	26.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	139.4	13.1	23.6	8	44.4	7.5	-16.9	0.0	-	-	-7.5	-16.3	9.0	-32.6	2.5	3.0	26.4	30.4			
		ER Hung Hom to Lo Wu		86.1	131.4	13.1	23.1	8	36.6	7.5	-18.4	0.0	-	-	-7.2	-16.4	9.0	-32.6	2.5	3.0	26.1				
		ER Hung Hom to Lok Ma Chau		86.1	126.6	13.1	23.1	4	30.2	4.8	-20.8	0.0	2.0	-	-7.0	-16.4	6.0	-32.6	2.5	3.0	22.8				
		Intercity through train to Hung Hom		86.5	139.4	13.1	23.6	1	44.4	7.5	-16.9	0.0	-	-	-7.5	-16.3	0.0	-32.6	2.5	3.0	18.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	148.9	1.7	17.4	8	76.1	7.2	-6.8	0.0	-	-	-7.7	-27.7	9.0	-32.6	2.5	3.0	24.8	28.1			
		ER Hung Hom to Lo Wu		86.1	140.1	1.7	16.9	8	69.2	7.2	-8.0	0.0	-	-	-7.5	-28.0	9.0	-32.6	2.5	3.0	24.6				
		Intercity through train to Hung Hom		86.5	148.9	1.7	17.4	1	76.1	7.2	-6.8	0.0	-	-	-7.7	-27.7	0.0	-32.6	2.5	3.0	17.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1304b
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	136.3	28.3	54.0	8	12.7	7.4	-18.3	-	-	-	-7.4	-6.9	9.0	-32.6	2.5	3.0	34.4	38.5			
		ER Lok Ma Chau to Hung Hom		85.1	130.7	28.3	53.7	4	7.1	6.9	-21.0	-	-	-	-7.2	-7.0	6.0	-32.6	2.5	3.0	28.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	125.0	28.3	54.0	12	1.1	7.4	-21.0	-	-	-	-7.0	-6.9	10.8	-32.6	2.5	3.0	34.9				
		Intercity through train to Hung Hom		86.5	136.3	28.3	54.0	1	12.7	7.4	-18.3	-	-	-	-7.4	-6.9	0.0	-32.6	2.5	3.0	26.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	136.3	8.9	72.7	8	2.0	7.4	-11.5	4.5	-	-	-7.4	-10.5	9.0	-32.6	2.5	3.0	42.1	49.8			
		ER Lok Ma Chau to Hung Hom		85.1	131.1	8.9	72.7	4	2.4	6.2	-9.6	4.4	-	-	-7.2	-10.5	6.0	-32.6	2.5	3.0	41.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	125.1	8.9	72.6	12	2.8	7.4	-8.7	4.3	-	-	-7.0	-10.5	10.8	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	136.3	8.9	72.7	1	2.0	7.4	-11.5	4.5	-	-	-7.4	-10.5	0.0	-32.6	2.5	3.0	34.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	136.3	25.2	89.7	8	1.9	7.4	-11.8	4.5	-	-	-7.4	-5.6	9.0	-32.6	2.5	3.0	46.7	54.3			
		ER Lok Ma Chau to Hung Hom		85.1	131.4	25.2	89.7	4	2.4	5.3	-17.9	4.4	2.0	-	-7.2	-5.6	6.0	-32.6	2.5	3.0	39.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	125.0	25.2	89.7	12	2.9	7.4	-8.4	4.3	-	-	-7.0	-5.6	10.8	-32.6	2.5	3.0	53.1				
		Intercity through train to Hung Hom		86.5	136.3	25.2	89.7	1	1.9	7.4	-11.8	4.5	-	-	-7.4	-5.6	0.0	-32.6	2.5	3.0	39.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	136.3	24.1	65.8	8	86.8	7.4	-21.0	0.0	-	-	-7.4	-6.6	9.0	-32.6	2.5	3.0	32.1	40.0			
		ER Lok Ma Chau to Hung Hom		85.1	131.8	24.1	65.4	4	1.7	4.0	-20.4	4.6	2.5	-	-7.2	-6.6	6.0	-32.6	2.5	3.0	36.8				
		ER Hung Hom to Lo Wu		86.1	124.5	24.1	64.6	8	75.3	7.4	-21.0	0.0	-	-	-7.0	-6.7	9.0	-32.6	2.5	3.0	33.4				
		ER Hung Hom to Lok Ma Chau		86.1	125.0	24.1	65.7	4	75.1	7.4	-21.0	0.0	-	-	-7.0	-6.6	6.0	-32.6	2.5	3.0	30.5				
		Intercity through train to Hung Hom		86.5	136.3	24.1	65.8	1	86.8	7.4	-21.0	0.0	-	-	-7.4	-6.6	0.0	-32.6	2.5	3.0	24.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	136.4	24.5	41.4	8	43.9	7.5	-15.8	0.0	-	-	-7.4	-9.3	9.0	-32.6	2.5	3.0	34.6	38.6			
		ER Hung Hom to Lo Wu		86.1	123.6	24.5	39.7	8	35.6	7.5	-17.3	0.0	-	-	-6.9	-9.5	9.0	-32.6	2.5	3.0	34.3				
		ER Hung Hom to Lok Ma Chau		86.1	125.3	24.5	41.5	4	32.2	6.8	-18.8	0.0	1.0	-	-7.0	-9.2	6.0	-32.6	2.5	3.0	31.0				
		Intercity through train to Hung Hom		86.5	136.4	24.5	41.4	1	43.9	7.5	-15.8	0.0	-	-	-7.4	-9.3	0.0	-32.6	2.5	3.0	27.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	140.1	13.1	23.6	8	44.4	7.5	-16.0	0.0	-	-	-7.5	-16.3	9.0	-32.6	2.5	3.0	27.3	31.2			
		ER Hung Hom to Lo Wu		86.1	132.1	13.1	23.1	8	36.6	7.5	-17.7	0.0	-	-	-7.2	-16.4	9.0	-32.6	2.5	3.0	26.8				
		ER Hung Hom to Lok Ma Chau		86.1	127.4	13.1	23.1	4	30.2	4.8	-20.4	0.0	2.0	-	-7.1	-16.4	6.0	-32.6	2.5	3.0	23.2				
		Intercity through train to Hung Hom		86.5	140.1	13.1	23.6	1	44.4	7.5	-16.0	0.0	-	-	-7.5	-16.3	0.0	-32.6	2.5	3.0	19.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	149.5	1.7	17.4	8	76.1	7.2	-4.2	0.0	-	-	-7.8	-27.7	9.0	-32.6	2.5	3.0	27.3	30.6			
		ER Hung Hom to Lo Wu		86.1	140.7	1.7	16.9	8	69.2	7.2	-5.6	0.0	-	-	-7.5	-28.0	9.0	-32.6	2.5	3.0	27.0				
		Intercity through train to Hung Hom		86.5	149.5	1.7	17.4	1	76.1	7.2	-4.2	0.0	-	-	-7.8	-27.7	0.0	-32.6	2.5	3.0	19.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	137.0	28.3	54.0	8	12.7	7.4	-17.9	-	-	-	-7.4	-6.9	9.0	-32.6	2.5	3.0	34.8	38.7			
		ER Lok Ma Chau to Hung Hom		85.1	131.4	28.3	53.7	4	7.1	6.9	-21.0	-	-	-	-7.2	-7.0	6.0	-32.6	2.5	3.0	28.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	125.8	28.3	54.0	12	1.1	7.4	-21.0	-	-	-	-7.0	-6.9	10.8	-32.6	2.5	3.0	34.9				
		Intercity through train to Hung Hom		86.5	137.0	28.3	54.0	1	12.7	7.4	-17.9	-	-	-	-7.4	-6.9	0.0	-32.6	2.5	3.0	27.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	137.0	8.9	72.7	8	2.0	7.4	-11.2	4.5	-	-	-7.4	-10.5	9.0	-32.6	2.5	3.0	42.5	50.2			
		ER Lok Ma Chau to Hung Hom		85.1	131.9	8.9	72.7	4	2.4	6.2	-9.1	4.4	-	-	-7.2	-10.5	6.0	-32.6	2.5	3.0	41.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	125.9	8.9	72.6	12	2.8	7.4	-8.2	4.3	-	-	-7.0	-10.5	10.8	-32.6	2.5	3.0	48.5				
		Intercity through train to Hung Hom		86.5	137.0	8.9	72.7	1	2.0	7.4	-11.2	4.5	-	-	-7.4	-10.5	0.0	-32.6	2.5	3.0	34.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	137.0	25.2	89.7	8	1.9	7.4	-11.5	4.5	-	-	-7.4	-5.6	9.0	-32.6	2.5	3.0	47.0	54.8			
		ER Lok Ma Chau to Hung Hom		85.1	132.2	25.2	89.7	4	2.4	5.3	-17.7	4.4	2.0	-	-7.2	-5.6	6.0	-32.6	2.5	3.0	39.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	125.8	25.2	89.7	12	2.9	7.4	-7.9	4.3	-	-	-7.0	-5.6	10.8	-32.6	2.5	3.0	53.6				
		Intercity through train to Hung Hom		86.5	137.0	25.2	89.7	1	1.9	7.4	-11.5	4.5	-	-	-7.4	-5.6	0.0	-32.6	2.5	3.0	39.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	137.0	24.1	65.8	8	86.8	7.4	-21.0	0.0	-	-	-7.4	-6.6	9.0	-32.6	2.5	3.0	32.0	40.1			
		ER Lok Ma Chau to Hung Hom		85.1	132.6	24.1	65.4	4	1.7	4.0	-20.3	4.6	2.5	-	-7.2	-6.6	6.0	-32.6	2.5	3.0	36.9				
		ER Hung Hom to Lo Wu		86.1	125.3	24.1	64.6	8	75.3	7.4	-21.0	0.0	-	-	-7.0	-6.7	9.0	-32.6	2.5	3.0	33.4				
		ER Hung Hom to Lok Ma Chau		86.1	125.8	24.1	65.7	4	75.1	7.4	-21.0	0.0	-	-	-7.0	-6.6	6.0	-32.6	2.5	3.0	30.5				
		Intercity through train to Hung Hom		86.5	137.0	24.1	65.8	1	86.8	7.4	-21.0	0.0	-	-	-7.4	-6.6	0.0	-32.6	2.5	3.0	24.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	137.1	24.5	41.4	8	43.9	7.5	-14.7	0.0	-	-	-7.4	-9.3	9.0	-32.6	2.5	3.0	35.7	39.6			
		ER Hung Hom to Lo Wu		86.1	124.3	24.5	39.7	8	35.6	7.5	-16.5	0.0	-	-	-7.0	-9.5	9.0	-32.6	2.5	3.0	35.1				
		ER Hung Hom to Lok Ma Chau		86.1	126.1	24.5	41.5	4	32.2	6.8	-18.2	0.0	1.0	-	-7.0	-9.2	6.0	-32.6	2.5	3.0	31.6				
		Intercity through train to Hung Hom		86.5	137.1	24.5	41.4	1	43.9	7.5	-14.7	0.0	-	-	-7.4	-9.3	0.0	-32.6	2.5	3.0	28.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	140.8	13.1	23.6	8	44.4	7.5	-14.9	0.0	-	-	-7.5	-16.3	9.0	-32.6	2.5	3.0	28.3	32.0			
		ER Hung Hom to Lo Wu		86.1	132.8	13.1	23.1	8	36.6	7.5	-16.9	0.0	-	-	-7.3	-16.4	9.0	-32.6	2.5	3.0	27.5				
		ER Hung Hom to Lok Ma Chau		86.1	128.2	13.1	23.1	4	30.2	4.8	-19.9	0.0	2.0	-	-7.1	-16.4	6.0	-32.6	2.5	3.0	23.7				
		Intercity through train to Hung Hom		86.5	140.8	13.1	23.6	1	44.4	7.5	-14.9	0.0	-	-	-7.5	-16.3	0.0	-32.6	2.5	3.0	20.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	150.1	1.7	17.4	8	76.1	7.2	-1.9	0.0	-	-	-7.8	-27.7	9.0	-32.6	2.5	3.0	29.6	33.2			
		ER Hung Hom to Lo Wu		86.1	141.4	1.7	16.9	8	69.2	7.2	-2.5	0.0	-	-	-7.5	-28.0	9.0	-32.6	2.5	3.0	30.0				
		Intercity through train to Hung Hom		86.5	150.1	1.7	17.4	1	76.1	7.2	-1.9	0.0	-	-	-7.8	-27.7	0.0	-32.6	2.5	3.0	22.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1304b
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	137.8	28.3	54.0	8	12.7	7.4	-17.6	-	-	-	-7.4	-6.9	9.0	-32.6	2.5	3.0	35.1	38.9			
		ER Lok Ma Chau to Hung Hom		85.1	132.2	28.3	53.7	4	7.1	6.9	-20.8	-	-	-	-7.2	-7.0	6.0	-32.6	2.5	3.0	29.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	126.6	28.3	54.0	12	1.1	7.4	-21.0	-	-	-	-7.0	-6.9	10.8	-32.6	2.5	3.0	34.9				
		Intercity through train to Hung Hom		86.5	137.8	28.3	54.0	1	12.7	7.4	-17.6	-	-	-	-7.4	-6.9	0.0	-32.6	2.5	3.0	27.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	137.8	8.9	72.7	8	2.0	7.4	-10.8	4.5	-	-	-7.4	-10.5	9.0	-32.6	2.5	3.0	42.8	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	132.7	8.9	72.7	4	2.4	6.2	-8.7	4.4	-	-	-7.3	-10.5	6.0	-32.6	2.5	3.0	42.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	126.7	8.9	72.6	12	2.8	7.4	-7.6	4.3	-	-	-7.0	-10.5	10.8	-32.6	2.5	3.0	49.0				
		Intercity through train to Hung Hom		86.5	137.8	8.9	72.7	1	2.0	7.4	-10.8	4.5	-	-	-7.4	-10.5	0.0	-32.6	2.5	3.0	35.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	137.8	25.2	89.7	8	1.9	7.4	-11.2	4.5	-	-	-7.4	-5.6	9.0	-32.6	2.5	3.0	47.3	55.2			
		ER Lok Ma Chau to Hung Hom		85.1	133.0	25.2	89.7	4	2.4	5.3	-17.5	4.4	2.0	-	-7.3	-5.6	6.0	-32.6	2.5	3.0	40.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	126.6	25.2	89.7	12	2.9	7.4	-7.3	4.3	-	-	-7.0	-5.6	10.8	-32.6	2.5	3.0	54.2				
		Intercity through train to Hung Hom		86.5	137.8	25.2	89.7	1	1.9	7.4	-11.2	4.5	-	-	-7.4	-5.6	0.0	-32.6	2.5	3.0	39.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	137.8	24.1	65.8	8	86.8	7.4	-20.8	0.0	-	-	-7.4	-6.6	9.0	-32.6	2.5	3.0	32.2	40.1			
		ER Lok Ma Chau to Hung Hom		85.1	133.5	24.1	65.4	4	1.7	4.0	-20.1	4.6	2.5	-	-7.3	-6.6	6.0	-32.6	2.5	3.0	37.0				
		ER Hung Hom to Lo Wu		86.1	126.2	24.1	64.6	8	75.3	7.4	-21.0	0.0	-	-	-7.0	-6.7	9.0	-32.6	2.5	3.0	33.4				
		ER Hung Hom to Lok Ma Chau		86.1	126.6	24.1	65.7	4	75.1	7.4	-21.0	0.0	-	-	-7.0	-6.6	6.0	-32.6	2.5	3.0	30.4				
		Intercity through train to Hung Hom		86.5	137.8	24.1	65.8	1	86.8	7.4	-20.8	0.0	-	-	-7.4	-6.6	0.0	-32.6	2.5	3.0	24.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	137.9	24.5	41.4	8	43.9	7.5	-13.4	0.0	-	-	-7.4	-9.3	9.0	-32.6	2.5	3.0	37.0	40.7			
		ER Hung Hom to Lo Wu		86.1	125.2	24.5	39.7	8	35.6	7.5	-15.5	0.0	-	-	-7.0	-9.5	9.0	-32.6	2.5	3.0	36.1				
		ER Hung Hom to Lok Ma Chau		86.1	126.9	24.5	41.5	4	32.2	6.8	-17.5	0.0	1.0	-	-7.1	-9.2	6.0	-32.6	2.5	3.0	32.3				
		Intercity through train to Hung Hom		86.5	137.9	24.5	41.4	1	43.9	7.5	-13.4	0.0	-	-	-7.4	-9.3	0.0	-32.6	2.5	3.0	29.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	141.5	13.1	23.6	8	44.4	7.5	-13.7	0.0	-	-	-7.5	-16.3	9.0	-32.6	2.5	3.0	29.5	33.0			
		ER Hung Hom to Lo Wu		86.1	133.6	13.1	23.1	8	36.6	7.5	-16.0	0.0	-	-	-7.3	-16.4	9.0	-32.6	2.5	3.0	28.4				
		ER Hung Hom to Lok Ma Chau		86.1	129.1	13.1	23.1	4	30.2	4.8	-19.3	0.0	2.0	-	-7.1	-16.4	6.0	-32.6	2.5	3.0	24.2				
		Intercity through train to Hung Hom		86.5	141.5	13.1	23.6	1	44.4	7.5	-13.7	0.0	-	-	-7.5	-16.3	0.0	-32.6	2.5	3.0	22.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	150.8	1.7	17.4	8	76.1	7.2	-0.9	0.0	-	-	-7.8	-27.7	9.0	-32.6	2.5	3.0	30.5	34.3			
		ER Hung Hom to Lo Wu		86.1	142.2	1.7	16.9	8	69.2	7.2	-1.3	0.0	-	-	-7.5	-28.0	9.0	-32.6	2.5	3.0	31.3				
		Intercity through train to Hung Hom		86.5	150.8	1.7	17.4	1	76.1	7.2	-0.9	0.0	-	-	-7.8	-27.7	0.0	-32.6	2.5	3.0	23.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	138.6	28.3	54.0	8	12.7	7.4	-17.2	-	-	-	-7.4	-6.9	9.0	-32.6	2.5	3.0	35.5	39.1			
		ER Lok Ma Chau to Hung Hom		85.1	133.1	28.3	53.7	4	7.1	6.9	-20.6	-	-	-	-7.3	-7.0	6.0	-32.6	2.5	3.0	29.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	127.5	28.3	54.0	12	1.1	7.4	-21.0	-	-	-	-7.1	-6.9	10.8	-32.6	2.5	3.0	34.8				
		Intercity through train to Hung Hom		86.5	138.6	28.3	54.0	1	12.7	7.4	-17.2	-	-	-	-7.4	-6.9	0.0	-32.6	2.5	3.0	27.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	138.6	8.9	72.7	8	2.0	7.4	-10.5	4.5	-	-	-7.4	-10.5	9.0	-32.6	2.5	3.0	43.1	51.2			
		ER Lok Ma Chau to Hung Hom		85.1	133.6	8.9	72.7	4	2.4	6.2	-8.2	4.4	-	-	-7.3	-10.5	6.0	-32.6	2.5	3.0	42.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	127.6	8.9	72.6	12	2.8	7.4	-7.1	4.3	-	-	-7.1	-10.5	10.8	-32.6	2.5	3.0	49.5				
		Intercity through train to Hung Hom		86.5	138.6	8.9	72.7	1	2.0	7.4	-10.5	4.5	-	-	-7.4	-10.5	0.0	-32.6	2.5	3.0	35.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	138.6	25.2	89.7	8	1.9	7.4	-10.8	4.5	-	-	-7.4	-5.6	9.0	-32.6	2.5	3.0	47.7	55.7			
		ER Lok Ma Chau to Hung Hom		85.1	133.9	25.2	89.7	4	2.4	5.3	-17.3	4.4	2.0	-	-7.3	-5.6	6.0	-32.6	2.5	3.0	40.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	127.5	25.2	89.7	12	2.9	7.4	-6.8	4.3	-	-	-7.1	-5.6	10.8	-32.6	2.5	3.0	54.6				
		Intercity through train to Hung Hom		86.5	138.6	25.2	89.7	1	1.9	7.4	-10.8	4.5	-	-	-7.4	-5.6	0.0	-32.6	2.5	3.0	40.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	138.6	24.1	65.8	8	86.8	7.4	-19.7	0.0	-	-	-7.4	-6.6	9.0	-32.6	2.5	3.0	33.3	40.5			
		ER Lok Ma Chau to Hung Hom		85.1	134.4	24.1	65.4	4	1.7	4.0	-20.0	4.6	2.5	-	-7.3	-6.6	6.0	-32.6	2.5	3.0	37.2				
		ER Hung Hom to Lo Wu		86.1	127.0	24.1	64.6	8	75.3	7.4	-20.6	0.0	-	-	-7.1	-6.7	9.0	-32.6	2.5	3.0	33.8				
		ER Hung Hom to Lok Ma Chau		86.1	127.5	24.1	65.7	4	75.1	7.4	-20.6	0.0	-	-	-7.1	-6.6	6.0	-32.6	2.5	3.0	30.8				
		Intercity through train to Hung Hom		86.5	138.6	24.1	65.8	1	86.8	7.4	-19.7	0.0	-	-	-7.4	-6.6	0.0	-32.6	2.5	3.0	25.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	138.7	24.5	41.4	8	43.9	7.5	-11.8	0.0	-	-	-7.4	-9.3	9.0	-32.6	2.5	3.0	38.5	41.9			
		ER Hung Hom to Lo Wu		86.1	126.1	24.5	39.7	8	35.6	7.5	-14.4	0.0	-	-	-7.0	-9.5	9.0	-32.6	2.5	3.0	37.2				
		ER Hung Hom to Lok Ma Chau		86.1	127.8	24.5	41.5	4	32.2	6.8	-16.7	0.0	1.0	-	-7.1	-9.2	6.0	-32.6	2.5	3.0	33.1				
		Intercity through train to Hung Hom		86.5	138.7	24.5	41.4	1	43.9	7.5	-11.8	0.0	-	-	-7.4	-9.3	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	142.3	13.1	23.6	8	44.4	7.5	-12.2	0.0	-	-	-7.6	-16.3	9.0	-32.6	2.5	3.0	31.0	34.2			
		ER Hung Hom to Lo Wu		86.1	134.4	13.1	23.1	8	36.6	7.5	-15.0	0.0	-	-	-7.3	-16.4	9.0	-32.6	2.5	3.0	29.3				
		ER Hung Hom to Lok Ma Chau		86.1	130.0	13.1	23.1	4	30.2	4.8	-18.8	0.0	2.0	-	-7.2	-16.4	6.0	-32.6	2.5	3.0	24.7				
		Intercity through train to Hung Hom		86.5	142.3	13.1	23.6	1	44.4	7.5	-12.2	0.0	-	-	-7.6	-16.3	0.0	-32.6	2.5	3.0	23.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	151.6	1.7	17.4	8	76.1	7.2	-0.3	0.0	-	-	-7.8	-27.7	9.0	-32.6	2.5	3.0	31.2	34.9			
		ER Hung Hom to Lo Wu		86.1	143.0	1.7	16.9	8	69.2	7.2	-0.5	0.0	-	-	-7.6	-28.0	9.0	-32.6	2.5	3.0	32.0				
		Intercity through train to Hung Hom		86.5	151.6	1.7	17.4	1	76.1	7.2	-0.3	0.0	-	-	-7.8	-27.7	0.0	-32.6	2.5	3.0	23.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1304b
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	139.5	28.3	54.0	8	12.7	7.4	-16.8	-	-	-	-7.5	-6.9	9.0	-32.6	2.5	3.0	35.9	39.3			
		ER Lok Ma Chau to Hung Hom		85.1	134.0	28.3	53.7	4	7.1	6.9	-20.4	-	-	-	-7.3	-7.0	6.0	-32.6	2.5	3.0	29.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	128.5	28.3	54.0	12	1.1	7.4	-21.0	-	-	-	-7.1	-6.9	10.8	-32.6	2.5	3.0	34.8				
		Intercity through train to Hung Hom		86.5	139.5	28.3	54.0	1	12.7	7.4	-16.8	-	-	-	-7.5	-6.9	0.0	-32.6	2.5	3.0	28.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	139.5	8.9	72.7	8	2.0	7.4	-10.1	4.5	-	-	-7.5	-10.5	9.0	-32.6	2.5	3.0	43.5	51.6			
		ER Lok Ma Chau to Hung Hom		85.1	134.5	8.9	72.7	4	2.4	6.2	-7.7	4.4	-	-	-7.3	-10.5	6.0	-32.6	2.5	3.0	42.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	128.6	8.9	72.6	12	2.8	7.4	-6.6	4.3	-	-	-7.1	-10.5	10.8	-32.6	2.5	3.0	50.0				
		Intercity through train to Hung Hom		86.5	139.5	8.9	72.7	1	2.0	7.4	-10.1	4.5	-	-	-7.5	-10.5	0.0	-32.6	2.5	3.0	35.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	139.5	25.2	89.7	8	1.9	7.4	-10.5	4.5	-	-	-7.5	-5.6	9.0	-32.6	2.5	3.0	48.0	56.1			
		ER Lok Ma Chau to Hung Hom		85.1	134.8	25.2	89.7	4	2.4	5.3	-17.1	4.4	2.0	-	-7.3	-5.6	6.0	-32.6	2.5	3.0	40.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	128.5	25.2	89.7	12	2.9	7.4	-6.3	4.3	-	-	-7.1	-5.6	10.8	-32.6	2.5	3.0	55.1				
		Intercity through train to Hung Hom		86.5	139.5	25.2	89.7	1	1.9	7.4	-10.5	4.5	-	-	-7.5	-5.6	0.0	-32.6	2.5	3.0	40.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	139.5	24.1	65.8	8	86.8	7.4	-18.4	0.0	-	-	-7.5	-6.6	9.0	-32.6	2.5	3.0	34.5	41.2			
		ER Lok Ma Chau to Hung Hom		85.1	135.4	24.1	65.4	4	1.7	4.0	-19.9	4.6	2.5	-	-7.3	-6.6	6.0	-32.6	2.5	3.0	37.3				
		ER Hung Hom to Lo Wu		86.1	128.0	24.1	64.6	8	75.3	7.4	-19.4	0.0	-	-	-7.1	-6.7	9.0	-32.6	2.5	3.0	34.9				
		ER Hung Hom to Lok Ma Chau		86.1	128.5	24.1	65.7	4	75.1	7.4	-19.5	0.0	-	-	-7.1	-6.6	6.0	-32.6	2.5	3.0	31.8				
		Intercity through train to Hung Hom		86.5	139.5	24.1	65.8	1	86.8	7.4	-18.4	0.0	-	-	-7.5	-6.6	0.0	-32.6	2.5	3.0	27.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	139.5	24.5	41.4	8	43.9	7.5	-9.9	0.0	-	-	-7.5	-9.3	9.0	-32.6	2.5	3.0	40.4	43.5			
		ER Hung Hom to Lo Wu		86.1	127.0	24.5	39.7	8	35.6	7.5	-13.0	0.0	-	-	-7.1	-9.5	9.0	-32.6	2.5	3.0	38.4				
		ER Hung Hom to Lok Ma Chau		86.1	128.8	24.5	41.5	4	32.2	6.8	-15.9	0.0	1.0	-	-7.1	-9.2	6.0	-32.6	2.5	3.0	33.9				
		Intercity through train to Hung Hom		86.5	139.5	24.5	41.4	1	43.9	7.5	-9.9	0.0	-	-	-7.5	-9.3	0.0	-32.6	2.5	3.0	32.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	143.2	13.1	23.6	8	44.4	7.5	-10.5	0.0	-	-	-7.6	-16.3	9.0	-32.6	2.5	3.0	32.7	35.6			
		ER Hung Hom to Lo Wu		86.1	135.3	13.1	23.1	8	36.6	7.5	-13.9	0.0	-	-	-7.3	-16.4	9.0	-32.6	2.5	3.0	30.4				
		ER Hung Hom to Lok Ma Chau		86.1	131.0	13.1	23.1	4	30.2	4.8	-18.2	0.0	2.0	-	-7.2	-16.4	6.0	-32.6	2.5	3.0	25.3				
		Intercity through train to Hung Hom		86.5	143.2	13.1	23.6	1	44.4	7.5	-10.5	0.0	-	-	-7.6	-16.3	0.0	-32.6	2.5	3.0	25.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	152.4	1.7	17.4	8	76.1	7.2	0.0	0.0	-	-	-7.8	-27.7	9.0	-32.6	2.5	3.0	31.4	35.3			
		ER Hung Hom to Lo Wu		86.1	143.8	1.7	16.9	8	69.2	7.2	0.0	0.0	-	-	-7.6	-28.0	9.0	-32.6	2.5	3.0	32.5				
		Intercity through train to Hung Hom		86.5	152.4	1.7	17.4	1	76.1	7.2	0.0	0.0	-	-	-7.8	-27.7	0.0	-32.6	2.5	3.0	23.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	140.4	28.3	54.0	8	12.7	7.4	-16.3	-	-	-	-7.5	-6.9	9.0	-32.6	2.5	3.0	36.3	39.5			
		ER Lok Ma Chau to Hung Hom		85.1	134.9	28.3	53.7	4	7.1	6.9	-20.2	-	-	-	-7.3	-7.0	6.0	-32.6	2.5	3.0	29.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	129.4	28.3	54.0	12	1.1	7.4	-21.0	-	-	-	-7.1	-6.9	10.8	-32.6	2.5	3.0	34.8				
		Intercity through train to Hung Hom		86.5	140.4	28.3	54.0	1	12.7	7.4	-16.3	-	-	-	-7.5	-6.9	0.0	-32.6	2.5	3.0	28.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	140.4	8.9	72.7	8	2.0	7.4	-9.7	4.5	-	-	-7.5	-10.5	9.0	-32.6	2.5	3.0	43.8	52.0			
		ER Lok Ma Chau to Hung Hom		85.1	135.5	8.9	72.7	4	2.4	6.2	-7.2	4.4	-	-	-7.3	-10.5	6.0	-32.6	2.5	3.0	43.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	129.5	8.9	72.6	12	2.8	7.4	-6.2	4.3	-	-	-7.1	-10.5	10.8	-32.6	2.5	3.0	50.4				
		Intercity through train to Hung Hom		86.5	140.4	8.9	72.7	1	2.0	7.4	-9.7	4.5	-	-	-7.5	-10.5	0.0	-32.6	2.5	3.0	36.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	140.4	25.2	89.7	8	1.9	7.4	-10.1	4.5	-	-	-7.5	-5.6	9.0	-32.6	2.5	3.0	48.3	56.4			
		ER Lok Ma Chau to Hung Hom		85.1	135.8	25.2	89.7	4	2.4	5.3	-16.9	4.4	2.0	-	-7.4	-5.6	6.0	-32.6	2.5	3.0	40.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	129.4	25.2	89.7	12	2.9	7.4	-5.9	4.3	-	-	-7.1	-5.6	10.8	-32.6	2.5	3.0	55.4				
		Intercity through train to Hung Hom		86.5	140.4	25.2	89.7	1	1.9	7.4	-10.1	4.5	-	-	-7.5	-5.6	0.0	-32.6	2.5	3.0	40.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	140.4	24.1	65.8	8	86.8	7.4	-16.9	0.0	-	-	-7.5	-6.6	9.0	-32.6	2.5	3.0	36.1	42.1			
		ER Lok Ma Chau to Hung Hom		85.1	136.4	24.1	65.4	4	1.7	4.0	-19.7	4.6	2.5	-	-7.4	-6.6	6.0	-32.6	2.5	3.0	37.4				
		ER Hung Hom to Lo Wu		86.1	129.0	24.1	64.6	8	75.3	7.4	-18.1	0.0	-	-	-7.1	-6.7	9.0	-32.6	2.5	3.0	36.2				
		ER Hung Hom to Lok Ma Chau		86.1	129.4	24.1	65.7	4	75.1	7.4	-18.3	0.0	-	-	-7.1	-6.6	6.0	-32.6	2.5	3.0	33.1				
		Intercity through train to Hung Hom		86.5	140.4	24.1	65.8	1	86.8	7.4	-16.9	0.0	-	-	-7.5	-6.6	0.0	-32.6	2.5	3.0	28.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	140.4	24.5	41.4	8	43.9	7.5	-7.6	0.0	-	-	-7.5	-9.3	9.0	-32.6	2.5	3.0	42.6	45.4			
		ER Hung Hom to Lo Wu		86.1	128.0	24.5	39.7	8	35.6	7.5	-11.5	0.0	-	-	-7.1	-9.5	9.0	-32.6	2.5	3.0	40.0				
		ER Hung Hom to Lok Ma Chau		86.1	129.8	24.5	41.5	4	32.2	6.8	-14.9	0.0	1.0	-	-7.2	-9.2	6.0	-32.6	2.5	3.0	34.8				
		Intercity through train to Hung Hom		86.5	140.4	24.5	41.4	1	43.9	7.5	-7.6	0.0	-	-	-7.5	-9.3	0.0	-32.6	2.5	3.0	35.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	144.0	13.1	23.6	8	44.4	7.5	-8.4	0.0	-	-	-7.6	-16.3	9.0	-32.6	2.5	3.0	34.8	37.3			
		ER Hung Hom to Lo Wu		86.1	136.2	13.1	23.1	8	36.6	7.5	-12.6	0.0	-	-	-7.4	-16.4	9.0	-32.6	2.5	3.0	31.7				
		ER Hung Hom to Lok Ma Chau		86.1	132.0	13.1	23.1	4	30.2	4.8	-17.5	0.0	2.0	-	-7.2	-16.4	6.0	-32.6	2.5	3.0	25.9				
		Intercity through train to Hung Hom		86.5	144.0	13.1	23.6	1	44.4	7.5	-8.4	0.0	-	-	-7.6	-16.3	0.0	-32.6	2.5	3.0	27.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	153.2	1.7	17.4	8	76.1	7.2	0.0	0.0	-	-	-7.9	-27.7	9.0	-32.6	2.5	3.0	31.4	35.3			
		ER Hung Hom to Lo Wu		86.1	144.7	1.7	16.9	8	69.2	7.2	0.0	0.0	-	-	-7.6	-28.0	9.0	-32.6	2.5	3.0	32.5				
		Intercity through train to Hung Hom		86.5	153.2	1.7	17.4	1	76.1	7.2	0.0	0.0	-	-	-7.9	-27.7	0.0	-32.6	2.5	3.0	23.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1304b
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	141.3	28.3	54.0	8	12.7	7.4	-15.9	-	-	-	-7.5	-6.9	9.0	-32.6	2.5	3.0	36.7	39.8			
		ER Lok Ma Chau to Hung Hom		85.1	135.9	28.3	53.7	4	7.1	6.9	-19.9	-	-	-	-7.4	-7.0	6.0	-32.6	2.5	3.0	29.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	130.5	28.3	54.0	12	1.1	7.4	-21.0	-	-	-	-7.2	-6.9	10.8	-32.6	2.5	3.0	34.7				
		Intercity through train to Hung Hom		86.5	141.3	28.3	54.0	1	12.7	7.4	-15.9	-	-	-	-7.5	-6.9	0.0	-32.6	2.5	3.0	29.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	141.3	8.9	72.7	8	2.0	7.4	-9.3	4.5	-	-	-7.5	-10.5	9.0	-32.6	2.5	3.0	44.2	52.3			
		ER Lok Ma Chau to Hung Hom		85.1	136.5	8.9	72.7	4	2.4	6.2	-6.8	4.4	-	-	-7.4	-10.5	6.0	-32.6	2.5	3.0	43.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	130.6	8.9	72.6	12	2.8	7.4	-5.8	4.3	-	-	-7.2	-10.5	10.8	-32.6	2.5	3.0	50.7				
		Intercity through train to Hung Hom		86.5	141.3	8.9	72.7	1	2.0	7.4	-9.3	4.5	-	-	-7.5	-10.5	0.0	-32.6	2.5	3.0	36.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	141.3	25.2	89.7	8	1.9	7.4	-9.8	4.5	-	-	-7.5	-5.6	9.0	-32.6	2.5	3.0	48.6	56.7			
		ER Lok Ma Chau to Hung Hom		85.1	136.9	25.2	89.7	4	2.4	5.3	-16.7	4.4	2.0	-	-7.4	-5.6	6.0	-32.6	2.5	3.0	40.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	130.5	25.2	89.7	12	2.9	7.4	-5.7	4.3	-	-	-7.2	-5.6	10.8	-32.6	2.5	3.0	55.7				
		Intercity through train to Hung Hom		86.5	141.3	25.2	89.7	1	1.9	7.4	-9.8	4.5	-	-	-7.5	-5.6	0.0	-32.6	2.5	3.0	41.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	141.3	24.1	65.8	8	86.8	7.4	-14.9	0.0	-	-	-7.5	-6.6	9.0	-32.6	2.5	3.0	38.0	43.4			
		ER Lok Ma Chau to Hung Hom		85.1	137.4	24.1	65.4	4	1.7	4.0	-19.6	4.6	2.5	-	-7.4	-6.6	6.0	-32.6	2.5	3.0	37.5				
		ER Hung Hom to Lo Wu		86.1	130.0	24.1	64.6	8	75.3	7.4	-16.5	0.0	-	-	-7.2	-6.7	9.0	-32.6	2.5	3.0	37.7				
		ER Hung Hom to Lok Ma Chau		86.1	130.5	24.1	65.7	4	75.1	7.4	-16.7	0.0	-	-	-7.2	-6.6	6.0	-32.6	2.5	3.0	34.6				
		Intercity through train to Hung Hom		86.5	141.3	24.1	65.8	1	86.8	7.4	-14.9	0.0	-	-	-7.5	-6.6	0.0	-32.6	2.5	3.0	30.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	141.4	24.5	41.4	8	43.9	7.5	-5.7	0.0	-	-	-7.5	-9.3	9.0	-32.6	2.5	3.0	44.5	47.2			
		ER Hung Hom to Lo Wu		86.1	129.1	24.5	39.7	8	35.6	7.5	-9.6	0.0	-	-	-7.1	-9.5	9.0	-32.6	2.5	3.0	41.8				
		ER Hung Hom to Lok Ma Chau		86.1	130.8	24.5	41.5	4	32.2	6.8	-13.8	0.0	1.0	-	-7.2	-9.2	6.0	-32.6	2.5	3.0	35.9				
		Intercity through train to Hung Hom		86.5	141.4	24.5	41.4	1	43.9	7.5	-5.7	0.0	-	-	-7.5	-9.3	0.0	-32.6	2.5	3.0	37.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	145.0	13.1	23.6	8	44.4	7.5	-6.2	0.0	-	-	-7.6	-16.3	9.0	-32.6	2.5	3.0	36.9	39.2			
		ER Hung Hom to Lo Wu		86.1	137.2	13.1	23.1	8	36.6	7.5	-11.1	0.0	-	-	-7.4	-16.4	9.0	-32.6	2.5	3.0	33.2				
		ER Hung Hom to Lok Ma Chau		86.1	133.1	13.1	23.1	4	30.2	4.8	-16.8	0.0	2.0	-	-7.3	-16.4	6.0	-32.6	2.5	3.0	26.5				
		Intercity through train to Hung Hom		86.5	145.0	13.1	23.6	1	44.4	7.5	-6.2	0.0	-	-	-7.6	-16.3	0.0	-32.6	2.5	3.0	29.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	154.1	1.7	17.4	8	76.1	7.2	0.0	0.0	-	-	-7.9	-27.7	9.0	-32.6	2.5	3.0	31.4	35.3			
		ER Hung Hom to Lo Wu		86.1	145.6	1.7	16.9	8	69.2	7.2	0.0	0.0	-	-	-7.7	-28.0	9.0	-32.6	2.5	3.0	32.4				
		Intercity through train to Hung Hom		86.5	154.1	1.7	17.4	1	76.1	7.2	0.0	0.0	-	-	-7.9	-27.7	0.0	-32.6	2.5	3.0	23.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	142.4	28.3	54.0	8	12.7	7.4	-15.4	-	-	-	-7.6	-6.9	9.0	-32.6	2.5	3.0	37.2	40.0			
		ER Lok Ma Chau to Hung Hom		85.1	137.0	28.3	53.7	4	7.1	6.9	-19.7	-	-	-	-7.4	-7.0	6.0	-32.6	2.5	3.0	30.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	131.6	28.3	54.0	12	1.1	7.4	-21.0	-	-	-	-7.2	-6.9	10.8	-32.6	2.5	3.0	34.7				
		Intercity through train to Hung Hom		86.5	142.4	28.3	54.0	1	12.7	7.4	-15.4	-	-	-	-7.6	-6.9	0.0	-32.6	2.5	3.0	29.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	142.4	8.9	72.7	8	2.0	7.4	-9.0	4.5	-	-	-7.6	-10.5	9.0	-32.6	2.5	3.0	44.5	52.6			
		ER Lok Ma Chau to Hung Hom		85.1	137.6	8.9	72.7	4	2.4	6.2	-6.4	4.4	-	-	-7.4	-10.5	6.0	-32.6	2.5	3.0	44.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	131.7	8.9	72.6	12	2.8	7.4	-5.6	4.3	-	-	-7.2	-10.5	10.8	-32.6	2.5	3.0	50.8				
		Intercity through train to Hung Hom		86.5	142.4	8.9	72.7	1	2.0	7.4	-9.0	4.5	-	-	-7.6	-10.5	0.0	-32.6	2.5	3.0	37.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	142.4	25.2	89.7	8	1.9	7.4	-9.4	4.5	-	-	-7.6	-5.6	9.0	-32.6	2.5	3.0	49.0	56.8			
		ER Lok Ma Chau to Hung Hom		85.1	137.9	25.2	89.7	4	2.4	5.3	-16.5	4.4	2.0	-	-7.4	-5.6	6.0	-32.6	2.5	3.0	40.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	131.6	25.2	89.7	12	2.9	7.4	-5.6	4.3	-	-	-7.2	-5.6	10.8	-32.6	2.5	3.0	55.7				
		Intercity through train to Hung Hom		86.5	142.4	25.2	89.7	1	1.9	7.4	-9.4	4.5	-	-	-7.6	-5.6	0.0	-32.6	2.5	3.0	41.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	142.4	24.1	65.8	8	86.8	7.4	-12.2	0.0	-	-	-7.6	-6.6	9.0	-32.6	2.5	3.0	40.6	45.2			
		ER Lok Ma Chau to Hung Hom		85.1	138.5	24.1	65.4	4	1.7	4.0	-19.5	4.6	2.5	-	-7.4	-6.6	6.0	-32.6	2.5	3.0	37.6				
		ER Hung Hom to Lo Wu		86.1	131.1	24.1	64.6	8	75.3	7.4	-14.6	0.0	-	-	-7.2	-6.7	9.0	-32.6	2.5	3.0	39.7				
		ER Hung Hom to Lok Ma Chau		86.1	131.6	24.1	65.7	4	75.1	7.4	-14.8	0.0	-	-	-7.2	-6.6	6.0	-32.6	2.5	3.0	36.5				
		Intercity through train to Hung Hom		86.5	142.4	24.1	65.8	1	86.8	7.4	-12.2	0.0	-	-	-7.6	-6.6	0.0	-32.6	2.5	3.0	33.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	142.4	24.5	41.4	8	43.9	7.5	-3.9	0.0	-	-	-7.6	-9.3	9.0	-32.6	2.5	3.0	46.3	49.0			
		ER Hung Hom to Lo Wu		86.1	130.2	24.5	39.7	8	35.6	7.5	-7.5	0.0	-	-	-7.2	-9.5	9.0	-32.6	2.5	3.0	43.9				
		ER Hung Hom to Lok Ma Chau		86.1	131.9	24.5	41.5	4	32.2	6.8	-12.6	0.0	1.0	-	-7.2	-9.2	6.0	-32.6	2.5	3.0	37.1				
		Intercity through train to Hung Hom		86.5	142.4	24.5	41.4	1	43.9	7.5	-3.9	0.0	-	-	-7.6	-9.3	0.0	-32.6	2.5	3.0	38.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	146.0	13.1	23.6	8	44.4	7.5	-5.0	0.0	-	-	-7.7	-16.3	9.0	-32.6	2.5	3.0	38.1	40.5			
		ER Hung Hom to Lo Wu		86.1	138.3	13.1	23.1	8	36.6	7.5	-9.3	0.0	-	-	-7.4	-16.4	9.0	-32.6	2.5	3.0	34.9				
		ER Hung Hom to Lok Ma Chau		86.1	134.2	13.1	23.1	4	30.2	4.8	-16.1	0.0	2.0	-	-7.3	-16.4	6.0	-32.6	2.5	3.0	27.3				
		Intercity through train to Hung Hom		86.5	146.0	13.1	23.6	1	44.4	7.5	-5.0	0.0	-	-	-7.7	-16.3	0.0	-32.6	2.5	3.0	30.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	155.0	1.7	17.4	8	76.1	7.2	0.0	0.0	-	-	-7.9	-27.7	9.0	-32.6	2.5	3.0	31.4	35.3			
		ER Hung Hom to Lo Wu		86.1	146.6	1.7	16.9	8	69.2	7.2	0.0	0.0	-	-	-7.7	-28.0	9.0	-32.6	2.5	3.0	32.4				
		Intercity through train to Hung Hom		86.5	155.0	1.7	17.4	1	76.1	7.2	0.0	0.0	-	-	-7.9	-27.7	0.0	-32.6	2.5	3.0	23.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

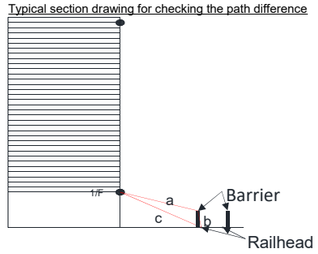
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1304b
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location			Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A)										Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
					Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]				Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration					
																					Max predicted noise impact $L_{eq\ 30min}$		59	60	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
2	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	176.2	18.9	62.1	10	12.7	7.5	-19.6	-	-	-	-8.5	-7.9	10.0	-32.6	2.5	3.0	32.0	36.8			
		ER Lok Ma Chau to Hung Hom		85.1	170.6	18.9	61.9	5	7.0	6.9	-21.0	-	-	-	-8.3	-7.9	7.0	-32.6	2.5	3.0	27.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	164.7	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.2	-7.9	11.8	-32.6	2.5	3.0	33.7				
		Intercity through train to Hung Hom		86.5	176.2	18.9	62.1	1	12.7	7.5	-19.6	-	-	-	-8.5	-7.9	0.0	-32.6	2.5	3.0	23.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
3	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	176.7	18.9	62.1	10	12.7	7.5	-19.4	-	-	-	-8.5	-7.9	10.0	-32.6	2.5	3.0	32.2	36.8			
		ER Lok Ma Chau to Hung Hom		85.1	171.1	18.9	61.9	5	7.0	6.9	-21.0	-	-	-	-8.4	-7.9	7.0	-32.6	2.5	3.0	27.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	165.2	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.2	-7.9	11.8	-32.6	2.5	3.0	33.7				
		Intercity through train to Hung Hom		86.5	176.7	18.9	62.1	1	12.7	7.5	-19.4	-	-	-	-8.5	-7.9	0.0	-32.6	2.5	3.0	23.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	177.2	18.9	62.1	10	12.7	7.5	-19.2	-	-	-	-8.5	-7.9	10.0	-32.6	2.5	3.0	32.4	36.9			
		ER Lok Ma Chau to Hung Hom		85.1	171.6	18.9	61.9	5	7.0	6.9	-21.0	-	-	-	-8.4	-7.9	7.0	-32.6	2.5	3.0	27.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	165.7	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.2	-7.9	11.8	-32.6	2.5	3.0	33.7				
		Intercity through train to Hung Hom		86.5	177.2	18.9	62.1	1	12.7	7.5	-19.2	-	-	-	-8.5	-7.9	0.0	-32.6	2.5	3.0	23.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	177.7	18.9	62.1	10	12.7	7.5	-18.9	-	-	-	-8.5	-7.9	10.0	-32.6	2.5	3.0	32.7	37.0			
		ER Lok Ma Chau to Hung Hom		85.1	172.2	18.9	61.9	5	7.0	6.9	-21.0	-	-	-	-8.4	-7.9	7.0	-32.6	2.5	3.0	27.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	166.3	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.2	-7.9	11.8	-32.6	2.5	3.0	33.7				
		Intercity through train to Hung Hom		86.5	177.7	18.9	62.1	1	12.7	7.5	-18.9	-	-	-	-8.5	-7.9	0.0	-32.6	2.5	3.0	24.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	178.3	18.9	62.1	10	12.7	7.5	-18.7	-	-	-	-8.5	-7.9	10.0	-32.6	2.5	3.0	32.9	37.1			
		ER Lok Ma Chau to Hung Hom		85.1	172.8	18.9	61.9	5	7.0	6.9	-21.0	-	-	-	-8.4	-7.9	7.0	-32.6	2.5	3.0	27.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	166.9	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.2	-7.9	11.8	-32.6	2.5	3.0	33.7				
		Intercity through train to Hung Hom		86.5	178.3	18.9	62.1	1	12.7	7.5	-18.7	-	-	-	-8.5	-7.9	0.0	-32.6	2.5	3.0	24.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	179.0	18.9	62.1	10	12.7	7.5	-18.4	-	-	-	-8.5	-7.9	10.0	-32.6	2.5	3.0	33.1	37.2			
		ER Lok Ma Chau to Hung Hom		85.1	173.5	18.9	61.9	5	7.0	6.9	-21.0	-	-	-	-8.4	-7.9	7.0	-32.6	2.5	3.0	27.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	167.6	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.3	-7.9	11.8	-32.6	2.5	3.0	33.6				
		Intercity through train to Hung Hom		86.5	179.0	18.9	62.1	1	12.7	7.5	-18.4	-	-	-	-8.5	-7.9	0.0	-32.6	2.5	3.0	24.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	179.6	18.9	62.1	10	12.7	7.5	-18.1	-	-	-	-8.6	-7.9	10.0	-32.6	2.5	3.0	33.4	37.3			
		ER Lok Ma Chau to Hung Hom		85.1	174.2	18.9	61.9	5	7.0	6.9	-21.0	-	-	-	-8.4	-7.9	7.0	-32.6	2.5	3.0	27.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	168.3	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.3	-7.9	11.8	-32.6	2.5	3.0	33.6				
		Intercity through train to Hung Hom		86.5	179.6	18.9	62.1	1	12.7	7.5	-18.1	-	-	-	-8.6	-7.9	0.0	-32.6	2.5	3.0	24.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	180.3	18.9	62.1	10	12.7	7.5	-17.9	-	-	-	-8.6	-7.9	10.0	-32.6	2.5	3.0	33.6	37.4			
		ER Lok Ma Chau to Hung Hom		85.1	174.9	18.9	61.9	5	7.0	6.9	-21.0	-	-	-	-8.4	-7.9	7.0	-32.6	2.5	3.0	27.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	169.1	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.3	-7.9	11.8	-32.6	2.5	3.0	33.6				
		Intercity through train to Hung Hom		86.5	180.3	18.9	62.1	1	12.7	7.5	-17.9	-	-	-	-8.6	-7.9	0.0	-32.6	2.5	3.0	25.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	181.1	18.9	62.1	10	12.7	7.5	-17.6	-	-	-	-8.6	-7.9	10.0	-32.6	2.5	3.0	33.9	37.5			
		ER Lok Ma Chau to Hung Hom		85.1	175.7	18.9	61.9	5	7.0	6.9	-20.9	-	-	-	-8.5	-7.9	7.0	-32.6	2.5	3.0	27.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	169.9	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.3	-7.9	11.8	-32.6	2.5	3.0	33.6				
		Intercity through train to Hung Hom		86.5	181.1	18.9	62.1	1	12.7	7.5	-17.6	-	-	-	-8.6	-7.9	0.0	-32.6	2.5	3.0	25.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	181.9	18.9	62.1	10	12.7	7.5	-17.3	-	-	-	-8.6	-7.9	10.0	-32.6	2.5	3.0	34.2	37.7			
		ER Lok Ma Chau to Hung Hom		85.1	176.5	18.9	61.9	5	7.0	6.9	-20.8	-	-	-	-8.5	-7.9	7.0	-32.6	2.5	3.0	27.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	170.7	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.3	-7.9	11.8	-32.6	2.5	3.0	33.6				
		Intercity through train to Hung Hom		86.5	181.9	18.9	62.1	1	12.7	7.5	-17.3	-	-	-	-8.6	-7.9	0.0	-32.6	2.5	3.0	25.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	182.7	18.9	62.1	10	12.7	7.5	-17.0	-	-	-	-8.6	-7.9	10.0	-32.6	2.5	3.0	34.5	37.8			
		ER Lok Ma Chau to Hung Hom		85.1	177.4	18.9	61.9	5	7.0	6.9	-20.6	-	-	-	-8.5	-7.9	7.0	-32.6	2.5	3.0	28.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	171.6	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.4	-7.9	11.8	-32.6	2.5	3.0	33.5				
		Intercity through train to Hung Hom		86.5	182.7	18.9	62.1	1	12.7	7.5	-17.0	-	-	-	-8.6	-7.9	0.0	-32.6	2.5	3.0	26.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	183.6	18.9	62.1	10	12.7	7.5	-16.7	-	-	-	-8.7	-7.9	10.0	-32.6	2.5	3.0	34.8	38.0			
		ER Lok Ma Chau to Hung Hom		85.1	178.3	18.9	61.9	5	7.0	6.9	-20.5	-	-	-	-8.5	-7.9	7.0	-32.6	2.5	3.0	28.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	172.5	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.4	-7.9	11.8	-32.6	2.5	3.0	33.5				
		Intercity through train to Hung Hom		86.5	183.6	18.9	62.1	1	12.7	7.5	-16.7	-	-	-	-8.7	-7.9	0.0	-32.6	2.5	3.0	26.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	184.5	18.9	62.1	10	12.7	7.5	-16.3	-	-	-	-8.7	-7.9	10.0	-32.6	2.5	3.0	35.1	38.2			
		ER Lok Ma Chau to Hung Hom		85.1	179.2	18.9	61.9	5	7.0	6.9	-20.3	-	-	-	-8.6	-7.9	7.0	-32.6	2.5	3.0	28.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	173.5	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.4	-7.9	11.8	-32.6	2.5	3.0	33.5				
		Intercity through train to Hung Hom		86.5	184.5	18.9	62.1	1	12.7	7.5	-16.3	-	-	-	-8.7	-7.9	0.0	-32.6	2.5	3.0	26.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	185.4	18.9	62.1	10	12.7	7.5	-16.0	-	-	-	-8.7	-7.9	10.0	-32.6	2.5	3.0	35.4	38.4			
		ER Lok Ma Chau to Hung Hom		85.1	180.2	18.9	61.9	5	7.0	6.9	-20.1	-	-	-	-8.6	-7.9	7.0	-32.6	2.5	3.0	28.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	174.5	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.4	-7.9	11.8	-32.6	2.5	3.0	33.5				
		Intercity through train to Hung Hom		86.5	185.4	18.9	62.1	1	12.7	7.5	-16.0	-	-	-	-8.7	-7.9	0.0	-32.6	2.5	3.0	26.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	186.4	18.9	62.1	10	12.7	7.5	-15.6	-	-	-	-8.7	-7.9	10.0	-32.6	2.5	3.0	35.7	38.6			
		ER Lok Ma Chau to Hung Hom		85.1	181.2	18.9	61.9	5	7.0	6.9	-20.0	-	-	-	-8.6	-7.9	7.0	-32.6	2.5	3.0	28.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	175.5	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.5	-7.9	11.8	-32.6	2.5	3.0	33.4				
		Intercity through train to Hung Hom		86.5	186.4	18.9	62.1	1	12.7	7.5	-15.6	-	-	-	-8.7	-7.9	0.0	-32.6	2.5	3.0	27.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
17	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	187.4	18.9	62.1	10	12.7	7.5	-15.3	-	-	-	-8.7	-7.9	10.0	-32.6	2.5	3.0	36.1	38.8			
		ER Lok Ma Chau to Hung Hom		85.1	182.2	18.9	61.9	5	7.0	6.9	-19.8	-	-	-	-8.6	-7.9	7.0	-32.6	2.5	3.0	28.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	176.6	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.5	-7.9	11.8	-32.6	2.5	3.0	33.4				
		Intercity through train to Hung Hom		86.5	187.4	18.9	62.1	1	12.7	7.5	-15.3	-	-	-	-8.7	-7.9	0.0	-32.6	2.5	3.0	27.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
18	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	188.4	18.9	62.1	10	12.7	7.5	-14.9	-	-	-	-8.8	-7.9	10.0	-32.6	2.5	3.0	36.5	39.0			
		ER Lok Ma Chau to Hung Hom		85.1	183.3	18.9	61.9	5	7.0	6.9	-19.6	-	-	-	-8.7	-7.9	7.0	-32.6	2.5	3.0	28.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	177.7	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.5	-7.9	11.8	-32.6	2.5	3.0	33.4				
		Intercity through train to Hung Hom		86.5	188.4	18.9	62.1	1	12.7	7.5	-14.9	-	-	-	-8.8	-7.9	0.0	-32.6	2.5	3.0	27.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
19	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	189.5	18.9	62.1	10	12.7	7.5	-14.5	-	-	-	-8.8	-7.9	10.0	-32.6	2.5	3.0	36.8	39.3			
		ER Lok Ma Chau to Hung Hom		85.1	184.4	18.9	61.9	5	7.0	6.9	-19.5	-	-	-	-8.7	-7.9	7.0	-32.6	2.5	3.0	28.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	178.8	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.5	-7.9	11.8	-32.6	2.5	3.0	33.4				
		Intercity through train to Hung Hom		86.5	189.5	18.9	62.1	1	12.7	7.5	-14.5	-	-	-	-8.8	-7.9	0.0	-32.6	2.5	3.0	28.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
20	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	190.6	18.9	62.1	10	12.7	7.5	-14.0	-	-	-	-8.8	-7.9	10.0	-32.6	2.5	3.0	37.2	39.5			
		ER Lok Ma Chau to Hung Hom		85.1	185.5	18.9	61.9	5	7.0	6.9	-19.3	-	-	-	-8.7	-7.9	7.0	-32.6	2.5	3.0	29.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	180.0	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.6	-7.9	11.8	-32.6	2.5	3.0	33.3				
		Intercity through train to Hung Hom		86.5	190.6	18.9	62.1	1	12.7	7.5	-14.0	-	-	-	-8.8	-7.9	0.0	-32.6	2.5	3.0	28.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
21	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	191.7	18.9	62.1	10	12.7	7.5	-13.6	-	-	-	-8.8	-7.9	10.0	-32.6	2.5	3.0	37.7	39.8			
		ER Lok Ma Chau to Hung Hom		85.1	186.7	18.9	61.9	5	7.0	6.9	-19.1	-	-	-	-8.7	-7.9	7.0	-32.6	2.5	3.0	29.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	181.2	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.6	-7.9	11.8	-32.6	2.5	3.0	33.3				
		Intercity through train to Hung Hom		86.5	191.7	18.9	62.1	1	12.7	7.5	-13.6	-	-	-	-8.8	-7.9	0.0	-32.6	2.5	3.0	29.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
22	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	192.9	18.9	62.1	10	12.7	7.5	-13.1	-	-	-	-8.9	-7.9	10.0	-32.6	2.5	3.0	38.1	40.2			
		ER Lok Ma Chau to Hung Hom		85.1	187.9	18.9	61.9	5	7.0	6.9	-18.9	-	-	-	-8.8	-7.9	7.0	-32.6	2.5	3.0	29.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	182.4	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.6	-7.9	11.8	-32.6	2.5	3.0	33.3				
		Intercity through train to Hung Hom		86.5	192.9	18.9	62.1	1	12.7	7.5	-13.1	-	-	-	-8.9	-7.9	0.0	-32.6	2.5	3.0	29.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
23	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	194.1	18.9	62.1	10	12.7	7.5	-12.6	-	-	-	-8.9	-7.9	10.0	-32.6	2.5	3.0	38.6	40.5			
		ER Lok Ma Chau to Hung Hom		85.1	189.2	18.9	61.9	5	7.0	6.9	-18.7	-	-	-	-8.8	-7.9	7.0	-32.6	2.5	3.0	29.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	183.7	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.7	-7.9	11.8	-32.6	2.5	3.0	33.2				
		Intercity through train to Hung Hom		86.5	194.1	18.9	62.1	1	12.7	7.5	-12.6	-	-	-	-8.9	-7.9	0.0	-32.6	2.5	3.0	30.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
24	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	195.4	18.9	62.1	10	12.7	7.5	-12.1	-	-	-	-8.9	-7.9	10.0	-32.6	2.5	3.0	39.1	40.9			
		ER Lok Ma Chau to Hung Hom		85.1	190.5	18.9	61.9	5	7.0	6.9	-18.5	-	-	-	-8.8	-7.9	7.0	-32.6	2.5	3.0	29.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	185.0	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.7	-7.9	11.8	-32.6	2.5	3.0	33.2				
		Intercity through train to Hung Hom		86.5	195.4	18.9	62.1	1	12.7	7.5	-12.1	-	-	-	-8.9	-7.9	0.0	-32.6	2.5	3.0	30.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
25	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	196.6	18.9	62.1	10	12.7	7.5	-11.6	-	-	-	-9.0	-7.9	10.0	-32.6	2.5	3.0	39.6	41.3			
		ER Lok Ma Chau to Hung Hom		85.1	191.8	18.9	61.9	5	7.0	6.9	-18.4	-	-	-	-8.8	-7.9	7.0	-32.6	2.5	3.0	29.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	186.4	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.7	-7.9	11.8	-32.6	2.5	3.0	33.2				
		Intercity through train to Hung Hom		86.5	196.6	18.9	62.1	1	12.7	7.5	-11.6	-	-	-	-9.0	-7.9	0.0	-32.6	2.5	3.0	31.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
26	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	197.9	18.9	62.1	10	12.7	7.5	-11.0	-	-	-	-9.0	-7.9	10.0	-32.6	2.5	3.0	40.1	41.7			
		ER Lok Ma Chau to Hung Hom		85.1	193.1	18.9	61.9	5	7.0	6.9	-18.2	-	-	-	-8.9	-7.9	7.0	-32.6	2.5	3.0	30.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	187.7	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.8	-7.9	11.8	-32.6	2.5	3.0	33.2				
		Intercity through train to Hung Hom		86.5	197.9	18.9	62.1	1	12.7	7.5	-11.0	-	-	-	-9.0	-7.9	0.0	-32.6	2.5	3.0	31.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
27	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	199.2	18.9	62.1	10	12.7	7.5	-10.4	-	-	-	-9.0	-7.9	10.0	-32.6	2.5	3.0	40.7	42.2			
		ER Lok Ma Chau to Hung Hom		85.1	194.5	18.9	61.9	5	7.0	6.9	-18.0	-	-	-	-8.9	-7.9	7.0	-32.6	2.5	3.0	30.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	189.1	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.8	-7.9	11.8	-32.6	2.5	3.0	33.1				
		Intercity through train to Hung Hom		86.5	199.2	18.9	62.1	1	12.7	7.5	-10.4	-	-	-	-9.0	-7.9	0.0	-32.6	2.5	3.0	32.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
28	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	200.6	18.9	62.1	10	12.7	7.5	-9.7	-	-	-	-9.0	-7.9	10.0	-32.6	2.5	3.0	41.3	42.7			
		ER Lok Ma Chau to Hung Hom		85.1	195.9	18.9	61.9	5	7.0	6.9	-17.8	-	-	-	-8.9	-7.9	7.0	-32.6	2.5	3.0	30.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	190.5	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.8	-7.9	11.8	-32.6	2.5	3.0	33.1				
		Intercity through train to Hung Hom		86.5	200.6	18.9	62.1	1	12.7	7.5	-9.7	-	-	-	-9.0	-7.9	0.0	-32.6	2.5	3.0	32.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
29	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	202.0	18.9	62.1	10	12.7	7.5	-9.1	-	-	-	-9.1	-7.9	10.0	-32.6	2.5	3.0	42.0	43.2			
		ER Lok Ma Chau to Hung Hom		85.1	197.3	18.9	61.9	5	7.0	6.9	-17.6	-	-	-	-9.0	-7.9	7.0	-32.6	2.5	3.0	30.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	192.0	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.9	-7.9	11.8	-32.6	2.5	3.0	33.1				
		Intercity through train to Hung Hom		86.5	202.0	18.9	62.1	1	12.7	7.5	-9.1	-	-	-	-9.1	-7.9	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
30	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	203.4	18.9	62.1	10	12.7	7.5	-8.4	-	-	-	-9.1	-7.9	10.0	-32.6	2.5	3.0	42.6	43.8			
		ER Lok Ma Chau to Hung Hom		85.1	198.8	18.9	61.9	5	7.0	6.9	-17.4	-	-	-	-9.0	-7.9	7.0	-32.6	2.5	3.0	30.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	193.5	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.9	-7.9	11.8	-32.6	2.5	3.0	33.0				
		Intercity through train to Hung Hom		86.5	203.4	18.9	62.1	1	12.7	7.5	-8.4	-	-	-	-9.1	-7.9	0.0	-32.6	2.5	3.0	34.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
31	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	204.8	18.9	62.1	10	12.7	7.5	-7.7	-	-	-	-9.1	-7.9	10.0	-32.6	2.5	3.0	43.3	44.4			
		ER Lok Ma Chau to Hung Hom		85.1	200.2	18.9	61.9	5	7.0	6.9	-17.2	-	-	-	-9.0	-7.9	7.0	-32.6	2.5	3.0	30.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	195.0	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-8.9	-7.9	11.8	-32.6	2.5	3.0	33.0				
		Intercity through train to Hung Hom		86.5	204.8	18.9	62.1	1	12.7	7.5	-7.7	-	-	-	-9.1	-7.9	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
32	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	206.3	18.9	62.1	10	12.7	7.5	-7.0	-	-	-	-9.2	-7.9	10.0	-32.6	2.5	3.0	43.9	45.0			
		ER Lok Ma Chau to Hung Hom		85.1	201.7	18.9	61.9	5	7.0	6.9	-16.9	-	-	-	-9.1	-7.9	7.0	-32.6	2.5	3.0	31.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	196.5	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-9.0	-7.9	11.8	-32.6	2.5	3.0	33.0				
		Intercity through train to Hung Hom		86.5	206.3	18.9	62.1	1	12.7	7.5	-7.0	-	-	-	-9.2	-7.9	0.0	-32.6	2.5	3.0	35.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
33	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	207.8	18.9	62.1	10	12.7	7.5	-6.4	-	-	-	-9.2	-7.9	10.0	-32.6	2.5	3.0	44.5	45.5			
		ER Lok Ma Chau to Hung Hom		85.1	203.3	18.9	61.9	5	7.0	6.9	-16.7	-	-	-	-9.1	-7.9	7.0	-32.6	2.5	3.0	31.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	198.1	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-9.0	-7.9	11.8	-32.6	2.5	3.0	32.9				
		Intercity through train to Hung Hom		86.5	207.8	18.9	62.1	1	12.7	7.5	-6.4	-	-	-	-9.2	-7.9	0.0	-32.6	2.5	3.0	36.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
34	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	209.3	18.9	62.1	10	12.7	7.5	-5.9	-	-	-	-9.2	-7.9	10.0	-32.6	2.5	3.0	45.0	45.9			
		ER Lok Ma Chau to Hung Hom		85.1	204.8	18.9	61.9	5	7.0	6.9	-16.5	-	-	-	-9.1	-7.9	7.0	-32.6	2.5	3.0	31.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	199.7	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-9.0	-7.9	11.8	-32.6	2.5	3.0	32.9				
		Intercity through train to Hung Hom		86.5	209.3	18.9	62.1	1	12.7	7.5	-5.9	-	-	-	-9.2	-7.9	0.0	-32.6	2.5	3.0	36.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
35	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	210.9	18.9	62.1	10	12.7	7.5	-5.6	-	-	-	-9.3	-7.9	10.0	-32.6	2.5	3.0	45.2	46.2			
		ER Lok Ma Chau to Hung Hom		85.1	206.4	18.9	61.9	5	7.0	6.9	-16.3	-	-	-	-9.2	-7.9	7.0	-32.6	2.5	3.0	31.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	201.3	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-9.1	-7.9	11.8	-32.6	2.5	3.0	32.8				
		Intercity through train to Hung Hom		86.5	210.9	18.9	62.1	1	12.7	7.5	-5.6	-	-	-	-9.3	-7.9	0.0	-32.6	2.5	3.0	36.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
36	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	212.4	18.9	62.1	10	12.7	7.5	-5.5	-	-	-	-9.3	-7.9	10.0	-32.6	2.5	3.0	45.3	46.3			
		ER Lok Ma Chau to Hung Hom		85.1	208.0	18.9	61.9	5	7.0	6.9	-16.1	-	-	-	-9.2	-7.9	7.0	-32.6	2.5	3.0	31.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	203.0	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-9.1	-7.9	11.8	-32.6	2.5	3.0	32.8				
		Intercity through train to Hung Hom		86.5	212.4	18.9	62.1	1	12.7	7.5	-5.5	-	-	-	-9.3	-7.9	0.0	-32.6	2.5	3.0	36.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
37	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	214.0	18.9	62.1	10	12.7	7.5	-4.7	-	-	-	-9.3	-7.9	10.0	-32.6	2.5	3.0	46.1	47.0			
		ER Lok Ma Chau to Hung Hom		85.1	209.7	18.9	61.9	5	7.0	6.9	-15.8	-	-	-	-9.2	-7.9	7.0	-32.6	2.5	3.0	32.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	204.6	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-9.1	-7.9	11.8	-32.6	2.5	3.0	32.8				
		Intercity through train to Hung Hom		86.5	214.0	18.9	62.1	1	12.7	7.5	-4.7	-	-	-	-9.3	-7.9	0.0	-32.6	2.5	3.0	37.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
38	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	215.6	18.9	62.1	10	12.7	7.5	-3.9	-	-	-	-9.4	-7.9	10.0	-32.6	2.5	3.0	46.8	47.7			
		ER Lok Ma Chau to Hung Hom		85.1	211.3	18.9	61.9	5	7.0	6.9	-15.6	-	-	-	-9.3	-7.9	7.0	-32.6	2.5	3.0	32.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	206.3	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-9.2	-7.9	11.8	-32.6	2.5	3.0	32.7				
		Intercity through train to Hung Hom		86.5	215.6	18.9	62.1	1	12.7	7.5	-3.9	-	-	-	-9.4	-7.9	0.0	-32.6	2.5	3.0	38.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
39	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	217.3	18.9	62.1	10	12.7	7.5	-3.3	-	-	-	-9.4	-7.9	10.0	-32.6	2.5	3.0	47.4	48.2			
		ER Lok Ma Chau to Hung Hom		85.1	213.0	18.9	61.9	5	7.0	6.9	-15.4	-	-	-	-9.3	-7.9	7.0	-32.6	2.5	3.0	32.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	208.0	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-9.2	-7.9	11.8	-32.6	2.5	3.0	32.7				
		Intercity through train to Hung Hom		86.5	217.3	18.9	62.1	1	12.7	7.5	-3.3	-	-	-	-9.4	-7.9	0.0	-32.6	2.5	3.0	38.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

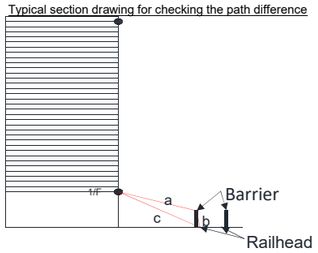
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
40	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	218.9	18.9	62.1	10	12.7	7.5	-2.9	-	-	-	-9.4	-7.9	10.0	-32.6	2.5	3.0	47.8	48.6			
		ER Lok Ma Chau to Hung Hom		85.1	214.7	18.9	61.9	5	7.0	6.9	-15.1	-	-	-	-9.3	-7.9	7.0	-32.6	2.5	3.0	32.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	209.8	18.9	62.0	15	1.1	7.5	-21.0	-	-	-	-9.2	-7.9	11.8	-32.6	2.5	3.0	32.7				
		Intercity through train to Hung Hom		86.5	218.9	18.9	62.1	1	12.7	7.5	-2.9	-	-	-	-9.4	-7.9	0.0	-32.6	2.5	3.0	39.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																					Max predicted noise impact $L_{eq\ 30min}$	49	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
2	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	176.2	18.9	62.1	8	12.7	7.5	-19.6	-	-	-	-8.5	-7.9	9.0	-32.6	2.5	3.0	31.0	35.8			
		ER Lok Ma Chau to Hung Hom		85.1	170.6	18.9	61.9	4	7.0	6.9	-21.0	-	-	-	-8.3	-7.9	6.0	-32.6	2.5	3.0	26.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	164.7	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.2	-7.9	10.8	-32.6	2.5	3.0	32.8				
		Intercity through train to Hung Hom		86.5	176.2	18.9	62.1	1	12.7	7.5	-19.6	-	-	-	-8.5	-7.9	0.0	-32.6	2.5	3.0	23.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
3	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	176.7	18.9	62.1	8	12.7	7.5	-19.4	-	-	-	-8.5	-7.9	9.0	-32.6	2.5	3.0	31.2	35.9			
		ER Lok Ma Chau to Hung Hom		85.1	171.1	18.9	61.9	4	7.0	6.9	-21.0	-	-	-	-8.4	-7.9	6.0	-32.6	2.5	3.0	26.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	165.2	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.2	-7.9	10.8	-32.6	2.5	3.0	32.7				
		Intercity through train to Hung Hom		86.5	176.7	18.9	62.1	1	12.7	7.5	-19.4	-	-	-	-8.5	-7.9	0.0	-32.6	2.5	3.0	23.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	177.2	18.9	62.1	8	12.7	7.5	-19.2	-	-	-	-8.5	-7.9	9.0	-32.6	2.5	3.0	31.5	36.0			
		ER Lok Ma Chau to Hung Hom		85.1	171.6	18.9	61.9	4	7.0	6.9	-21.0	-	-	-	-8.4	-7.9	6.0	-32.6	2.5	3.0	26.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	165.7	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.2	-7.9	10.8	-32.6	2.5	3.0	32.7				
		Intercity through train to Hung Hom		86.5	177.2	18.9	62.1	1	12.7	7.5	-19.2	-	-	-	-8.5	-7.9	0.0	-32.6	2.5	3.0	23.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	177.7	18.9	62.1	8	12.7	7.5	-18.9	-	-	-	-8.5	-7.9	9.0	-32.6	2.5	3.0	31.7	36.1			
		ER Lok Ma Chau to Hung Hom		85.1	172.2	18.9	61.9	4	7.0	6.9	-21.0	-	-	-	-8.4	-7.9	6.0	-32.6	2.5	3.0	26.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	166.3	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.2	-7.9	10.8	-32.6	2.5	3.0	32.7				
		Intercity through train to Hung Hom		86.5	177.7	18.9	62.1	1	12.7	7.5	-18.9	-	-	-	-8.5	-7.9	0.0	-32.6	2.5	3.0	24.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	178.3	18.9	62.1	8	12.7	7.5	-18.7	-	-	-	-8.5	-7.9	9.0	-32.6	2.5	3.0	31.9	36.2			
		ER Lok Ma Chau to Hung Hom		85.1	172.8	18.9	61.9	4	7.0	6.9	-21.0	-	-	-	-8.4	-7.9	6.0	-32.6	2.5	3.0	26.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	166.9	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.2	-7.9	10.8	-32.6	2.5	3.0	32.7				
		Intercity through train to Hung Hom		86.5	178.3	18.9	62.1	1	12.7	7.5	-18.7	-	-	-	-8.5	-7.9	0.0	-32.6	2.5	3.0	24.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	179.0	18.9	62.1	8	12.7	7.5	-18.4	-	-	-	-8.5	-7.9	9.0	-32.6	2.5	3.0	32.2	36.3			
		ER Lok Ma Chau to Hung Hom		85.1	173.5	18.9	61.9	4	7.0	6.9	-21.0	-	-	-	-8.4	-7.9	6.0	-32.6	2.5	3.0	26.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	167.6	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.3	-7.9	10.8	-32.6	2.5	3.0	32.7				
		Intercity through train to Hung Hom		86.5	179.0	18.9	62.1	1	12.7	7.5	-18.4	-	-	-	-8.5	-7.9	0.0	-32.6	2.5	3.0	24.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	179.6	18.9	62.1	8	12.7	7.5	-18.1	-	-	-	-8.6	-7.9	9.0	-32.6	2.5	3.0	32.4	36.4			
		ER Lok Ma Chau to Hung Hom		85.1	174.2	18.9	61.9	4	7.0	6.9	-21.0	-	-	-	-8.4	-7.9	6.0	-32.6	2.5	3.0	26.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	168.3	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.3	-7.9	10.8	-32.6	2.5	3.0	32.7				
		Intercity through train to Hung Hom		86.5	179.6	18.9	62.1	1	12.7	7.5	-18.1	-	-	-	-8.6	-7.9	0.0	-32.6	2.5	3.0	24.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	180.3	18.9	62.1	8	12.7	7.5	-17.9	-	-	-	-8.6	-7.9	9.0	-32.6	2.5	3.0	32.7	36.5			
		ER Lok Ma Chau to Hung Hom		85.1	174.9	18.9	61.9	4	7.0	6.9	-21.0	-	-	-	-8.4	-7.9	6.0	-32.6	2.5	3.0	26.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	169.1	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.3	-7.9	10.8	-32.6	2.5	3.0	32.6				
		Intercity through train to Hung Hom		86.5	180.3	18.9	62.1	1	12.7	7.5	-17.9	-	-	-	-8.6	-7.9	0.0	-32.6	2.5	3.0	25.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
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First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	181.1	18.9	62.1	8	12.7	7.5	-17.6	-	-	-	-8.6	-7.9	9.0	-32.6	2.5	3.0	32.9	36.6			
		ER Lok Ma Chau to Hung Hom		85.1	175.7	18.9	61.9	4	7.0	6.9	-20.9	-	-	-	-8.5	-7.9	6.0	-32.6	2.5	3.0	26.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	169.9	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.3	-7.9	10.8	-32.6	2.5	3.0	32.6				
		Intercity through train to Hung Hom		86.5	181.1	18.9	62.1	1	12.7	7.5	-17.6	-	-	-	-8.6	-7.9	0.0	-32.6	2.5	3.0	25.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	181.9	18.9	62.1	8	12.7	7.5	-17.3	-	-	-	-8.6	-7.9	9.0	-32.6	2.5	3.0	33.2	36.8			
		ER Lok Ma Chau to Hung Hom		85.1	176.5	18.9	61.9	4	7.0	6.9	-20.8	-	-	-	-8.5	-7.9	6.0	-32.6	2.5	3.0	26.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	170.7	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.3	-7.9	10.8	-32.6	2.5	3.0	32.6				
		Intercity through train to Hung Hom		86.5	181.9	18.9	62.1	1	12.7	7.5	-17.3	-	-	-	-8.6	-7.9	0.0	-32.6	2.5	3.0	25.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	182.7	18.9	62.1	8	12.7	7.5	-17.0	-	-	-	-8.6	-7.9	9.0	-32.6	2.5	3.0	33.5	36.9			
		ER Lok Ma Chau to Hung Hom		85.1	177.4	18.9	61.9	4	7.0	6.9	-20.6	-	-	-	-8.5	-7.9	6.0	-32.6	2.5	3.0	27.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	171.6	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.4	-7.9	10.8	-32.6	2.5	3.0	32.6				
		Intercity through train to Hung Hom		86.5	182.7	18.9	62.1	1	12.7	7.5	-17.0	-	-	-	-8.6	-7.9	0.0	-32.6	2.5	3.0	26.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	183.6	18.9	62.1	8	12.7	7.5	-16.7	-	-	-	-8.7	-7.9	9.0	-32.6	2.5	3.0	33.8	37.1			
		ER Lok Ma Chau to Hung Hom		85.1	178.3	18.9	61.9	4	7.0	6.9	-20.5	-	-	-	-8.5	-7.9	6.0	-32.6	2.5	3.0	27.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	172.5	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.4	-7.9	10.8	-32.6	2.5	3.0	32.6				
		Intercity through train to Hung Hom		86.5	183.6	18.9	62.1	1	12.7	7.5	-16.7	-	-	-	-8.7	-7.9	0.0	-32.6	2.5	3.0	26.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	184.5	18.9	62.1	8	12.7	7.5	-16.3	-	-	-	-8.7	-7.9	9.0	-32.6	2.5	3.0	34.1	37.3			
		ER Lok Ma Chau to Hung Hom		85.1	179.2	18.9	61.9	4	7.0	6.9	-20.3	-	-	-	-8.6	-7.9	6.0	-32.6	2.5	3.0	27.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	173.5	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.4	-7.9	10.8	-32.6	2.5	3.0	32.5				
		Intercity through train to Hung Hom		86.5	184.5	18.9	62.1	1	12.7	7.5	-16.3	-	-	-	-8.7	-7.9	0.0	-32.6	2.5	3.0	26.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	185.4	18.9	62.1	8	12.7	7.5	-16.0	-	-	-	-8.7	-7.9	9.0	-32.6	2.5	3.0	34.4	37.5			
		ER Lok Ma Chau to Hung Hom		85.1	180.2	18.9	61.9	4	7.0	6.9	-20.1	-	-	-	-8.6	-7.9	6.0	-32.6	2.5	3.0	27.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	174.5	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.4	-7.9	10.8	-32.6	2.5	3.0	32.5				
		Intercity through train to Hung Hom		86.5	185.4	18.9	62.1	1	12.7	7.5	-16.0	-	-	-	-8.7	-7.9	0.0	-32.6	2.5	3.0	26.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
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First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	186.4	18.9	62.1	8	12.7	7.5	-15.6	-	-	-	-8.7	-7.9	9.0	-32.6	2.5	3.0	34.8	37.7			
		ER Lok Ma Chau to Hung Hom		85.1	181.2	18.9	61.9	4	7.0	6.9	-20.0	-	-	-	-8.6	-7.9	6.0	-32.6	2.5	3.0	27.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	175.5	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.5	-7.9	10.8	-32.6	2.5	3.0	32.5				
		Intercity through train to Hung Hom		86.5	186.4	18.9	62.1	1	12.7	7.5	-15.6	-	-	-	-8.7	-7.9	0.0	-32.6	2.5	3.0	27.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
17	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	187.4	18.9	62.1	8	12.7	7.5	-15.3	-	-	-	-8.7	-7.9	9.0	-32.6	2.5	3.0	35.1	37.9			
		ER Lok Ma Chau to Hung Hom		85.1	182.2	18.9	61.9	4	7.0	6.9	-19.8	-	-	-	-8.6	-7.9	6.0	-32.6	2.5	3.0	27.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	176.6	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.5	-7.9	10.8	-32.6	2.5	3.0	32.5				
		Intercity through train to Hung Hom		86.5	187.4	18.9	62.1	1	12.7	7.5	-15.3	-	-	-	-8.7	-7.9	0.0	-32.6	2.5	3.0	27.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
18	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	188.4	18.9	62.1	8	12.7	7.5	-14.9	-	-	-	-8.8	-7.9	9.0	-32.6	2.5	3.0	35.5	38.1			
		ER Lok Ma Chau to Hung Hom		85.1	183.3	18.9	61.9	4	7.0	6.9	-19.6	-	-	-	-8.7	-7.9	6.0	-32.6	2.5	3.0	27.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	177.7	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.5	-7.9	10.8	-32.6	2.5	3.0	32.4				
		Intercity through train to Hung Hom		86.5	188.4	18.9	62.1	1	12.7	7.5	-14.9	-	-	-	-8.8	-7.9	0.0	-32.6	2.5	3.0	27.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
19	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	189.5	18.9	62.1	8	12.7	7.5	-14.5	-	-	-	-8.8	-7.9	9.0	-32.6	2.5	3.0	35.9	38.4			
		ER Lok Ma Chau to Hung Hom		85.1	184.4	18.9	61.9	4	7.0	6.9	-19.5	-	-	-	-8.7	-7.9	6.0	-32.6	2.5	3.0	28.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	178.8	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.5	-7.9	10.8	-32.6	2.5	3.0	32.4				
		Intercity through train to Hung Hom		86.5	189.5	18.9	62.1	1	12.7	7.5	-14.5	-	-	-	-8.8	-7.9	0.0	-32.6	2.5	3.0	28.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
20	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	190.6	18.9	62.1	8	12.7	7.5	-14.0	-	-	-	-8.8	-7.9	9.0	-32.6	2.5	3.0	36.3	38.7			
		ER Lok Ma Chau to Hung Hom		85.1	185.5	18.9	61.9	4	7.0	6.9	-19.3	-	-	-	-8.7	-7.9	6.0	-32.6	2.5	3.0	28.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	180.0	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.6	-7.9	10.8	-32.6	2.5	3.0	32.4				
		Intercity through train to Hung Hom		86.5	190.6	18.9	62.1	1	12.7	7.5	-14.0	-	-	-	-8.8	-7.9	0.0	-32.6	2.5	3.0	28.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
21	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	191.7	18.9	62.1	8	12.7	7.5	-13.6	-	-	-	-8.8	-7.9	9.0	-32.6	2.5	3.0	36.7	39.0			
		ER Lok Ma Chau to Hung Hom		85.1	186.7	18.9	61.9	4	7.0	6.9	-19.1	-	-	-	-8.7	-7.9	6.0	-32.6	2.5	3.0	28.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	181.2	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.6	-7.9	10.8	-32.6	2.5	3.0	32.3				
		Intercity through train to Hung Hom		86.5	191.7	18.9	62.1	1	12.7	7.5	-13.6	-	-	-	-8.8	-7.9	0.0	-32.6	2.5	3.0	29.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

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First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
22	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	192.9	18.9	62.1	8	12.7	7.5	-13.1	-	-	-	-8.9	-7.9	9.0	-32.6	2.5	3.0	37.1	39.3			
		ER Lok Ma Chau to Hung Hom		85.1	187.9	18.9	61.9	4	7.0	6.9	-18.9	-	-	-	-8.8	-7.9	6.0	-32.6	2.5	3.0	28.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	182.4	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.6	-7.9	10.8	-32.6	2.5	3.0	32.3				
		Intercity through train to Hung Hom		86.5	192.9	18.9	62.1	1	12.7	7.5	-13.1	-	-	-	-8.9	-7.9	0.0	-32.6	2.5	3.0	29.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
23	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	194.1	18.9	62.1	8	12.7	7.5	-12.6	-	-	-	-8.9	-7.9	9.0	-32.6	2.5	3.0	37.6	39.6			
		ER Lok Ma Chau to Hung Hom		85.1	189.2	18.9	61.9	4	7.0	6.9	-18.7	-	-	-	-8.8	-7.9	6.0	-32.6	2.5	3.0	28.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	183.7	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.7	-7.9	10.8	-32.6	2.5	3.0	32.3				
		Intercity through train to Hung Hom		86.5	194.1	18.9	62.1	1	12.7	7.5	-12.6	-	-	-	-8.9	-7.9	0.0	-32.6	2.5	3.0	30.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
24	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	195.4	18.9	62.1	8	12.7	7.5	-12.1	-	-	-	-8.9	-7.9	9.0	-32.6	2.5	3.0	38.1	40.0			
		ER Lok Ma Chau to Hung Hom		85.1	190.5	18.9	61.9	4	7.0	6.9	-18.5	-	-	-	-8.8	-7.9	6.0	-32.6	2.5	3.0	28.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	185.0	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.7	-7.9	10.8	-32.6	2.5	3.0	32.2				
		Intercity through train to Hung Hom		86.5	195.4	18.9	62.1	1	12.7	7.5	-12.1	-	-	-	-8.9	-7.9	0.0	-32.6	2.5	3.0	30.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
25	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	196.6	18.9	62.1	8	12.7	7.5	-11.6	-	-	-	-9.0	-7.9	9.0	-32.6	2.5	3.0	38.6	40.4			
		ER Lok Ma Chau to Hung Hom		85.1	191.8	18.9	61.9	4	7.0	6.9	-18.4	-	-	-	-8.8	-7.9	6.0	-32.6	2.5	3.0	28.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	186.4	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.7	-7.9	10.8	-32.6	2.5	3.0	32.2				
		Intercity through train to Hung Hom		86.5	196.6	18.9	62.1	1	12.7	7.5	-11.6	-	-	-	-9.0	-7.9	0.0	-32.6	2.5	3.0	31.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
26	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	197.9	18.9	62.1	8	12.7	7.5	-11.0	-	-	-	-9.0	-7.9	9.0	-32.6	2.5	3.0	39.2	40.8			
		ER Lok Ma Chau to Hung Hom		85.1	193.1	18.9	61.9	4	7.0	6.9	-18.2	-	-	-	-8.9	-7.9	6.0	-32.6	2.5	3.0	29.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	187.7	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.8	-7.9	10.8	-32.6	2.5	3.0	32.2				
		Intercity through train to Hung Hom		86.5	197.9	18.9	62.1	1	12.7	7.5	-11.0	-	-	-	-9.0	-7.9	0.0	-32.6	2.5	3.0	31.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
27	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	199.2	18.9	62.1	8	12.7	7.5	-10.4	-	-	-	-9.0	-7.9	9.0	-32.6	2.5	3.0	39.7	41.3			
		ER Lok Ma Chau to Hung Hom		85.1	194.5	18.9	61.9	4	7.0	6.9	-18.0	-	-	-	-8.9	-7.9	6.0	-32.6	2.5	3.0	29.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	189.1	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.8	-7.9	10.8	-32.6	2.5	3.0	32.2				
		Intercity through train to Hung Hom		86.5	199.2	18.9	62.1	1	12.7	7.5	-10.4	-	-	-	-9.0	-7.9	0.0	-32.6	2.5	3.0	32.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
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First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
28	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	200.6	18.9	62.1	8	12.7	7.5	-9.7	-	-	-	-9.0	-7.9	9.0	-32.6	2.5	3.0	40.4	41.8			
		ER Lok Ma Chau to Hung Hom		85.1	195.9	18.9	61.9	4	7.0	6.9	-17.8	-	-	-	-8.9	-7.9	6.0	-32.6	2.5	3.0	29.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	190.5	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.8	-7.9	10.8	-32.6	2.5	3.0	32.1				
		Intercity through train to Hung Hom		86.5	200.6	18.9	62.1	1	12.7	7.5	-9.7	-	-	-	-9.0	-7.9	0.0	-32.6	2.5	3.0	32.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
29	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	202.0	18.9	62.1	8	12.7	7.5	-9.1	-	-	-	-9.1	-7.9	9.0	-32.6	2.5	3.0	41.0	42.4			
		ER Lok Ma Chau to Hung Hom		85.1	197.3	18.9	61.9	4	7.0	6.9	-17.6	-	-	-	-9.0	-7.9	6.0	-32.6	2.5	3.0	29.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	192.0	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.9	-7.9	10.8	-32.6	2.5	3.0	32.1				
		Intercity through train to Hung Hom		86.5	202.0	18.9	62.1	1	12.7	7.5	-9.1	-	-	-	-9.1	-7.9	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
30	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	203.4	18.9	62.1	8	12.7	7.5	-8.4	-	-	-	-9.1	-7.9	9.0	-32.6	2.5	3.0	41.7	43.0			
		ER Lok Ma Chau to Hung Hom		85.1	198.8	18.9	61.9	4	7.0	6.9	-17.4	-	-	-	-9.0	-7.9	6.0	-32.6	2.5	3.0	29.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	193.5	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.9	-7.9	10.8	-32.6	2.5	3.0	32.1				
		Intercity through train to Hung Hom		86.5	203.4	18.9	62.1	1	12.7	7.5	-8.4	-	-	-	-9.1	-7.9	0.0	-32.6	2.5	3.0	34.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
31	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	204.8	18.9	62.1	8	12.7	7.5	-7.7	-	-	-	-9.1	-7.9	9.0	-32.6	2.5	3.0	42.3	43.5			
		ER Lok Ma Chau to Hung Hom		85.1	200.2	18.9	61.9	4	7.0	6.9	-17.2	-	-	-	-9.0	-7.9	6.0	-32.6	2.5	3.0	29.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	195.0	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-8.9	-7.9	10.8	-32.6	2.5	3.0	32.0				
		Intercity through train to Hung Hom		86.5	204.8	18.9	62.1	1	12.7	7.5	-7.7	-	-	-	-9.1	-7.9	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
32	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	206.3	18.9	62.1	8	12.7	7.5	-7.0	-	-	-	-9.2	-7.9	9.0	-32.6	2.5	3.0	43.0	44.1			
		ER Lok Ma Chau to Hung Hom		85.1	201.7	18.9	61.9	4	7.0	6.9	-16.9	-	-	-	-9.1	-7.9	6.0	-32.6	2.5	3.0	30.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	196.5	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-9.0	-7.9	10.8	-32.6	2.5	3.0	32.0				
		Intercity through train to Hung Hom		86.5	206.3	18.9	62.1	1	12.7	7.5	-7.0	-	-	-	-9.2	-7.9	0.0	-32.6	2.5	3.0	35.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
33	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	207.8	18.9	62.1	8	12.7	7.5	-6.4	-	-	-	-9.2	-7.9	9.0	-32.6	2.5	3.0	43.5	44.7			
		ER Lok Ma Chau to Hung Hom		85.1	203.3	18.9	61.9	4	7.0	6.9	-16.7	-	-	-	-9.1	-7.9	6.0	-32.6	2.5	3.0	30.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	198.1	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-9.0	-7.9	10.8	-32.6	2.5	3.0	32.0				
		Intercity through train to Hung Hom		86.5	207.8	18.9	62.1	1	12.7	7.5	-6.4	-	-	-	-9.2	-7.9	0.0	-32.6	2.5	3.0	36.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
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First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
34	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	209.3	18.9	62.1	8	12.7	7.5	-5.9	-	-	-	-9.2	-7.9	9.0	-32.6	2.5	3.0	44.0	45.1			
		ER Lok Ma Chau to Hung Hom		85.1	204.8	18.9	61.9	4	7.0	6.9	-16.5	-	-	-	-9.1	-7.9	6.0	-32.6	2.5	3.0	30.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	199.7	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-9.0	-7.9	10.8	-32.6	2.5	3.0	31.9				
		Intercity through train to Hung Hom		86.5	209.3	18.9	62.1	1	12.7	7.5	-5.9	-	-	-	-9.2	-7.9	0.0	-32.6	2.5	3.0	36.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
35	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	210.9	18.9	62.1	8	12.7	7.5	-5.6	-	-	-	-9.3	-7.9	9.0	-32.6	2.5	3.0	44.3	45.3			
		ER Lok Ma Chau to Hung Hom		85.1	206.4	18.9	61.9	4	7.0	6.9	-16.3	-	-	-	-9.2	-7.9	6.0	-32.6	2.5	3.0	30.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	201.3	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-9.1	-7.9	10.8	-32.6	2.5	3.0	31.9				
		Intercity through train to Hung Hom		86.5	210.9	18.9	62.1	1	12.7	7.5	-5.6	-	-	-	-9.3	-7.9	0.0	-32.6	2.5	3.0	36.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
36	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	212.4	18.9	62.1	8	12.7	7.5	-5.5	-	-	-	-9.3	-7.9	9.0	-32.6	2.5	3.0	44.4	45.4			
		ER Lok Ma Chau to Hung Hom		85.1	208.0	18.9	61.9	4	7.0	6.9	-16.1	-	-	-	-9.2	-7.9	6.0	-32.6	2.5	3.0	30.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	203.0	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-9.1	-7.9	10.8	-32.6	2.5	3.0	31.8				
		Intercity through train to Hung Hom		86.5	212.4	18.9	62.1	1	12.7	7.5	-5.5	-	-	-	-9.3	-7.9	0.0	-32.6	2.5	3.0	36.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
37	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	214.0	18.9	62.1	8	12.7	7.5	-4.7	-	-	-	-9.3	-7.9	9.0	-32.6	2.5	3.0	45.1	46.1			
		ER Lok Ma Chau to Hung Hom		85.1	209.7	18.9	61.9	4	7.0	6.9	-15.8	-	-	-	-9.2	-7.9	6.0	-32.6	2.5	3.0	31.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	204.6	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-9.1	-7.9	10.8	-32.6	2.5	3.0	31.8				
		Intercity through train to Hung Hom		86.5	214.0	18.9	62.1	1	12.7	7.5	-4.7	-	-	-	-9.3	-7.9	0.0	-32.6	2.5	3.0	37.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R1311b
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
38	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	215.6	18.9	62.1	8	12.7	7.5	-3.9	-	-	-	-9.4	-7.9	9.0	-32.6	2.5	3.0	45.9	46.8			
		ER Lok Ma Chau to Hung Hom		85.1	211.3	18.9	61.9	4	7.0	6.9	-15.6	-	-	-	-9.3	-7.9	6.0	-32.6	2.5	3.0	31.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	206.3	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-9.2	-7.9	10.8	-32.6	2.5	3.0	31.8				
		Intercity through train to Hung Hom		86.5	215.6	18.9	62.1	1	12.7	7.5	-3.9	-	-	-	-9.4	-7.9	0.0	-32.6	2.5	3.0	38.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
39	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	217.3	18.9	62.1	8	12.7	7.5	-3.3	-	-	-	-9.4	-7.9	9.0	-32.6	2.5	3.0	46.4	47.3			
		ER Lok Ma Chau to Hung Hom		85.1	213.0	18.9	61.9	4	7.0	6.9	-15.4	-	-	-	-9.3	-7.9	6.0	-32.6	2.5	3.0	31.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	208.0	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-9.2	-7.9	10.8	-32.6	2.5	3.0	31.7				
		Intercity through train to Hung Hom		86.5	217.3	18.9	62.1	1	12.7	7.5	-3.3	-	-	-	-9.4	-7.9	0.0	-32.6	2.5	3.0	38.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
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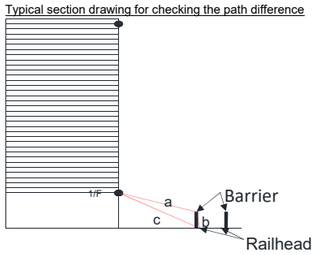
First Floor Level (mPD) 34.75

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
40	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	218.9	18.9	62.1	8	12.7	7.5	-2.9	-	-	-	-9.4	-7.9	9.0	-32.6	2.5	3.0	46.8	47.7			
		ER Lok Ma Chau to Hung Hom		85.1	214.7	18.9	61.9	4	7.0	6.9	-15.1	-	-	-	-9.3	-7.9	6.0	-32.6	2.5	3.0	31.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	209.8	18.9	62.0	12	1.1	7.5	-21.0	-	-	-	-9.2	-7.9	10.8	-32.6	2.5	3.0	31.7				
		Intercity through train to Hung Hom		86.5	218.9	18.9	62.1	1	12.7	7.5	-2.9	-	-	-	-9.4	-7.9	0.0	-32.6	2.5	3.0	39.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																					Max predicted noise impact $L_{eq\ 30min}$	48	60	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
3	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	55.8	0.6	7.0	15	-	8.1	0.0	-	-	-	-3.5	-40.1	11.8	-32.6	2.5	3.0	27.3	27.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	55.8	0.6	7.0	1	-	8.1	0.0	-	-	-	-3.5	-40.1	0.0	-32.6	2.5	3.0	15.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	47.3	0.9	6.6	15	3.5	7.9	-17.8	-	-	-	-2.8	-38.8	11.8	-32.6	2.5	3.0	11.5	19.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	53.4	0.9	9.3	15	7.7	8.0	-12.7	-	-	-	-3.3	-35.9	11.8	-32.6	2.5	3.0	18.9				
		Intercity through train to Hung Hom		86.5	47.3	0.9	6.6	1	3.5	7.9	-17.8	-	-	-	-2.8	-38.8	0.0	-32.6	2.5	3.0	0.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	54.1	22.1	20.1	10	3.0	7.7	-18.5	-	-	-	-3.4	-15.1	10.0	-32.6	2.5	3.0	31.1	46.5			
		ER Lok Ma Chau to Hung Hom		85.1	59.8	22.1	20.5	5	8.6	7.7	-12.1	-	-	-	-3.8	-14.9	7.0	-32.6	2.5	3.0	34.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	65.0	22.1	20.2	15	14.5	7.7	-5.6	-	-	-	-4.1	-15.0	11.8	-32.6	2.5	3.0	46.1				
		Intercity through train to Hung Hom		86.5	54.1	22.1	20.1	1	3.0	7.7	-18.5	-	-	-	-3.4	-15.1	0.0	-32.6	2.5	3.0	22.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	54.2	7.6	34.8	10	3.0	7.4	-18.8	-	-	-	-3.4	-15.6	10.0	-32.6	2.5	3.0	30.2	48.6			
		ER Lok Ma Chau to Hung Hom		85.1	59.7	7.6	34.8	5	2.3	6.8	-3.1	3.1	-	-	-3.8	-15.6	7.0	-32.6	2.5	3.0	45.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	65.1	7.6	34.9	15	14.6	7.4	-5.7	-	-	-	-4.2	-15.6	11.8	-32.6	2.5	3.0	45.4				
		Intercity through train to Hung Hom		86.5	54.2	7.6	34.8	1	3.0	7.4	-18.8	-	-	-	-3.4	-15.6	0.0	-32.6	2.5	3.0	21.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	54.2	41.6	59.5	10	4.0	7.4	-3.2	3.2	-	-	-3.4	-4.8	10.0	-32.6	2.5	3.0	59.8	63.5			
		ER Lok Ma Chau to Hung Hom		85.1	60.1	41.6	59.3	5	3.4	5.5	-14.6	4.2	-	-	-3.8	-4.8	7.0	-32.6	2.5	3.0	45.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	65.1	41.6	59.5	15	3.8	7.4	-5.6	4.1	-	-	-4.2	-4.8	11.8	-32.6	2.5	3.0	60.3				
		Intercity through train to Hung Hom		86.5	54.2	41.6	59.5	1	4.0	7.4	-3.2	3.2	-	-	-3.4	-4.8	0.0	-32.6	2.5	3.0	51.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	56.8	0.6	7.0	15	-	8.1	0.0	-	-	-	-3.6	-40.1	11.8	-32.6	2.5	3.0	27.2	27.5			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	56.8	0.6	7.0	1	-	8.1	0.0	-	-	-	-3.6	-40.1	0.0	-32.6	2.5	3.0	15.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	48.5	0.9	6.6	15	3.5	7.9	-17.1	-	-	-	-2.9	-38.8	11.8	-32.6	2.5	3.0	12.0	21.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	54.5	0.9	9.3	15	7.7	8.0	-11.1	-	-	-	-3.4	-35.9	11.8	-32.6	2.5	3.0	20.5				
		Intercity through train to Hung Hom		86.5	48.5	0.9	6.6	1	3.5	7.9	-17.1	-	-	-	-2.9	-38.8	0.0	-32.6	2.5	3.0	0.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	55.2	22.1	20.1	10	3.0	7.7	-18.0	-	-	-	-3.4	-15.1	10.0	-32.6	2.5	3.0	31.5	48.9			
		ER Lok Ma Chau to Hung Hom		85.1	60.8	22.1	20.5	5	8.6	7.7	-10.4	-	-	-	-3.9	-14.9	7.0	-32.6	2.5	3.0	35.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	65.9	22.1	20.2	15	14.5	7.7	-3.0	-	-	-	-4.2	-15.0	11.8	-32.6	2.5	3.0	48.6				
		Intercity through train to Hung Hom		86.5	55.2	22.1	20.1	1	3.0	7.7	-18.0	-	-	-	-3.4	-15.1	0.0	-32.6	2.5	3.0	23.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	55.3	7.6	34.8	10	3.0	7.4	-18.3	-	-	-	-3.4	-15.6	10.0	-32.6	2.5	3.0	30.6	49.7			
		ER Lok Ma Chau to Hung Hom		85.1	60.7	7.6	34.8	5	2.3	6.8	-2.5	2.5	-	-	-3.9	-15.6	7.0	-32.6	2.5	3.0	45.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	66.0	7.6	34.9	15	14.6	7.4	-3.5	-	-	-	-4.2	-15.6	11.8	-32.6	2.5	3.0	47.5				
		Intercity through train to Hung Hom		86.5	55.3	7.6	34.8	1	3.0	7.4	-18.3	-	-	-	-3.4	-15.6	0.0	-32.6	2.5	3.0	22.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	55.3	41.6	59.5	10	4.0	7.4	-2.3	2.3	-	-	-3.4	-4.8	10.0	-32.6	2.5	3.0	59.8	63.9			
		ER Lok Ma Chau to Hung Hom		85.1	61.2	41.6	59.3	5	3.4	5.5	-13.9	4.2	-	-	-3.9	-4.8	7.0	-32.6	2.5	3.0	46.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	66.0	41.6	59.5	15	3.8	7.4	-4.6	4.1	-	-	-4.2	-4.8	11.8	-32.6	2.5	3.0	61.3				
		Intercity through train to Hung Hom		86.5	55.3	41.6	59.5	1	4.0	7.4	-2.3	2.3	-	-	-3.4	-4.8	0.0	-32.6	2.5	3.0	51.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	58.0	0.6	7.0	15	-	8.1	0.0	-	-	-	-3.7	-40.1	11.8	-32.6	2.5	3.0	27.1	27.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	58.0	0.6	7.0	1	-	8.1	0.0	-	-	-	-3.7	-40.1	0.0	-32.6	2.5	3.0	15.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	49.9	0.9	6.6	15	3.5	7.9	-16.4	-	-	-	-3.0	-38.8	11.8	-32.6	2.5	3.0	12.6	22.8			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	55.7	0.9	9.3	15	7.7	8.0	-9.2	-	-	-	-3.5	-35.9	11.8	-32.6	2.5	3.0	22.3				
		Intercity through train to Hung Hom		86.5	49.9	0.9	6.6	1	3.5	7.9	-16.4	-	-	-	-3.0	-38.8	0.0	-32.6	2.5	3.0	1.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	56.4	22.1	20.1	10	3.0	7.7	-17.5	-	-	-	-3.5	-15.1	10.0	-32.6	2.5	3.0	31.9	50.1			
		ER Lok Ma Chau to Hung Hom		85.1	61.9	22.1	20.5	5	8.6	7.7	-8.4	-	-	-	-3.9	-14.9	7.0	-32.6	2.5	3.0	37.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	66.9	22.1	20.2	15	14.5	7.7	-1.7	-	-	-	-4.3	-15.0	11.8	-32.6	2.5	3.0	49.8				
		Intercity through train to Hung Hom		86.5	56.4	22.1	20.1	1	3.0	7.7	-17.5	-	-	-	-3.5	-15.1	0.0	-32.6	2.5	3.0	23.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	56.5	7.6	34.8	10	3.0	7.4	-17.8	-	-	-	-3.5	-15.6	10.0	-32.6	2.5	3.0	31.0	50.6			
		ER Lok Ma Chau to Hung Hom		85.1	61.9	7.6	34.8	5	2.3	6.8	-2.0	2.0	-	-	-3.9	-15.6	7.0	-32.6	2.5	3.0	45.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	67.0	7.6	34.9	15	14.6	7.4	-2.0	-	-	-	-4.3	-15.6	11.8	-32.6	2.5	3.0	49.0				
		Intercity through train to Hung Hom		86.5	56.5	7.6	34.8	1	3.0	7.4	-17.8	-	-	-	-3.5	-15.6	0.0	-32.6	2.5	3.0	22.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	56.5	41.6	59.5	10	4.0	7.4	-1.7	1.7	-	-	-3.5	-4.8	10.0	-32.6	2.5	3.0	59.7	64.2			
		ER Lok Ma Chau to Hung Hom		85.1	62.3	41.6	59.3	5	3.4	5.5	-13.1	4.2	-	-	-4.0	-4.8	7.0	-32.6	2.5	3.0	47.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	67.0	41.6	59.5	15	3.8	7.4	-3.3	3.3	-	-	-4.3	-4.8	11.8	-32.6	2.5	3.0	61.7				
		Intercity through train to Hung Hom		86.5	56.5	41.6	59.5	1	4.0	7.4	-1.7	1.7	-	-	-3.5	-4.8	0.0	-32.6	2.5	3.0	51.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	59.2	0.6	7.0	15	-	8.1	0.0	-	-	-	-3.7	-40.1	11.8	-32.6	2.5	3.0	27.0	27.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	59.2	0.6	7.0	1	-	8.1	0.0	-	-	-	-3.7	-40.1	0.0	-32.6	2.5	3.0	15.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	51.3	0.9	6.6	15	3.5	7.9	-15.7	-	-	-	-3.1	-38.8	11.8	-32.6	2.5	3.0	13.2	24.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	57.0	0.9	9.3	15	7.7	8.0	-7.1	-	-	-	-3.6	-35.9	11.8	-32.6	2.5	3.0	24.3				
		Intercity through train to Hung Hom		86.5	51.3	0.9	6.6	1	3.5	7.9	-15.7	-	-	-	-3.1	-38.8	0.0	-32.6	2.5	3.0	1.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	57.7	22.1	20.1	10	3.0	7.7	-17.0	-	-	-	-3.6	-15.1	10.0	-32.6	2.5	3.0	32.3	50.8			
		ER Lok Ma Chau to Hung Hom		85.1	63.1	22.1	20.5	5	8.6	7.7	-6.5	-	-	-	-4.0	-14.9	7.0	-32.6	2.5	3.0	39.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	68.0	22.1	20.2	15	14.5	7.7	-1.0	-	-	-	-4.3	-15.0	11.8	-32.6	2.5	3.0	50.4				
		Intercity through train to Hung Hom		86.5	57.7	22.1	20.1	1	3.0	7.7	-17.0	-	-	-	-3.6	-15.1	0.0	-32.6	2.5	3.0	23.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	57.8	7.6	34.8	10	3.0	7.4	-17.3	-	-	-	-3.6	-15.6	10.0	-32.6	2.5	3.0	31.4	51.1			
		ER Lok Ma Chau to Hung Hom		85.1	63.1	7.6	34.8	5	2.3	6.8	-1.7	1.7	-	-	-4.0	-15.6	7.0	-32.6	2.5	3.0	45.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	68.1	7.6	34.9	15	14.6	7.4	-1.2	-	-	-	-4.4	-15.6	11.8	-32.6	2.5	3.0	49.7				
		Intercity through train to Hung Hom		86.5	57.8	7.6	34.8	1	3.0	7.4	-17.3	-	-	-	-3.6	-15.6	0.0	-32.6	2.5	3.0	22.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	57.8	41.6	59.5	10	4.0	7.4	-1.3	1.3	-	-	-3.6	-4.8	10.0	-32.6	2.5	3.0	59.6	64.1			
		ER Lok Ma Chau to Hung Hom		85.1	63.6	41.6	59.3	5	3.4	5.5	-12.2	4.2	-	-	-4.1	-4.8	7.0	-32.6	2.5	3.0	48.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	68.1	41.6	59.5	15	3.8	7.4	-2.6	2.6	-	-	-4.4	-4.8	11.8	-32.6	2.5	3.0	61.7				
		Intercity through train to Hung Hom		86.5	57.8	41.6	59.5	1	4.0	7.4	-1.3	1.3	-	-	-3.6	-4.8	0.0	-32.6	2.5	3.0	51.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	60.6	0.6	7.0	15	-	8.1	0.0	-	-	-	-3.8	-40.1	11.8	-32.6	2.5	3.0	26.9	27.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	60.6	0.6	7.0	1	-	8.1	0.0	-	-	-	-3.8	-40.1	0.0	-32.6	2.5	3.0	15.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	52.9	0.9	6.6	15	3.5	7.9	-14.9	-	-	-	-3.3	-38.8	11.8	-32.6	2.5	3.0	13.9	26.0			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	58.4	0.9	9.3	15	7.7	8.0	-5.6	-	-	-	-3.7	-35.9	11.8	-32.6	2.5	3.0	25.7				
		Intercity through train to Hung Hom		86.5	52.9	0.9	6.6	1	3.5	7.9	-14.9	-	-	-	-3.3	-38.8	0.0	-32.6	2.5	3.0	2.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	59.1	22.1	20.1	10	3.0	7.7	-16.4	-	-	-	-3.7	-15.1	10.0	-32.6	2.5	3.0	32.8	51.3			
		ER Lok Ma Chau to Hung Hom		85.1	64.3	22.1	20.5	5	8.6	7.7	-5.5	-	-	-	-4.1	-14.9	7.0	-32.6	2.5	3.0	40.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	69.2	22.1	20.2	15	14.5	7.7	-0.5	-	-	-	-4.4	-15.0	11.8	-32.6	2.5	3.0	50.8				
		Intercity through train to Hung Hom		86.5	59.1	22.1	20.1	1	3.0	7.7	-16.4	-	-	-	-3.7	-15.1	0.0	-32.6	2.5	3.0	24.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	59.2	7.6	34.8	10	3.0	7.4	-16.8	-	-	-	-3.7	-15.6	10.0	-32.6	2.5	3.0	31.8	51.4			
		ER Lok Ma Chau to Hung Hom		85.1	64.4	7.6	34.8	5	2.3	6.8	-1.4	1.4	-	-	-4.1	-15.6	7.0	-32.6	2.5	3.0	45.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	69.3	7.6	34.9	15	14.6	7.4	-0.6	-	-	-	-4.4	-15.6	11.8	-32.6	2.5	3.0	50.2				
		Intercity through train to Hung Hom		86.5	59.2	7.6	34.8	1	3.0	7.4	-16.8	-	-	-	-3.7	-15.6	0.0	-32.6	2.5	3.0	23.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	59.2	41.6	59.5	10	4.0	7.4	-1.0	1.0	-	-	-3.7	-4.8	10.0	-32.6	2.5	3.0	59.5	64.0			
		ER Lok Ma Chau to Hung Hom		85.1	65.0	41.6	59.3	5	3.4	5.5	-11.3	4.2	-	-	-4.1	-4.8	7.0	-32.6	2.5	3.0	48.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	69.3	41.6	59.5	15	3.8	7.4	-2.0	2.0	-	-	-4.4	-4.8	11.8	-32.6	2.5	3.0	61.6				
		Intercity through train to Hung Hom		86.5	59.2	41.6	59.5	1	4.0	7.4	-1.0	1.0	-	-	-3.7	-4.8	0.0	-32.6	2.5	3.0	50.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	62.0	0.6	7.0	15	-	8.1	0.0	-	-	-	-3.9	-40.1	11.8	-32.6	2.5	3.0	26.8	27.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	62.0	0.6	7.0	1	-	8.1	0.0	-	-	-	-3.9	-40.1	0.0	-32.6	2.5	3.0	15.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	54.5	0.9	6.6	15	3.5	7.9	-14.1	-	-	-	-3.4	-38.8	11.8	-32.6	2.5	3.0	14.6	27.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	59.9	0.9	9.3	15	7.7	8.0	-4.0	-	-	-	-3.8	-35.9	11.8	-32.6	2.5	3.0	27.2				
		Intercity through train to Hung Hom		86.5	54.5	0.9	6.6	1	3.5	7.9	-14.1	-	-	-	-3.4	-38.8	0.0	-32.6	2.5	3.0	3.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	60.6	22.1	20.1	10	3.0	7.7	-15.8	-	-	-	-3.8	-15.1	10.0	-32.6	2.5	3.0	33.2	51.8			
		ER Lok Ma Chau to Hung Hom		85.1	65.7	22.1	20.5	5	8.6	7.7	-3.5	-	-	-	-4.2	-14.9	7.0	-32.6	2.5	3.0	42.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	70.5	22.1	20.2	15	14.5	7.7	-0.1	-	-	-	-4.5	-15.0	11.8	-32.6	2.5	3.0	51.1				
		Intercity through train to Hung Hom		86.5	60.6	22.1	20.1	1	3.0	7.7	-15.8	-	-	-	-3.8	-15.1	0.0	-32.6	2.5	3.0	24.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	60.7	7.6	34.8	10	3.0	7.4	-16.3	-	-	-	-3.9	-15.6	10.0	-32.6	2.5	3.0	32.3	51.7			
		ER Lok Ma Chau to Hung Hom		85.1	65.8	7.6	34.8	5	2.3	6.8	-1.2	1.2	-	-	-4.2	-15.6	7.0	-32.6	2.5	3.0	45.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	70.6	7.6	34.9	15	14.6	7.4	-0.2	-	-	-	-4.5	-15.6	11.8	-32.6	2.5	3.0	50.5				
		Intercity through train to Hung Hom		86.5	60.7	7.6	34.8	1	3.0	7.4	-16.3	-	-	-	-3.9	-15.6	0.0	-32.6	2.5	3.0	23.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	60.7	41.6	59.5	10	4.0	7.4	-0.7	0.7	-	-	-3.9	-4.8	10.0	-32.6	2.5	3.0	59.4	64.0			
		ER Lok Ma Chau to Hung Hom		85.1	66.4	41.6	59.3	5	3.4	5.5	-10.4	4.2	-	-	-4.2	-4.8	7.0	-32.6	2.5	3.0	49.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	70.6	41.6	59.5	15	3.8	7.4	-1.6	1.6	-	-	-4.5	-4.8	11.8	-32.6	2.5	3.0	61.5				
		Intercity through train to Hung Hom		86.5	60.7	41.6	59.5	1	4.0	7.4	-0.7	0.7	-	-	-3.9	-4.8	0.0	-32.6	2.5	3.0	50.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	63.6	0.6	7.0	15	-	8.1	0.0	-	-	-	-4.1	-40.1	11.8	-32.6	2.5	3.0	26.7	27.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	63.6	0.6	7.0	1	-	8.1	0.0	-	-	-	-4.1	-40.1	0.0	-32.6	2.5	3.0	15.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	56.3	0.9	6.6	15	3.5	7.9	-13.2	-	-	-	-3.5	-38.8	11.8	-32.6	2.5	3.0	15.3	28.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	61.5	0.9	9.3	15	7.7	8.0	-2.6	-	-	-	-3.9	-35.9	11.8	-32.6	2.5	3.0	28.5				
		Intercity through train to Hung Hom		86.5	56.3	0.9	6.6	1	3.5	7.9	-13.2	-	-	-	-3.5	-38.8	0.0	-32.6	2.5	3.0	4.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	62.2	22.1	20.1	10	3.0	7.7	-15.3	-	-	-	-4.0	-15.1	10.0	-32.6	2.5	3.0	33.7	52.0			
		ER Lok Ma Chau to Hung Hom		85.1	67.2	22.1	20.5	5	8.6	7.7	-2.3	-	-	-	-4.3	-14.9	7.0	-32.6	2.5	3.0	43.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	71.9	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-4.6	-15.0	11.8	-32.6	2.5	3.0	51.2				
		Intercity through train to Hung Hom		86.5	62.2	22.1	20.1	1	3.0	7.7	-15.3	-	-	-	-4.0	-15.1	0.0	-32.6	2.5	3.0	25.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	62.3	7.6	34.8	10	3.0	7.4	-15.7	-	-	-	-4.0	-15.6	10.0	-32.6	2.5	3.0	32.7	51.8			
		ER Lok Ma Chau to Hung Hom		85.1	67.3	7.6	34.8	5	2.3	6.8	-1.0	1.0	-	-	-4.3	-15.6	7.0	-32.6	2.5	3.0	45.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	72.0	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-4.6	-15.6	11.8	-32.6	2.5	3.0	50.6				
		Intercity through train to Hung Hom		86.5	62.3	7.6	34.8	1	3.0	7.4	-15.7	-	-	-	-4.0	-15.6	0.0	-32.6	2.5	3.0	24.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	62.3	41.6	59.5	10	4.0	7.4	-0.5	0.5	-	-	-4.0	-4.8	10.0	-32.6	2.5	3.0	59.2	63.9			
		ER Lok Ma Chau to Hung Hom		85.1	68.0	41.6	59.3	5	3.4	5.5	-9.4	4.2	-	-	-4.3	-4.8	7.0	-32.6	2.5	3.0	50.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	72.0	41.6	59.5	15	3.8	7.4	-1.3	1.3	-	-	-4.6	-4.8	11.8	-32.6	2.5	3.0	61.4				
		Intercity through train to Hung Hom		86.5	62.3	41.6	59.5	1	4.0	7.4	-0.5	0.5	-	-	-4.0	-4.8	0.0	-32.6	2.5	3.0	50.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	65.2	0.6	7.0	15	-	8.1	0.0	-	-	-	-4.2	-40.1	11.8	-32.6	2.5	3.0	26.6	26.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	65.2	0.6	7.0	1	-	8.1	0.0	-	-	-	-4.2	-40.1	0.0	-32.6	2.5	3.0	15.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	58.1	0.9	6.6	15	3.5	7.9	-12.3	-	-	-	-3.7	-38.8	11.8	-32.6	2.5	3.0	16.1	29.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	63.1	0.9	9.3	15	7.7	8.0	-1.8	-	-	-	-4.0	-35.9	11.8	-32.6	2.5	3.0	29.1				
		Intercity through train to Hung Hom		86.5	58.1	0.9	6.6	1	3.5	7.9	-12.3	-	-	-	-3.7	-38.8	0.0	-32.6	2.5	3.0	4.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	63.8	22.1	20.1	10	3.0	7.7	-14.6	-	-	-	-4.1	-15.1	10.0	-32.6	2.5	3.0	34.2	52.0			
		ER Lok Ma Chau to Hung Hom		85.1	68.7	22.1	20.5	5	8.6	7.7	-1.7	-	-	-	-4.4	-14.9	7.0	-32.6	2.5	3.0	44.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	73.3	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-4.7	-15.0	11.8	-32.6	2.5	3.0	51.1				
		Intercity through train to Hung Hom		86.5	63.8	22.1	20.1	1	3.0	7.7	-14.6	-	-	-	-4.1	-15.1	0.0	-32.6	2.5	3.0	25.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	64.0	7.6	34.8	10	3.0	7.4	-15.1	-	-	-	-4.1	-15.6	10.0	-32.6	2.5	3.0	33.2	51.7			
		ER Lok Ma Chau to Hung Hom		85.1	68.9	7.6	34.8	5	2.3	6.8	-0.8	0.8	-	-	-4.4	-15.6	7.0	-32.6	2.5	3.0	45.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	73.4	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-4.7	-15.6	11.8	-32.6	2.5	3.0	50.5				
		Intercity through train to Hung Hom		86.5	64.0	7.6	34.8	1	3.0	7.4	-15.1	-	-	-	-4.1	-15.6	0.0	-32.6	2.5	3.0	24.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	64.0	41.6	59.5	10	4.0	7.4	-0.3	0.3	-	-	-4.1	-4.8	10.0	-32.6	2.5	3.0	59.1	63.9			
		ER Lok Ma Chau to Hung Hom		85.1	69.6	41.6	59.3	5	3.4	5.5	-8.3	4.2	-	-	-4.4	-4.8	7.0	-32.6	2.5	3.0	51.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	73.4	41.6	59.5	15	3.8	7.4	-1.1	1.1	-	-	-4.7	-4.8	11.8	-32.6	2.5	3.0	61.3				
		Intercity through train to Hung Hom		86.5	64.0	41.6	59.5	1	4.0	7.4	-0.3	0.3	-	-	-4.1	-4.8	0.0	-32.6	2.5	3.0	50.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	66.8	0.6	7.0	15	-	8.1	0.0	-	-	-	-4.3	-40.1	11.8	-32.6	2.5	3.0	26.5	26.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	66.8	0.6	7.0	1	-	8.1	0.0	-	-	-	-4.3	-40.1	0.0	-32.6	2.5	3.0	15.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	60.0	0.9	6.6	15	3.5	7.9	-11.3	-	-	-	-3.8	-38.8	11.8	-32.6	2.5	3.0	16.9	29.8			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	64.9	0.9	9.3	15	7.7	8.0	-1.3	-	-	-	-4.1	-35.9	11.8	-32.6	2.5	3.0	29.5				
		Intercity through train to Hung Hom		86.5	60.0	0.9	6.6	1	3.5	7.9	-11.3	-	-	-	-3.8	-38.8	0.0	-32.6	2.5	3.0	5.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	65.5	22.1	20.1	10	3.0	7.7	-14.0	-	-	-	-4.2	-15.1	10.0	-32.6	2.5	3.0	34.7	52.0			
		ER Lok Ma Chau to Hung Hom		85.1	70.3	22.1	20.5	5	8.6	7.7	-1.2	-	-	-	-4.5	-14.9	7.0	-32.6	2.5	3.0	44.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	74.8	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-4.8	-15.0	11.8	-32.6	2.5	3.0	51.0				
		Intercity through train to Hung Hom		86.5	65.5	22.1	20.1	1	3.0	7.7	-14.0	-	-	-	-4.2	-15.1	0.0	-32.6	2.5	3.0	26.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	65.7	7.6	34.8	10	3.0	7.4	-14.5	-	-	-	-4.2	-15.6	10.0	-32.6	2.5	3.0	33.7	51.6			
		ER Lok Ma Chau to Hung Hom		85.1	70.5	7.6	34.8	5	2.3	6.8	-0.6	0.6	-	-	-4.5	-15.6	7.0	-32.6	2.5	3.0	44.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	74.9	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-4.8	-15.6	11.8	-32.6	2.5	3.0	50.5				
		Intercity through train to Hung Hom		86.5	65.7	7.6	34.8	1	3.0	7.4	-14.5	-	-	-	-4.2	-15.6	0.0	-32.6	2.5	3.0	25.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	65.7	41.6	59.5	10	4.0	7.4	-0.1	0.1	-	-	-4.2	-4.8	10.0	-32.6	2.5	3.0	59.0	63.8			
		ER Lok Ma Chau to Hung Hom		85.1	71.2	41.6	59.3	5	3.4	5.5	-7.3	4.2	-	-	-4.5	-4.8	7.0	-32.6	2.5	3.0	52.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	74.9	41.6	59.5	15	3.8	7.4	-0.8	0.8	-	-	-4.8	-4.8	11.8	-32.6	2.5	3.0	61.3				
		Intercity through train to Hung Hom		86.5	65.7	41.6	59.5	1	4.0	7.4	-0.1	0.1	-	-	-4.2	-4.8	0.0	-32.6	2.5	3.0	50.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	68.6	0.6	7.0	15	-	8.1	0.0	-	-	-	-4.4	-40.1	11.8	-32.6	2.5	3.0	26.4	26.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	68.6	0.6	7.0	1	-	8.1	0.0	-	-	-	-4.4	-40.1	0.0	-32.6	2.5	3.0	15.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	61.9	0.9	6.6	15	3.5	7.9	-10.3	-	-	-	-3.9	-38.8	11.8	-32.6	2.5	3.0	17.7	30.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	66.7	0.9	9.3	15	7.7	8.0	-0.9	-	-	-	-4.3	-35.9	11.8	-32.6	2.5	3.0	29.8				
		Intercity through train to Hung Hom		86.5	61.9	0.9	6.6	1	3.5	7.9	-10.3	-	-	-	-3.9	-38.8	0.0	-32.6	2.5	3.0	6.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	67.4	22.1	20.1	10	3.0	7.7	-13.4	-	-	-	-4.3	-15.1	10.0	-32.6	2.5	3.0	35.3	52.0			
		ER Lok Ma Chau to Hung Hom		85.1	72.0	22.1	20.5	5	8.6	7.7	-0.8	-	-	-	-4.6	-14.9	7.0	-32.6	2.5	3.0	44.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	76.4	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-4.9	-15.0	11.8	-32.6	2.5	3.0	50.9				
		Intercity through train to Hung Hom		86.5	67.4	22.1	20.1	1	3.0	7.7	-13.4	-	-	-	-4.3	-15.1	0.0	-32.6	2.5	3.0	26.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	67.5	7.6	34.8	10	3.0	7.4	-13.9	-	-	-	-4.3	-15.6	10.0	-32.6	2.5	3.0	34.2	51.5			
		ER Lok Ma Chau to Hung Hom		85.1	72.2	7.6	34.8	5	2.3	6.8	-0.5	0.5	-	-	-4.6	-15.6	7.0	-32.6	2.5	3.0	44.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	76.5	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-4.9	-15.6	11.8	-32.6	2.5	3.0	50.4				
		Intercity through train to Hung Hom		86.5	67.5	7.6	34.8	1	3.0	7.4	-13.9	-	-	-	-4.3	-15.6	0.0	-32.6	2.5	3.0	25.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	67.5	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-4.3	-4.8	10.0	-32.6	2.5	3.0	58.9	63.8			
		ER Lok Ma Chau to Hung Hom		85.1	73.0	41.6	59.3	5	3.4	5.5	-6.4	4.2	-	-	-4.7	-4.8	7.0	-32.6	2.5	3.0	53.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	76.5	41.6	59.5	15	3.8	7.4	-0.7	0.7	-	-	-4.9	-4.8	11.8	-32.6	2.5	3.0	61.2				
		Intercity through train to Hung Hom		86.5	67.5	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-4.3	-4.8	0.0	-32.6	2.5	3.0	50.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	70.4	0.6	7.0	15	-	8.1	0.0	-	-	-	-4.5	-40.1	11.8	-32.6	2.5	3.0	26.3	26.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	70.4	0.6	7.0	1	-	8.1	0.0	-	-	-	-4.5	-40.1	0.0	-32.6	2.5	3.0	14.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	63.9	0.9	6.6	15	3.5	7.9	-9.3	-	-	-	-4.1	-38.8	11.8	-32.6	2.5	3.0	18.6	30.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	68.5	0.9	9.3	15	7.7	8.0	-0.6	-	-	-	-4.4	-35.9	11.8	-32.6	2.5	3.0	30.0				
		Intercity through train to Hung Hom		86.5	63.9	0.9	6.6	1	3.5	7.9	-9.3	-	-	-	-4.1	-38.8	0.0	-32.6	2.5	3.0	7.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	69.2	22.1	20.1	10	3.0	7.7	-12.7	-	-	-	-4.4	-15.1	10.0	-32.6	2.5	3.0	35.8	51.9			
		ER Lok Ma Chau to Hung Hom		85.1	73.8	22.1	20.5	5	8.6	7.7	-0.5	-	-	-	-4.7	-14.9	7.0	-32.6	2.5	3.0	44.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	78.0	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-4.9	-15.0	11.8	-32.6	2.5	3.0	50.8				
		Intercity through train to Hung Hom		86.5	69.2	22.1	20.1	1	3.0	7.7	-12.7	-	-	-	-4.4	-15.1	0.0	-32.6	2.5	3.0	27.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	69.4	7.6	34.8	10	3.0	7.4	-13.3	-	-	-	-4.4	-15.6	10.0	-32.6	2.5	3.0	34.7	51.4			
		ER Lok Ma Chau to Hung Hom		85.1	74.0	7.6	34.8	5	2.3	6.8	-0.4	0.4	-	-	-4.7	-15.6	7.0	-32.6	2.5	3.0	44.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	78.2	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-5.0	-15.6	11.8	-32.6	2.5	3.0	50.3				
		Intercity through train to Hung Hom		86.5	69.4	7.6	34.8	1	3.0	7.4	-13.3	-	-	-	-4.4	-15.6	0.0	-32.6	2.5	3.0	26.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	69.4	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-4.4	-4.8	10.0	-32.6	2.5	3.0	58.8	63.8			
		ER Lok Ma Chau to Hung Hom		85.1	74.8	41.6	59.3	5	3.4	5.5	-5.8	4.2	-	-	-4.8	-4.8	7.0	-32.6	2.5	3.0	53.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	78.2	41.6	59.5	15	3.8	7.4	-0.5	0.5	-	-	-5.0	-4.8	11.8	-32.6	2.5	3.0	61.1				
		Intercity through train to Hung Hom		86.5	69.4	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-4.4	-4.8	0.0	-32.6	2.5	3.0	50.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	72.3	0.6	7.0	15	-	8.1	0.0	-	-	-	-4.6	-40.1	11.8	-32.6	2.5	3.0	26.1	26.5			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	72.3	0.6	7.0	1	-	8.1	0.0	-	-	-	-4.6	-40.1	0.0	-32.6	2.5	3.0	14.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	66.0	0.9	6.6	15	3.5	7.9	-8.3	-	-	-	-4.2	-38.8	11.8	-32.6	2.5	3.0	19.5	30.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	70.5	0.9	9.3	15	7.7	8.0	-0.4	-	-	-	-4.5	-35.9	11.8	-32.6	2.5	3.0	30.1				
		Intercity through train to Hung Hom		86.5	66.0	0.9	6.6	1	3.5	7.9	-8.3	-	-	-	-4.2	-38.8	0.0	-32.6	2.5	3.0	8.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	71.1	22.1	20.1	10	3.0	7.7	-12.0	-	-	-	-4.5	-15.1	10.0	-32.6	2.5	3.0	36.4	51.9			
		ER Lok Ma Chau to Hung Hom		85.1	75.6	22.1	20.5	5	8.6	7.7	-0.3	-	-	-	-4.8	-14.9	7.0	-32.6	2.5	3.0	45.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	79.7	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-5.0	-15.0	11.8	-32.6	2.5	3.0	50.8				
		Intercity through train to Hung Hom		86.5	71.1	22.1	20.1	1	3.0	7.7	-12.0	-	-	-	-4.5	-15.1	0.0	-32.6	2.5	3.0	27.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	71.3	7.6	34.8	10	3.0	7.4	-12.6	-	-	-	-4.6	-15.6	10.0	-32.6	2.5	3.0	35.2	51.3			
		ER Lok Ma Chau to Hung Hom		85.1	75.8	7.6	34.8	5	2.3	6.8	-0.3	0.3	-	-	-4.8	-15.6	7.0	-32.6	2.5	3.0	44.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	79.9	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-5.0	-15.6	11.8	-32.6	2.5	3.0	50.2				
		Intercity through train to Hung Hom		86.5	71.3	7.6	34.8	1	3.0	7.4	-12.6	-	-	-	-4.6	-15.6	0.0	-32.6	2.5	3.0	26.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	71.3	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-4.6	-4.8	10.0	-32.6	2.5	3.0	58.7	63.7			
		ER Lok Ma Chau to Hung Hom		85.1	76.6	41.6	59.3	5	3.4	5.5	-5.5	4.2	-	-	-4.9	-4.8	7.0	-32.6	2.5	3.0	53.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	79.9	41.6	59.5	15	3.8	7.4	-0.3	0.3	-	-	-5.0	-4.8	11.8	-32.6	2.5	3.0	61.0				
		Intercity through train to Hung Hom		86.5	71.3	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-4.6	-4.8	0.0	-32.6	2.5	3.0	50.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	74.2	0.6	7.0	15	-	8.1	0.0	-	-	-	-4.7	-40.1	11.8	-32.6	2.5	3.0	26.0	26.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	74.2	0.6	7.0	1	-	8.1	0.0	-	-	-	-4.7	-40.1	0.0	-32.6	2.5	3.0	14.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	68.1	0.9	6.6	15	3.5	7.9	-7.2	-	-	-	-4.4	-38.8	11.8	-32.6	2.5	3.0	20.4	30.6			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	72.4	0.9	9.3	15	7.7	8.0	-0.2	-	-	-	-4.6	-35.9	11.8	-32.6	2.5	3.0	30.2				
		Intercity through train to Hung Hom		86.5	68.1	0.9	6.6	1	3.5	7.9	-7.2	-	-	-	-4.4	-38.8	0.0	-32.6	2.5	3.0	9.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	73.1	22.1	20.1	10	3.0	7.7	-11.2	-	-	-	-4.7	-15.1	10.0	-32.6	2.5	3.0	37.0	51.9			
		ER Lok Ma Chau to Hung Hom		85.1	77.4	22.1	20.5	5	8.6	7.7	-0.1	-	-	-	-4.9	-14.9	7.0	-32.6	2.5	3.0	45.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	81.5	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-5.1	-15.0	11.8	-32.6	2.5	3.0	50.7				
		Intercity through train to Hung Hom		86.5	73.1	22.1	20.1	1	3.0	7.7	-11.2	-	-	-	-4.7	-15.1	0.0	-32.6	2.5	3.0	28.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	73.3	7.6	34.8	10	3.0	7.4	-11.9	-	-	-	-4.7	-15.6	10.0	-32.6	2.5	3.0	35.8	51.3			
		ER Lok Ma Chau to Hung Hom		85.1	77.7	7.6	34.8	5	2.3	6.8	-0.2	0.2	-	-	-4.9	-15.6	7.0	-32.6	2.5	3.0	44.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	81.7	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-5.1	-15.6	11.8	-32.6	2.5	3.0	50.1				
		Intercity through train to Hung Hom		86.5	73.3	7.6	34.8	1	3.0	7.4	-11.9	-	-	-	-4.7	-15.6	0.0	-32.6	2.5	3.0	27.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	73.3	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-4.7	-4.8	10.0	-32.6	2.5	3.0	58.5	63.7			
		ER Lok Ma Chau to Hung Hom		85.1	78.6	41.6	59.3	5	3.4	5.5	-4.6	4.2	-	-	-5.0	-4.8	7.0	-32.6	2.5	3.0	54.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	81.7	41.6	59.5	15	3.8	7.4	-0.2	0.2	-	-	-5.1	-4.8	11.8	-32.6	2.5	3.0	60.9				
		Intercity through train to Hung Hom		86.5	73.3	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-4.7	-4.8	0.0	-32.6	2.5	3.0	50.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	76.2	0.6	7.0	15	-	8.1	0.0	-	-	-	-4.8	-40.1	11.8	-32.6	2.5	3.0	25.9	26.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	76.2	0.6	7.0	1	-	8.1	0.0	-	-	-	-4.8	-40.1	0.0	-32.6	2.5	3.0	14.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	70.3	0.9	6.6	15	3.5	7.9	-6.4	-	-	-	-4.5	-38.8	11.8	-32.6	2.5	3.0	21.2	30.8			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	74.5	0.9	9.3	15	7.7	8.0	0.0	0.0	-	-	-4.7	-35.9	11.8	-32.6	2.5	3.0	30.2				
		Intercity through train to Hung Hom		86.5	70.3	0.9	6.6	1	3.5	7.9	-6.4	-	-	-	-4.5	-38.8	0.0	-32.6	2.5	3.0	9.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	75.1	22.1	20.1	10	3.0	7.7	-10.5	-	-	-	-4.8	-15.1	10.0	-32.6	2.5	3.0	37.7	51.8			
		ER Lok Ma Chau to Hung Hom		85.1	79.3	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-5.0	-14.9	7.0	-32.6	2.5	3.0	45.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	83.3	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-5.2	-15.0	11.8	-32.6	2.5	3.0	50.6				
		Intercity through train to Hung Hom		86.5	75.1	22.1	20.1	1	3.0	7.7	-10.5	-	-	-	-4.8	-15.1	0.0	-32.6	2.5	3.0	29.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	75.3	7.6	34.8	10	3.0	7.4	-11.2	-	-	-	-4.8	-15.6	10.0	-32.6	2.5	3.0	36.4	51.2			
		ER Lok Ma Chau to Hung Hom		85.1	79.7	7.6	34.8	5	2.3	6.8	-0.1	0.1	-	-	-5.0	-15.6	7.0	-32.6	2.5	3.0	44.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	83.5	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-5.2	-15.6	11.8	-32.6	2.5	3.0	50.0				
		Intercity through train to Hung Hom		86.5	75.3	7.6	34.8	1	3.0	7.4	-11.2	-	-	-	-4.8	-15.6	0.0	-32.6	2.5	3.0	27.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	75.3	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-4.8	-4.8	10.0	-32.6	2.5	3.0	58.4	63.6			
		ER Lok Ma Chau to Hung Hom		85.1	80.5	41.6	59.3	5	3.4	5.5	-3.7	3.7	-	-	-5.1	-4.8	7.0	-32.6	2.5	3.0	55.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	83.5	41.6	59.5	15	3.8	7.4	-0.1	0.1	-	-	-5.2	-4.8	11.8	-32.6	2.5	3.0	60.8				
		Intercity through train to Hung Hom		86.5	75.3	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-4.8	-4.8	0.0	-32.6	2.5	3.0	49.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
17	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	78.2	0.6	7.0	15	-	8.1	0.0	-	-	-	-5.0	-40.1	11.8	-32.6	2.5	3.0	25.8	26.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	78.2	0.6	7.0	1	-	8.1	0.0	-	-	-	-5.0	-40.1	0.0	-32.6	2.5	3.0	14.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	72.5	0.9	6.6	15	3.5	7.9	-5.8	-	-	-	-4.6	-38.8	11.8	-32.6	2.5	3.0	21.6	30.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	76.5	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-4.9	-35.9	11.8	-32.6	2.5	3.0	30.1				
		Intercity through train to Hung Hom		86.5	72.5	0.9	6.6	1	3.5	7.9	-5.8	-	-	-	-4.6	-38.8	0.0	-32.6	2.5	3.0	10.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	77.2	22.1	20.1	10	3.0	7.7	-9.7	-	-	-	-4.9	-15.1	10.0	-32.6	2.5	3.0	38.3	51.8			
		ER Lok Ma Chau to Hung Hom		85.1	81.3	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-5.1	-14.9	7.0	-32.6	2.5	3.0	44.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	85.2	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-5.3	-15.0	11.8	-32.6	2.5	3.0	50.5				
		Intercity through train to Hung Hom		86.5	77.2	22.1	20.1	1	3.0	7.7	-9.7	-	-	-	-4.9	-15.1	0.0	-32.6	2.5	3.0	29.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	77.4	7.6	34.8	10	3.0	7.4	-10.5	-	-	-	-4.9	-15.6	10.0	-32.6	2.5	3.0	37.0	51.1			
		ER Lok Ma Chau to Hung Hom		85.1	81.6	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-5.1	-15.6	7.0	-32.6	2.5	3.0	44.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	85.4	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-5.3	-15.6	11.8	-32.6	2.5	3.0	49.9				
		Intercity through train to Hung Hom		86.5	77.4	7.6	34.8	1	3.0	7.4	-10.5	-	-	-	-4.9	-15.6	0.0	-32.6	2.5	3.0	28.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	77.4	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-4.9	-4.8	10.0	-32.6	2.5	3.0	58.3	63.5			
		ER Lok Ma Chau to Hung Hom		85.1	82.5	41.6	59.3	5	3.4	5.5	-3.1	3.1	-	-	-5.2	-4.8	7.0	-32.6	2.5	3.0	55.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	85.4	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-5.3	-4.8	11.8	-32.6	2.5	3.0	60.7				
		Intercity through train to Hung Hom		86.5	77.4	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-4.9	-4.8	0.0	-32.6	2.5	3.0	49.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
18	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	80.3	0.6	7.0	15	-	8.1	0.0	-	-	-	-5.1	-40.1	11.8	-32.6	2.5	3.0	25.7	26.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	80.3	0.6	7.0	1	-	8.1	0.0	-	-	-	-5.1	-40.1	0.0	-32.6	2.5	3.0	14.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	74.7	0.9	6.6	15	3.5	7.9	-5.5	-	-	-	-4.8	-38.8	11.8	-32.6	2.5	3.0	21.7	30.6			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	78.7	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-5.0	-35.9	11.8	-32.6	2.5	3.0	30.0				
		Intercity through train to Hung Hom		86.5	74.7	0.9	6.6	1	3.5	7.9	-5.5	-	-	-	-4.8	-38.8	0.0	-32.6	2.5	3.0	10.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	79.3	22.1	20.1	10	3.0	7.7	-9.0	-	-	-	-5.0	-15.1	10.0	-32.6	2.5	3.0	39.0	51.7			
		ER Lok Ma Chau to Hung Hom		85.1	83.3	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-5.2	-14.9	7.0	-32.6	2.5	3.0	44.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	87.1	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-5.4	-15.0	11.8	-32.6	2.5	3.0	50.4				
		Intercity through train to Hung Hom		86.5	79.3	22.1	20.1	1	3.0	7.7	-9.0	-	-	-	-5.0	-15.1	0.0	-32.6	2.5	3.0	30.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	79.5	7.6	34.8	10	3.0	7.4	-9.8	-	-	-	-5.0	-15.6	10.0	-32.6	2.5	3.0	37.6	51.1			
		ER Lok Ma Chau to Hung Hom		85.1	83.7	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-5.2	-15.6	7.0	-32.6	2.5	3.0	44.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	87.3	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-5.4	-15.6	11.8	-32.6	2.5	3.0	49.8				
		Intercity through train to Hung Hom		86.5	79.5	7.6	34.8	1	3.0	7.4	-9.8	-	-	-	-5.0	-15.6	0.0	-32.6	2.5	3.0	29.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	79.5	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-5.0	-4.8	10.0	-32.6	2.5	3.0	58.2	63.4			
		ER Lok Ma Chau to Hung Hom		85.1	84.6	41.6	59.3	5	3.4	5.5	-2.6	2.6	-	-	-5.3	-4.8	7.0	-32.6	2.5	3.0	54.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	87.3	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-5.4	-4.8	11.8	-32.6	2.5	3.0	60.6				
		Intercity through train to Hung Hom		86.5	79.5	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-5.0	-4.8	0.0	-32.6	2.5	3.0	49.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
19	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	82.4	0.6	7.0	15	-	8.1	0.0	-	-	-	-5.2	-40.1	11.8	-32.6	2.5	3.0	25.6	25.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	82.4	0.6	7.0	1	-	8.1	0.0	-	-	-	-5.2	-40.1	0.0	-32.6	2.5	3.0	14.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	77.0	0.9	6.6	15	3.5	7.9	-4.8	-	-	-	-4.9	-38.8	11.8	-32.6	2.5	3.0	22.3	30.6			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	80.8	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-5.1	-35.9	11.8	-32.6	2.5	3.0	29.9				
		Intercity through train to Hung Hom		86.5	77.0	0.9	6.6	1	3.5	7.9	-4.8	-	-	-	-4.9	-38.8	0.0	-32.6	2.5	3.0	11.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	81.5	22.1	20.1	10	3.0	7.7	-8.2	-	-	-	-5.1	-15.1	10.0	-32.6	2.5	3.0	39.6	51.7			
		ER Lok Ma Chau to Hung Hom		85.1	85.4	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-5.3	-14.9	7.0	-32.6	2.5	3.0	44.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	89.1	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-5.5	-15.0	11.8	-32.6	2.5	3.0	50.3				
		Intercity through train to Hung Hom		86.5	81.5	22.1	20.1	1	3.0	7.7	-8.2	-	-	-	-5.1	-15.1	0.0	-32.6	2.5	3.0	31.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	81.7	7.6	34.8	10	3.0	7.4	-9.0	-	-	-	-5.1	-15.6	10.0	-32.6	2.5	3.0	38.2	51.0			
		ER Lok Ma Chau to Hung Hom		85.1	85.7	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-5.4	-15.6	7.0	-32.6	2.5	3.0	44.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	89.3	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-5.5	-15.6	11.8	-32.6	2.5	3.0	49.7				
		Intercity through train to Hung Hom		86.5	81.7	7.6	34.8	1	3.0	7.4	-9.0	-	-	-	-5.1	-15.6	0.0	-32.6	2.5	3.0	29.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	81.7	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-5.1	-4.8	10.0	-32.6	2.5	3.0	58.1	63.3			
		ER Lok Ma Chau to Hung Hom		85.1	86.7	41.6	59.3	5	3.4	5.5	-2.3	2.3	-	-	-5.4	-4.8	7.0	-32.6	2.5	3.0	54.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	89.3	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-5.5	-4.8	11.8	-32.6	2.5	3.0	60.5				
		Intercity through train to Hung Hom		86.5	81.7	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-5.1	-4.8	0.0	-32.6	2.5	3.0	49.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
20	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	84.5	0.6	7.0	15	-	8.1	0.0	-	-	-	-5.3	-40.1	11.8	-32.6	2.5	3.0	25.5	25.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	84.5	0.6	7.0	1	-	8.1	0.0	-	-	-	-5.3	-40.1	0.0	-32.6	2.5	3.0	14.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	79.3	0.9	6.6	15	3.5	7.9	-3.9	-	-	-	-5.0	-38.8	11.8	-32.6	2.5	3.0	23.1	30.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	83.0	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-5.2	-35.9	11.8	-32.6	2.5	3.0	29.8				
		Intercity through train to Hung Hom		86.5	79.3	0.9	6.6	1	3.5	7.9	-3.9	-	-	-	-5.0	-38.8	0.0	-32.6	2.5	3.0	11.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	83.6	22.1	20.1	10	3.0	7.7	-7.5	-	-	-	-5.2	-15.1	10.0	-32.6	2.5	3.0	40.2	51.6			
		ER Lok Ma Chau to Hung Hom		85.1	87.4	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-5.4	-14.9	7.0	-32.6	2.5	3.0	44.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	91.1	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-5.6	-15.0	11.8	-32.6	2.5	3.0	50.2				
		Intercity through train to Hung Hom		86.5	83.6	22.1	20.1	1	3.0	7.7	-7.5	-	-	-	-5.2	-15.1	0.0	-32.6	2.5	3.0	31.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	83.8	7.6	34.8	10	3.0	7.4	-8.3	-	-	-	-5.3	-15.6	10.0	-32.6	2.5	3.0	38.8	50.9			
		ER Lok Ma Chau to Hung Hom		85.1	87.8	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-5.5	-15.6	7.0	-32.6	2.5	3.0	43.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	91.3	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-5.6	-15.6	11.8	-32.6	2.5	3.0	49.6				
		Intercity through train to Hung Hom		86.5	83.8	7.6	34.8	1	3.0	7.4	-8.3	-	-	-	-5.3	-15.6	0.0	-32.6	2.5	3.0	30.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	83.8	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-5.3	-4.8	10.0	-32.6	2.5	3.0	57.9	63.2			
		ER Lok Ma Chau to Hung Hom		85.1	88.8	41.6	59.3	5	3.4	5.5	-2.0	2.0	-	-	-5.5	-4.8	7.0	-32.6	2.5	3.0	54.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	91.3	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-5.6	-4.8	11.8	-32.6	2.5	3.0	60.4				
		Intercity through train to Hung Hom		86.5	83.8	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-5.3	-4.8	0.0	-32.6	2.5	3.0	49.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
21	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	86.7	0.6	7.0	15	-	8.1	0.0	-	-	-	-5.4	-40.1	11.8	-32.6	2.5	3.0	25.4	25.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	86.7	0.6	7.0	1	-	8.1	0.0	-	-	-	-5.4	-40.1	0.0	-32.6	2.5	3.0	14.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	81.6	0.9	6.6	15	3.5	7.9	-3.3	-	-	-	-5.1	-38.8	11.8	-32.6	2.5	3.0	23.6	30.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	85.2	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-5.3	-35.9	11.8	-32.6	2.5	3.0	29.6				
		Intercity through train to Hung Hom		86.5	81.6	0.9	6.6	1	3.5	7.9	-3.3	-	-	-	-5.1	-38.8	0.0	-32.6	2.5	3.0	12.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	85.9	22.1	20.1	10	3.0	7.7	-6.8	-	-	-	-5.4	-15.1	10.0	-32.6	2.5	3.0	40.8	51.6			
		ER Lok Ma Chau to Hung Hom		85.1	89.6	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-5.5	-14.9	7.0	-32.6	2.5	3.0	44.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	93.1	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-5.7	-15.0	11.8	-32.6	2.5	3.0	50.1				
		Intercity through train to Hung Hom		86.5	85.9	22.1	20.1	1	3.0	7.7	-6.8	-	-	-	-5.4	-15.1	0.0	-32.6	2.5	3.0	32.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	86.1	7.6	34.8	10	3.0	7.4	-7.6	-	-	-	-5.4	-15.6	10.0	-32.6	2.5	3.0	39.4	50.9			
		ER Lok Ma Chau to Hung Hom		85.1	90.0	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-5.6	-15.6	7.0	-32.6	2.5	3.0	43.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	93.3	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-5.7	-15.6	11.8	-32.6	2.5	3.0	49.5				
		Intercity through train to Hung Hom		86.5	86.1	7.6	34.8	1	3.0	7.4	-7.6	-	-	-	-5.4	-15.6	0.0	-32.6	2.5	3.0	30.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	86.1	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-5.4	-4.8	10.0	-32.6	2.5	3.0	57.8	63.1			
		ER Lok Ma Chau to Hung Hom		85.1	90.9	41.6	59.3	5	3.4	5.5	-1.7	1.7	-	-	-5.6	-4.8	7.0	-32.6	2.5	3.0	54.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	93.3	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-5.7	-4.8	11.8	-32.6	2.5	3.0	60.3				
		Intercity through train to Hung Hom		86.5	86.1	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-5.4	-4.8	0.0	-32.6	2.5	3.0	49.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
22	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	88.9	0.6	7.0	15	-	8.1	0.0	-	-	-	-5.5	-40.1	11.8	-32.6	2.5	3.0	25.2	25.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	88.9	0.6	7.0	1	-	8.1	0.0	-	-	-	-5.5	-40.1	0.0	-32.6	2.5	3.0	13.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	83.9	0.9	6.6	15	3.5	7.9	-2.8	-	-	-	-5.3	-38.8	11.8	-32.6	2.5	3.0	24.0	30.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	87.5	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-5.4	-35.9	11.8	-32.6	2.5	3.0	29.5				
		Intercity through train to Hung Hom		86.5	83.9	0.9	6.6	1	3.5	7.9	-2.8	-	-	-	-5.3	-38.8	0.0	-32.6	2.5	3.0	12.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	88.1	22.1	20.1	10	3.0	7.7	-6.2	-	-	-	-5.5	-15.1	10.0	-32.6	2.5	3.0	41.3	51.5			
		ER Lok Ma Chau to Hung Hom		85.1	91.7	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-5.6	-14.9	7.0	-32.6	2.5	3.0	44.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	95.2	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-5.8	-15.0	11.8	-32.6	2.5	3.0	50.0				
		Intercity through train to Hung Hom		86.5	88.1	22.1	20.1	1	3.0	7.7	-6.2	-	-	-	-5.5	-15.1	0.0	-32.6	2.5	3.0	32.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	88.3	7.6	34.8	10	3.0	7.4	-6.9	-	-	-	-5.5	-15.6	10.0	-32.6	2.5	3.0	40.0	50.9			
		ER Lok Ma Chau to Hung Hom		85.1	92.1	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-5.7	-15.6	7.0	-32.6	2.5	3.0	43.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	95.4	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-5.8	-15.6	11.8	-32.6	2.5	3.0	49.4				
		Intercity through train to Hung Hom		86.5	88.3	7.6	34.8	1	3.0	7.4	-6.9	-	-	-	-5.5	-15.6	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	88.3	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-5.5	-4.8	10.0	-32.6	2.5	3.0	57.7	63.0			
		ER Lok Ma Chau to Hung Hom		85.1	93.1	41.6	59.3	5	3.4	5.5	-1.5	1.5	-	-	-5.7	-4.8	7.0	-32.6	2.5	3.0	54.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	95.4	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-5.8	-4.8	11.8	-32.6	2.5	3.0	60.2				
		Intercity through train to Hung Hom		86.5	88.3	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-5.5	-4.8	0.0	-32.6	2.5	3.0	49.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
23	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	91.2	0.6	7.0	15	-	8.1	0.0	-	-	-	-5.6	-40.1	11.8	-32.6	2.5	3.0	25.1	25.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	91.2	0.6	7.0	1	-	8.1	0.0	-	-	-	-5.6	-40.1	0.0	-32.6	2.5	3.0	13.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	86.3	0.9	6.6	15	3.5	7.9	-2.4	-	-	-	-5.4	-38.8	11.8	-32.6	2.5	3.0	24.2	30.6			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	89.8	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-5.6	-35.9	11.8	-32.6	2.5	3.0	29.4				
		Intercity through train to Hung Hom		86.5	86.3	0.9	6.6	1	3.5	7.9	-2.4	-	-	-	-5.4	-38.8	0.0	-32.6	2.5	3.0	12.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	90.4	22.1	20.1	10	3.0	7.7	-5.8	-	-	-	-5.6	-15.1	10.0	-32.6	2.5	3.0	41.6	51.5			
		ER Lok Ma Chau to Hung Hom		85.1	93.9	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-5.7	-14.9	7.0	-32.6	2.5	3.0	44.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	97.3	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-5.9	-15.0	11.8	-32.6	2.5	3.0	49.9				
		Intercity through train to Hung Hom		86.5	90.4	22.1	20.1	1	3.0	7.7	-5.8	-	-	-	-5.6	-15.1	0.0	-32.6	2.5	3.0	33.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	90.6	7.6	34.8	10	3.0	7.4	-6.3	-	-	-	-5.6	-15.6	10.0	-32.6	2.5	3.0	40.4	50.8			
		ER Lok Ma Chau to Hung Hom		85.1	94.3	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-5.8	-15.6	7.0	-32.6	2.5	3.0	43.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	97.5	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-5.9	-15.6	11.8	-32.6	2.5	3.0	49.3				
		Intercity through train to Hung Hom		86.5	90.6	7.6	34.8	1	3.0	7.4	-6.3	-	-	-	-5.6	-15.6	0.0	-32.6	2.5	3.0	31.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	90.6	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-5.6	-4.8	10.0	-32.6	2.5	3.0	57.6	62.9			
		ER Lok Ma Chau to Hung Hom		85.1	95.3	41.6	59.3	5	3.4	5.5	-1.4	1.4	-	-	-5.8	-4.8	7.0	-32.6	2.5	3.0	54.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	97.5	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-5.9	-4.8	11.8	-32.6	2.5	3.0	60.1				
		Intercity through train to Hung Hom		86.5	90.6	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-5.6	-4.8	0.0	-32.6	2.5	3.0	49.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
25	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	96.3	0.6	7.0	15	-	8.1	0.0	-	-	-	-5.9	-40.1	11.8	-32.6	2.5	3.0	24.9	25.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	96.3	0.6	7.0	1	-	8.1	0.0	-	-	-	-5.9	-40.1	0.0	-32.6	2.5	3.0	13.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	91.7	0.9	6.6	15	3.5	7.9	-1.9	-	-	-	-5.6	-38.8	11.8	-32.6	2.5	3.0	24.5	30.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	95.0	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-5.8	-35.9	11.8	-32.6	2.5	3.0	29.2				
		Intercity through train to Hung Hom		86.5	91.7	0.9	6.6	1	3.5	7.9	-1.9	-	-	-	-5.6	-38.8	0.0	-32.6	2.5	3.0	13.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	95.6	22.1	20.1	10	3.0	7.7	-5.3	-	-	-	-5.8	-15.1	10.0	-32.6	2.5	3.0	41.8	51.3			
		ER Lok Ma Chau to Hung Hom		85.1	98.9	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-6.0	-14.9	7.0	-32.6	2.5	3.0	44.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	102.2	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-6.1	-15.0	11.8	-32.6	2.5	3.0	49.7				
		Intercity through train to Hung Hom		86.5	95.6	22.1	20.1	1	3.0	7.7	-5.3	-	-	-	-5.8	-15.1	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	95.8	7.6	34.8	10	3.0	7.4	-5.6	-	-	-	-5.8	-15.6	10.0	-32.6	2.5	3.0	40.9	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	99.4	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-6.0	-15.6	7.0	-32.6	2.5	3.0	43.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	102.4	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-6.1	-15.6	11.8	-32.6	2.5	3.0	49.1				
		Intercity through train to Hung Hom		86.5	95.8	7.6	34.8	1	3.0	7.4	-5.6	-	-	-	-5.8	-15.6	0.0	-32.6	2.5	3.0	32.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	95.8	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-5.8	-4.8	10.0	-32.6	2.5	3.0	57.4	62.7			
		ER Lok Ma Chau to Hung Hom		85.1	100.4	41.6	59.3	5	3.4	5.5	-1.0	1.0	-	-	-6.0	-4.8	7.0	-32.6	2.5	3.0	54.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	102.4	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-6.1	-4.8	11.8	-32.6	2.5	3.0	59.9				
		Intercity through train to Hung Hom		86.5	95.8	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-5.8	-4.8	0.0	-32.6	2.5	3.0	48.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
26	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	98.6	0.6	7.0	15	-	8.1	0.0	-	-	-	-6.0	-40.1	11.8	-32.6	2.5	3.0	24.8	25.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	98.6	0.6	7.0	1	-	8.1	0.0	-	-	-	-6.0	-40.1	0.0	-32.6	2.5	3.0	13.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	94.2	0.9	6.6	15	3.5	7.9	-1.7	-	-	-	-5.8	-38.8	11.8	-32.6	2.5	3.0	24.6	30.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	97.3	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-5.9	-35.9	11.8	-32.6	2.5	3.0	29.1				
		Intercity through train to Hung Hom		86.5	94.2	0.9	6.6	1	3.5	7.9	-1.7	-	-	-	-5.8	-38.8	0.0	-32.6	2.5	3.0	13.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	97.9	22.1	20.1	10	3.0	7.7	-4.6	-	-	-	-5.9	-15.1	10.0	-32.6	2.5	3.0	42.4	51.3			
		ER Lok Ma Chau to Hung Hom		85.1	101.2	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-6.1	-14.9	7.0	-32.6	2.5	3.0	44.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	104.4	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-6.2	-15.0	11.8	-32.6	2.5	3.0	49.6				
		Intercity through train to Hung Hom		86.5	97.9	22.1	20.1	1	3.0	7.7	-4.6	-	-	-	-5.9	-15.1	0.0	-32.6	2.5	3.0	33.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	98.2	7.6	34.8	10	3.0	7.4	-5.5	-	-	-	-5.9	-15.6	10.0	-32.6	2.5	3.0	40.9	50.6			
		ER Lok Ma Chau to Hung Hom		85.1	101.7	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-6.1	-15.6	7.0	-32.6	2.5	3.0	43.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	104.6	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-6.2	-15.6	11.8	-32.6	2.5	3.0	49.0				
		Intercity through train to Hung Hom		86.5	98.2	7.6	34.8	1	3.0	7.4	-5.5	-	-	-	-5.9	-15.6	0.0	-32.6	2.5	3.0	32.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	98.2	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-5.9	-4.8	10.0	-32.6	2.5	3.0	57.3	62.6			
		ER Lok Ma Chau to Hung Hom		85.1	102.7	41.6	59.3	5	3.4	5.5	-0.9	0.9	-	-	-6.1	-4.8	7.0	-32.6	2.5	3.0	54.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	104.6	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-6.2	-4.8	11.8	-32.6	2.5	3.0	59.8				
		Intercity through train to Hung Hom		86.5	98.2	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-5.9	-4.8	0.0	-32.6	2.5	3.0	48.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
27	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	101.0	0.6	7.0	15	-	8.1	0.0	-	-	-	-6.1	-40.1	11.8	-32.6	2.5	3.0	24.7	25.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	101.0	0.6	7.0	1	-	8.1	0.0	-	-	-	-6.1	-40.1	0.0	-32.6	2.5	3.0	13.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	96.6	0.9	6.6	15	3.5	7.9	-1.5	-	-	-	-5.9	-38.8	11.8	-32.6	2.5	3.0	24.6	30.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	99.7	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-6.0	-35.9	11.8	-32.6	2.5	3.0	29.0				
		Intercity through train to Hung Hom		86.5	96.6	0.9	6.6	1	3.5	7.9	-1.5	-	-	-	-5.9	-38.8	0.0	-32.6	2.5	3.0	13.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	100.3	22.1	20.1	10	3.0	7.7	-3.9	-	-	-	-6.0	-15.1	10.0	-32.6	2.5	3.0	43.0	51.3			
		ER Lok Ma Chau to Hung Hom		85.1	103.5	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-6.2	-14.9	7.0	-32.6	2.5	3.0	43.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	106.6	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-6.3	-15.0	11.8	-32.6	2.5	3.0	49.5				
		Intercity through train to Hung Hom		86.5	100.3	22.1	20.1	1	3.0	7.7	-3.9	-	-	-	-6.0	-15.1	0.0	-32.6	2.5	3.0	34.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	100.5	7.6	34.8	10	3.0	7.4	-4.9	-	-	-	-6.0	-15.6	10.0	-32.6	2.5	3.0	41.4	50.6			
		ER Lok Ma Chau to Hung Hom		85.1	104.0	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-6.2	-15.6	7.0	-32.6	2.5	3.0	43.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	106.8	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-6.3	-15.6	11.8	-32.6	2.5	3.0	48.9				
		Intercity through train to Hung Hom		86.5	100.5	7.6	34.8	1	3.0	7.4	-4.9	-	-	-	-6.0	-15.6	0.0	-32.6	2.5	3.0	32.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	100.5	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-6.0	-4.8	10.0	-32.6	2.5	3.0	57.2	62.5			
		ER Lok Ma Chau to Hung Hom		85.1	105.0	41.6	59.3	5	3.4	5.5	-0.8	0.8	-	-	-6.2	-4.8	7.0	-32.6	2.5	3.0	53.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	106.8	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-6.3	-4.8	11.8	-32.6	2.5	3.0	59.7				
		Intercity through train to Hung Hom		86.5	100.5	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-6.0	-4.8	0.0	-32.6	2.5	3.0	48.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
28	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	103.4	0.6	7.0	15	-	8.1	0.0	-	-	-	-6.2	-40.1	11.8	-32.6	2.5	3.0	24.6	24.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	103.4	0.6	7.0	1	-	8.1	0.0	-	-	-	-6.2	-40.1	0.0	-32.6	2.5	3.0	13.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	99.1	0.9	6.6	15	3.5	7.9	-1.4	-	-	-	-6.0	-38.8	11.8	-32.6	2.5	3.0	24.6	30.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	102.1	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-6.1	-35.9	11.8	-32.6	2.5	3.0	28.9				
		Intercity through train to Hung Hom		86.5	99.1	0.9	6.6	1	3.5	7.9	-1.4	-	-	-	-6.0	-38.8	0.0	-32.6	2.5	3.0	13.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	102.7	22.1	20.1	10	3.0	7.7	-3.5	-	-	-	-6.1	-15.1	10.0	-32.6	2.5	3.0	43.3	51.3			
		ER Lok Ma Chau to Hung Hom		85.1	105.8	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-6.3	-14.9	7.0	-32.6	2.5	3.0	43.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	108.8	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-6.4	-15.0	11.8	-32.6	2.5	3.0	49.4				
		Intercity through train to Hung Hom		86.5	102.7	22.1	20.1	1	3.0	7.7	-3.5	-	-	-	-6.1	-15.1	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	102.9	7.6	34.8	10	3.0	7.4	-4.3	-	-	-	-6.1	-15.6	10.0	-32.6	2.5	3.0	42.0	50.6			
		ER Lok Ma Chau to Hung Hom		85.1	106.3	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-6.3	-15.6	7.0	-32.6	2.5	3.0	43.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	109.1	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-6.4	-15.6	11.8	-32.6	2.5	3.0	48.8				
		Intercity through train to Hung Hom		86.5	102.9	7.6	34.8	1	3.0	7.4	-4.3	-	-	-	-6.1	-15.6	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	102.9	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-6.1	-4.8	10.0	-32.6	2.5	3.0	57.1	62.4			
		ER Lok Ma Chau to Hung Hom		85.1	107.4	41.6	59.3	5	3.4	5.5	-0.7	0.7	-	-	-6.3	-4.8	7.0	-32.6	2.5	3.0	53.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	109.1	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-6.4	-4.8	11.8	-32.6	2.5	3.0	59.6				
		Intercity through train to Hung Hom		86.5	102.9	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-6.1	-4.8	0.0	-32.6	2.5	3.0	48.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
29	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	105.7	0.6	7.0	15	-	8.1	0.0	-	-	-	-6.3	-40.1	11.8	-32.6	2.5	3.0	24.5	24.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	105.7	0.6	7.0	1	-	8.1	0.0	-	-	-	-6.3	-40.1	0.0	-32.6	2.5	3.0	13.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	101.6	0.9	6.6	15	3.5	7.9	-1.3	-	-	-	-6.1	-38.8	11.8	-32.6	2.5	3.0	24.7	30.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	104.5	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-6.2	-35.9	11.8	-32.6	2.5	3.0	28.8				
		Intercity through train to Hung Hom		86.5	101.6	0.9	6.6	1	3.5	7.9	-1.3	-	-	-	-6.1	-38.8	0.0	-32.6	2.5	3.0	13.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	105.1	22.1	20.1	10	3.0	7.7	-3.1	-	-	-	-6.2	-15.1	10.0	-32.6	2.5	3.0	43.6	51.3			
		ER Lok Ma Chau to Hung Hom		85.1	108.2	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-6.4	-14.9	7.0	-32.6	2.5	3.0	43.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	111.1	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-6.5	-15.0	11.8	-32.6	2.5	3.0	49.3				
		Intercity through train to Hung Hom		86.5	105.1	22.1	20.1	1	3.0	7.7	-3.1	-	-	-	-6.2	-15.1	0.0	-32.6	2.5	3.0	35.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	105.3	7.6	34.8	10	3.0	7.4	-3.7	-	-	-	-6.2	-15.6	10.0	-32.6	2.5	3.0	42.4	50.6			
		ER Lok Ma Chau to Hung Hom		85.1	108.7	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-6.4	-15.6	7.0	-32.6	2.5	3.0	43.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	111.3	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-6.5	-15.6	11.8	-32.6	2.5	3.0	48.7				
		Intercity through train to Hung Hom		86.5	105.3	7.6	34.8	1	3.0	7.4	-3.7	-	-	-	-6.2	-15.6	0.0	-32.6	2.5	3.0	33.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	105.3	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-6.2	-4.8	10.0	-32.6	2.5	3.0	57.0	62.3			
		ER Lok Ma Chau to Hung Hom		85.1	109.7	41.6	59.3	5	3.4	5.5	-0.6	0.6	-	-	-6.4	-4.8	7.0	-32.6	2.5	3.0	53.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	111.3	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-6.5	-4.8	11.8	-32.6	2.5	3.0	59.5				
		Intercity through train to Hung Hom		86.5	105.3	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-6.2	-4.8	0.0	-32.6	2.5	3.0	48.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
30	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	108.1	0.6	7.0	15	-	8.1	0.0	-	-	-	-6.4	-40.1	11.8	-32.6	2.5	3.0	24.4	24.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	108.1	0.6	7.0	1	-	8.1	0.0	-	-	-	-6.4	-40.1	0.0	-32.6	2.5	3.0	13.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	104.1	0.9	6.6	15	3.5	7.9	-1.1	-	-	-	-6.2	-38.8	11.8	-32.6	2.5	3.0	24.7	30.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	106.9	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-6.3	-35.9	11.8	-32.6	2.5	3.0	28.7				
		Intercity through train to Hung Hom		86.5	104.1	0.9	6.6	1	3.5	7.9	-1.1	-	-	-	-6.2	-38.8	0.0	-32.6	2.5	3.0	13.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	107.5	22.1	20.1	10	3.0	7.7	-2.8	-	-	-	-6.3	-15.1	10.0	-32.6	2.5	3.0	43.8	51.3			
		ER Lok Ma Chau to Hung Hom		85.1	110.5	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-6.5	-14.9	7.0	-32.6	2.5	3.0	43.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	113.4	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-6.6	-15.0	11.8	-32.6	2.5	3.0	49.2				
		Intercity through train to Hung Hom		86.5	107.5	22.1	20.1	1	3.0	7.7	-2.8	-	-	-	-6.3	-15.1	0.0	-32.6	2.5	3.0	35.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	107.8	7.6	34.8	10	3.0	7.4	-3.3	-	-	-	-6.3	-15.6	10.0	-32.6	2.5	3.0	42.7	50.6			
		ER Lok Ma Chau to Hung Hom		85.1	111.0	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-6.5	-15.6	7.0	-32.6	2.5	3.0	42.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	113.6	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-6.6	-15.6	11.8	-32.6	2.5	3.0	48.6				
		Intercity through train to Hung Hom		86.5	107.8	7.6	34.8	1	3.0	7.4	-3.3	-	-	-	-6.3	-15.6	0.0	-32.6	2.5	3.0	34.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	107.8	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-6.3	-4.8	10.0	-32.6	2.5	3.0	56.9	62.2			
		ER Lok Ma Chau to Hung Hom		85.1	112.1	41.6	59.3	5	3.4	5.5	-0.6	0.6	-	-	-6.5	-4.8	7.0	-32.6	2.5	3.0	53.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	113.6	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-6.6	-4.8	11.8	-32.6	2.5	3.0	59.5				
		Intercity through train to Hung Hom		86.5	107.8	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-6.3	-4.8	0.0	-32.6	2.5	3.0	48.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
31	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	110.6	0.6	7.0	15	-	8.1	0.0	-	-	-	-6.5	-40.1	11.8	-32.6	2.5	3.0	24.3	24.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	110.6	0.6	7.0	1	-	8.1	0.0	-	-	-	-6.5	-40.1	0.0	-32.6	2.5	3.0	13.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	106.6	0.9	6.6	15	3.5	7.9	-1.0	-	-	-	-6.3	-38.8	11.8	-32.6	2.5	3.0	24.7	30.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	109.4	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-6.4	-35.9	11.8	-32.6	2.5	3.0	28.6				
		Intercity through train to Hung Hom		86.5	106.6	0.9	6.6	1	3.5	7.9	-1.0	-	-	-	-6.3	-38.8	0.0	-32.6	2.5	3.0	13.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	110.0	22.1	20.1	10	3.0	7.7	-2.6	-	-	-	-6.4	-15.1	10.0	-32.6	2.5	3.0	43.9	51.2			
		ER Lok Ma Chau to Hung Hom		85.1	112.9	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-6.5	-14.9	7.0	-32.6	2.5	3.0	43.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	115.7	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-6.7	-15.0	11.8	-32.6	2.5	3.0	49.1				
		Intercity through train to Hung Hom		86.5	110.0	22.1	20.1	1	3.0	7.7	-2.6	-	-	-	-6.4	-15.1	0.0	-32.6	2.5	3.0	35.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	110.2	7.6	34.8	10	3.0	7.4	-3.0	-	-	-	-6.4	-15.6	10.0	-32.6	2.5	3.0	42.9	50.5			
		ER Lok Ma Chau to Hung Hom		85.1	113.4	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-6.6	-15.6	7.0	-32.6	2.5	3.0	42.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	115.9	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-6.7	-15.6	11.8	-32.6	2.5	3.0	48.6				
		Intercity through train to Hung Hom		86.5	110.2	7.6	34.8	1	3.0	7.4	-3.0	-	-	-	-6.4	-15.6	0.0	-32.6	2.5	3.0	34.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	110.2	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-6.4	-4.8	10.0	-32.6	2.5	3.0	56.8	62.1			
		ER Lok Ma Chau to Hung Hom		85.1	114.5	41.6	59.3	5	3.4	5.5	-0.5	0.5	-	-	-6.6	-4.8	7.0	-32.6	2.5	3.0	53.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	115.9	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-6.7	-4.8	11.8	-32.6	2.5	3.0	59.4				
		Intercity through train to Hung Hom		86.5	110.2	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-6.4	-4.8	0.0	-32.6	2.5	3.0	48.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
32	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	113.0	0.6	7.0	15	-	8.1	0.0	-	-	-	-6.6	-40.1	11.8	-32.6	2.5	3.0	24.2	24.5			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	113.0	0.6	7.0	1	-	8.1	0.0	-	-	-	-6.6	-40.1	0.0	-32.6	2.5	3.0	12.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	109.1	0.9	6.6	15	3.5	7.9	-1.0	-	-	-	-6.4	-38.8	11.8	-32.6	2.5	3.0	24.7	30.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	111.8	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-6.5	-35.9	11.8	-32.6	2.5	3.0	28.5				
		Intercity through train to Hung Hom		86.5	109.1	0.9	6.6	1	3.5	7.9	-1.0	-	-	-	-6.4	-38.8	0.0	-32.6	2.5	3.0	13.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	112.4	22.1	20.1	10	3.0	7.7	-2.4	-	-	-	-6.5	-15.1	10.0	-32.6	2.5	3.0	44.0	51.2			
		ER Lok Ma Chau to Hung Hom		85.1	115.3	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-6.6	-14.9	7.0	-32.6	2.5	3.0	43.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	118.1	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-6.7	-15.0	11.8	-32.6	2.5	3.0	49.0				
		Intercity through train to Hung Hom		86.5	112.4	22.1	20.1	1	3.0	7.7	-2.4	-	-	-	-6.5	-15.1	0.0	-32.6	2.5	3.0	35.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	112.7	7.6	34.8	10	3.0	7.4	-2.8	-	-	-	-6.5	-15.6	10.0	-32.6	2.5	3.0	43.1	50.5			
		ER Lok Ma Chau to Hung Hom		85.1	115.8	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-6.7	-15.6	7.0	-32.6	2.5	3.0	42.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	118.3	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-6.7	-15.6	11.8	-32.6	2.5	3.0	48.5				
		Intercity through train to Hung Hom		86.5	112.7	7.6	34.8	1	3.0	7.4	-2.8	-	-	-	-6.5	-15.6	0.0	-32.6	2.5	3.0	34.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	112.7	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-6.5	-4.8	10.0	-32.6	2.5	3.0	56.7	62.0			
		ER Lok Ma Chau to Hung Hom		85.1	116.9	41.6	59.3	5	3.4	5.5	-0.4	0.4	-	-	-6.7	-4.8	7.0	-32.6	2.5	3.0	53.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	118.3	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-6.7	-4.8	11.8	-32.6	2.5	3.0	59.3				
		Intercity through train to Hung Hom		86.5	112.7	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-6.5	-4.8	0.0	-32.6	2.5	3.0	48.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
33	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	115.4	0.6	7.0	15	-	8.1	0.0	-	-	-	-6.6	-40.1	11.8	-32.6	2.5	3.0	24.1	24.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	115.4	0.6	7.0	1	-	8.1	0.0	-	-	-	-6.6	-40.1	0.0	-32.6	2.5	3.0	12.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	111.7	0.9	6.6	15	3.5	7.9	-0.9	-	-	-	-6.5	-38.8	11.8	-32.6	2.5	3.0	24.6	30.0			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	114.3	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-6.6	-35.9	11.8	-32.6	2.5	3.0	28.4				
		Intercity through train to Hung Hom		86.5	111.7	0.9	6.6	1	3.5	7.9	-0.9	-	-	-	-6.5	-38.8	0.0	-32.6	2.5	3.0	13.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	114.9	22.1	20.1	10	3.0	7.7	-2.2	-	-	-	-6.6	-15.1	10.0	-32.6	2.5	3.0	44.1	51.1			
		ER Lok Ma Chau to Hung Hom		85.1	117.7	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-6.7	-14.9	7.0	-32.6	2.5	3.0	43.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	120.4	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-6.8	-15.0	11.8	-32.6	2.5	3.0	49.0				
		Intercity through train to Hung Hom		86.5	114.9	22.1	20.1	1	3.0	7.7	-2.2	-	-	-	-6.6	-15.1	0.0	-32.6	2.5	3.0	35.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	115.1	7.6	34.8	10	3.0	7.4	-2.5	-	-	-	-6.6	-15.6	10.0	-32.6	2.5	3.0	43.2	50.5			
		ER Lok Ma Chau to Hung Hom		85.1	118.2	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-6.7	-15.6	7.0	-32.6	2.5	3.0	42.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	120.6	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-6.8	-15.6	11.8	-32.6	2.5	3.0	48.4				
		Intercity through train to Hung Hom		86.5	115.1	7.6	34.8	1	3.0	7.4	-2.5	-	-	-	-6.6	-15.6	0.0	-32.6	2.5	3.0	34.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	115.1	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-6.6	-4.8	10.0	-32.6	2.5	3.0	56.6	62.0			
		ER Lok Ma Chau to Hung Hom		85.1	119.3	41.6	59.3	5	3.4	5.5	-0.4	0.4	-	-	-6.8	-4.8	7.0	-32.6	2.5	3.0	53.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	120.6	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-6.8	-4.8	11.8	-32.6	2.5	3.0	59.2				
		Intercity through train to Hung Hom		86.5	115.1	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-6.6	-4.8	0.0	-32.6	2.5	3.0	48.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
34	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	117.9	0.6	7.0	15	-	8.1	0.0	-	-	-	-6.7	-40.1	11.8	-32.6	2.5	3.0	24.0	24.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	117.9	0.6	7.0	1	-	8.1	0.0	-	-	-	-6.7	-40.1	0.0	-32.6	2.5	3.0	12.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	114.2	0.9	6.6	15	3.5	7.9	-0.8	-	-	-	-6.6	-38.8	11.8	-32.6	2.5	3.0	24.6	29.9			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	116.8	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-6.7	-35.9	11.8	-32.6	2.5	3.0	28.3				
		Intercity through train to Hung Hom		86.5	114.2	0.9	6.6	1	3.5	7.9	-0.8	-	-	-	-6.6	-38.8	0.0	-32.6	2.5	3.0	13.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	117.4	22.1	20.1	10	3.0	7.7	-2.0	-	-	-	-6.7	-15.1	10.0	-32.6	2.5	3.0	44.2	51.1			
		ER Lok Ma Chau to Hung Hom		85.1	120.1	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-6.8	-14.9	7.0	-32.6	2.5	3.0	43.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	122.8	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-6.9	-15.0	11.8	-32.6	2.5	3.0	48.9				
		Intercity through train to Hung Hom		86.5	117.4	22.1	20.1	1	3.0	7.7	-2.0	-	-	-	-6.7	-15.1	0.0	-32.6	2.5	3.0	35.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	117.6	7.6	34.8	10	3.0	7.4	-2.3	-	-	-	-6.7	-15.6	10.0	-32.6	2.5	3.0	43.3	50.4			
		ER Lok Ma Chau to Hung Hom		85.1	120.7	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-6.8	-15.6	7.0	-32.6	2.5	3.0	42.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	123.0	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-6.9	-15.6	11.8	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	117.6	7.6	34.8	1	3.0	7.4	-2.3	-	-	-	-6.7	-15.6	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	117.6	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-6.7	-4.8	10.0	-32.6	2.5	3.0	56.5	61.9			
		ER Lok Ma Chau to Hung Hom		85.1	121.8	41.6	59.3	5	3.4	5.5	-0.3	0.3	-	-	-6.9	-4.8	7.0	-32.6	2.5	3.0	53.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	123.0	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-6.9	-4.8	11.8	-32.6	2.5	3.0	59.1				
		Intercity through train to Hung Hom		86.5	117.6	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-6.7	-4.8	0.0	-32.6	2.5	3.0	48.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
35	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	120.4	0.6	7.0	15	-	8.1	0.0	-	-	-	-6.8	-40.1	11.8	-32.6	2.5	3.0	23.9	24.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	120.4	0.6	7.0	1	-	8.1	0.0	-	-	-	-6.8	-40.1	0.0	-32.6	2.5	3.0	12.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	116.8	0.9	6.6	15	3.5	7.9	-0.7	-	-	-	-6.7	-38.8	11.8	-32.6	2.5	3.0	24.6	29.9			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	119.3	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-6.8	-35.9	11.8	-32.6	2.5	3.0	28.2				
		Intercity through train to Hung Hom		86.5	116.8	0.9	6.6	1	3.5	7.9	-0.7	-	-	-	-6.7	-38.8	0.0	-32.6	2.5	3.0	13.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	119.9	22.1	20.1	10	3.0	7.7	-1.9	-	-	-	-6.8	-15.1	10.0	-32.6	2.5	3.0	44.2	51.0			
		ER Lok Ma Chau to Hung Hom		85.1	122.5	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-6.9	-14.9	7.0	-32.6	2.5	3.0	43.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	125.2	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-7.0	-15.0	11.8	-32.6	2.5	3.0	48.8				
		Intercity through train to Hung Hom		86.5	119.9	22.1	20.1	1	3.0	7.7	-1.9	-	-	-	-6.8	-15.1	0.0	-32.6	2.5	3.0	35.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	120.1	7.6	34.8	10	3.0	7.4	-2.2	-	-	-	-6.8	-15.6	10.0	-32.6	2.5	3.0	43.4	50.4			
		ER Lok Ma Chau to Hung Hom		85.1	123.1	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-6.9	-15.6	7.0	-32.6	2.5	3.0	42.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	125.4	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-7.0	-15.6	11.8	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	120.1	7.6	34.8	1	3.0	7.4	-2.2	-	-	-	-6.8	-15.6	0.0	-32.6	2.5	3.0	34.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	120.1	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-6.8	-4.8	10.0	-32.6	2.5	3.0	56.4	61.8			
		ER Lok Ma Chau to Hung Hom		85.1	124.2	41.6	59.3	5	3.4	5.5	-0.3	0.3	-	-	-7.0	-4.8	7.0	-32.6	2.5	3.0	53.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	125.4	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-7.0	-4.8	11.8	-32.6	2.5	3.0	59.0				
		Intercity through train to Hung Hom		86.5	120.1	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-6.8	-4.8	0.0	-32.6	2.5	3.0	47.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
36	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	122.8	0.6	7.0	15	-	8.1	0.0	-	-	-	-6.9	-40.1	11.8	-32.6	2.5	3.0	23.8	24.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	122.8	0.6	7.0	1	-	8.1	0.0	-	-	-	-6.9	-40.1	0.0	-32.6	2.5	3.0	12.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	119.3	0.9	6.6	15	3.5	7.9	-0.7	-	-	-	-6.8	-38.8	11.8	-32.6	2.5	3.0	24.6	29.8			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	121.8	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-6.9	-35.9	11.8	-32.6	2.5	3.0	28.1				
		Intercity through train to Hung Hom		86.5	119.3	0.9	6.6	1	3.5	7.9	-0.7	-	-	-	-6.8	-38.8	0.0	-32.6	2.5	3.0	13.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	122.4	22.1	20.1	10	3.0	7.7	-1.7	-	-	-	-6.9	-15.1	10.0	-32.6	2.5	3.0	44.3	51.0			
		ER Lok Ma Chau to Hung Hom		85.1	125.0	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-7.0	-14.9	7.0	-32.6	2.5	3.0	43.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	127.6	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-7.1	-15.0	11.8	-32.6	2.5	3.0	48.7				
		Intercity through train to Hung Hom		86.5	122.4	22.1	20.1	1	3.0	7.7	-1.7	-	-	-	-6.9	-15.1	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	122.6	7.6	34.8	10	3.0	7.4	-2.0	-	-	-	-6.9	-15.6	10.0	-32.6	2.5	3.0	43.4	50.3			
		ER Lok Ma Chau to Hung Hom		85.1	125.6	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-7.0	-15.6	7.0	-32.6	2.5	3.0	42.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	127.8	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-7.1	-15.6	11.8	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	122.6	7.6	34.8	1	3.0	7.4	-2.0	-	-	-	-6.9	-15.6	0.0	-32.6	2.5	3.0	34.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	122.6	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-6.9	-4.8	10.0	-32.6	2.5	3.0	56.3	61.7			
		ER Lok Ma Chau to Hung Hom		85.1	126.7	41.6	59.3	5	3.4	5.5	-0.2	0.2	-	-	-7.0	-4.8	7.0	-32.6	2.5	3.0	53.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	127.8	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-7.1	-4.8	11.8	-32.6	2.5	3.0	58.9				
		Intercity through train to Hung Hom		86.5	122.6	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-6.9	-4.8	0.0	-32.6	2.5	3.0	47.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
37	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	125.3	0.6	7.0	15	-	8.1	0.0	-	-	-	-7.0	-40.1	11.8	-32.6	2.5	3.0	23.8	24.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	125.3	0.6	7.0	1	-	8.1	0.0	-	-	-	-7.0	-40.1	0.0	-32.6	2.5	3.0	12.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	121.9	0.9	6.6	15	3.5	7.9	-0.6	-	-	-	-6.9	-38.8	11.8	-32.6	2.5	3.0	24.5	29.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	124.3	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-7.0	-35.9	11.8	-32.6	2.5	3.0	28.0				
		Intercity through train to Hung Hom		86.5	121.9	0.9	6.6	1	3.5	7.9	-0.6	-	-	-	-6.9	-38.8	0.0	-32.6	2.5	3.0	13.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	124.9	22.1	20.1	10	3.0	7.7	-1.6	-	-	-	-7.0	-15.1	10.0	-32.6	2.5	3.0	44.3	50.9			
		ER Lok Ma Chau to Hung Hom		85.1	127.5	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-7.1	-14.9	7.0	-32.6	2.5	3.0	43.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	130.0	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-7.2	-15.0	11.8	-32.6	2.5	3.0	48.6				
		Intercity through train to Hung Hom		86.5	124.9	22.1	20.1	1	3.0	7.7	-1.6	-	-	-	-7.0	-15.1	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	125.1	7.6	34.8	10	3.0	7.4	-1.9	-	-	-	-7.0	-15.6	10.0	-32.6	2.5	3.0	43.5	50.3			
		ER Lok Ma Chau to Hung Hom		85.1	128.0	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-7.1	-15.6	7.0	-32.6	2.5	3.0	42.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	130.2	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-7.2	-15.6	11.8	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	125.1	7.6	34.8	1	3.0	7.4	-1.9	-	-	-	-7.0	-15.6	0.0	-32.6	2.5	3.0	35.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	125.1	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-7.0	-4.8	10.0	-32.6	2.5	3.0	56.2	61.6			
		ER Lok Ma Chau to Hung Hom		85.1	129.2	41.6	59.3	5	3.4	5.5	-0.2	0.2	-	-	-7.1	-4.8	7.0	-32.6	2.5	3.0	53.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	130.2	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-7.2	-4.8	11.8	-32.6	2.5	3.0	58.9				
		Intercity through train to Hung Hom		86.5	125.1	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-7.0	-4.8	0.0	-32.6	2.5	3.0	47.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
38	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	127.8	0.6	7.0	15	-	8.1	0.0	-	-	-	-7.1	-40.1	11.8	-32.6	2.5	3.0	23.7	24.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	127.8	0.6	7.0	1	-	8.1	0.0	-	-	-	-7.1	-40.1	0.0	-32.6	2.5	3.0	12.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	124.5	0.9	6.6	15	3.5	7.9	-0.6	-	-	-	-7.0	-38.8	11.8	-32.6	2.5	3.0	24.5	29.6			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	126.8	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-7.1	-35.9	11.8	-32.6	2.5	3.0	27.9				
		Intercity through train to Hung Hom		86.5	124.5	0.9	6.6	1	3.5	7.9	-0.6	-	-	-	-7.0	-38.8	0.0	-32.6	2.5	3.0	13.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	127.4	22.1	20.1	10	3.0	7.7	-1.5	-	-	-	-7.1	-15.1	10.0	-32.6	2.5	3.0	44.3	50.9			
		ER Lok Ma Chau to Hung Hom		85.1	129.9	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-7.2	-14.9	7.0	-32.6	2.5	3.0	42.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	132.4	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-7.2	-15.0	11.8	-32.6	2.5	3.0	48.6				
		Intercity through train to Hung Hom		86.5	127.4	22.1	20.1	1	3.0	7.7	-1.5	-	-	-	-7.1	-15.1	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	127.6	7.6	34.8	10	3.0	7.4	-1.8	-	-	-	-7.1	-15.6	10.0	-32.6	2.5	3.0	43.5	50.2			
		ER Lok Ma Chau to Hung Hom		85.1	130.5	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-7.2	-15.6	7.0	-32.6	2.5	3.0	42.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	132.6	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-7.2	-15.6	11.8	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	127.6	7.6	34.8	1	3.0	7.4	-1.8	-	-	-	-7.1	-15.6	0.0	-32.6	2.5	3.0	35.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	127.6	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-7.1	-4.8	10.0	-32.6	2.5	3.0	56.1	61.5			
		ER Lok Ma Chau to Hung Hom		85.1	131.7	41.6	59.3	5	3.4	5.5	-0.1	0.1	-	-	-7.2	-4.8	7.0	-32.6	2.5	3.0	53.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	132.6	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-7.2	-4.8	11.8	-32.6	2.5	3.0	58.8				
		Intercity through train to Hung Hom		86.5	127.6	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-7.1	-4.8	0.0	-32.6	2.5	3.0	47.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
39	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	130.4	0.6	7.0	15	-	8.1	0.0	-	-	-	-7.2	-40.1	11.8	-32.6	2.5	3.0	23.6	23.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	130.4	0.6	7.0	1	-	8.1	0.0	-	-	-	-7.2	-40.1	0.0	-32.6	2.5	3.0	12.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	127.1	0.9	6.6	15	3.5	7.9	-0.5	-	-	-	-7.1	-38.8	11.8	-32.6	2.5	3.0	24.5	29.6			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	129.4	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-7.1	-35.9	11.8	-32.6	2.5	3.0	27.8				
		Intercity through train to Hung Hom		86.5	127.1	0.9	6.6	1	3.5	7.9	-0.5	-	-	-	-7.1	-38.8	0.0	-32.6	2.5	3.0	13.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	129.9	22.1	20.1	10	3.0	7.7	-1.4	-	-	-	-7.2	-15.1	10.0	-32.6	2.5	3.0	44.3	50.8			
		ER Lok Ma Chau to Hung Hom		85.1	132.4	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-7.2	-14.9	7.0	-32.6	2.5	3.0	42.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	134.8	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-7.3	-15.0	11.8	-32.6	2.5	3.0	48.5				
		Intercity through train to Hung Hom		86.5	129.9	22.1	20.1	1	3.0	7.7	-1.4	-	-	-	-7.2	-15.1	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	130.2	7.6	34.8	10	3.0	7.4	-1.7	-	-	-	-7.2	-15.6	10.0	-32.6	2.5	3.0	43.5	50.2			
		ER Lok Ma Chau to Hung Hom		85.1	133.0	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-7.3	-15.6	7.0	-32.6	2.5	3.0	42.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	135.1	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-7.3	-15.6	11.8	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	130.2	7.6	34.8	1	3.0	7.4	-1.7	-	-	-	-7.2	-15.6	0.0	-32.6	2.5	3.0	35.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	130.2	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-7.2	-4.8	10.0	-32.6	2.5	3.0	56.0	61.4			
		ER Lok Ma Chau to Hung Hom		85.1	134.2	41.6	59.3	5	3.4	5.5	-0.1	0.1	-	-	-7.3	-4.8	7.0	-32.6	2.5	3.0	52.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	135.1	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-7.3	-4.8	11.8	-32.6	2.5	3.0	58.7				
		Intercity through train to Hung Hom		86.5	130.2	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-7.2	-4.8	0.0	-32.6	2.5	3.0	47.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
40	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	132.9	0.6	7.0	15	-	8.1	0.0	-	-	-	-7.3	-40.1	11.8	-32.6	2.5	3.0	23.5	23.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	132.9	0.6	7.0	1	-	8.1	0.0	-	-	-	-7.3	-40.1	0.0	-32.6	2.5	3.0	12.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	129.7	0.9	6.6	15	3.5	7.9	-0.5	-	-	-	-7.1	-38.8	11.8	-32.6	2.5	3.0	24.4	29.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	131.9	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-7.2	-35.9	11.8	-32.6	2.5	3.0	27.7				
		Intercity through train to Hung Hom		86.5	129.7	0.9	6.6	1	3.5	7.9	-0.5	-	-	-	-7.1	-38.8	0.0	-32.6	2.5	3.0	13.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	132.5	22.1	20.1	10	3.0	7.7	-1.4	-	-	-	-7.2	-15.1	10.0	-32.6	2.5	3.0	44.3	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	134.9	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-7.3	-14.9	7.0	-32.6	2.5	3.0	42.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	137.3	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-7.4	-15.0	11.8	-32.6	2.5	3.0	48.4				
		Intercity through train to Hung Hom		86.5	132.5	22.1	20.1	1	3.0	7.7	-1.4	-	-	-	-7.2	-15.1	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	132.7	7.6	34.8	10	3.0	7.4	-1.6	-	-	-	-7.2	-15.6	10.0	-32.6	2.5	3.0	43.6	50.1			
		ER Lok Ma Chau to Hung Hom		85.1	135.5	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-7.3	-15.6	7.0	-32.6	2.5	3.0	42.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	137.5	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-7.4	-15.6	11.8	-32.6	2.5	3.0	47.8				
		Intercity through train to Hung Hom		86.5	132.7	7.6	34.8	1	3.0	7.4	-1.6	-	-	-	-7.2	-15.6	0.0	-32.6	2.5	3.0	35.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	132.7	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-7.2	-4.8	10.0	-32.6	2.5	3.0	56.0	61.4			
		ER Lok Ma Chau to Hung Hom		85.1	136.7	41.6	59.3	5	3.4	5.5	0.0	0.0	-	-	-7.4	-4.8	7.0	-32.6	2.5	3.0	52.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	137.5	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-7.4	-4.8	11.8	-32.6	2.5	3.0	58.6				
		Intercity through train to Hung Hom		86.5	132.7	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-7.2	-4.8	0.0	-32.6	2.5	3.0	47.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
41	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	135.4	0.6	7.0	15	-	8.1	0.0	-	-	-	-7.3	-40.1	11.8	-32.6	2.5	3.0	23.4	23.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	135.4	0.6	7.0	1	-	8.1	0.0	-	-	-	-7.3	-40.1	0.0	-32.6	2.5	3.0	12.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	132.3	0.9	6.6	15	3.5	7.9	-0.4	-	-	-	-7.2	-38.8	11.8	-32.6	2.5	3.0	24.4	29.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	134.5	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-7.3	-35.9	11.8	-32.6	2.5	3.0	27.7				
		Intercity through train to Hung Hom		86.5	132.3	0.9	6.6	1	3.5	7.9	-0.4	-	-	-	-7.2	-38.8	0.0	-32.6	2.5	3.0	13.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	135.0	22.1	20.1	10	3.0	7.7	-1.3	-	-	-	-7.3	-15.1	10.0	-32.6	2.5	3.0	44.3	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	137.4	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-7.4	-14.9	7.0	-32.6	2.5	3.0	42.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	139.8	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-7.5	-15.0	11.8	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	135.0	22.1	20.1	1	3.0	7.7	-1.3	-	-	-	-7.3	-15.1	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	135.3	7.6	34.8	10	3.0	7.4	-1.5	-	-	-	-7.3	-15.6	10.0	-32.6	2.5	3.0	43.6	50.0			
		ER Lok Ma Chau to Hung Hom		85.1	138.0	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-7.4	-15.6	7.0	-32.6	2.5	3.0	41.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	140.0	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-7.5	-15.6	11.8	-32.6	2.5	3.0	47.7				
		Intercity through train to Hung Hom		86.5	135.3	7.6	34.8	1	3.0	7.4	-1.5	-	-	-	-7.3	-15.6	0.0	-32.6	2.5	3.0	35.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	135.3	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-7.3	-4.8	10.0	-32.6	2.5	3.0	55.9	61.3			
		ER Lok Ma Chau to Hung Hom		85.1	139.2	41.6	59.3	5	3.4	5.5	0.0	0.0	-	-	-7.5	-4.8	7.0	-32.6	2.5	3.0	52.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	140.0	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-7.5	-4.8	11.8	-32.6	2.5	3.0	58.5				
		Intercity through train to Hung Hom		86.5	135.3	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-7.3	-4.8	0.0	-32.6	2.5	3.0	47.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
42	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	138.0	0.6	7.0	15	-	8.1	0.0	-	-	-	-7.4	-40.1	11.8	-32.6	2.5	3.0	23.3	23.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	138.0	0.6	7.0	1	-	8.1	0.0	-	-	-	-7.4	-40.1	0.0	-32.6	2.5	3.0	12.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	134.9	0.9	6.6	15	3.5	7.9	-0.4	-	-	-	-7.3	-38.8	11.8	-32.6	2.5	3.0	24.3	29.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	137.0	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-7.4	-35.9	11.8	-32.6	2.5	3.0	27.6				
		Intercity through train to Hung Hom		86.5	134.9	0.9	6.6	1	3.5	7.9	-0.4	-	-	-	-7.3	-38.8	0.0	-32.6	2.5	3.0	13.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	137.6	22.1	20.1	10	3.0	7.7	-1.2	-	-	-	-7.4	-15.1	10.0	-32.6	2.5	3.0	44.3	50.6			
		ER Lok Ma Chau to Hung Hom		85.1	139.9	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-7.5	-14.9	7.0	-32.6	2.5	3.0	42.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	142.2	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-7.6	-15.0	11.8	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	137.6	22.1	20.1	1	3.0	7.7	-1.2	-	-	-	-7.4	-15.1	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	137.8	7.6	34.8	10	3.0	7.4	-1.4	-	-	-	-7.4	-15.6	10.0	-32.6	2.5	3.0	43.6	50.0			
		ER Lok Ma Chau to Hung Hom		85.1	140.5	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-7.5	-15.6	7.0	-32.6	2.5	3.0	41.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	142.5	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-7.6	-15.6	11.8	-32.6	2.5	3.0	47.7				
		Intercity through train to Hung Hom		86.5	137.8	7.6	34.8	1	3.0	7.4	-1.4	-	-	-	-7.4	-15.6	0.0	-32.6	2.5	3.0	35.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	137.8	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-7.4	-4.8	10.0	-32.6	2.5	3.0	55.8	61.2			
		ER Lok Ma Chau to Hung Hom		85.1	141.7	41.6	59.3	5	3.4	5.5	0.0	0.0	-	-	-7.5	-4.8	7.0	-32.6	2.5	3.0	52.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	142.5	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-7.6	-4.8	11.8	-32.6	2.5	3.0	58.5				
		Intercity through train to Hung Hom		86.5	137.8	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-7.4	-4.8	0.0	-32.6	2.5	3.0	47.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
43	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	140.5	0.6	7.0	15	-	8.1	0.0	-	-	-	-7.5	-40.1	11.8	-32.6	2.5	3.0	23.3	23.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	140.5	0.6	7.0	1	-	8.1	0.0	-	-	-	-7.5	-40.1	0.0	-32.6	2.5	3.0	11.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	137.5	0.9	6.6	15	3.5	7.9	-0.3	-	-	-	-7.4	-38.8	11.8	-32.6	2.5	3.0	24.3	29.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	139.6	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-7.5	-35.9	11.8	-32.6	2.5	3.0	27.5				
		Intercity through train to Hung Hom		86.5	137.5	0.9	6.6	1	3.5	7.9	-0.3	-	-	-	-7.4	-38.8	0.0	-32.6	2.5	3.0	13.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	140.1	22.1	20.1	10	3.0	7.7	-1.1	-	-	-	-7.5	-15.1	10.0	-32.6	2.5	3.0	44.3	50.6			
		ER Lok Ma Chau to Hung Hom		85.1	142.4	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-7.6	-14.9	7.0	-32.6	2.5	3.0	42.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	144.7	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-7.6	-15.0	11.8	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	140.1	22.1	20.1	1	3.0	7.7	-1.1	-	-	-	-7.5	-15.1	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	140.4	7.6	34.8	10	3.0	7.4	-1.3	-	-	-	-7.5	-15.6	10.0	-32.6	2.5	3.0	43.6	49.9			
		ER Lok Ma Chau to Hung Hom		85.1	143.1	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-7.6	-15.6	7.0	-32.6	2.5	3.0	41.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	144.9	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-7.6	-15.6	11.8	-32.6	2.5	3.0	47.6				
		Intercity through train to Hung Hom		86.5	140.4	7.6	34.8	1	3.0	7.4	-1.3	-	-	-	-7.5	-15.6	0.0	-32.6	2.5	3.0	35.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	140.4	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-7.5	-4.8	10.0	-32.6	2.5	3.0	55.7	61.1			
		ER Lok Ma Chau to Hung Hom		85.1	144.2	41.6	59.3	5	3.4	5.5	0.0	0.0	-	-	-7.6	-4.8	7.0	-32.6	2.5	3.0	52.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	144.9	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-7.6	-4.8	11.8	-32.6	2.5	3.0	58.4				
		Intercity through train to Hung Hom		86.5	140.4	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-7.5	-4.8	0.0	-32.6	2.5	3.0	47.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
44	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	143.1	0.6	7.0	15	-	8.1	0.0	-	-	-	-7.6	-40.1	11.8	-32.6	2.5	3.0	23.2	23.5			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	143.1	0.6	7.0	1	-	8.1	0.0	-	-	-	-7.6	-40.1	0.0	-32.6	2.5	3.0	11.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	140.1	0.9	6.6	15	3.5	7.9	-0.3	-	-	-	-7.5	-38.8	11.8	-32.6	2.5	3.0	24.2	29.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	142.2	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-7.5	-35.9	11.8	-32.6	2.5	3.0	27.4				
		Intercity through train to Hung Hom		86.5	140.1	0.9	6.6	1	3.5	7.9	-0.3	-	-	-	-7.5	-38.8	0.0	-32.6	2.5	3.0	12.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	142.7	22.1	20.1	10	3.0	7.7	-1.1	-	-	-	-7.6	-15.1	10.0	-32.6	2.5	3.0	44.3	50.5			
		ER Lok Ma Chau to Hung Hom		85.1	145.0	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-7.6	-14.9	7.0	-32.6	2.5	3.0	42.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	147.2	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-7.7	-15.0	11.8	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	142.7	22.1	20.1	1	3.0	7.7	-1.1	-	-	-	-7.6	-15.1	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	143.0	7.6	34.8	10	3.0	7.4	-1.3	-	-	-	-7.6	-15.6	10.0	-32.6	2.5	3.0	43.5	49.9			
		ER Lok Ma Chau to Hung Hom		85.1	145.6	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-7.7	-15.6	7.0	-32.6	2.5	3.0	41.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	147.4	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-7.7	-15.6	11.8	-32.6	2.5	3.0	47.5				
		Intercity through train to Hung Hom		86.5	143.0	7.6	34.8	1	3.0	7.4	-1.3	-	-	-	-7.6	-15.6	0.0	-32.6	2.5	3.0	35.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	143.0	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-7.6	-4.8	10.0	-32.6	2.5	3.0	55.6	61.1			
		ER Lok Ma Chau to Hung Hom		85.1	146.8	41.6	59.3	5	3.4	5.5	0.0	0.0	-	-	-7.7	-4.8	7.0	-32.6	2.5	3.0	52.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	147.4	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-7.7	-4.8	11.8	-32.6	2.5	3.0	58.3				
		Intercity through train to Hung Hom		86.5	143.0	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-7.6	-4.8	0.0	-32.6	2.5	3.0	47.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
45	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	145.6	0.6	7.0	15	-	8.1	0.0	-	-	-	-7.7	-40.1	11.8	-32.6	2.5	3.0	23.1	23.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	145.6	0.6	7.0	1	-	8.1	0.0	-	-	-	-7.7	-40.1	0.0	-32.6	2.5	3.0	11.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	142.7	0.9	6.6	15	3.5	7.9	-0.3	-	-	-	-7.6	-38.8	11.8	-32.6	2.5	3.0	24.2	29.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	144.8	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-7.6	-35.9	11.8	-32.6	2.5	3.0	27.3				
		Intercity through train to Hung Hom		86.5	142.7	0.9	6.6	1	3.5	7.9	-0.3	-	-	-	-7.6	-38.8	0.0	-32.6	2.5	3.0	12.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	145.3	22.1	20.1	10	3.0	7.7	-1.0	-	-	-	-7.6	-15.1	10.0	-32.6	2.5	3.0	44.3	50.5			
		ER Lok Ma Chau to Hung Hom		85.1	147.5	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-7.7	-14.9	7.0	-32.6	2.5	3.0	42.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	149.7	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-7.8	-15.0	11.8	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	145.3	22.1	20.1	1	3.0	7.7	-1.0	-	-	-	-7.6	-15.1	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	145.5	7.6	34.8	10	3.0	7.4	-1.2	-	-	-	-7.7	-15.6	10.0	-32.6	2.5	3.0	43.5	49.8			
		ER Lok Ma Chau to Hung Hom		85.1	148.2	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-7.7	-15.6	7.0	-32.6	2.5	3.0	41.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	149.9	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-7.8	-15.6	11.8	-32.6	2.5	3.0	47.4				
		Intercity through train to Hung Hom		86.5	145.5	7.6	34.8	1	3.0	7.4	-1.2	-	-	-	-7.7	-15.6	0.0	-32.6	2.5	3.0	35.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	145.5	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-7.7	-4.8	10.0	-32.6	2.5	3.0	55.6	61.0			
		ER Lok Ma Chau to Hung Hom		85.1	149.3	41.6	59.3	5	3.4	5.5	0.0	0.0	-	-	-7.8	-4.8	7.0	-32.6	2.5	3.0	52.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	149.9	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-7.8	-4.8	11.8	-32.6	2.5	3.0	58.2				
		Intercity through train to Hung Hom		86.5	145.5	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-7.7	-4.8	0.0	-32.6	2.5	3.0	47.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
46	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	148.2	0.6	7.0	15	-	8.1	0.0	-	-	-	-7.7	-40.1	11.8	-32.6	2.5	3.0	23.0	23.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	148.2	0.6	7.0	1	-	8.1	0.0	-	-	-	-7.7	-40.1	0.0	-32.6	2.5	3.0	11.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	145.3	0.9	6.6	15	3.5	7.9	-0.2	-	-	-	-7.6	-38.8	11.8	-32.6	2.5	3.0	24.1	29.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	147.3	0.9	9.3	15	7.7	8.0	0.0	-	-	-	-7.7	-35.9	11.8	-32.6	2.5	3.0	27.3				
		Intercity through train to Hung Hom		86.5	145.3	0.9	6.6	1	3.5	7.9	-0.2	-	-	-	-7.6	-38.8	0.0	-32.6	2.5	3.0	12.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	147.9	22.1	20.1	10	3.0	7.7	-1.0	-	-	-	-7.7	-15.1	10.0	-32.6	2.5	3.0	44.2	50.4			
		ER Lok Ma Chau to Hung Hom		85.1	150.1	22.1	20.5	5	8.6	7.7	0.0	-	-	-	-7.8	-14.9	7.0	-32.6	2.5	3.0	42.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	152.2	22.1	20.2	15	14.5	7.7	0.0	-	-	-	-7.8	-15.0	11.8	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	147.9	22.1	20.1	1	3.0	7.7	-1.0	-	-	-	-7.7	-15.1	0.0	-32.6	2.5	3.0	35.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	148.1	7.6	34.8	10	3.0	7.4	-1.1	-	-	-	-7.7	-15.6	10.0	-32.6	2.5	3.0	43.5	49.8			
		ER Lok Ma Chau to Hung Hom		85.1	150.7	7.6	34.8	5	2.3	6.8	0.0	0.0	-	-	-7.8	-15.6	7.0	-32.6	2.5	3.0	41.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	152.4	7.6	34.9	15	14.6	7.4	0.0	-	-	-	-7.9	-15.6	11.8	-32.6	2.5	3.0	47.4				
		Intercity through train to Hung Hom		86.5	148.1	7.6	34.8	1	3.0	7.4	-1.1	-	-	-	-7.7	-15.6	0.0	-32.6	2.5	3.0	35.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	148.1	41.6	59.5	10	4.0	7.4	0.0	0.0	-	-	-7.7	-4.8	10.0	-32.6	2.5	3.0	55.5	60.9			
		ER Lok Ma Chau to Hung Hom		85.1	151.9	41.6	59.3	5	3.4	5.5	0.0	0.0	-	-	-7.8	-4.8	7.0	-32.6	2.5	3.0	52.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	152.4	41.6	59.5	15	3.8	7.4	0.0	0.0	-	-	-7.9	-4.8	11.8	-32.6	2.5	3.0	58.2				
		Intercity through train to Hung Hom		86.5	148.1	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-7.7	-4.8	0.0	-32.6	2.5	3.0	47.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

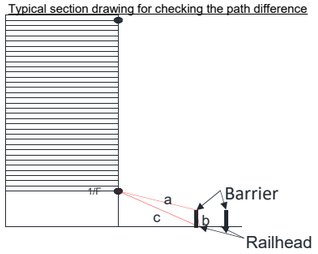
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location			Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A)										Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
					Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]				Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration					
																					Max predicted noise impact $L_{eq\ 30min}$		65	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction
[16] 24/F is the refuge floor, so it is not included in the assessment.

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
3	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	55.8	0.6	7.0	12	-	8.1	0.0	-	-	-	-3.5	-40.1	10.8	-32.6	2.5	3.0	26.3	26.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	55.8	0.6	7.0	1	-	8.1	0.0	-	-	-	-3.5	-40.1	0.0	-32.6	2.5	3.0	15.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	47.3	0.9	6.6	12	3.5	7.9	-17.8	-	-	-	-2.8	-38.8	10.8	-32.6	2.5	3.0	10.5	18.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	53.4	0.9	9.3	12	7.7	8.0	-12.7	-	-	-	-3.3	-35.9	10.8	-32.6	2.5	3.0	18.0				
		Intercity through train to Hung Hom		86.5	47.3	0.9	6.6	1	3.5	7.9	-17.8	-	-	-	-2.8	-38.8	0.0	-32.6	2.5	3.0	0.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	54.1	22.1	20.1	8	3.0	7.7	-18.5	-	-	-	-3.4	-15.1	9.0	-32.6	2.5	3.0	30.1	45.5			
		ER Lok Ma Chau to Hung Hom		85.1	59.8	22.1	20.5	4	8.6	7.7	-12.1	-	-	-	-3.8	-14.9	6.0	-32.6	2.5	3.0	33.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	65.0	22.1	20.2	12	14.5	7.7	-5.6	-	-	-	-4.1	-15.0	10.8	-32.6	2.5	3.0	45.1				
		Intercity through train to Hung Hom		86.5	54.1	22.1	20.1	1	3.0	7.7	-18.5	-	-	-	-3.4	-15.1	0.0	-32.6	2.5	3.0	22.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	54.2	7.6	34.8	8	3.0	7.4	-18.8	-	-	-	-3.4	-15.6	9.0	-32.6	2.5	3.0	29.2	47.6			
		ER Lok Ma Chau to Hung Hom		85.1	59.7	7.6	34.8	4	2.3	6.8	-3.1	3.1	-	-	-3.8	-15.6	6.0	-32.6	2.5	3.0	44.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	65.1	7.6	34.9	12	14.6	7.4	-5.7	-	-	-	-4.2	-15.6	10.8	-32.6	2.5	3.0	44.4				
		Intercity through train to Hung Hom		86.5	54.2	7.6	34.8	1	3.0	7.4	-18.8	-	-	-	-3.4	-15.6	0.0	-32.6	2.5	3.0	21.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	54.2	41.6	59.5	8	4.0	7.4	-3.2	3.2	-	-	-3.4	-4.8	9.0	-32.6	2.5	3.0	58.9	62.6			
		ER Lok Ma Chau to Hung Hom		85.1	60.1	41.6	59.3	4	3.4	5.5	-14.6	4.2	-	-	-3.8	-4.8	6.0	-32.6	2.5	3.0	45.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	65.1	41.6	59.5	12	3.8	7.4	-5.6	4.1	-	-	-4.2	-4.8	10.8	-32.6	2.5	3.0	59.4				
		Intercity through train to Hung Hom		86.5	54.2	41.6	59.5	1	4.0	7.4	-3.2	3.2	-	-	-3.4	-4.8	0.0	-32.6	2.5	3.0	51.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	56.8	0.6	7.0	12	-	8.1	0.0	-	-	-	-3.6	-40.1	10.8	-32.6	2.5	3.0	26.2	26.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	56.8	0.6	7.0	1	-	8.1	0.0	-	-	-	-3.6	-40.1	0.0	-32.6	2.5	3.0	15.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	48.5	0.9	6.6	12	3.5	7.9	-17.1	-	-	-	-2.9	-38.8	10.8	-32.6	2.5	3.0	11.1	20.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	54.5	0.9	9.3	12	7.7	8.0	-11.1	-	-	-	-3.4	-35.9	10.8	-32.6	2.5	3.0	19.5				
		Intercity through train to Hung Hom		86.5	48.5	0.9	6.6	1	3.5	7.9	-17.1	-	-	-	-2.9	-38.8	0.0	-32.6	2.5	3.0	0.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	55.2	22.1	20.1	8	3.0	7.7	-18.0	-	-	-	-3.4	-15.1	9.0	-32.6	2.5	3.0	30.5	47.9			
		ER Lok Ma Chau to Hung Hom		85.1	60.8	22.1	20.5	4	8.6	7.7	-10.4	-	-	-	-3.9	-14.9	6.0	-32.6	2.5	3.0	34.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	65.9	22.1	20.2	12	14.5	7.7	-3.0	-	-	-	-4.2	-15.0	10.8	-32.6	2.5	3.0	47.6				
		Intercity through train to Hung Hom		86.5	55.2	22.1	20.1	1	3.0	7.7	-18.0	-	-	-	-3.4	-15.1	0.0	-32.6	2.5	3.0	23.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	55.3	7.6	34.8	8	3.0	7.4	-18.3	-	-	-	-3.4	-15.6	9.0	-32.6	2.5	3.0	29.6	48.7			
		ER Lok Ma Chau to Hung Hom		85.1	60.7	7.6	34.8	4	2.3	6.8	-2.5	2.5	-	-	-3.9	-15.6	6.0	-32.6	2.5	3.0	44.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	66.0	7.6	34.9	12	14.6	7.4	-3.5	-	-	-	-4.2	-15.6	10.8	-32.6	2.5	3.0	46.6				
		Intercity through train to Hung Hom		86.5	55.3	7.6	34.8	1	3.0	7.4	-18.3	-	-	-	-3.4	-15.6	0.0	-32.6	2.5	3.0	22.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	55.3	41.6	59.5	8	4.0	7.4	-2.3	2.3	-	-	-3.4	-4.8	9.0	-32.6	2.5	3.0	58.8	63.0			
		ER Lok Ma Chau to Hung Hom		85.1	61.2	41.6	59.3	4	3.4	5.5	-13.9	4.2	-	-	-3.9	-4.8	6.0	-32.6	2.5	3.0	45.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	66.0	41.6	59.5	12	3.8	7.4	-4.6	4.1	-	-	-4.2	-4.8	10.8	-32.6	2.5	3.0	60.3				
		Intercity through train to Hung Hom		86.5	55.3	41.6	59.5	1	4.0	7.4	-2.3	2.3	-	-	-3.4	-4.8	0.0	-32.6	2.5	3.0	51.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	58.0	0.6	7.0	12	-	8.1	0.0	-	-	-	-3.7	-40.1	10.8	-32.6	2.5	3.0	26.1	26.5			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	58.0	0.6	7.0	1	-	8.1	0.0	-	-	-	-3.7	-40.1	0.0	-32.6	2.5	3.0	15.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	49.9	0.9	6.6	12	3.5	7.9	-16.4	-	-	-	-3.0	-38.8	10.8	-32.6	2.5	3.0	11.7	21.8			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	55.7	0.9	9.3	12	7.7	8.0	-9.2	-	-	-	-3.5	-35.9	10.8	-32.6	2.5	3.0	21.4				
		Intercity through train to Hung Hom		86.5	49.9	0.9	6.6	1	3.5	7.9	-16.4	-	-	-	-3.0	-38.8	0.0	-32.6	2.5	3.0	1.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	56.4	22.1	20.1	8	3.0	7.7	-17.5	-	-	-	-3.5	-15.1	9.0	-32.6	2.5	3.0	30.9	49.1			
		ER Lok Ma Chau to Hung Hom		85.1	61.9	22.1	20.5	4	8.6	7.7	-8.4	-	-	-	-3.9	-14.9	6.0	-32.6	2.5	3.0	36.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	66.9	22.1	20.2	12	14.5	7.7	-1.7	-	-	-	-4.3	-15.0	10.8	-32.6	2.5	3.0	48.8				
		Intercity through train to Hung Hom		86.5	56.4	22.1	20.1	1	3.0	7.7	-17.5	-	-	-	-3.5	-15.1	0.0	-32.6	2.5	3.0	23.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	56.5	7.6	34.8	8	3.0	7.4	-17.8	-	-	-	-3.5	-15.6	9.0	-32.6	2.5	3.0	30.0	49.6			
		ER Lok Ma Chau to Hung Hom		85.1	61.9	7.6	34.8	4	2.3	6.8	-2.0	2.0	-	-	-3.9	-15.6	6.0	-32.6	2.5	3.0	44.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	67.0	7.6	34.9	12	14.6	7.4	-2.0	-	-	-	-4.3	-15.6	10.8	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	56.5	7.6	34.8	1	3.0	7.4	-17.8	-	-	-	-3.5	-15.6	0.0	-32.6	2.5	3.0	22.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	56.5	41.6	59.5	8	4.0	7.4	-1.7	1.7	-	-	-3.5	-4.8	9.0	-32.6	2.5	3.0	58.7	63.2			
		ER Lok Ma Chau to Hung Hom		85.1	62.3	41.6	59.3	4	3.4	5.5	-13.1	4.2	-	-	-4.0	-4.8	6.0	-32.6	2.5	3.0	46.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	67.0	41.6	59.5	12	3.8	7.4	-3.3	3.3	-	-	-4.3	-4.8	10.8	-32.6	2.5	3.0	60.8				
		Intercity through train to Hung Hom		86.5	56.5	41.6	59.5	1	4.0	7.4	-1.7	1.7	-	-	-3.5	-4.8	0.0	-32.6	2.5	3.0	51.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	59.2	0.6	7.0	12	-	8.1	0.0	-	-	-	-3.7	-40.1	10.8	-32.6	2.5	3.0	26.0	26.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	59.2	0.6	7.0	1	-	8.1	0.0	-	-	-	-3.7	-40.1	0.0	-32.6	2.5	3.0	15.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	51.3	0.9	6.6	12	3.5	7.9	-15.7	-	-	-	-3.1	-38.8	10.8	-32.6	2.5	3.0	12.3	23.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	57.0	0.9	9.3	12	7.7	8.0	-7.1	-	-	-	-3.6	-35.9	10.8	-32.6	2.5	3.0	23.3				
		Intercity through train to Hung Hom		86.5	51.3	0.9	6.6	1	3.5	7.9	-15.7	-	-	-	-3.1	-38.8	0.0	-32.6	2.5	3.0	1.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	57.7	22.1	20.1	8	3.0	7.7	-17.0	-	-	-	-3.6	-15.1	9.0	-32.6	2.5	3.0	31.4	49.9			
		ER Lok Ma Chau to Hung Hom		85.1	63.1	22.1	20.5	4	8.6	7.7	-6.5	-	-	-	-4.0	-14.9	6.0	-32.6	2.5	3.0	38.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	68.0	22.1	20.2	12	14.5	7.7	-1.0	-	-	-	-4.3	-15.0	10.8	-32.6	2.5	3.0	49.5				
		Intercity through train to Hung Hom		86.5	57.7	22.1	20.1	1	3.0	7.7	-17.0	-	-	-	-3.6	-15.1	0.0	-32.6	2.5	3.0	23.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	57.8	7.6	34.8	8	3.0	7.4	-17.3	-	-	-	-3.6	-15.6	9.0	-32.6	2.5	3.0	30.4	50.1			
		ER Lok Ma Chau to Hung Hom		85.1	63.1	7.6	34.8	4	2.3	6.8	-1.7	1.7	-	-	-4.0	-15.6	6.0	-32.6	2.5	3.0	44.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	68.1	7.6	34.9	12	14.6	7.4	-1.2	-	-	-	-4.4	-15.6	10.8	-32.6	2.5	3.0	48.7				
		Intercity through train to Hung Hom		86.5	57.8	7.6	34.8	1	3.0	7.4	-17.3	-	-	-	-3.6	-15.6	0.0	-32.6	2.5	3.0	22.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	57.8	41.6	59.5	8	4.0	7.4	-1.3	1.3	-	-	-3.6	-4.8	9.0	-32.6	2.5	3.0	58.6	63.2			
		ER Lok Ma Chau to Hung Hom		85.1	63.6	41.6	59.3	4	3.4	5.5	-12.2	4.2	-	-	-4.1	-4.8	6.0	-32.6	2.5	3.0	47.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	68.1	41.6	59.5	12	3.8	7.4	-2.6	2.6	-	-	-4.4	-4.8	10.8	-32.6	2.5	3.0	60.7				
		Intercity through train to Hung Hom		86.5	57.8	41.6	59.5	1	4.0	7.4	-1.3	1.3	-	-	-3.6	-4.8	0.0	-32.6	2.5	3.0	51.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	60.6	0.6	7.0	12	-	8.1	0.0	-	-	-	-3.8	-40.1	10.8	-32.6	2.5	3.0	25.9	26.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	60.6	0.6	7.0	1	-	8.1	0.0	-	-	-	-3.8	-40.1	0.0	-32.6	2.5	3.0	15.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	52.9	0.9	6.6	12	3.5	7.9	-14.9	-	-	-	-3.3	-38.8	10.8	-32.6	2.5	3.0	12.9	25.0			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	58.4	0.9	9.3	12	7.7	8.0	-5.6	-	-	-	-3.7	-35.9	10.8	-32.6	2.5	3.0	24.7				
		Intercity through train to Hung Hom		86.5	52.9	0.9	6.6	1	3.5	7.9	-14.9	-	-	-	-3.3	-38.8	0.0	-32.6	2.5	3.0	2.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	59.1	22.1	20.1	8	3.0	7.7	-16.4	-	-	-	-3.7	-15.1	9.0	-32.6	2.5	3.0	31.8	50.3			
		ER Lok Ma Chau to Hung Hom		85.1	64.3	22.1	20.5	4	8.6	7.7	-5.5	-	-	-	-4.1	-14.9	6.0	-32.6	2.5	3.0	39.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	69.2	22.1	20.2	12	14.5	7.7	-0.5	-	-	-	-4.4	-15.0	10.8	-32.6	2.5	3.0	49.9				
		Intercity through train to Hung Hom		86.5	59.1	22.1	20.1	1	3.0	7.7	-16.4	-	-	-	-3.7	-15.1	0.0	-32.6	2.5	3.0	24.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	59.2	7.6	34.8	8	3.0	7.4	-16.8	-	-	-	-3.7	-15.6	9.0	-32.6	2.5	3.0	30.9	50.5			
		ER Lok Ma Chau to Hung Hom		85.1	64.4	7.6	34.8	4	2.3	6.8	-1.4	1.4	-	-	-4.1	-15.6	6.0	-32.6	2.5	3.0	44.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	69.3	7.6	34.9	12	14.6	7.4	-0.6	-	-	-	-4.4	-15.6	10.8	-32.6	2.5	3.0	49.2				
		Intercity through train to Hung Hom		86.5	59.2	7.6	34.8	1	3.0	7.4	-16.8	-	-	-	-3.7	-15.6	0.0	-32.6	2.5	3.0	23.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	59.2	41.6	59.5	8	4.0	7.4	-1.0	1.0	-	-	-3.7	-4.8	9.0	-32.6	2.5	3.0	58.5	63.1			
		ER Lok Ma Chau to Hung Hom		85.1	65.0	41.6	59.3	4	3.4	5.5	-11.3	4.2	-	-	-4.1	-4.8	6.0	-32.6	2.5	3.0	47.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	69.3	41.6	59.5	12	3.8	7.4	-2.0	2.0	-	-	-4.4	-4.8	10.8	-32.6	2.5	3.0	60.6				
		Intercity through train to Hung Hom		86.5	59.2	41.6	59.5	1	4.0	7.4	-1.0	1.0	-	-	-3.7	-4.8	0.0	-32.6	2.5	3.0	50.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	62.0	0.6	7.0	12	-	8.1	0.0	-	-	-	-3.9	-40.1	10.8	-32.6	2.5	3.0	25.8	26.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	62.0	0.6	7.0	1	-	8.1	0.0	-	-	-	-3.9	-40.1	0.0	-32.6	2.5	3.0	15.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	54.5	0.9	6.6	12	3.5	7.9	-14.1	-	-	-	-3.4	-38.8	10.8	-32.6	2.5	3.0	13.6	26.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	59.9	0.9	9.3	12	7.7	8.0	-4.0	-	-	-	-3.8	-35.9	10.8	-32.6	2.5	3.0	26.2				
		Intercity through train to Hung Hom		86.5	54.5	0.9	6.6	1	3.5	7.9	-14.1	-	-	-	-3.4	-38.8	0.0	-32.6	2.5	3.0	3.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	60.6	22.1	20.1	8	3.0	7.7	-15.8	-	-	-	-3.8	-15.1	9.0	-32.6	2.5	3.0	32.3	50.8			
		ER Lok Ma Chau to Hung Hom		85.1	65.7	22.1	20.5	4	8.6	7.7	-3.5	-	-	-	-4.2	-14.9	6.0	-32.6	2.5	3.0	41.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	70.5	22.1	20.2	12	14.5	7.7	-0.1	-	-	-	-4.5	-15.0	10.8	-32.6	2.5	3.0	50.2				
		Intercity through train to Hung Hom		86.5	60.6	22.1	20.1	1	3.0	7.7	-15.8	-	-	-	-3.8	-15.1	0.0	-32.6	2.5	3.0	24.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	60.7	7.6	34.8	8	3.0	7.4	-16.3	-	-	-	-3.9	-15.6	9.0	-32.6	2.5	3.0	31.3	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	65.8	7.6	34.8	4	2.3	6.8	-1.2	1.2	-	-	-4.2	-15.6	6.0	-32.6	2.5	3.0	44.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	70.6	7.6	34.9	12	14.6	7.4	-0.2	-	-	-	-4.5	-15.6	10.8	-32.6	2.5	3.0	49.5				
		Intercity through train to Hung Hom		86.5	60.7	7.6	34.8	1	3.0	7.4	-16.3	-	-	-	-3.9	-15.6	0.0	-32.6	2.5	3.0	23.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	60.7	41.6	59.5	8	4.0	7.4	-0.7	0.7	-	-	-3.9	-4.8	9.0	-32.6	2.5	3.0	58.4	63.1			
		ER Lok Ma Chau to Hung Hom		85.1	66.4	41.6	59.3	4	3.4	5.5	-10.4	4.2	-	-	-4.2	-4.8	6.0	-32.6	2.5	3.0	48.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	70.6	41.6	59.5	12	3.8	7.4	-1.6	1.6	-	-	-4.5	-4.8	10.8	-32.6	2.5	3.0	60.5				
		Intercity through train to Hung Hom		86.5	60.7	41.6	59.5	1	4.0	7.4	-0.7	0.7	-	-	-3.9	-4.8	0.0	-32.6	2.5	3.0	50.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	63.6	0.6	7.0	12	-	8.1	0.0	-	-	-	-4.1	-40.1	10.8	-32.6	2.5	3.0	25.7	26.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	63.6	0.6	7.0	1	-	8.1	0.0	-	-	-	-4.1	-40.1	0.0	-32.6	2.5	3.0	15.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	56.3	0.9	6.6	12	3.5	7.9	-13.2	-	-	-	-3.5	-38.8	10.8	-32.6	2.5	3.0	14.3	27.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	61.5	0.9	9.3	12	7.7	8.0	-2.6	-	-	-	-3.9	-35.9	10.8	-32.6	2.5	3.0	27.5				
		Intercity through train to Hung Hom		86.5	56.3	0.9	6.6	1	3.5	7.9	-13.2	-	-	-	-3.5	-38.8	0.0	-32.6	2.5	3.0	4.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	62.2	22.1	20.1	8	3.0	7.7	-15.3	-	-	-	-4.0	-15.1	9.0	-32.6	2.5	3.0	32.8	51.0			
		ER Lok Ma Chau to Hung Hom		85.1	67.2	22.1	20.5	4	8.6	7.7	-2.3	-	-	-	-4.3	-14.9	6.0	-32.6	2.5	3.0	42.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	71.9	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-4.6	-15.0	10.8	-32.6	2.5	3.0	50.2				
		Intercity through train to Hung Hom		86.5	62.2	22.1	20.1	1	3.0	7.7	-15.3	-	-	-	-4.0	-15.1	0.0	-32.6	2.5	3.0	25.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	62.3	7.6	34.8	8	3.0	7.4	-15.7	-	-	-	-4.0	-15.6	9.0	-32.6	2.5	3.0	31.7	50.8			
		ER Lok Ma Chau to Hung Hom		85.1	67.3	7.6	34.8	4	2.3	6.8	-1.0	1.0	-	-	-4.3	-15.6	6.0	-32.6	2.5	3.0	44.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	72.0	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-4.6	-15.6	10.8	-32.6	2.5	3.0	49.7				
		Intercity through train to Hung Hom		86.5	62.3	7.6	34.8	1	3.0	7.4	-15.7	-	-	-	-4.0	-15.6	0.0	-32.6	2.5	3.0	24.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	62.3	41.6	59.5	8	4.0	7.4	-0.5	0.5	-	-	-4.0	-4.8	9.0	-32.6	2.5	3.0	58.3	63.0			
		ER Lok Ma Chau to Hung Hom		85.1	68.0	41.6	59.3	4	3.4	5.5	-9.4	4.2	-	-	-4.3	-4.8	6.0	-32.6	2.5	3.0	49.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	72.0	41.6	59.5	12	3.8	7.4	-1.3	1.3	-	-	-4.6	-4.8	10.8	-32.6	2.5	3.0	60.5				
		Intercity through train to Hung Hom		86.5	62.3	41.6	59.5	1	4.0	7.4	-0.5	0.5	-	-	-4.0	-4.8	0.0	-32.6	2.5	3.0	50.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	65.2	0.6	7.0	12	-	8.1	0.0	-	-	-	-4.2	-40.1	10.8	-32.6	2.5	3.0	25.6	26.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	65.2	0.6	7.0	1	-	8.1	0.0	-	-	-	-4.2	-40.1	0.0	-32.6	2.5	3.0	15.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	58.1	0.9	6.6	12	3.5	7.9	-12.3	-	-	-	-3.7	-38.8	10.8	-32.6	2.5	3.0	15.1	28.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	63.1	0.9	9.3	12	7.7	8.0	-1.8	-	-	-	-4.0	-35.9	10.8	-32.6	2.5	3.0	28.2				
		Intercity through train to Hung Hom		86.5	58.1	0.9	6.6	1	3.5	7.9	-12.3	-	-	-	-3.7	-38.8	0.0	-32.6	2.5	3.0	4.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	63.8	22.1	20.1	8	3.0	7.7	-14.6	-	-	-	-4.1	-15.1	9.0	-32.6	2.5	3.0	33.3	51.0			
		ER Lok Ma Chau to Hung Hom		85.1	68.7	22.1	20.5	4	8.6	7.7	-1.7	-	-	-	-4.4	-14.9	6.0	-32.6	2.5	3.0	43.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	73.3	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-4.7	-15.0	10.8	-32.6	2.5	3.0	50.2				
		Intercity through train to Hung Hom		86.5	63.8	22.1	20.1	1	3.0	7.7	-14.6	-	-	-	-4.1	-15.1	0.0	-32.6	2.5	3.0	25.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	64.0	7.6	34.8	8	3.0	7.4	-15.1	-	-	-	-4.1	-15.6	9.0	-32.6	2.5	3.0	32.2	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	68.9	7.6	34.8	4	2.3	6.8	-0.8	0.8	-	-	-4.4	-15.6	6.0	-32.6	2.5	3.0	44.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	73.4	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-4.7	-15.6	10.8	-32.6	2.5	3.0	49.6				
		Intercity through train to Hung Hom		86.5	64.0	7.6	34.8	1	3.0	7.4	-15.1	-	-	-	-4.1	-15.6	0.0	-32.6	2.5	3.0	24.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	64.0	41.6	59.5	8	4.0	7.4	-0.3	0.3	-	-	-4.1	-4.8	9.0	-32.6	2.5	3.0	58.2	63.0			
		ER Lok Ma Chau to Hung Hom		85.1	69.6	41.6	59.3	4	3.4	5.5	-8.3	4.2	-	-	-4.4	-4.8	6.0	-32.6	2.5	3.0	50.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	73.4	41.6	59.5	12	3.8	7.4	-1.1	1.1	-	-	-4.7	-4.8	10.8	-32.6	2.5	3.0	60.4				
		Intercity through train to Hung Hom		86.5	64.0	41.6	59.5	1	4.0	7.4	-0.3	0.3	-	-	-4.1	-4.8	0.0	-32.6	2.5	3.0	50.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	66.8	0.6	7.0	12	-	8.1	0.0	-	-	-	-4.3	-40.1	10.8	-32.6	2.5	3.0	25.5	25.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	66.8	0.6	7.0	1	-	8.1	0.0	-	-	-	-4.3	-40.1	0.0	-32.6	2.5	3.0	15.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	60.0	0.9	6.6	12	3.5	7.9	-11.3	-	-	-	-3.8	-38.8	10.8	-32.6	2.5	3.0	15.9	28.8			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	64.9	0.9	9.3	12	7.7	8.0	-1.3	-	-	-	-4.1	-35.9	10.8	-32.6	2.5	3.0	28.6				
		Intercity through train to Hung Hom		86.5	60.0	0.9	6.6	1	3.5	7.9	-11.3	-	-	-	-3.8	-38.8	0.0	-32.6	2.5	3.0	5.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	65.5	22.1	20.1	8	3.0	7.7	-14.0	-	-	-	-4.2	-15.1	9.0	-32.6	2.5	3.0	33.8	51.0			
		ER Lok Ma Chau to Hung Hom		85.1	70.3	22.1	20.5	4	8.6	7.7	-1.2	-	-	-	-4.5	-14.9	6.0	-32.6	2.5	3.0	43.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	74.8	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-4.8	-15.0	10.8	-32.6	2.5	3.0	50.1				
		Intercity through train to Hung Hom		86.5	65.5	22.1	20.1	1	3.0	7.7	-14.0	-	-	-	-4.2	-15.1	0.0	-32.6	2.5	3.0	26.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	65.7	7.6	34.8	8	3.0	7.4	-14.5	-	-	-	-4.2	-15.6	9.0	-32.6	2.5	3.0	32.7	50.6			
		ER Lok Ma Chau to Hung Hom		85.1	70.5	7.6	34.8	4	2.3	6.8	-0.6	0.6	-	-	-4.5	-15.6	6.0	-32.6	2.5	3.0	43.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	74.9	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-4.8	-15.6	10.8	-32.6	2.5	3.0	49.5				
		Intercity through train to Hung Hom		86.5	65.7	7.6	34.8	1	3.0	7.4	-14.5	-	-	-	-4.2	-15.6	0.0	-32.6	2.5	3.0	25.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	65.7	41.6	59.5	8	4.0	7.4	-0.1	0.1	-	-	-4.2	-4.8	9.0	-32.6	2.5	3.0	58.0	62.9			
		ER Lok Ma Chau to Hung Hom		85.1	71.2	41.6	59.3	4	3.4	5.5	-7.3	4.2	-	-	-4.5	-4.8	6.0	-32.6	2.5	3.0	51.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	74.9	41.6	59.5	12	3.8	7.4	-0.8	0.8	-	-	-4.8	-4.8	10.8	-32.6	2.5	3.0	60.3				
		Intercity through train to Hung Hom		86.5	65.7	41.6	59.5	1	4.0	7.4	-0.1	0.1	-	-	-4.2	-4.8	0.0	-32.6	2.5	3.0	50.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	68.6	0.6	7.0	12	-	8.1	0.0	-	-	-	-4.4	-40.1	10.8	-32.6	2.5	3.0	25.4	25.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	68.6	0.6	7.0	1	-	8.1	0.0	-	-	-	-4.4	-40.1	0.0	-32.6	2.5	3.0	15.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	61.9	0.9	6.6	12	3.5	7.9	-10.3	-	-	-	-3.9	-38.8	10.8	-32.6	2.5	3.0	16.8	29.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	66.7	0.9	9.3	12	7.7	8.0	-0.9	-	-	-	-4.3	-35.9	10.8	-32.6	2.5	3.0	28.8				
		Intercity through train to Hung Hom		86.5	61.9	0.9	6.6	1	3.5	7.9	-10.3	-	-	-	-3.9	-38.8	0.0	-32.6	2.5	3.0	6.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	67.4	22.1	20.1	8	3.0	7.7	-13.4	-	-	-	-4.3	-15.1	9.0	-32.6	2.5	3.0	34.3	51.0			
		ER Lok Ma Chau to Hung Hom		85.1	72.0	22.1	20.5	4	8.6	7.7	-0.8	-	-	-	-4.6	-14.9	6.0	-32.6	2.5	3.0	43.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	76.4	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-4.9	-15.0	10.8	-32.6	2.5	3.0	50.0				
		Intercity through train to Hung Hom		86.5	67.4	22.1	20.1	1	3.0	7.7	-13.4	-	-	-	-4.3	-15.1	0.0	-32.6	2.5	3.0	26.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	67.5	7.6	34.8	8	3.0	7.4	-13.9	-	-	-	-4.3	-15.6	9.0	-32.6	2.5	3.0	33.2	50.5			
		ER Lok Ma Chau to Hung Hom		85.1	72.2	7.6	34.8	4	2.3	6.8	-0.5	0.5	-	-	-4.6	-15.6	6.0	-32.6	2.5	3.0	43.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	76.5	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-4.9	-15.6	10.8	-32.6	2.5	3.0	49.4				
		Intercity through train to Hung Hom		86.5	67.5	7.6	34.8	1	3.0	7.4	-13.9	-	-	-	-4.3	-15.6	0.0	-32.6	2.5	3.0	25.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	67.5	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-4.3	-4.8	9.0	-32.6	2.5	3.0	57.9	62.9			
		ER Lok Ma Chau to Hung Hom		85.1	73.0	41.6	59.3	4	3.4	5.5	-6.4	4.2	-	-	-4.7	-4.8	6.0	-32.6	2.5	3.0	52.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	76.5	41.6	59.5	12	3.8	7.4	-0.7	0.7	-	-	-4.9	-4.8	10.8	-32.6	2.5	3.0	60.2				
		Intercity through train to Hung Hom		86.5	67.5	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-4.3	-4.8	0.0	-32.6	2.5	3.0	50.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	70.4	0.6	7.0	12	-	8.1	0.0	-	-	-	-4.5	-40.1	10.8	-32.6	2.5	3.0	25.3	25.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	70.4	0.6	7.0	1	-	8.1	0.0	-	-	-	-4.5	-40.1	0.0	-32.6	2.5	3.0	14.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	63.9	0.9	6.6	12	3.5	7.9	-9.3	-	-	-	-4.1	-38.8	10.8	-32.6	2.5	3.0	17.7	29.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	68.5	0.9	9.3	12	7.7	8.0	-0.6	-	-	-	-4.4	-35.9	10.8	-32.6	2.5	3.0	29.0				
		Intercity through train to Hung Hom		86.5	63.9	0.9	6.6	1	3.5	7.9	-9.3	-	-	-	-4.1	-38.8	0.0	-32.6	2.5	3.0	7.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	69.2	22.1	20.1	8	3.0	7.7	-12.7	-	-	-	-4.4	-15.1	9.0	-32.6	2.5	3.0	34.9	51.0			
		ER Lok Ma Chau to Hung Hom		85.1	73.8	22.1	20.5	4	8.6	7.7	-0.5	-	-	-	-4.7	-14.9	6.0	-32.6	2.5	3.0	43.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	78.0	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-4.9	-15.0	10.8	-32.6	2.5	3.0	49.9				
		Intercity through train to Hung Hom		86.5	69.2	22.1	20.1	1	3.0	7.7	-12.7	-	-	-	-4.4	-15.1	0.0	-32.6	2.5	3.0	27.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	69.4	7.6	34.8	8	3.0	7.4	-13.3	-	-	-	-4.4	-15.6	9.0	-32.6	2.5	3.0	33.7	50.5			
		ER Lok Ma Chau to Hung Hom		85.1	74.0	7.6	34.8	4	2.3	6.8	-0.4	0.4	-	-	-4.7	-15.6	6.0	-32.6	2.5	3.0	43.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	78.2	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-5.0	-15.6	10.8	-32.6	2.5	3.0	49.3				
		Intercity through train to Hung Hom		86.5	69.4	7.6	34.8	1	3.0	7.4	-13.3	-	-	-	-4.4	-15.6	0.0	-32.6	2.5	3.0	26.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	69.4	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-4.4	-4.8	9.0	-32.6	2.5	3.0	57.8	62.8			
		ER Lok Ma Chau to Hung Hom		85.1	74.8	41.6	59.3	4	3.4	5.5	-5.8	4.2	-	-	-4.8	-4.8	6.0	-32.6	2.5	3.0	52.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	78.2	41.6	59.5	12	3.8	7.4	-0.5	0.5	-	-	-5.0	-4.8	10.8	-32.6	2.5	3.0	60.1				
		Intercity through train to Hung Hom		86.5	69.4	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-4.4	-4.8	0.0	-32.6	2.5	3.0	50.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	72.3	0.6	7.0	12	-	8.1	0.0	-	-	-	-4.6	-40.1	10.8	-32.6	2.5	3.0	25.2	25.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	72.3	0.6	7.0	1	-	8.1	0.0	-	-	-	-4.6	-40.1	0.0	-32.6	2.5	3.0	14.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	66.0	0.9	6.6	12	3.5	7.9	-8.3	-	-	-	-4.2	-38.8	10.8	-32.6	2.5	3.0	18.6	29.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	70.5	0.9	9.3	12	7.7	8.0	-0.4	-	-	-	-4.5	-35.9	10.8	-32.6	2.5	3.0	29.1				
		Intercity through train to Hung Hom		86.5	66.0	0.9	6.6	1	3.5	7.9	-8.3	-	-	-	-4.2	-38.8	0.0	-32.6	2.5	3.0	8.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	71.1	22.1	20.1	8	3.0	7.7	-12.0	-	-	-	-4.5	-15.1	9.0	-32.6	2.5	3.0	35.4	51.0			
		ER Lok Ma Chau to Hung Hom		85.1	75.6	22.1	20.5	4	8.6	7.7	-0.3	-	-	-	-4.8	-14.9	6.0	-32.6	2.5	3.0	44.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	79.7	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-5.0	-15.0	10.8	-32.6	2.5	3.0	49.8				
		Intercity through train to Hung Hom		86.5	71.1	22.1	20.1	1	3.0	7.7	-12.0	-	-	-	-4.5	-15.1	0.0	-32.6	2.5	3.0	27.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	71.3	7.6	34.8	8	3.0	7.4	-12.6	-	-	-	-4.6	-15.6	9.0	-32.6	2.5	3.0	34.3	50.4			
		ER Lok Ma Chau to Hung Hom		85.1	75.8	7.6	34.8	4	2.3	6.8	-0.3	0.3	-	-	-4.8	-15.6	6.0	-32.6	2.5	3.0	43.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	79.9	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-5.0	-15.6	10.8	-32.6	2.5	3.0	49.2				
		Intercity through train to Hung Hom		86.5	71.3	7.6	34.8	1	3.0	7.4	-12.6	-	-	-	-4.6	-15.6	0.0	-32.6	2.5	3.0	26.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	71.3	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-4.6	-4.8	9.0	-32.6	2.5	3.0	57.7	62.8			
		ER Lok Ma Chau to Hung Hom		85.1	76.6	41.6	59.3	4	3.4	5.5	-5.5	4.2	-	-	-4.9	-4.8	6.0	-32.6	2.5	3.0	53.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	79.9	41.6	59.5	12	3.8	7.4	-0.3	0.3	-	-	-5.0	-4.8	10.8	-32.6	2.5	3.0	60.0				
		Intercity through train to Hung Hom		86.5	71.3	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-4.6	-4.8	0.0	-32.6	2.5	3.0	50.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	74.2	0.6	7.0	12	-	8.1	0.0	-	-	-	-4.7	-40.1	10.8	-32.6	2.5	3.0	25.1	25.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	74.2	0.6	7.0	1	-	8.1	0.0	-	-	-	-4.7	-40.1	0.0	-32.6	2.5	3.0	14.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	68.1	0.9	6.6	12	3.5	7.9	-7.2	-	-	-	-4.4	-38.8	10.8	-32.6	2.5	3.0	19.4	29.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	72.4	0.9	9.3	12	7.7	8.0	-0.2	-	-	-	-4.6	-35.9	10.8	-32.6	2.5	3.0	29.2				
		Intercity through train to Hung Hom		86.5	68.1	0.9	6.6	1	3.5	7.9	-7.2	-	-	-	-4.4	-38.8	0.0	-32.6	2.5	3.0	9.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	73.1	22.1	20.1	8	3.0	7.7	-11.2	-	-	-	-4.7	-15.1	9.0	-32.6	2.5	3.0	36.1	50.9			
		ER Lok Ma Chau to Hung Hom		85.1	77.4	22.1	20.5	4	8.6	7.7	-0.1	-	-	-	-4.9	-14.9	6.0	-32.6	2.5	3.0	44.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	81.5	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-5.1	-15.0	10.8	-32.6	2.5	3.0	49.7				
		Intercity through train to Hung Hom		86.5	73.1	22.1	20.1	1	3.0	7.7	-11.2	-	-	-	-4.7	-15.1	0.0	-32.6	2.5	3.0	28.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	73.3	7.6	34.8	8	3.0	7.4	-11.9	-	-	-	-4.7	-15.6	9.0	-32.6	2.5	3.0	34.8	50.3			
		ER Lok Ma Chau to Hung Hom		85.1	77.7	7.6	34.8	4	2.3	6.8	-0.2	0.2	-	-	-4.9	-15.6	6.0	-32.6	2.5	3.0	43.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	81.7	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-5.1	-15.6	10.8	-32.6	2.5	3.0	49.1				
		Intercity through train to Hung Hom		86.5	73.3	7.6	34.8	1	3.0	7.4	-11.9	-	-	-	-4.7	-15.6	0.0	-32.6	2.5	3.0	27.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	73.3	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-4.7	-4.8	9.0	-32.6	2.5	3.0	57.6	62.8			
		ER Lok Ma Chau to Hung Hom		85.1	78.6	41.6	59.3	4	3.4	5.5	-4.6	4.2	-	-	-5.0	-4.8	6.0	-32.6	2.5	3.0	53.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	81.7	41.6	59.5	12	3.8	7.4	-0.2	0.2	-	-	-5.1	-4.8	10.8	-32.6	2.5	3.0	59.9				
		Intercity through train to Hung Hom		86.5	73.3	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-4.7	-4.8	0.0	-32.6	2.5	3.0	50.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	76.2	0.6	7.0	12	-	8.1	0.0	-	-	-	-4.8	-40.1	10.8	-32.6	2.5	3.0	24.9	25.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	76.2	0.6	7.0	1	-	8.1	0.0	-	-	-	-4.8	-40.1	0.0	-32.6	2.5	3.0	14.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	70.3	0.9	6.6	12	3.5	7.9	-6.4	-	-	-	-4.5	-38.8	10.8	-32.6	2.5	3.0	20.2	29.8			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	74.5	0.9	9.3	12	7.7	8.0	0.0	0.0	-	-	-4.7	-35.9	10.8	-32.6	2.5	3.0	29.3				
		Intercity through train to Hung Hom		86.5	70.3	0.9	6.6	1	3.5	7.9	-6.4	-	-	-	-4.5	-38.8	0.0	-32.6	2.5	3.0	9.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	75.1	22.1	20.1	8	3.0	7.7	-10.5	-	-	-	-4.8	-15.1	9.0	-32.6	2.5	3.0	36.7	50.9			
		ER Lok Ma Chau to Hung Hom		85.1	79.3	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-5.0	-14.9	6.0	-32.6	2.5	3.0	44.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	83.3	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-5.2	-15.0	10.8	-32.6	2.5	3.0	49.6				
		Intercity through train to Hung Hom		86.5	75.1	22.1	20.1	1	3.0	7.7	-10.5	-	-	-	-4.8	-15.1	0.0	-32.6	2.5	3.0	29.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	75.3	7.6	34.8	8	3.0	7.4	-11.2	-	-	-	-4.8	-15.6	9.0	-32.6	2.5	3.0	35.4	50.2			
		ER Lok Ma Chau to Hung Hom		85.1	79.7	7.6	34.8	4	2.3	6.8	-0.1	0.1	-	-	-5.0	-15.6	6.0	-32.6	2.5	3.0	43.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	83.5	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-5.2	-15.6	10.8	-32.6	2.5	3.0	49.0				
		Intercity through train to Hung Hom		86.5	75.3	7.6	34.8	1	3.0	7.4	-11.2	-	-	-	-4.8	-15.6	0.0	-32.6	2.5	3.0	27.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	75.3	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-4.8	-4.8	9.0	-32.6	2.5	3.0	57.4	62.7			
		ER Lok Ma Chau to Hung Hom		85.1	80.5	41.6	59.3	4	3.4	5.5	-3.7	3.7	-	-	-5.1	-4.8	6.0	-32.6	2.5	3.0	54.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	83.5	41.6	59.5	12	3.8	7.4	-0.1	0.1	-	-	-5.2	-4.8	10.8	-32.6	2.5	3.0	59.8				
		Intercity through train to Hung Hom		86.5	75.3	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-4.8	-4.8	0.0	-32.6	2.5	3.0	49.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
17	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	78.2	0.6	7.0	12	-	8.1	0.0	-	-	-	-5.0	-40.1	10.8	-32.6	2.5	3.0	24.8	25.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	78.2	0.6	7.0	1	-	8.1	0.0	-	-	-	-5.0	-40.1	0.0	-32.6	2.5	3.0	14.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	72.5	0.9	6.6	12	3.5	7.9	-5.8	-	-	-	-4.6	-38.8	10.8	-32.6	2.5	3.0	20.7	29.8			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	76.5	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-4.9	-35.9	10.8	-32.6	2.5	3.0	29.1				
		Intercity through train to Hung Hom		86.5	72.5	0.9	6.6	1	3.5	7.9	-5.8	-	-	-	-4.6	-38.8	0.0	-32.6	2.5	3.0	10.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	77.2	22.1	20.1	8	3.0	7.7	-9.7	-	-	-	-4.9	-15.1	9.0	-32.6	2.5	3.0	37.3	50.8			
		ER Lok Ma Chau to Hung Hom		85.1	81.3	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-5.1	-14.9	6.0	-32.6	2.5	3.0	44.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	85.2	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-5.3	-15.0	10.8	-32.6	2.5	3.0	49.5				
		Intercity through train to Hung Hom		86.5	77.2	22.1	20.1	1	3.0	7.7	-9.7	-	-	-	-4.9	-15.1	0.0	-32.6	2.5	3.0	29.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	77.4	7.6	34.8	8	3.0	7.4	-10.5	-	-	-	-4.9	-15.6	9.0	-32.6	2.5	3.0	36.0	50.2			
		ER Lok Ma Chau to Hung Hom		85.1	81.6	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-5.1	-15.6	6.0	-32.6	2.5	3.0	43.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	85.4	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-5.3	-15.6	10.8	-32.6	2.5	3.0	48.9				
		Intercity through train to Hung Hom		86.5	77.4	7.6	34.8	1	3.0	7.4	-10.5	-	-	-	-4.9	-15.6	0.0	-32.6	2.5	3.0	28.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	77.4	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-4.9	-4.8	9.0	-32.6	2.5	3.0	57.3	62.6			
		ER Lok Ma Chau to Hung Hom		85.1	82.5	41.6	59.3	4	3.4	5.5	-3.1	3.1	-	-	-5.2	-4.8	6.0	-32.6	2.5	3.0	54.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	85.4	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-5.3	-4.8	10.8	-32.6	2.5	3.0	59.7				
		Intercity through train to Hung Hom		86.5	77.4	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-4.9	-4.8	0.0	-32.6	2.5	3.0	49.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
18	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	80.3	0.6	7.0	12	-	8.1	0.0	-	-	-	-5.1	-40.1	10.8	-32.6	2.5	3.0	24.7	25.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	80.3	0.6	7.0	1	-	8.1	0.0	-	-	-	-5.1	-40.1	0.0	-32.6	2.5	3.0	14.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	74.7	0.9	6.6	12	3.5	7.9	-5.5	-	-	-	-4.8	-38.8	10.8	-32.6	2.5	3.0	20.7	29.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	78.7	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-5.0	-35.9	10.8	-32.6	2.5	3.0	29.0				
		Intercity through train to Hung Hom		86.5	74.7	0.9	6.6	1	3.5	7.9	-5.5	-	-	-	-4.8	-38.8	0.0	-32.6	2.5	3.0	10.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	79.3	22.1	20.1	8	3.0	7.7	-9.0	-	-	-	-5.0	-15.1	9.0	-32.6	2.5	3.0	38.0	50.8			
		ER Lok Ma Chau to Hung Hom		85.1	83.3	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-5.2	-14.9	6.0	-32.6	2.5	3.0	43.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	87.1	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-5.4	-15.0	10.8	-32.6	2.5	3.0	49.4				
		Intercity through train to Hung Hom		86.5	79.3	22.1	20.1	1	3.0	7.7	-9.0	-	-	-	-5.0	-15.1	0.0	-32.6	2.5	3.0	30.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	79.5	7.6	34.8	8	3.0	7.4	-9.8	-	-	-	-5.0	-15.6	9.0	-32.6	2.5	3.0	36.6	50.1			
		ER Lok Ma Chau to Hung Hom		85.1	83.7	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-5.2	-15.6	6.0	-32.6	2.5	3.0	43.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	87.3	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-5.4	-15.6	10.8	-32.6	2.5	3.0	48.8				
		Intercity through train to Hung Hom		86.5	79.5	7.6	34.8	1	3.0	7.4	-9.8	-	-	-	-5.0	-15.6	0.0	-32.6	2.5	3.0	29.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	79.5	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-5.0	-4.8	9.0	-32.6	2.5	3.0	57.2	62.5			
		ER Lok Ma Chau to Hung Hom		85.1	84.6	41.6	59.3	4	3.4	5.5	-2.6	2.6	-	-	-5.3	-4.8	6.0	-32.6	2.5	3.0	53.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	87.3	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-5.4	-4.8	10.8	-32.6	2.5	3.0	59.6				
		Intercity through train to Hung Hom		86.5	79.5	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-5.0	-4.8	0.0	-32.6	2.5	3.0	49.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
19	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	82.4	0.6	7.0	12	-	8.1	0.0	-	-	-	-5.2	-40.1	10.8	-32.6	2.5	3.0	24.6	25.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	82.4	0.6	7.0	1	-	8.1	0.0	-	-	-	-5.2	-40.1	0.0	-32.6	2.5	3.0	14.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	77.0	0.9	6.6	12	3.5	7.9	-4.8	-	-	-	-4.9	-38.8	10.8	-32.6	2.5	3.0	21.4	29.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	80.8	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-5.1	-35.9	10.8	-32.6	2.5	3.0	28.9				
		Intercity through train to Hung Hom		86.5	77.0	0.9	6.6	1	3.5	7.9	-4.8	-	-	-	-4.9	-38.8	0.0	-32.6	2.5	3.0	11.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	81.5	22.1	20.1	8	3.0	7.7	-8.2	-	-	-	-5.1	-15.1	9.0	-32.6	2.5	3.0	38.6	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	85.4	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-5.3	-14.9	6.0	-32.6	2.5	3.0	43.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	89.1	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-5.5	-15.0	10.8	-32.6	2.5	3.0	49.3				
		Intercity through train to Hung Hom		86.5	81.5	22.1	20.1	1	3.0	7.7	-8.2	-	-	-	-5.1	-15.1	0.0	-32.6	2.5	3.0	31.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	81.7	7.6	34.8	8	3.0	7.4	-9.0	-	-	-	-5.1	-15.6	9.0	-32.6	2.5	3.0	37.2	50.0			
		ER Lok Ma Chau to Hung Hom		85.1	85.7	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-5.4	-15.6	6.0	-32.6	2.5	3.0	43.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	89.3	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-5.5	-15.6	10.8	-32.6	2.5	3.0	48.7				
		Intercity through train to Hung Hom		86.5	81.7	7.6	34.8	1	3.0	7.4	-9.0	-	-	-	-5.1	-15.6	0.0	-32.6	2.5	3.0	29.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	81.7	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-5.1	-4.8	9.0	-32.6	2.5	3.0	57.1	62.4			
		ER Lok Ma Chau to Hung Hom		85.1	86.7	41.6	59.3	4	3.4	5.5	-2.3	2.3	-	-	-5.4	-4.8	6.0	-32.6	2.5	3.0	53.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	89.3	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-5.5	-4.8	10.8	-32.6	2.5	3.0	59.5				
		Intercity through train to Hung Hom		86.5	81.7	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-5.1	-4.8	0.0	-32.6	2.5	3.0	49.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
20	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	84.5	0.6	7.0	12	-	8.1	0.0	-	-	-	-5.3	-40.1	10.8	-32.6	2.5	3.0	24.5	24.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	84.5	0.6	7.0	1	-	8.1	0.0	-	-	-	-5.3	-40.1	0.0	-32.6	2.5	3.0	14.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	79.3	0.9	6.6	12	3.5	7.9	-3.9	-	-	-	-5.0	-38.8	10.8	-32.6	2.5	3.0	22.2	29.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	83.0	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-5.2	-35.9	10.8	-32.6	2.5	3.0	28.8				
		Intercity through train to Hung Hom		86.5	79.3	0.9	6.6	1	3.5	7.9	-3.9	-	-	-	-5.0	-38.8	0.0	-32.6	2.5	3.0	11.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	83.6	22.1	20.1	8	3.0	7.7	-7.5	-	-	-	-5.2	-15.1	9.0	-32.6	2.5	3.0	39.3	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	87.4	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-5.4	-14.9	6.0	-32.6	2.5	3.0	43.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	91.1	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-5.6	-15.0	10.8	-32.6	2.5	3.0	49.2				
		Intercity through train to Hung Hom		86.5	83.6	22.1	20.1	1	3.0	7.7	-7.5	-	-	-	-5.2	-15.1	0.0	-32.6	2.5	3.0	31.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	83.8	7.6	34.8	8	3.0	7.4	-8.3	-	-	-	-5.3	-15.6	9.0	-32.6	2.5	3.0	37.9	50.0			
		ER Lok Ma Chau to Hung Hom		85.1	87.8	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-5.5	-15.6	6.0	-32.6	2.5	3.0	42.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	91.3	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-5.6	-15.6	10.8	-32.6	2.5	3.0	48.6				
		Intercity through train to Hung Hom		86.5	83.8	7.6	34.8	1	3.0	7.4	-8.3	-	-	-	-5.3	-15.6	0.0	-32.6	2.5	3.0	30.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	83.8	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-5.3	-4.8	9.0	-32.6	2.5	3.0	57.0	62.3			
		ER Lok Ma Chau to Hung Hom		85.1	88.8	41.6	59.3	4	3.4	5.5	-2.0	2.0	-	-	-5.5	-4.8	6.0	-32.6	2.5	3.0	53.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	91.3	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-5.6	-4.8	10.8	-32.6	2.5	3.0	59.4				
		Intercity through train to Hung Hom		86.5	83.8	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-5.3	-4.8	0.0	-32.6	2.5	3.0	49.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
21	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	86.7	0.6	7.0	12	-	8.1	0.0	-	-	-	-5.4	-40.1	10.8	-32.6	2.5	3.0	24.4	24.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	86.7	0.6	7.0	1	-	8.1	0.0	-	-	-	-5.4	-40.1	0.0	-32.6	2.5	3.0	14.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	81.6	0.9	6.6	12	3.5	7.9	-3.3	-	-	-	-5.1	-38.8	10.8	-32.6	2.5	3.0	22.7	29.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	85.2	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-5.3	-35.9	10.8	-32.6	2.5	3.0	28.7				
		Intercity through train to Hung Hom		86.5	81.6	0.9	6.6	1	3.5	7.9	-3.3	-	-	-	-5.1	-38.8	0.0	-32.6	2.5	3.0	12.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	85.9	22.1	20.1	8	3.0	7.7	-6.8	-	-	-	-5.4	-15.1	9.0	-32.6	2.5	3.0	39.8	50.6			
		ER Lok Ma Chau to Hung Hom		85.1	89.6	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-5.5	-14.9	6.0	-32.6	2.5	3.0	43.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	93.1	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-5.7	-15.0	10.8	-32.6	2.5	3.0	49.1				
		Intercity through train to Hung Hom		86.5	85.9	22.1	20.1	1	3.0	7.7	-6.8	-	-	-	-5.4	-15.1	0.0	-32.6	2.5	3.0	32.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	86.1	7.6	34.8	8	3.0	7.4	-7.6	-	-	-	-5.4	-15.6	9.0	-32.6	2.5	3.0	38.5	49.9			
		ER Lok Ma Chau to Hung Hom		85.1	90.0	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-5.6	-15.6	6.0	-32.6	2.5	3.0	42.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	93.3	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-5.7	-15.6	10.8	-32.6	2.5	3.0	48.5				
		Intercity through train to Hung Hom		86.5	86.1	7.6	34.8	1	3.0	7.4	-7.6	-	-	-	-5.4	-15.6	0.0	-32.6	2.5	3.0	30.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	86.1	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-5.4	-4.8	9.0	-32.6	2.5	3.0	56.9	62.2			
		ER Lok Ma Chau to Hung Hom		85.1	90.9	41.6	59.3	4	3.4	5.5	-1.7	1.7	-	-	-5.6	-4.8	6.0	-32.6	2.5	3.0	53.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	93.3	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-5.7	-4.8	10.8	-32.6	2.5	3.0	59.3				
		Intercity through train to Hung Hom		86.5	86.1	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-5.4	-4.8	0.0	-32.6	2.5	3.0	49.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
22	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	88.9	0.6	7.0	12	-	8.1	0.0	-	-	-	-5.5	-40.1	10.8	-32.6	2.5	3.0	24.3	24.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	88.9	0.6	7.0	1	-	8.1	0.0	-	-	-	-5.5	-40.1	0.0	-32.6	2.5	3.0	13.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	83.9	0.9	6.6	12	3.5	7.9	-2.8	-	-	-	-5.3	-38.8	10.8	-32.6	2.5	3.0	23.0	29.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	87.5	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-5.4	-35.9	10.8	-32.6	2.5	3.0	28.6				
		Intercity through train to Hung Hom		86.5	83.9	0.9	6.6	1	3.5	7.9	-2.8	-	-	-	-5.3	-38.8	0.0	-32.6	2.5	3.0	12.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	88.1	22.1	20.1	8	3.0	7.7	-6.2	-	-	-	-5.5	-15.1	9.0	-32.6	2.5	3.0	40.3	50.6			
		ER Lok Ma Chau to Hung Hom		85.1	91.7	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-5.6	-14.9	6.0	-32.6	2.5	3.0	43.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	95.2	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-5.8	-15.0	10.8	-32.6	2.5	3.0	49.0				
		Intercity through train to Hung Hom		86.5	88.1	22.1	20.1	1	3.0	7.7	-6.2	-	-	-	-5.5	-15.1	0.0	-32.6	2.5	3.0	32.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	88.3	7.6	34.8	8	3.0	7.4	-6.9	-	-	-	-5.5	-15.6	9.0	-32.6	2.5	3.0	39.0	49.9			
		ER Lok Ma Chau to Hung Hom		85.1	92.1	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-5.7	-15.6	6.0	-32.6	2.5	3.0	42.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	95.4	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-5.8	-15.6	10.8	-32.6	2.5	3.0	48.4				
		Intercity through train to Hung Hom		86.5	88.3	7.6	34.8	1	3.0	7.4	-6.9	-	-	-	-5.5	-15.6	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	88.3	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-5.5	-4.8	9.0	-32.6	2.5	3.0	56.8	62.1			
		ER Lok Ma Chau to Hung Hom		85.1	93.1	41.6	59.3	4	3.4	5.5	-1.5	1.5	-	-	-5.7	-4.8	6.0	-32.6	2.5	3.0	53.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	95.4	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-5.8	-4.8	10.8	-32.6	2.5	3.0	59.2				
		Intercity through train to Hung Hom		86.5	88.3	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-5.5	-4.8	0.0	-32.6	2.5	3.0	49.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
23	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	91.2	0.6	7.0	12	-	8.1	0.0	-	-	-	-5.6	-40.1	10.8	-32.6	2.5	3.0	24.2	24.5			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	91.2	0.6	7.0	1	-	8.1	0.0	-	-	-	-5.6	-40.1	0.0	-32.6	2.5	3.0	13.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	86.3	0.9	6.6	12	3.5	7.9	-2.4	-	-	-	-5.4	-38.8	10.8	-32.6	2.5	3.0	23.2	29.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	89.8	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-5.6	-35.9	10.8	-32.6	2.5	3.0	28.4				
		Intercity through train to Hung Hom		86.5	86.3	0.9	6.6	1	3.5	7.9	-2.4	-	-	-	-5.4	-38.8	0.0	-32.6	2.5	3.0	12.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	90.4	22.1	20.1	8	3.0	7.7	-5.8	-	-	-	-5.6	-15.1	9.0	-32.6	2.5	3.0	40.6	50.5			
		ER Lok Ma Chau to Hung Hom		85.1	93.9	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-5.7	-14.9	6.0	-32.6	2.5	3.0	43.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	97.3	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-5.9	-15.0	10.8	-32.6	2.5	3.0	48.9				
		Intercity through train to Hung Hom		86.5	90.4	22.1	20.1	1	3.0	7.7	-5.8	-	-	-	-5.6	-15.1	0.0	-32.6	2.5	3.0	33.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	90.6	7.6	34.8	8	3.0	7.4	-6.3	-	-	-	-5.6	-15.6	9.0	-32.6	2.5	3.0	39.5	49.9			
		ER Lok Ma Chau to Hung Hom		85.1	94.3	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-5.8	-15.6	6.0	-32.6	2.5	3.0	42.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	97.5	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-5.9	-15.6	10.8	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	90.6	7.6	34.8	1	3.0	7.4	-6.3	-	-	-	-5.6	-15.6	0.0	-32.6	2.5	3.0	31.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	90.6	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-5.6	-4.8	9.0	-32.6	2.5	3.0	56.6	62.0			
		ER Lok Ma Chau to Hung Hom		85.1	95.3	41.6	59.3	4	3.4	5.5	-1.4	1.4	-	-	-5.8	-4.8	6.0	-32.6	2.5	3.0	53.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	97.5	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-5.9	-4.8	10.8	-32.6	2.5	3.0	59.1				
		Intercity through train to Hung Hom		86.5	90.6	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-5.6	-4.8	0.0	-32.6	2.5	3.0	49.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
25	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	96.3	0.6	7.0	12	-	8.1	0.0	-	-	-	-5.9	-40.1	10.8	-32.6	2.5	3.0	23.9	24.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	96.3	0.6	7.0	1	-	8.1	0.0	-	-	-	-5.9	-40.1	0.0	-32.6	2.5	3.0	13.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	91.7	0.9	6.6	12	3.5	7.9	-1.9	-	-	-	-5.6	-38.8	10.8	-32.6	2.5	3.0	23.5	29.6			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	95.0	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-5.8	-35.9	10.8	-32.6	2.5	3.0	28.2				
		Intercity through train to Hung Hom		86.5	91.7	0.9	6.6	1	3.5	7.9	-1.9	-	-	-	-5.6	-38.8	0.0	-32.6	2.5	3.0	13.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	95.6	22.1	20.1	8	3.0	7.7	-5.3	-	-	-	-5.8	-15.1	9.0	-32.6	2.5	3.0	40.9	50.4			
		ER Lok Ma Chau to Hung Hom		85.1	98.9	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-6.0	-14.9	6.0	-32.6	2.5	3.0	43.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	102.2	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-6.1	-15.0	10.8	-32.6	2.5	3.0	48.7				
		Intercity through train to Hung Hom		86.5	95.6	22.1	20.1	1	3.0	7.7	-5.3	-	-	-	-5.8	-15.1	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	95.8	7.6	34.8	8	3.0	7.4	-5.6	-	-	-	-5.8	-15.6	9.0	-32.6	2.5	3.0	40.0	49.7			
		ER Lok Ma Chau to Hung Hom		85.1	99.4	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-6.0	-15.6	6.0	-32.6	2.5	3.0	42.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	102.4	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-6.1	-15.6	10.8	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	95.8	7.6	34.8	1	3.0	7.4	-5.6	-	-	-	-5.8	-15.6	0.0	-32.6	2.5	3.0	32.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	95.8	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-5.8	-4.8	9.0	-32.6	2.5	3.0	56.4	61.8			
		ER Lok Ma Chau to Hung Hom		85.1	100.4	41.6	59.3	4	3.4	5.5	-1.0	1.0	-	-	-6.0	-4.8	6.0	-32.6	2.5	3.0	53.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	102.4	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-6.1	-4.8	10.8	-32.6	2.5	3.0	58.9				
		Intercity through train to Hung Hom		86.5	95.8	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-5.8	-4.8	0.0	-32.6	2.5	3.0	48.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
26	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	98.6	0.6	7.0	12	-	8.1	0.0	-	-	-	-6.0	-40.1	10.8	-32.6	2.5	3.0	23.8	24.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	98.6	0.6	7.0	1	-	8.1	0.0	-	-	-	-6.0	-40.1	0.0	-32.6	2.5	3.0	13.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	94.2	0.9	6.6	12	3.5	7.9	-1.7	-	-	-	-5.8	-38.8	10.8	-32.6	2.5	3.0	23.6	29.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	97.3	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-5.9	-35.9	10.8	-32.6	2.5	3.0	28.1				
		Intercity through train to Hung Hom		86.5	94.2	0.9	6.6	1	3.5	7.9	-1.7	-	-	-	-5.8	-38.8	0.0	-32.6	2.5	3.0	13.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	97.9	22.1	20.1	8	3.0	7.7	-4.6	-	-	-	-5.9	-15.1	9.0	-32.6	2.5	3.0	41.5	50.4			
		ER Lok Ma Chau to Hung Hom		85.1	101.2	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-6.1	-14.9	6.0	-32.6	2.5	3.0	43.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	104.4	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-6.2	-15.0	10.8	-32.6	2.5	3.0	48.6				
		Intercity through train to Hung Hom		86.5	97.9	22.1	20.1	1	3.0	7.7	-4.6	-	-	-	-5.9	-15.1	0.0	-32.6	2.5	3.0	33.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	98.2	7.6	34.8	8	3.0	7.4	-5.5	-	-	-	-5.9	-15.6	9.0	-32.6	2.5	3.0	40.0	49.6			
		ER Lok Ma Chau to Hung Hom		85.1	101.7	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-6.1	-15.6	6.0	-32.6	2.5	3.0	42.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	104.6	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-6.2	-15.6	10.8	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	98.2	7.6	34.8	1	3.0	7.4	-5.5	-	-	-	-5.9	-15.6	0.0	-32.6	2.5	3.0	32.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	98.2	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-5.9	-4.8	9.0	-32.6	2.5	3.0	56.3	61.7			
		ER Lok Ma Chau to Hung Hom		85.1	102.7	41.6	59.3	4	3.4	5.5	-0.9	0.9	-	-	-6.1	-4.8	6.0	-32.6	2.5	3.0	53.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	104.6	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-6.2	-4.8	10.8	-32.6	2.5	3.0	58.8				
		Intercity through train to Hung Hom		86.5	98.2	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-5.9	-4.8	0.0	-32.6	2.5	3.0	48.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
27	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	101.0	0.6	7.0	12	-	8.1	0.0	-	-	-	-6.1	-40.1	10.8	-32.6	2.5	3.0	23.7	24.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	101.0	0.6	7.0	1	-	8.1	0.0	-	-	-	-6.1	-40.1	0.0	-32.6	2.5	3.0	13.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	96.6	0.9	6.6	12	3.5	7.9	-1.5	-	-	-	-5.9	-38.8	10.8	-32.6	2.5	3.0	23.6	29.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	99.7	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-6.0	-35.9	10.8	-32.6	2.5	3.0	28.0				
		Intercity through train to Hung Hom		86.5	96.6	0.9	6.6	1	3.5	7.9	-1.5	-	-	-	-5.9	-38.8	0.0	-32.6	2.5	3.0	13.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	100.3	22.1	20.1	8	3.0	7.7	-3.9	-	-	-	-6.0	-15.1	9.0	-32.6	2.5	3.0	42.0	50.4			
		ER Lok Ma Chau to Hung Hom		85.1	103.5	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-6.2	-14.9	6.0	-32.6	2.5	3.0	42.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	106.6	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-6.3	-15.0	10.8	-32.6	2.5	3.0	48.5				
		Intercity through train to Hung Hom		86.5	100.3	22.1	20.1	1	3.0	7.7	-3.9	-	-	-	-6.0	-15.1	0.0	-32.6	2.5	3.0	34.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	100.5	7.6	34.8	8	3.0	7.4	-4.9	-	-	-	-6.0	-15.6	9.0	-32.6	2.5	3.0	40.4	49.6			
		ER Lok Ma Chau to Hung Hom		85.1	104.0	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-6.2	-15.6	6.0	-32.6	2.5	3.0	42.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	106.8	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-6.3	-15.6	10.8	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	100.5	7.6	34.8	1	3.0	7.4	-4.9	-	-	-	-6.0	-15.6	0.0	-32.6	2.5	3.0	32.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	100.5	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-6.0	-4.8	9.0	-32.6	2.5	3.0	56.2	61.6			
		ER Lok Ma Chau to Hung Hom		85.1	105.0	41.6	59.3	4	3.4	5.5	-0.8	0.8	-	-	-6.2	-4.8	6.0	-32.6	2.5	3.0	53.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	106.8	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-6.3	-4.8	10.8	-32.6	2.5	3.0	58.8				
		Intercity through train to Hung Hom		86.5	100.5	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-6.0	-4.8	0.0	-32.6	2.5	3.0	48.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
28	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	103.4	0.6	7.0	12	-	8.1	0.0	-	-	-	-6.2	-40.1	10.8	-32.6	2.5	3.0	23.6	24.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	103.4	0.6	7.0	1	-	8.1	0.0	-	-	-	-6.2	-40.1	0.0	-32.6	2.5	3.0	13.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	99.1	0.9	6.6	12	3.5	7.9	-1.4	-	-	-	-6.0	-38.8	10.8	-32.6	2.5	3.0	23.7	29.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	102.1	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-6.1	-35.9	10.8	-32.6	2.5	3.0	27.9				
		Intercity through train to Hung Hom		86.5	99.1	0.9	6.6	1	3.5	7.9	-1.4	-	-	-	-6.0	-38.8	0.0	-32.6	2.5	3.0	13.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	102.7	22.1	20.1	8	3.0	7.7	-3.5	-	-	-	-6.1	-15.1	9.0	-32.6	2.5	3.0	42.3	50.4			
		ER Lok Ma Chau to Hung Hom		85.1	105.8	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-6.3	-14.9	6.0	-32.6	2.5	3.0	42.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	108.8	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-6.4	-15.0	10.8	-32.6	2.5	3.0	48.4				
		Intercity through train to Hung Hom		86.5	102.7	22.1	20.1	1	3.0	7.7	-3.5	-	-	-	-6.1	-15.1	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	102.9	7.6	34.8	8	3.0	7.4	-4.3	-	-	-	-6.1	-15.6	9.0	-32.6	2.5	3.0	41.0	49.6			
		ER Lok Ma Chau to Hung Hom		85.1	106.3	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-6.3	-15.6	6.0	-32.6	2.5	3.0	42.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	109.1	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-6.4	-15.6	10.8	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	102.9	7.6	34.8	1	3.0	7.4	-4.3	-	-	-	-6.1	-15.6	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	102.9	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-6.1	-4.8	9.0	-32.6	2.5	3.0	56.1	61.5			
		ER Lok Ma Chau to Hung Hom		85.1	107.4	41.6	59.3	4	3.4	5.5	-0.7	0.7	-	-	-6.3	-4.8	6.0	-32.6	2.5	3.0	52.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	109.1	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-6.4	-4.8	10.8	-32.6	2.5	3.0	58.7				
		Intercity through train to Hung Hom		86.5	102.9	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-6.1	-4.8	0.0	-32.6	2.5	3.0	48.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
29	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	105.7	0.6	7.0	12	-	8.1	0.0	-	-	-	-6.3	-40.1	10.8	-32.6	2.5	3.0	23.5	23.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	105.7	0.6	7.0	1	-	8.1	0.0	-	-	-	-6.3	-40.1	0.0	-32.6	2.5	3.0	13.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	101.6	0.9	6.6	12	3.5	7.9	-1.3	-	-	-	-6.1	-38.8	10.8	-32.6	2.5	3.0	23.7	29.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	104.5	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-6.2	-35.9	10.8	-32.6	2.5	3.0	27.8				
		Intercity through train to Hung Hom		86.5	101.6	0.9	6.6	1	3.5	7.9	-1.3	-	-	-	-6.1	-38.8	0.0	-32.6	2.5	3.0	13.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	105.1	22.1	20.1	8	3.0	7.7	-3.1	-	-	-	-6.2	-15.1	9.0	-32.6	2.5	3.0	42.6	50.4			
		ER Lok Ma Chau to Hung Hom		85.1	108.2	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-6.4	-14.9	6.0	-32.6	2.5	3.0	42.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	111.1	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-6.5	-15.0	10.8	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	105.1	22.1	20.1	1	3.0	7.7	-3.1	-	-	-	-6.2	-15.1	0.0	-32.6	2.5	3.0	35.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	105.3	7.6	34.8	8	3.0	7.4	-3.7	-	-	-	-6.2	-15.6	9.0	-32.6	2.5	3.0	41.4	49.6			
		ER Lok Ma Chau to Hung Hom		85.1	108.7	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-6.4	-15.6	6.0	-32.6	2.5	3.0	42.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	111.3	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-6.5	-15.6	10.8	-32.6	2.5	3.0	47.8				
		Intercity through train to Hung Hom		86.5	105.3	7.6	34.8	1	3.0	7.4	-3.7	-	-	-	-6.2	-15.6	0.0	-32.6	2.5	3.0	33.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	105.3	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-6.2	-4.8	9.0	-32.6	2.5	3.0	56.0	61.4			
		ER Lok Ma Chau to Hung Hom		85.1	109.7	41.6	59.3	4	3.4	5.5	-0.6	0.6	-	-	-6.4	-4.8	6.0	-32.6	2.5	3.0	52.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	111.3	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-6.5	-4.8	10.8	-32.6	2.5	3.0	58.6				
		Intercity through train to Hung Hom		86.5	105.3	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-6.2	-4.8	0.0	-32.6	2.5	3.0	48.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
30	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	108.1	0.6	7.0	12	-	8.1	0.0	-	-	-	-6.4	-40.1	10.8	-32.6	2.5	3.0	23.4	23.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	108.1	0.6	7.0	1	-	8.1	0.0	-	-	-	-6.4	-40.1	0.0	-32.6	2.5	3.0	13.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	104.1	0.9	6.6	12	3.5	7.9	-1.1	-	-	-	-6.2	-38.8	10.8	-32.6	2.5	3.0	23.7	29.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	106.9	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-6.3	-35.9	10.8	-32.6	2.5	3.0	27.7				
		Intercity through train to Hung Hom		86.5	104.1	0.9	6.6	1	3.5	7.9	-1.1	-	-	-	-6.2	-38.8	0.0	-32.6	2.5	3.0	13.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	107.5	22.1	20.1	8	3.0	7.7	-2.8	-	-	-	-6.3	-15.1	9.0	-32.6	2.5	3.0	42.8	50.3			
		ER Lok Ma Chau to Hung Hom		85.1	110.5	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-6.5	-14.9	6.0	-32.6	2.5	3.0	42.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	113.4	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-6.6	-15.0	10.8	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	107.5	22.1	20.1	1	3.0	7.7	-2.8	-	-	-	-6.3	-15.1	0.0	-32.6	2.5	3.0	35.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	107.8	7.6	34.8	8	3.0	7.4	-3.3	-	-	-	-6.3	-15.6	9.0	-32.6	2.5	3.0	41.7	49.6			
		ER Lok Ma Chau to Hung Hom		85.1	111.0	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-6.5	-15.6	6.0	-32.6	2.5	3.0	41.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	113.6	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-6.6	-15.6	10.8	-32.6	2.5	3.0	47.7				
		Intercity through train to Hung Hom		86.5	107.8	7.6	34.8	1	3.0	7.4	-3.3	-	-	-	-6.3	-15.6	0.0	-32.6	2.5	3.0	34.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	107.8	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-6.3	-4.8	9.0	-32.6	2.5	3.0	55.9	61.3			
		ER Lok Ma Chau to Hung Hom		85.1	112.1	41.6	59.3	4	3.4	5.5	-0.6	0.6	-	-	-6.5	-4.8	6.0	-32.6	2.5	3.0	52.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	113.6	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-6.6	-4.8	10.8	-32.6	2.5	3.0	58.5				
		Intercity through train to Hung Hom		86.5	107.8	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-6.3	-4.8	0.0	-32.6	2.5	3.0	48.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
31	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	110.6	0.6	7.0	12	-	8.1	0.0	-	-	-	-6.5	-40.1	10.8	-32.6	2.5	3.0	23.3	23.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	110.6	0.6	7.0	1	-	8.1	0.0	-	-	-	-6.5	-40.1	0.0	-32.6	2.5	3.0	13.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	106.6	0.9	6.6	12	3.5	7.9	-1.0	-	-	-	-6.3	-38.8	10.8	-32.6	2.5	3.0	23.7	29.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	109.4	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-6.4	-35.9	10.8	-32.6	2.5	3.0	27.6				
		Intercity through train to Hung Hom		86.5	106.6	0.9	6.6	1	3.5	7.9	-1.0	-	-	-	-6.3	-38.8	0.0	-32.6	2.5	3.0	13.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	110.0	22.1	20.1	8	3.0	7.7	-2.6	-	-	-	-6.4	-15.1	9.0	-32.6	2.5	3.0	43.0	50.3			
		ER Lok Ma Chau to Hung Hom		85.1	112.9	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-6.5	-14.9	6.0	-32.6	2.5	3.0	42.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	115.7	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-6.7	-15.0	10.8	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	110.0	22.1	20.1	1	3.0	7.7	-2.6	-	-	-	-6.4	-15.1	0.0	-32.6	2.5	3.0	35.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	110.2	7.6	34.8	8	3.0	7.4	-3.0	-	-	-	-6.4	-15.6	9.0	-32.6	2.5	3.0	41.9	49.6			
		ER Lok Ma Chau to Hung Hom		85.1	113.4	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-6.6	-15.6	6.0	-32.6	2.5	3.0	41.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	115.9	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-6.7	-15.6	10.8	-32.6	2.5	3.0	47.6				
		Intercity through train to Hung Hom		86.5	110.2	7.6	34.8	1	3.0	7.4	-3.0	-	-	-	-6.4	-15.6	0.0	-32.6	2.5	3.0	34.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	110.2	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-6.4	-4.8	9.0	-32.6	2.5	3.0	55.8	61.2			
		ER Lok Ma Chau to Hung Hom		85.1	114.5	41.6	59.3	4	3.4	5.5	-0.5	0.5	-	-	-6.6	-4.8	6.0	-32.6	2.5	3.0	52.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	115.9	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-6.7	-4.8	10.8	-32.6	2.5	3.0	58.4				
		Intercity through train to Hung Hom		86.5	110.2	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-6.4	-4.8	0.0	-32.6	2.5	3.0	48.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
32	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	113.0	0.6	7.0	12	-	8.1	0.0	-	-	-	-6.6	-40.1	10.8	-32.6	2.5	3.0	23.2	23.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	113.0	0.6	7.0	1	-	8.1	0.0	-	-	-	-6.6	-40.1	0.0	-32.6	2.5	3.0	12.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	109.1	0.9	6.6	12	3.5	7.9	-1.0	-	-	-	-6.4	-38.8	10.8	-32.6	2.5	3.0	23.7	29.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	111.8	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-6.5	-35.9	10.8	-32.6	2.5	3.0	27.5				
		Intercity through train to Hung Hom		86.5	109.1	0.9	6.6	1	3.5	7.9	-1.0	-	-	-	-6.4	-38.8	0.0	-32.6	2.5	3.0	13.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	112.4	22.1	20.1	8	3.0	7.7	-2.4	-	-	-	-6.5	-15.1	9.0	-32.6	2.5	3.0	43.1	50.2			
		ER Lok Ma Chau to Hung Hom		85.1	115.3	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-6.6	-14.9	6.0	-32.6	2.5	3.0	42.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	118.1	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-6.7	-15.0	10.8	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	112.4	22.1	20.1	1	3.0	7.7	-2.4	-	-	-	-6.5	-15.1	0.0	-32.6	2.5	3.0	35.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	112.7	7.6	34.8	8	3.0	7.4	-2.8	-	-	-	-6.5	-15.6	9.0	-32.6	2.5	3.0	42.1	49.6			
		ER Lok Ma Chau to Hung Hom		85.1	115.8	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-6.7	-15.6	6.0	-32.6	2.5	3.0	41.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	118.3	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-6.7	-15.6	10.8	-32.6	2.5	3.0	47.5				
		Intercity through train to Hung Hom		86.5	112.7	7.6	34.8	1	3.0	7.4	-2.8	-	-	-	-6.5	-15.6	0.0	-32.6	2.5	3.0	34.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	112.7	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-6.5	-4.8	9.0	-32.6	2.5	3.0	55.7	61.1			
		ER Lok Ma Chau to Hung Hom		85.1	116.9	41.6	59.3	4	3.4	5.5	-0.4	0.4	-	-	-6.7	-4.8	6.0	-32.6	2.5	3.0	52.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	118.3	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-6.7	-4.8	10.8	-32.6	2.5	3.0	58.3				
		Intercity through train to Hung Hom		86.5	112.7	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-6.5	-4.8	0.0	-32.6	2.5	3.0	48.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
33	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	115.4	0.6	7.0	12	-	8.1	0.0	-	-	-	-6.6	-40.1	10.8	-32.6	2.5	3.0	23.1	23.5			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	115.4	0.6	7.0	1	-	8.1	0.0	-	-	-	-6.6	-40.1	0.0	-32.6	2.5	3.0	12.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	111.7	0.9	6.6	12	3.5	7.9	-0.9	-	-	-	-6.5	-38.8	10.8	-32.6	2.5	3.0	23.7	29.0			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	114.3	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-6.6	-35.9	10.8	-32.6	2.5	3.0	27.4				
		Intercity through train to Hung Hom		86.5	111.7	0.9	6.6	1	3.5	7.9	-0.9	-	-	-	-6.5	-38.8	0.0	-32.6	2.5	3.0	13.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	114.9	22.1	20.1	8	3.0	7.7	-2.2	-	-	-	-6.6	-15.1	9.0	-32.6	2.5	3.0	43.2	50.2			
		ER Lok Ma Chau to Hung Hom		85.1	117.7	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-6.7	-14.9	6.0	-32.6	2.5	3.0	42.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	120.4	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-6.8	-15.0	10.8	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	114.9	22.1	20.1	1	3.0	7.7	-2.2	-	-	-	-6.6	-15.1	0.0	-32.6	2.5	3.0	35.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	115.1	7.6	34.8	8	3.0	7.4	-2.5	-	-	-	-6.6	-15.6	9.0	-32.6	2.5	3.0	42.2	49.5			
		ER Lok Ma Chau to Hung Hom		85.1	118.2	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-6.7	-15.6	6.0	-32.6	2.5	3.0	41.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	120.6	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-6.8	-15.6	10.8	-32.6	2.5	3.0	47.4				
		Intercity through train to Hung Hom		86.5	115.1	7.6	34.8	1	3.0	7.4	-2.5	-	-	-	-6.6	-15.6	0.0	-32.6	2.5	3.0	34.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	115.1	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-6.6	-4.8	9.0	-32.6	2.5	3.0	55.6	61.0			
		ER Lok Ma Chau to Hung Hom		85.1	119.3	41.6	59.3	4	3.4	5.5	-0.4	0.4	-	-	-6.8	-4.8	6.0	-32.6	2.5	3.0	52.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	120.6	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-6.8	-4.8	10.8	-32.6	2.5	3.0	58.2				
		Intercity through train to Hung Hom		86.5	115.1	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-6.6	-4.8	0.0	-32.6	2.5	3.0	48.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
34	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	117.9	0.6	7.0	12	-	8.1	0.0	-	-	-	-6.7	-40.1	10.8	-32.6	2.5	3.0	23.1	23.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	117.9	0.6	7.0	1	-	8.1	0.0	-	-	-	-6.7	-40.1	0.0	-32.6	2.5	3.0	12.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	114.2	0.9	6.6	12	3.5	7.9	-0.8	-	-	-	-6.6	-38.8	10.8	-32.6	2.5	3.0	23.6	29.0			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	116.8	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-6.7	-35.9	10.8	-32.6	2.5	3.0	27.3				
		Intercity through train to Hung Hom		86.5	114.2	0.9	6.6	1	3.5	7.9	-0.8	-	-	-	-6.6	-38.8	0.0	-32.6	2.5	3.0	13.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	117.4	22.1	20.1	8	3.0	7.7	-2.0	-	-	-	-6.7	-15.1	9.0	-32.6	2.5	3.0	43.2	50.1			
		ER Lok Ma Chau to Hung Hom		85.1	120.1	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-6.8	-14.9	6.0	-32.6	2.5	3.0	42.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	122.8	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-6.9	-15.0	10.8	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	117.4	22.1	20.1	1	3.0	7.7	-2.0	-	-	-	-6.7	-15.1	0.0	-32.6	2.5	3.0	35.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	117.6	7.6	34.8	8	3.0	7.4	-2.3	-	-	-	-6.7	-15.6	9.0	-32.6	2.5	3.0	42.3	49.5			
		ER Lok Ma Chau to Hung Hom		85.1	120.7	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-6.8	-15.6	6.0	-32.6	2.5	3.0	41.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	123.0	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-6.9	-15.6	10.8	-32.6	2.5	3.0	47.3				
		Intercity through train to Hung Hom		86.5	117.6	7.6	34.8	1	3.0	7.4	-2.3	-	-	-	-6.7	-15.6	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	117.6	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-6.7	-4.8	9.0	-32.6	2.5	3.0	55.5	60.9			
		ER Lok Ma Chau to Hung Hom		85.1	121.8	41.6	59.3	4	3.4	5.5	-0.3	0.3	-	-	-6.9	-4.8	6.0	-32.6	2.5	3.0	52.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	123.0	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-6.9	-4.8	10.8	-32.6	2.5	3.0	58.1				
		Intercity through train to Hung Hom		86.5	117.6	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-6.7	-4.8	0.0	-32.6	2.5	3.0	48.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
35	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	120.4	0.6	7.0	12	-	8.1	0.0	-	-	-	-6.8	-40.1	10.8	-32.6	2.5	3.0	23.0	23.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	120.4	0.6	7.0	1	-	8.1	0.0	-	-	-	-6.8	-40.1	0.0	-32.6	2.5	3.0	12.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	116.8	0.9	6.6	12	3.5	7.9	-0.7	-	-	-	-6.7	-38.8	10.8	-32.6	2.5	3.0	23.6	28.9			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	119.3	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-6.8	-35.9	10.8	-32.6	2.5	3.0	27.2				
		Intercity through train to Hung Hom		86.5	116.8	0.9	6.6	1	3.5	7.9	-0.7	-	-	-	-6.7	-38.8	0.0	-32.6	2.5	3.0	13.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	119.9	22.1	20.1	8	3.0	7.7	-1.9	-	-	-	-6.8	-15.1	9.0	-32.6	2.5	3.0	43.3	50.1			
		ER Lok Ma Chau to Hung Hom		85.1	122.5	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-6.9	-14.9	6.0	-32.6	2.5	3.0	42.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	125.2	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-7.0	-15.0	10.8	-32.6	2.5	3.0	47.8				
		Intercity through train to Hung Hom		86.5	119.9	22.1	20.1	1	3.0	7.7	-1.9	-	-	-	-6.8	-15.1	0.0	-32.6	2.5	3.0	35.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	120.1	7.6	34.8	8	3.0	7.4	-2.2	-	-	-	-6.8	-15.6	9.0	-32.6	2.5	3.0	42.4	49.4			
		ER Lok Ma Chau to Hung Hom		85.1	123.1	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-6.9	-15.6	6.0	-32.6	2.5	3.0	41.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	125.4	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-7.0	-15.6	10.8	-32.6	2.5	3.0	47.2				
		Intercity through train to Hung Hom		86.5	120.1	7.6	34.8	1	3.0	7.4	-2.2	-	-	-	-6.8	-15.6	0.0	-32.6	2.5	3.0	34.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	120.1	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-6.8	-4.8	9.0	-32.6	2.5	3.0	55.4	60.9			
		ER Lok Ma Chau to Hung Hom		85.1	124.2	41.6	59.3	4	3.4	5.5	-0.3	0.3	-	-	-7.0	-4.8	6.0	-32.6	2.5	3.0	52.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	125.4	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-7.0	-4.8	10.8	-32.6	2.5	3.0	58.1				
		Intercity through train to Hung Hom		86.5	120.1	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-6.8	-4.8	0.0	-32.6	2.5	3.0	47.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
36	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	122.8	0.6	7.0	12	-	8.1	0.0	-	-	-	-6.9	-40.1	10.8	-32.6	2.5	3.0	22.9	23.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	122.8	0.6	7.0	1	-	8.1	0.0	-	-	-	-6.9	-40.1	0.0	-32.6	2.5	3.0	12.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	119.3	0.9	6.6	12	3.5	7.9	-0.7	-	-	-	-6.8	-38.8	10.8	-32.6	2.5	3.0	23.6	28.8			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	121.8	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-6.9	-35.9	10.8	-32.6	2.5	3.0	27.1				
		Intercity through train to Hung Hom		86.5	119.3	0.9	6.6	1	3.5	7.9	-0.7	-	-	-	-6.8	-38.8	0.0	-32.6	2.5	3.0	13.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	122.4	22.1	20.1	8	3.0	7.7	-1.7	-	-	-	-6.9	-15.1	9.0	-32.6	2.5	3.0	43.3	50.0			
		ER Lok Ma Chau to Hung Hom		85.1	125.0	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-7.0	-14.9	6.0	-32.6	2.5	3.0	42.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	127.6	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-7.1	-15.0	10.8	-32.6	2.5	3.0	47.7				
		Intercity through train to Hung Hom		86.5	122.4	22.1	20.1	1	3.0	7.7	-1.7	-	-	-	-6.9	-15.1	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	122.6	7.6	34.8	8	3.0	7.4	-2.0	-	-	-	-6.9	-15.6	9.0	-32.6	2.5	3.0	42.5	49.4			
		ER Lok Ma Chau to Hung Hom		85.1	125.6	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-7.0	-15.6	6.0	-32.6	2.5	3.0	41.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	127.8	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-7.1	-15.6	10.8	-32.6	2.5	3.0	47.2				
		Intercity through train to Hung Hom		86.5	122.6	7.6	34.8	1	3.0	7.4	-2.0	-	-	-	-6.9	-15.6	0.0	-32.6	2.5	3.0	34.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	122.6	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-6.9	-4.8	9.0	-32.6	2.5	3.0	55.3	60.8			
		ER Lok Ma Chau to Hung Hom		85.1	126.7	41.6	59.3	4	3.4	5.5	-0.2	0.2	-	-	-7.0	-4.8	6.0	-32.6	2.5	3.0	52.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	127.8	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-7.1	-4.8	10.8	-32.6	2.5	3.0	58.0				
		Intercity through train to Hung Hom		86.5	122.6	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-6.9	-4.8	0.0	-32.6	2.5	3.0	47.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
37	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	125.3	0.6	7.0	12	-	8.1	0.0	-	-	-	-7.0	-40.1	10.8	-32.6	2.5	3.0	22.8	23.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	125.3	0.6	7.0	1	-	8.1	0.0	-	-	-	-7.0	-40.1	0.0	-32.6	2.5	3.0	12.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	121.9	0.9	6.6	12	3.5	7.9	-0.6	-	-	-	-6.9	-38.8	10.8	-32.6	2.5	3.0	23.6	28.8			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	124.3	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-7.0	-35.9	10.8	-32.6	2.5	3.0	27.0				
		Intercity through train to Hung Hom		86.5	121.9	0.9	6.6	1	3.5	7.9	-0.6	-	-	-	-6.9	-38.8	0.0	-32.6	2.5	3.0	13.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	124.9	22.1	20.1	8	3.0	7.7	-1.6	-	-	-	-7.0	-15.1	9.0	-32.6	2.5	3.0	43.3	50.0			
		ER Lok Ma Chau to Hung Hom		85.1	127.5	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-7.1	-14.9	6.0	-32.6	2.5	3.0	42.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	130.0	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-7.2	-15.0	10.8	-32.6	2.5	3.0	47.7				
		Intercity through train to Hung Hom		86.5	124.9	22.1	20.1	1	3.0	7.7	-1.6	-	-	-	-7.0	-15.1	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	125.1	7.6	34.8	8	3.0	7.4	-1.9	-	-	-	-7.0	-15.6	9.0	-32.6	2.5	3.0	42.5	49.3			
		ER Lok Ma Chau to Hung Hom		85.1	128.0	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-7.1	-15.6	6.0	-32.6	2.5	3.0	41.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	130.2	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-7.2	-15.6	10.8	-32.6	2.5	3.0	47.1				
		Intercity through train to Hung Hom		86.5	125.1	7.6	34.8	1	3.0	7.4	-1.9	-	-	-	-7.0	-15.6	0.0	-32.6	2.5	3.0	35.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	125.1	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-7.0	-4.8	9.0	-32.6	2.5	3.0	55.2	60.7			
		ER Lok Ma Chau to Hung Hom		85.1	129.2	41.6	59.3	4	3.4	5.5	-0.2	0.2	-	-	-7.1	-4.8	6.0	-32.6	2.5	3.0	52.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	130.2	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-7.2	-4.8	10.8	-32.6	2.5	3.0	57.9				
		Intercity through train to Hung Hom		86.5	125.1	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-7.0	-4.8	0.0	-32.6	2.5	3.0	47.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
38	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	127.8	0.6	7.0	12	-	8.1	0.0	-	-	-	-7.1	-40.1	10.8	-32.6	2.5	3.0	22.7	23.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	127.8	0.6	7.0	1	-	8.1	0.0	-	-	-	-7.1	-40.1	0.0	-32.6	2.5	3.0	12.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	124.5	0.9	6.6	12	3.5	7.9	-0.6	-	-	-	-7.0	-38.8	10.8	-32.6	2.5	3.0	23.5	28.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	126.8	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-7.1	-35.9	10.8	-32.6	2.5	3.0	26.9				
		Intercity through train to Hung Hom		86.5	124.5	0.9	6.6	1	3.5	7.9	-0.6	-	-	-	-7.0	-38.8	0.0	-32.6	2.5	3.0	13.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	127.4	22.1	20.1	8	3.0	7.7	-1.5	-	-	-	-7.1	-15.1	9.0	-32.6	2.5	3.0	43.4	49.9			
		ER Lok Ma Chau to Hung Hom		85.1	129.9	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-7.2	-14.9	6.0	-32.6	2.5	3.0	41.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	132.4	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-7.2	-15.0	10.8	-32.6	2.5	3.0	47.6				
		Intercity through train to Hung Hom		86.5	127.4	22.1	20.1	1	3.0	7.7	-1.5	-	-	-	-7.1	-15.1	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	127.6	7.6	34.8	8	3.0	7.4	-1.8	-	-	-	-7.1	-15.6	9.0	-32.6	2.5	3.0	42.6	49.3			
		ER Lok Ma Chau to Hung Hom		85.1	130.5	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-7.2	-15.6	6.0	-32.6	2.5	3.0	41.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	132.6	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-7.2	-15.6	10.8	-32.6	2.5	3.0	47.0				
		Intercity through train to Hung Hom		86.5	127.6	7.6	34.8	1	3.0	7.4	-1.8	-	-	-	-7.1	-15.6	0.0	-32.6	2.5	3.0	35.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	127.6	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-7.1	-4.8	9.0	-32.6	2.5	3.0	55.2	60.6			
		ER Lok Ma Chau to Hung Hom		85.1	131.7	41.6	59.3	4	3.4	5.5	-0.1	0.1	-	-	-7.2	-4.8	6.0	-32.6	2.5	3.0	52.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	132.6	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-7.2	-4.8	10.8	-32.6	2.5	3.0	57.8				
		Intercity through train to Hung Hom		86.5	127.6	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-7.1	-4.8	0.0	-32.6	2.5	3.0	47.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
39	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	130.4	0.6	7.0	12	-	8.1	0.0	-	-	-	-7.2	-40.1	10.8	-32.6	2.5	3.0	22.6	23.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	130.4	0.6	7.0	1	-	8.1	0.0	-	-	-	-7.2	-40.1	0.0	-32.6	2.5	3.0	12.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	127.1	0.9	6.6	12	3.5	7.9	-0.5	-	-	-	-7.1	-38.8	10.8	-32.6	2.5	3.0	23.5	28.6			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	129.4	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-7.1	-35.9	10.8	-32.6	2.5	3.0	26.9				
		Intercity through train to Hung Hom		86.5	127.1	0.9	6.6	1	3.5	7.9	-0.5	-	-	-	-7.1	-38.8	0.0	-32.6	2.5	3.0	13.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	129.9	22.1	20.1	8	3.0	7.7	-1.4	-	-	-	-7.2	-15.1	9.0	-32.6	2.5	3.0	43.4	49.9			
		ER Lok Ma Chau to Hung Hom		85.1	132.4	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-7.2	-14.9	6.0	-32.6	2.5	3.0	41.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	134.8	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-7.3	-15.0	10.8	-32.6	2.5	3.0	47.5				
		Intercity through train to Hung Hom		86.5	129.9	22.1	20.1	1	3.0	7.7	-1.4	-	-	-	-7.2	-15.1	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	130.2	7.6	34.8	8	3.0	7.4	-1.7	-	-	-	-7.2	-15.6	9.0	-32.6	2.5	3.0	42.6	49.2			
		ER Lok Ma Chau to Hung Hom		85.1	133.0	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-7.3	-15.6	6.0	-32.6	2.5	3.0	41.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	135.1	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-7.3	-15.6	10.8	-32.6	2.5	3.0	46.9				
		Intercity through train to Hung Hom		86.5	130.2	7.6	34.8	1	3.0	7.4	-1.7	-	-	-	-7.2	-15.6	0.0	-32.6	2.5	3.0	35.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	130.2	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-7.2	-4.8	9.0	-32.6	2.5	3.0	55.1	60.5			
		ER Lok Ma Chau to Hung Hom		85.1	134.2	41.6	59.3	4	3.4	5.5	-0.1	0.1	-	-	-7.3	-4.8	6.0	-32.6	2.5	3.0	51.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	135.1	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-7.3	-4.8	10.8	-32.6	2.5	3.0	57.7				
		Intercity through train to Hung Hom		86.5	130.2	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-7.2	-4.8	0.0	-32.6	2.5	3.0	47.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
40	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	132.9	0.6	7.0	12	-	8.1	0.0	-	-	-	-7.3	-40.1	10.8	-32.6	2.5	3.0	22.5	22.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	132.9	0.6	7.0	1	-	8.1	0.0	-	-	-	-7.3	-40.1	0.0	-32.6	2.5	3.0	12.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	129.7	0.9	6.6	12	3.5	7.9	-0.5	-	-	-	-7.1	-38.8	10.8	-32.6	2.5	3.0	23.4	28.6			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	131.9	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-7.2	-35.9	10.8	-32.6	2.5	3.0	26.8				
		Intercity through train to Hung Hom		86.5	129.7	0.9	6.6	1	3.5	7.9	-0.5	-	-	-	-7.1	-38.8	0.0	-32.6	2.5	3.0	13.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	132.5	22.1	20.1	8	3.0	7.7	-1.4	-	-	-	-7.2	-15.1	9.0	-32.6	2.5	3.0	43.4	49.8			
		ER Lok Ma Chau to Hung Hom		85.1	134.9	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-7.3	-14.9	6.0	-32.6	2.5	3.0	41.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	137.3	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-7.4	-15.0	10.8	-32.6	2.5	3.0	47.4				
		Intercity through train to Hung Hom		86.5	132.5	22.1	20.1	1	3.0	7.7	-1.4	-	-	-	-7.2	-15.1	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	132.7	7.6	34.8	8	3.0	7.4	-1.6	-	-	-	-7.2	-15.6	9.0	-32.6	2.5	3.0	42.6	49.2			
		ER Lok Ma Chau to Hung Hom		85.1	135.5	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-7.3	-15.6	6.0	-32.6	2.5	3.0	41.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	137.5	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-7.4	-15.6	10.8	-32.6	2.5	3.0	46.8				
		Intercity through train to Hung Hom		86.5	132.7	7.6	34.8	1	3.0	7.4	-1.6	-	-	-	-7.2	-15.6	0.0	-32.6	2.5	3.0	35.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	132.7	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-7.2	-4.8	9.0	-32.6	2.5	3.0	55.0	60.4			
		ER Lok Ma Chau to Hung Hom		85.1	136.7	41.6	59.3	4	3.4	5.5	0.0	0.0	-	-	-7.4	-4.8	6.0	-32.6	2.5	3.0	51.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	137.5	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-7.4	-4.8	10.8	-32.6	2.5	3.0	57.7				
		Intercity through train to Hung Hom		86.5	132.7	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-7.2	-4.8	0.0	-32.6	2.5	3.0	47.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
41	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	135.4	0.6	7.0	12	-	8.1	0.0	-	-	-	-7.3	-40.1	10.8	-32.6	2.5	3.0	22.4	22.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	135.4	0.6	7.0	1	-	8.1	0.0	-	-	-	-7.3	-40.1	0.0	-32.6	2.5	3.0	12.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	132.3	0.9	6.6	12	3.5	7.9	-0.4	-	-	-	-7.2	-38.8	10.8	-32.6	2.5	3.0	23.4	28.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	134.5	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-7.3	-35.9	10.8	-32.6	2.5	3.0	26.7				
		Intercity through train to Hung Hom		86.5	132.3	0.9	6.6	1	3.5	7.9	-0.4	-	-	-	-7.2	-38.8	0.0	-32.6	2.5	3.0	13.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	135.0	22.1	20.1	8	3.0	7.7	-1.3	-	-	-	-7.3	-15.1	9.0	-32.6	2.5	3.0	43.4	49.8			
		ER Lok Ma Chau to Hung Hom		85.1	137.4	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-7.4	-14.9	6.0	-32.6	2.5	3.0	41.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	139.8	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-7.5	-15.0	10.8	-32.6	2.5	3.0	47.3				
		Intercity through train to Hung Hom		86.5	135.0	22.1	20.1	1	3.0	7.7	-1.3	-	-	-	-7.3	-15.1	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	135.3	7.6	34.8	8	3.0	7.4	-1.5	-	-	-	-7.3	-15.6	9.0	-32.6	2.5	3.0	42.6	49.1			
		ER Lok Ma Chau to Hung Hom		85.1	138.0	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-7.4	-15.6	6.0	-32.6	2.5	3.0	41.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	140.0	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-7.5	-15.6	10.8	-32.6	2.5	3.0	46.8				
		Intercity through train to Hung Hom		86.5	135.3	7.6	34.8	1	3.0	7.4	-1.5	-	-	-	-7.3	-15.6	0.0	-32.6	2.5	3.0	35.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	135.3	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-7.3	-4.8	9.0	-32.6	2.5	3.0	54.9	60.4			
		ER Lok Ma Chau to Hung Hom		85.1	139.2	41.6	59.3	4	3.4	5.5	0.0	0.0	-	-	-7.5	-4.8	6.0	-32.6	2.5	3.0	51.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	140.0	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-7.5	-4.8	10.8	-32.6	2.5	3.0	57.6				
		Intercity through train to Hung Hom		86.5	135.3	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-7.3	-4.8	0.0	-32.6	2.5	3.0	47.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
42	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	138.0	0.6	7.0	12	-	8.1	0.0	-	-	-	-7.4	-40.1	10.8	-32.6	2.5	3.0	22.4	22.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	138.0	0.6	7.0	1	-	8.1	0.0	-	-	-	-7.4	-40.1	0.0	-32.6	2.5	3.0	12.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	134.9	0.9	6.6	12	3.5	7.9	-0.4	-	-	-	-7.3	-38.8	10.8	-32.6	2.5	3.0	23.4	28.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	137.0	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-7.4	-35.9	10.8	-32.6	2.5	3.0	26.6				
		Intercity through train to Hung Hom		86.5	134.9	0.9	6.6	1	3.5	7.9	-0.4	-	-	-	-7.3	-38.8	0.0	-32.6	2.5	3.0	13.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	137.6	22.1	20.1	8	3.0	7.7	-1.2	-	-	-	-7.4	-15.1	9.0	-32.6	2.5	3.0	43.3	49.7			
		ER Lok Ma Chau to Hung Hom		85.1	139.9	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-7.5	-14.9	6.0	-32.6	2.5	3.0	41.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	142.2	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-7.6	-15.0	10.8	-32.6	2.5	3.0	47.3				
		Intercity through train to Hung Hom		86.5	137.6	22.1	20.1	1	3.0	7.7	-1.2	-	-	-	-7.4	-15.1	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	137.8	7.6	34.8	8	3.0	7.4	-1.4	-	-	-	-7.4	-15.6	9.0	-32.6	2.5	3.0	42.6	49.0			
		ER Lok Ma Chau to Hung Hom		85.1	140.5	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-7.5	-15.6	6.0	-32.6	2.5	3.0	40.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	142.5	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-7.6	-15.6	10.8	-32.6	2.5	3.0	46.7				
		Intercity through train to Hung Hom		86.5	137.8	7.6	34.8	1	3.0	7.4	-1.4	-	-	-	-7.4	-15.6	0.0	-32.6	2.5	3.0	35.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	137.8	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-7.4	-4.8	9.0	-32.6	2.5	3.0	54.8	60.3			
		ER Lok Ma Chau to Hung Hom		85.1	141.7	41.6	59.3	4	3.4	5.5	0.0	0.0	-	-	-7.5	-4.8	6.0	-32.6	2.5	3.0	51.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	142.5	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-7.6	-4.8	10.8	-32.6	2.5	3.0	57.5				
		Intercity through train to Hung Hom		86.5	137.8	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-7.4	-4.8	0.0	-32.6	2.5	3.0	47.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
43	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	140.5	0.6	7.0	12	-	8.1	0.0	-	-	-	-7.5	-40.1	10.8	-32.6	2.5	3.0	22.3	22.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	140.5	0.6	7.0	1	-	8.1	0.0	-	-	-	-7.5	-40.1	0.0	-32.6	2.5	3.0	11.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	137.5	0.9	6.6	12	3.5	7.9	-0.3	-	-	-	-7.4	-38.8	10.8	-32.6	2.5	3.0	23.3	28.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	139.6	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-7.5	-35.9	10.8	-32.6	2.5	3.0	26.5				
		Intercity through train to Hung Hom		86.5	137.5	0.9	6.6	1	3.5	7.9	-0.3	-	-	-	-7.4	-38.8	0.0	-32.6	2.5	3.0	13.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	140.1	22.1	20.1	8	3.0	7.7	-1.1	-	-	-	-7.5	-15.1	9.0	-32.6	2.5	3.0	43.3	49.6			
		ER Lok Ma Chau to Hung Hom		85.1	142.4	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-7.6	-14.9	6.0	-32.6	2.5	3.0	41.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	144.7	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-7.6	-15.0	10.8	-32.6	2.5	3.0	47.2				
		Intercity through train to Hung Hom		86.5	140.1	22.1	20.1	1	3.0	7.7	-1.1	-	-	-	-7.5	-15.1	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	140.4	7.6	34.8	8	3.0	7.4	-1.3	-	-	-	-7.5	-15.6	9.0	-32.6	2.5	3.0	42.6	49.0			
		ER Lok Ma Chau to Hung Hom		85.1	143.1	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-7.6	-15.6	6.0	-32.6	2.5	3.0	40.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	144.9	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-7.6	-15.6	10.8	-32.6	2.5	3.0	46.6				
		Intercity through train to Hung Hom		86.5	140.4	7.6	34.8	1	3.0	7.4	-1.3	-	-	-	-7.5	-15.6	0.0	-32.6	2.5	3.0	35.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	140.4	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-7.5	-4.8	9.0	-32.6	2.5	3.0	54.7	60.2			
		ER Lok Ma Chau to Hung Hom		85.1	144.2	41.6	59.3	4	3.4	5.5	0.0	0.0	-	-	-7.6	-4.8	6.0	-32.6	2.5	3.0	51.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	144.9	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-7.6	-4.8	10.8	-32.6	2.5	3.0	57.4				
		Intercity through train to Hung Hom		86.5	140.4	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-7.5	-4.8	0.0	-32.6	2.5	3.0	47.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
44	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	143.1	0.6	7.0	12	-	8.1	0.0	-	-	-	-7.6	-40.1	10.8	-32.6	2.5	3.0	22.2	22.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	143.1	0.6	7.0	1	-	8.1	0.0	-	-	-	-7.6	-40.1	0.0	-32.6	2.5	3.0	11.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	140.1	0.9	6.6	12	3.5	7.9	-0.3	-	-	-	-7.5	-38.8	10.8	-32.6	2.5	3.0	23.3	28.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	142.2	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-7.5	-35.9	10.8	-32.6	2.5	3.0	26.5				
		Intercity through train to Hung Hom		86.5	140.1	0.9	6.6	1	3.5	7.9	-0.3	-	-	-	-7.5	-38.8	0.0	-32.6	2.5	3.0	12.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	142.7	22.1	20.1	8	3.0	7.7	-1.1	-	-	-	-7.6	-15.1	9.0	-32.6	2.5	3.0	43.3	49.6			
		ER Lok Ma Chau to Hung Hom		85.1	145.0	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-7.6	-14.9	6.0	-32.6	2.5	3.0	41.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	147.2	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-7.7	-15.0	10.8	-32.6	2.5	3.0	47.1				
		Intercity through train to Hung Hom		86.5	142.7	22.1	20.1	1	3.0	7.7	-1.1	-	-	-	-7.6	-15.1	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	143.0	7.6	34.8	8	3.0	7.4	-1.3	-	-	-	-7.6	-15.6	9.0	-32.6	2.5	3.0	42.6	48.9			
		ER Lok Ma Chau to Hung Hom		85.1	145.6	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-7.7	-15.6	6.0	-32.6	2.5	3.0	40.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	147.4	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-7.7	-15.6	10.8	-32.6	2.5	3.0	46.5				
		Intercity through train to Hung Hom		86.5	143.0	7.6	34.8	1	3.0	7.4	-1.3	-	-	-	-7.6	-15.6	0.0	-32.6	2.5	3.0	35.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	143.0	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-7.6	-4.8	9.0	-32.6	2.5	3.0	54.7	60.1			
		ER Lok Ma Chau to Hung Hom		85.1	146.8	41.6	59.3	4	3.4	5.5	0.0	0.0	-	-	-7.7	-4.8	6.0	-32.6	2.5	3.0	51.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	147.4	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-7.7	-4.8	10.8	-32.6	2.5	3.0	57.4				
		Intercity through train to Hung Hom		86.5	143.0	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-7.6	-4.8	0.0	-32.6	2.5	3.0	47.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
45	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	145.6	0.6	7.0	12	-	8.1	0.0	-	-	-	-7.7	-40.1	10.8	-32.6	2.5	3.0	22.1	22.5			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	145.6	0.6	7.0	1	-	8.1	0.0	-	-	-	-7.7	-40.1	0.0	-32.6	2.5	3.0	11.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	142.7	0.9	6.6	12	3.5	7.9	-0.3	-	-	-	-7.6	-38.8	10.8	-32.6	2.5	3.0	23.2	28.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	144.8	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-7.6	-35.9	10.8	-32.6	2.5	3.0	26.4				
		Intercity through train to Hung Hom		86.5	142.7	0.9	6.6	1	3.5	7.9	-0.3	-	-	-	-7.6	-38.8	0.0	-32.6	2.5	3.0	12.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	145.3	22.1	20.1	8	3.0	7.7	-1.0	-	-	-	-7.6	-15.1	9.0	-32.6	2.5	3.0	43.3	49.5			
		ER Lok Ma Chau to Hung Hom		85.1	147.5	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-7.7	-14.9	6.0	-32.6	2.5	3.0	41.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	149.7	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-7.8	-15.0	10.8	-32.6	2.5	3.0	47.0				
		Intercity through train to Hung Hom		86.5	145.3	22.1	20.1	1	3.0	7.7	-1.0	-	-	-	-7.6	-15.1	0.0	-32.6	2.5	3.0	35.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	145.5	7.6	34.8	8	3.0	7.4	-1.2	-	-	-	-7.7	-15.6	9.0	-32.6	2.5	3.0	42.6	48.9			
		ER Lok Ma Chau to Hung Hom		85.1	148.2	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-7.7	-15.6	6.0	-32.6	2.5	3.0	40.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	149.9	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-7.8	-15.6	10.8	-32.6	2.5	3.0	46.5				
		Intercity through train to Hung Hom		86.5	145.5	7.6	34.8	1	3.0	7.4	-1.2	-	-	-	-7.7	-15.6	0.0	-32.6	2.5	3.0	35.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	145.5	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-7.7	-4.8	9.0	-32.6	2.5	3.0	54.6	60.1			
		ER Lok Ma Chau to Hung Hom		85.1	149.3	41.6	59.3	4	3.4	5.5	0.0	0.0	-	-	-7.8	-4.8	6.0	-32.6	2.5	3.0	51.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	149.9	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-7.8	-4.8	10.8	-32.6	2.5	3.0	57.3				
		Intercity through train to Hung Hom		86.5	145.5	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-7.7	-4.8	0.0	-32.6	2.5	3.0	47.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
46	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	148.2	0.6	7.0	12	-	8.1	0.0	-	-	-	-7.7	-40.1	10.8	-32.6	2.5	3.0	22.1	22.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	148.2	0.6	7.0	1	-	8.1	0.0	-	-	-	-7.7	-40.1	0.0	-32.6	2.5	3.0	11.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	145.3	0.9	6.6	12	3.5	7.9	-0.2	-	-	-	-7.6	-38.8	10.8	-32.6	2.5	3.0	23.2	28.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	147.3	0.9	9.3	12	7.7	8.0	0.0	-	-	-	-7.7	-35.9	10.8	-32.6	2.5	3.0	26.3				
		Intercity through train to Hung Hom		86.5	145.3	0.9	6.6	1	3.5	7.9	-0.2	-	-	-	-7.6	-38.8	0.0	-32.6	2.5	3.0	12.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	147.9	22.1	20.1	8	3.0	7.7	-1.0	-	-	-	-7.7	-15.1	9.0	-32.6	2.5	3.0	43.3	49.5			
		ER Lok Ma Chau to Hung Hom		85.1	150.1	22.1	20.5	4	8.6	7.7	0.0	-	-	-	-7.8	-14.9	6.0	-32.6	2.5	3.0	41.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	152.2	22.1	20.2	12	14.5	7.7	0.0	-	-	-	-7.8	-15.0	10.8	-32.6	2.5	3.0	47.0				
		Intercity through train to Hung Hom		86.5	147.9	22.1	20.1	1	3.0	7.7	-1.0	-	-	-	-7.7	-15.1	0.0	-32.6	2.5	3.0	35.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	148.1	7.6	34.8	8	3.0	7.4	-1.1	-	-	-	-7.7	-15.6	9.0	-32.6	2.5	3.0	42.6	48.8			
		ER Lok Ma Chau to Hung Hom		85.1	150.7	7.6	34.8	4	2.3	6.8	0.0	0.0	-	-	-7.8	-15.6	6.0	-32.6	2.5	3.0	40.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	152.4	7.6	34.9	12	14.6	7.4	0.0	-	-	-	-7.9	-15.6	10.8	-32.6	2.5	3.0	46.4				
		Intercity through train to Hung Hom		86.5	148.1	7.6	34.8	1	3.0	7.4	-1.1	-	-	-	-7.7	-15.6	0.0	-32.6	2.5	3.0	35.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	148.1	41.6	59.5	8	4.0	7.4	0.0	0.0	-	-	-7.7	-4.8	9.0	-32.6	2.5	3.0	54.5	60.0			
		ER Lok Ma Chau to Hung Hom		85.1	151.9	41.6	59.3	4	3.4	5.5	0.0	0.0	-	-	-7.8	-4.8	6.0	-32.6	2.5	3.0	51.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	152.4	41.6	59.5	12	3.8	7.4	0.0	0.0	-	-	-7.9	-4.8	10.8	-32.6	2.5	3.0	57.2				
		Intercity through train to Hung Hom		86.5	148.1	41.6	59.5	1	4.0	7.4	0.0	0.0	-	-	-7.7	-4.8	0.0	-32.6	2.5	3.0	47.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

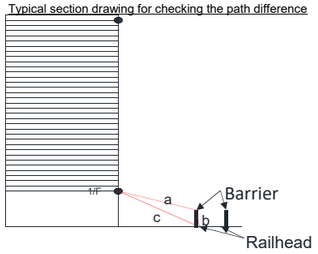
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2116c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location			Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A)										Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
					Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]				Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration					
																					Max predicted noise impact $L_{eq\ 30min}$		64	60	N

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction
[16] 24/F is the refuge floor, so it is not included in the assessment.

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
3	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	47.3	0.5	6.0	15	-	8.1	0.0	-	-	-	-2.8	-42.2	11.8	-32.6	2.5	3.0	25.9	26.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	47.3	0.5	6.0	1	-	8.1	0.0	-	-	-	-2.8	-42.2	0.0	-32.6	2.5	3.0	14.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	41.0	1.3	5.7	15	3.4	8.0	-17.0	-	-	-	-2.2	-38.5	11.8	-32.6	2.5	3.0	13.2	21.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	58.3	1.3	8.5	15	9.0	8.0	-11.9	-	-	-	-3.7	-35.0	11.8	-32.6	2.5	3.0	20.2				
		Intercity through train to Hung Hom		86.5	41.0	1.3	5.7	1	3.4	8.0	-17.0	-	-	-	-2.2	-38.5	0.0	-32.6	2.5	3.0	1.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	47.8	13.2	14.8	10	3.0	7.7	-18.0	-	-	-	-2.8	-20.0	10.0	-32.6	2.5	3.0	27.2	44.2			
		ER Lok Ma Chau to Hung Hom		85.1	53.1	13.2	15.4	5	8.2	7.7	-11.1	-	-	-	-3.3	-19.7	7.0	-32.6	2.5	3.0	31.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	58.6	13.2	14.9	15	14.3	7.7	-3.4	-	-	-	-3.7	-19.9	11.8	-32.6	2.5	3.0	43.8				
		Intercity through train to Hung Hom		86.5	47.8	13.2	14.8	1	3.0	7.7	-18.0	-	-	-	-2.8	-20.0	0.0	-32.6	2.5	3.0	18.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	48.0	15.4	29.2	10	3.0	7.4	-18.3	-	-	-	-2.8	-13.9	10.0	-32.6	2.5	3.0	33.0	51.9			
		ER Lok Ma Chau to Hung Hom		85.1	53.5	15.4	29.2	5	2.3	6.7	-3.3	3.3	-	-	-3.3	-13.9	7.0	-32.6	2.5	3.0	47.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	58.7	15.4	29.2	15	14.6	7.4	-3.6	-	-	-	-3.7	-13.9	11.8	-32.6	2.5	3.0	49.6				
		Intercity through train to Hung Hom		86.5	48.0	15.4	29.2	1	3.0	7.4	-18.3	-	-	-	-2.8	-13.9	0.0	-32.6	2.5	3.0	24.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	48.5	0.5	6.0	15	-	8.1	0.0	-	-	-	-2.9	-42.2	11.8	-32.6	2.5	3.0	25.7	26.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	48.5	0.5	6.0	1	-	8.1	0.0	-	-	-	-2.9	-42.2	0.0	-32.6	2.5	3.0	14.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	42.4	1.3	5.7	15	3.4	8.0	-16.1	-	-	-	-2.3	-38.5	11.8	-32.6	2.5	3.0	13.9	22.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	59.3	1.3	8.5	15	9.0	8.0	-10.1	-	-	-	-3.7	-35.0	11.8	-32.6	2.5	3.0	22.0				
		Intercity through train to Hung Hom		86.5	42.4	1.3	5.7	1	3.4	8.0	-16.1	-	-	-	-2.3	-38.5	0.0	-32.6	2.5	3.0	2.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	49.1	13.2	14.8	10	3.0	7.7	-17.4	-	-	-	-2.9	-20.0	10.0	-32.6	2.5	3.0	27.7	45.7			
		ER Lok Ma Chau to Hung Hom		85.1	54.2	13.2	15.4	5	8.2	7.7	-9.0	-	-	-	-3.4	-19.7	7.0	-32.6	2.5	3.0	33.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	59.6	13.2	14.9	15	14.3	7.7	-1.8	-	-	-	-3.8	-19.9	11.8	-32.6	2.5	3.0	45.3				
		Intercity through train to Hung Hom		86.5	49.1	13.2	14.8	1	3.0	7.7	-17.4	-	-	-	-2.9	-20.0	0.0	-32.6	2.5	3.0	19.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	49.2	15.4	29.2	10	3.0	7.4	-17.7	-	-	-	-2.9	-13.9	10.0	-32.6	2.5	3.0	33.5	52.9			
		ER Lok Ma Chau to Hung Hom		85.1	54.6	15.4	29.2	5	2.3	6.7	-2.5	2.5	-	-	-3.4	-13.9	7.0	-32.6	2.5	3.0	47.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	59.7	15.4	29.2	15	14.6	7.4	-1.9	-	-	-	-3.8	-13.9	11.8	-32.6	2.5	3.0	51.3				
		Intercity through train to Hung Hom		86.5	49.2	15.4	29.2	1	3.0	7.4	-17.7	-	-	-	-2.9	-13.9	0.0	-32.6	2.5	3.0	24.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
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Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	49.9	0.5	6.0	15	-	8.1	0.0	-	-	-	-3.0	-42.2	11.8	-32.6	2.5	3.0	25.6	25.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	49.9	0.5	6.0	1	-	8.1	0.0	-	-	-	-3.0	-42.2	0.0	-32.6	2.5	3.0	14.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	43.9	1.3	5.7	15	3.4	8.0	-15.2	-	-	-	-2.4	-38.5	11.8	-32.6	2.5	3.0	14.7	24.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	60.4	1.3	8.5	15	9.0	8.0	-8.0	-	-	-	-3.8	-35.0	11.8	-32.6	2.5	3.0	24.0				
		Intercity through train to Hung Hom		86.5	43.9	1.3	5.7	1	3.4	8.0	-15.2	-	-	-	-2.4	-38.5	0.0	-32.6	2.5	3.0	3.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	50.4	13.2	14.8	10	3.0	7.7	-16.8	-	-	-	-3.0	-20.0	10.0	-32.6	2.5	3.0	28.2	46.5			
		ER Lok Ma Chau to Hung Hom		85.1	55.4	13.2	15.4	5	8.2	7.7	-6.7	-	-	-	-3.5	-19.7	7.0	-32.6	2.5	3.0	35.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	60.7	13.2	14.9	15	14.3	7.7	-1.0	-	-	-	-3.9	-19.9	11.8	-32.6	2.5	3.0	46.1				
		Intercity through train to Hung Hom		86.5	50.4	13.2	14.8	1	3.0	7.7	-16.8	-	-	-	-3.0	-20.0	0.0	-32.6	2.5	3.0	19.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	50.5	15.4	29.2	10	3.0	7.4	-17.1	-	-	-	-3.1	-13.9	10.0	-32.6	2.5	3.0	33.9	53.4			
		ER Lok Ma Chau to Hung Hom		85.1	55.9	15.4	29.2	5	2.3	6.7	-2.0	2.0	-	-	-3.5	-13.9	7.0	-32.6	2.5	3.0	47.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	60.8	15.4	29.2	15	14.6	7.4	-1.0	-	-	-	-3.9	-13.9	11.8	-32.6	2.5	3.0	52.0				
		Intercity through train to Hung Hom		86.5	50.5	15.4	29.2	1	3.0	7.4	-17.1	-	-	-	-3.1	-13.9	0.0	-32.6	2.5	3.0	25.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	51.3	0.5	6.0	15	-	8.1	0.0	-	-	-	-3.1	-42.2	11.8	-32.6	2.5	3.0	25.5	25.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	51.3	0.5	6.0	1	-	8.1	0.0	-	-	-	-3.1	-42.2	0.0	-32.6	2.5	3.0	14.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	45.6	1.3	5.7	15	3.4	8.0	-14.3	-	-	-	-2.6	-38.5	11.8	-32.6	2.5	3.0	15.5	26.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	61.6	1.3	8.5	15	9.0	8.0	-6.0	-	-	-	-3.9	-35.0	11.8	-32.6	2.5	3.0	25.8				
		Intercity through train to Hung Hom		86.5	45.6	1.3	5.7	1	3.4	8.0	-14.3	-	-	-	-2.6	-38.5	0.0	-32.6	2.5	3.0	4.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	51.9	13.2	14.8	10	3.0	7.7	-16.1	-	-	-	-3.2	-20.0	10.0	-32.6	2.5	3.0	28.8	47.0			
		ER Lok Ma Chau to Hung Hom		85.1	56.7	13.2	15.4	5	8.2	7.7	-5.5	-	-	-	-3.6	-19.7	7.0	-32.6	2.5	3.0	36.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	61.9	13.2	14.9	15	14.3	7.7	-0.4	-	-	-	-3.9	-19.9	11.8	-32.6	2.5	3.0	46.5				
		Intercity through train to Hung Hom		86.5	51.9	13.2	14.8	1	3.0	7.7	-16.1	-	-	-	-3.2	-20.0	0.0	-32.6	2.5	3.0	20.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	52.0	15.4	29.2	10	3.0	7.4	-16.5	-	-	-	-3.2	-13.9	10.0	-32.6	2.5	3.0	34.4	53.8			
		ER Lok Ma Chau to Hung Hom		85.1	57.2	15.4	29.2	5	2.3	6.7	-1.7	1.7	-	-	-3.6	-13.9	7.0	-32.6	2.5	3.0	47.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	62.0	15.4	29.2	15	14.6	7.4	-0.5	-	-	-	-3.9	-13.9	11.8	-32.6	2.5	3.0	52.5				
		Intercity through train to Hung Hom		86.5	52.0	15.4	29.2	1	3.0	7.4	-16.5	-	-	-	-3.2	-13.9	0.0	-32.6	2.5	3.0	25.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	52.9	0.5	6.0	15	-	8.1	0.0	-	-	-	-3.3	-42.2	11.8	-32.6	2.5	3.0	25.4	25.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	52.9	0.5	6.0	1	-	8.1	0.0	-	-	-	-3.3	-42.2	0.0	-32.6	2.5	3.0	14.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	47.3	1.3	5.7	15	3.4	8.0	-13.3	-	-	-	-2.8	-38.5	11.8	-32.6	2.5	3.0	16.3	27.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	62.9	1.3	8.5	15	9.0	8.0	-4.8	-	-	-	-4.0	-35.0	11.8	-32.6	2.5	3.0	26.9				
		Intercity through train to Hung Hom		86.5	47.3	1.3	5.7	1	3.4	8.0	-13.3	-	-	-	-2.8	-38.5	0.0	-32.6	2.5	3.0	5.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	53.4	13.2	14.8	10	3.0	7.7	-15.4	-	-	-	-3.3	-20.0	10.0	-32.6	2.5	3.0	29.3	47.5			
		ER Lok Ma Chau to Hung Hom		85.1	58.1	13.2	15.4	5	8.2	7.7	-3.4	-	-	-	-3.7	-19.7	7.0	-32.6	2.5	3.0	38.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	63.2	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-4.0	-19.9	11.8	-32.6	2.5	3.0	46.8				
		Intercity through train to Hung Hom		86.5	53.4	13.2	14.8	1	3.0	7.7	-15.4	-	-	-	-3.3	-20.0	0.0	-32.6	2.5	3.0	20.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	53.6	15.4	29.2	10	3.0	7.4	-15.9	-	-	-	-3.3	-13.9	10.0	-32.6	2.5	3.0	35.0	54.0			
		ER Lok Ma Chau to Hung Hom		85.1	58.7	15.4	29.2	5	2.3	6.7	-1.4	1.4	-	-	-3.7	-13.9	7.0	-32.6	2.5	3.0	47.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	63.3	15.4	29.2	15	14.6	7.4	-0.1	-	-	-	-4.0	-13.9	11.8	-32.6	2.5	3.0	52.9				
		Intercity through train to Hung Hom		86.5	53.6	15.4	29.2	1	3.0	7.4	-15.9	-	-	-	-3.3	-13.9	0.0	-32.6	2.5	3.0	26.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	54.5	0.5	6.0	15	-	8.1	0.0	-	-	-	-3.4	-42.2	11.8	-32.6	2.5	3.0	25.2	25.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	54.5	0.5	6.0	1	-	8.1	0.0	-	-	-	-3.4	-42.2	0.0	-32.6	2.5	3.0	13.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	49.2	1.3	5.7	15	3.4	8.0	-12.2	-	-	-	-2.9	-38.5	11.8	-32.6	2.5	3.0	17.2	29.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	64.3	1.3	8.5	15	9.0	8.0	-2.9	-	-	-	-4.1	-35.0	11.8	-32.6	2.5	3.0	28.8				
		Intercity through train to Hung Hom		86.5	49.2	1.3	5.7	1	3.4	8.0	-12.2	-	-	-	-2.9	-38.5	0.0	-32.6	2.5	3.0	5.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	55.1	13.2	14.8	10	3.0	7.7	-14.7	-	-	-	-3.4	-20.0	10.0	-32.6	2.5	3.0	29.9	47.6			
		ER Lok Ma Chau to Hung Hom		85.1	59.7	13.2	15.4	5	8.2	7.7	-2.2	-	-	-	-3.8	-19.7	7.0	-32.6	2.5	3.0	39.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	64.6	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-4.1	-19.9	11.8	-32.6	2.5	3.0	46.8				
		Intercity through train to Hung Hom		86.5	55.1	13.2	14.8	1	3.0	7.7	-14.7	-	-	-	-3.4	-20.0	0.0	-32.6	2.5	3.0	21.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	55.2	15.4	29.2	10	3.0	7.4	-15.2	-	-	-	-3.4	-13.9	10.0	-32.6	2.5	3.0	35.5	54.0			
		ER Lok Ma Chau to Hung Hom		85.1	60.2	15.4	29.2	5	2.3	6.7	-1.1	1.1	-	-	-3.8	-13.9	7.0	-32.6	2.5	3.0	47.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	64.7	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-4.1	-13.9	11.8	-32.6	2.5	3.0	52.8				
		Intercity through train to Hung Hom		86.5	55.2	15.4	29.2	1	3.0	7.4	-15.2	-	-	-	-3.4	-13.9	0.0	-32.6	2.5	3.0	27.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	56.2	0.5	6.0	15	-	8.1	0.0	-	-	-	-3.5	-42.2	11.8	-32.6	2.5	3.0	25.1	25.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	56.2	0.5	6.0	1	-	8.1	0.0	-	-	-	-3.5	-42.2	0.0	-32.6	2.5	3.0	13.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	51.1	1.3	5.7	15	3.4	8.0	-11.1	-	-	-	-3.1	-38.5	11.8	-32.6	2.5	3.0	18.2	29.9			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	65.7	1.3	8.5	15	9.0	8.0	-2.0	-	-	-	-4.2	-35.0	11.8	-32.6	2.5	3.0	29.6				
		Intercity through train to Hung Hom		86.5	51.1	1.3	5.7	1	3.4	8.0	-11.1	-	-	-	-3.1	-38.5	0.0	-32.6	2.5	3.0	6.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	56.8	13.2	14.8	10	3.0	7.7	-14.0	-	-	-	-3.6	-20.0	10.0	-32.6	2.5	3.0	30.5	47.6			
		ER Lok Ma Chau to Hung Hom		85.1	61.3	13.2	15.4	5	8.2	7.7	-1.5	-	-	-	-3.9	-19.7	7.0	-32.6	2.5	3.0	39.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	66.1	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-4.2	-19.9	11.8	-32.6	2.5	3.0	46.7				
		Intercity through train to Hung Hom		86.5	56.8	13.2	14.8	1	3.0	7.7	-14.0	-	-	-	-3.6	-20.0	0.0	-32.6	2.5	3.0	22.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	57.0	15.4	29.2	10	3.0	7.4	-14.5	-	-	-	-3.6	-13.9	10.0	-32.6	2.5	3.0	36.1	53.9			
		ER Lok Ma Chau to Hung Hom		85.1	61.9	15.4	29.2	5	2.3	6.7	-0.9	0.9	-	-	-3.9	-13.9	7.0	-32.6	2.5	3.0	47.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	66.2	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-4.2	-13.9	11.8	-32.6	2.5	3.0	52.7				
		Intercity through train to Hung Hom		86.5	57.0	15.4	29.2	1	3.0	7.4	-14.5	-	-	-	-3.6	-13.9	0.0	-32.6	2.5	3.0	27.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	58.1	0.5	6.0	15	-	8.1	0.0	-	-	-	-3.7	-42.2	11.8	-32.6	2.5	3.0	25.0	25.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	58.1	0.5	6.0	1	-	8.1	0.0	-	-	-	-3.7	-42.2	0.0	-32.6	2.5	3.0	13.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	53.1	1.3	5.7	15	3.4	8.0	-9.9	-	-	-	-3.3	-38.5	11.8	-32.6	2.5	3.0	19.2	30.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	67.3	1.3	8.5	15	9.0	8.0	-1.4	-	-	-	-4.3	-35.0	11.8	-32.6	2.5	3.0	30.1				
		Intercity through train to Hung Hom		86.5	53.1	1.3	5.7	1	3.4	8.0	-9.9	-	-	-	-3.3	-38.5	0.0	-32.6	2.5	3.0	7.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	58.6	13.2	14.8	10	3.0	7.7	-13.2	-	-	-	-3.7	-20.0	10.0	-32.6	2.5	3.0	31.1	47.6			
		ER Lok Ma Chau to Hung Hom		85.1	63.0	13.2	15.4	5	8.2	7.7	-1.0	-	-	-	-4.0	-19.7	7.0	-32.6	2.5	3.0	40.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	67.7	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-4.3	-19.9	11.8	-32.6	2.5	3.0	46.6				
		Intercity through train to Hung Hom		86.5	58.6	13.2	14.8	1	3.0	7.7	-13.2	-	-	-	-3.7	-20.0	0.0	-32.6	2.5	3.0	22.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	58.8	15.4	29.2	10	3.0	7.4	-13.8	-	-	-	-3.7	-13.9	10.0	-32.6	2.5	3.0	36.6	53.8			
		ER Lok Ma Chau to Hung Hom		85.1	63.6	15.4	29.2	5	2.3	6.7	-0.7	0.7	-	-	-4.1	-13.9	7.0	-32.6	2.5	3.0	47.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	67.8	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-4.3	-13.9	11.8	-32.6	2.5	3.0	52.6				
		Intercity through train to Hung Hom		86.5	58.8	15.4	29.2	1	3.0	7.4	-13.8	-	-	-	-3.7	-13.9	0.0	-32.6	2.5	3.0	28.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	59.9	0.5	6.0	15	-	8.1	0.0	-	-	-	-3.8	-42.2	11.8	-32.6	2.5	3.0	24.8	25.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	59.9	0.5	6.0	1	-	8.1	0.0	-	-	-	-3.8	-42.2	0.0	-32.6	2.5	3.0	13.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	55.1	1.3	5.7	15	3.4	8.0	-8.6	-	-	-	-3.4	-38.5	11.8	-32.6	2.5	3.0	20.3	30.9			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	68.9	1.3	8.5	15	9.0	8.0	-0.9	-	-	-	-4.4	-35.0	11.8	-32.6	2.5	3.0	30.5				
		Intercity through train to Hung Hom		86.5	55.1	1.3	5.7	1	3.4	8.0	-8.6	-	-	-	-3.4	-38.5	0.0	-32.6	2.5	3.0	8.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	60.5	13.2	14.8	10	3.0	7.7	-12.4	-	-	-	-3.8	-20.0	10.0	-32.6	2.5	3.0	31.8	47.6			
		ER Lok Ma Chau to Hung Hom		85.1	64.7	13.2	15.4	5	8.2	7.7	-0.7	-	-	-	-4.1	-19.7	7.0	-32.6	2.5	3.0	40.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	69.3	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-4.4	-19.9	11.8	-32.6	2.5	3.0	46.5				
		Intercity through train to Hung Hom		86.5	60.5	13.2	14.8	1	3.0	7.7	-12.4	-	-	-	-3.8	-20.0	0.0	-32.6	2.5	3.0	23.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	60.7	15.4	29.2	10	3.0	7.4	-13.0	-	-	-	-3.9	-13.9	10.0	-32.6	2.5	3.0	37.2	53.7			
		ER Lok Ma Chau to Hung Hom		85.1	65.4	15.4	29.2	5	2.3	6.7	-0.6	0.6	-	-	-4.2	-13.9	7.0	-32.6	2.5	3.0	46.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	69.4	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-4.4	-13.9	11.8	-32.6	2.5	3.0	52.5				
		Intercity through train to Hung Hom		86.5	60.7	15.4	29.2	1	3.0	7.4	-13.0	-	-	-	-3.9	-13.9	0.0	-32.6	2.5	3.0	28.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	61.9	0.5	6.0	15	-	8.1	0.0	-	-	-	-3.9	-42.2	11.8	-32.6	2.5	3.0	24.7	25.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	61.9	0.5	6.0	1	-	8.1	0.0	-	-	-	-3.9	-42.2	0.0	-32.6	2.5	3.0	13.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	57.3	1.3	5.7	15	3.4	8.0	-7.4	-	-	-	-3.6	-38.5	11.8	-32.6	2.5	3.0	21.3	31.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	70.6	1.3	8.5	15	9.0	8.0	-0.6	-	-	-	-4.5	-35.0	11.8	-32.6	2.5	3.0	30.7				
		Intercity through train to Hung Hom		86.5	57.3	1.3	5.7	1	3.4	8.0	-7.4	-	-	-	-3.6	-38.5	0.0	-32.6	2.5	3.0	10.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	62.4	13.2	14.8	10	3.0	7.7	-11.6	-	-	-	-4.0	-20.0	10.0	-32.6	2.5	3.0	32.4	47.6			
		ER Lok Ma Chau to Hung Hom		85.1	66.5	13.2	15.4	5	8.2	7.7	-0.4	-	-	-	-4.3	-19.7	7.0	-32.6	2.5	3.0	40.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	71.0	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-4.5	-19.9	11.8	-32.6	2.5	3.0	46.4				
		Intercity through train to Hung Hom		86.5	62.4	13.2	14.8	1	3.0	7.7	-11.6	-	-	-	-4.0	-20.0	0.0	-32.6	2.5	3.0	23.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	62.6	15.4	29.2	10	3.0	7.4	-12.3	-	-	-	-4.0	-13.9	10.0	-32.6	2.5	3.0	37.9	53.6			
		ER Lok Ma Chau to Hung Hom		85.1	67.2	15.4	29.2	5	2.3	6.7	-0.5	0.5	-	-	-4.3	-13.9	7.0	-32.6	2.5	3.0	46.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	71.2	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-4.5	-13.9	11.8	-32.6	2.5	3.0	52.4				
		Intercity through train to Hung Hom		86.5	62.6	15.4	29.2	1	3.0	7.4	-12.3	-	-	-	-4.0	-13.9	0.0	-32.6	2.5	3.0	29.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	63.9	0.5	6.0	15	-	8.1	0.0	-	-	-	-4.1	-42.2	11.8	-32.6	2.5	3.0	24.6	24.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	63.9	0.5	6.0	1	-	8.1	0.0	-	-	-	-4.1	-42.2	0.0	-32.6	2.5	3.0	13.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	59.4	1.3	5.7	15	3.4	8.0	-6.4	-	-	-	-3.8	-38.5	11.8	-32.6	2.5	3.0	22.2	31.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	72.4	1.3	8.5	15	9.0	8.0	-0.3	-	-	-	-4.6	-35.0	11.8	-32.6	2.5	3.0	30.8				
		Intercity through train to Hung Hom		86.5	59.4	1.3	5.7	1	3.4	8.0	-6.4	-	-	-	-3.8	-38.5	0.0	-32.6	2.5	3.0	10.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	64.5	13.2	14.8	10	3.0	7.7	-10.7	-	-	-	-4.1	-20.0	10.0	-32.6	2.5	3.0	33.2	47.5			
		ER Lok Ma Chau to Hung Hom		85.1	68.4	13.2	15.4	5	8.2	7.7	-0.2	-	-	-	-4.4	-19.7	7.0	-32.6	2.5	3.0	40.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	72.8	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-4.6	-19.9	11.8	-32.6	2.5	3.0	46.3				
		Intercity through train to Hung Hom		86.5	64.5	13.2	14.8	1	3.0	7.7	-10.7	-	-	-	-4.1	-20.0	0.0	-32.6	2.5	3.0	24.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	64.6	15.4	29.2	10	3.0	7.4	-11.4	-	-	-	-4.1	-13.9	10.0	-32.6	2.5	3.0	38.6	53.5			
		ER Lok Ma Chau to Hung Hom		85.1	69.1	15.4	29.2	5	2.3	6.7	-0.3	0.3	-	-	-4.4	-13.9	7.0	-32.6	2.5	3.0	46.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	72.9	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-4.6	-13.9	11.8	-32.6	2.5	3.0	52.3				
		Intercity through train to Hung Hom		86.5	64.6	15.4	29.2	1	3.0	7.4	-11.4	-	-	-	-4.1	-13.9	0.0	-32.6	2.5	3.0	30.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	65.9	0.5	6.0	15	-	8.1	0.0	-	-	-	-4.2	-42.2	11.8	-32.6	2.5	3.0	24.4	24.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	65.9	0.5	6.0	1	-	8.1	0.0	-	-	-	-4.2	-42.2	0.0	-32.6	2.5	3.0	13.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	61.6	1.3	5.7	15	3.4	8.0	-5.7	-	-	-	-3.9	-38.5	11.8	-32.6	2.5	3.0	22.7	31.6			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	74.2	1.3	8.5	15	9.0	8.0	-0.1	-	-	-	-4.7	-35.0	11.8	-32.6	2.5	3.0	31.0				
		Intercity through train to Hung Hom		86.5	61.6	1.3	5.7	1	3.4	8.0	-5.7	-	-	-	-3.9	-38.5	0.0	-32.6	2.5	3.0	11.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	66.5	13.2	14.8	10	3.0	7.7	-9.9	-	-	-	-4.2	-20.0	10.0	-32.6	2.5	3.0	33.9	47.5			
		ER Lok Ma Chau to Hung Hom		85.1	70.4	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-4.5	-19.7	7.0	-32.6	2.5	3.0	40.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	74.6	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-4.7	-19.9	11.8	-32.6	2.5	3.0	46.2				
		Intercity through train to Hung Hom		86.5	66.5	13.2	14.8	1	3.0	7.7	-9.9	-	-	-	-4.2	-20.0	0.0	-32.6	2.5	3.0	25.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	66.7	15.4	29.2	10	3.0	7.4	-10.6	-	-	-	-4.3	-13.9	10.0	-32.6	2.5	3.0	39.2	53.4			
		ER Lok Ma Chau to Hung Hom		85.1	71.1	15.4	29.2	5	2.3	6.7	-0.2	0.2	-	-	-4.5	-13.9	7.0	-32.6	2.5	3.0	46.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	74.8	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-4.8	-13.9	11.8	-32.6	2.5	3.0	52.2				
		Intercity through train to Hung Hom		86.5	66.7	15.4	29.2	1	3.0	7.4	-10.6	-	-	-	-4.3	-13.9	0.0	-32.6	2.5	3.0	30.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	68.1	0.5	6.0	15	-	8.1	0.0	-	-	-	-4.3	-42.2	11.8	-32.6	2.5	3.0	24.3	24.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	68.1	0.5	6.0	1	-	8.1	0.0	-	-	-	-4.3	-42.2	0.0	-32.6	2.5	3.0	12.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	63.9	1.3	5.7	15	3.4	8.0	-5.5	-	-	-	-4.1	-38.5	11.8	-32.6	2.5	3.0	22.8	31.6			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	76.1	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-4.8	-35.0	11.8	-32.6	2.5	3.0	31.0				
		Intercity through train to Hung Hom		86.5	63.9	1.3	5.7	1	3.4	8.0	-5.5	-	-	-	-4.1	-38.5	0.0	-32.6	2.5	3.0	11.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	68.6	13.2	14.8	10	3.0	7.7	-9.0	-	-	-	-4.4	-20.0	10.0	-32.6	2.5	3.0	34.7	47.4			
		ER Lok Ma Chau to Hung Hom		85.1	72.4	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-4.6	-19.7	7.0	-32.6	2.5	3.0	40.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	76.5	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-4.9	-19.9	11.8	-32.6	2.5	3.0	46.1				
		Intercity through train to Hung Hom		86.5	68.6	13.2	14.8	1	3.0	7.7	-9.0	-	-	-	-4.4	-20.0	0.0	-32.6	2.5	3.0	26.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	68.8	15.4	29.2	10	3.0	7.4	-9.8	-	-	-	-4.4	-13.9	10.0	-32.6	2.5	3.0	40.0	53.4			
		ER Lok Ma Chau to Hung Hom		85.1	73.1	15.4	29.2	5	2.3	6.7	-0.2	0.2	-	-	-4.7	-13.9	7.0	-32.6	2.5	3.0	46.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	76.7	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-4.9	-13.9	11.8	-32.6	2.5	3.0	52.1				
		Intercity through train to Hung Hom		86.5	68.8	15.4	29.2	1	3.0	7.4	-9.8	-	-	-	-4.4	-13.9	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	70.2	0.5	6.0	15	-	8.1	0.0	-	-	-	-4.5	-42.2	11.8	-32.6	2.5	3.0	24.1	24.5			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	70.2	0.5	6.0	1	-	8.1	0.0	-	-	-	-4.5	-42.2	0.0	-32.6	2.5	3.0	12.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	66.2	1.3	5.7	15	3.4	8.0	-4.3	-	-	-	-4.2	-38.5	11.8	-32.6	2.5	3.0	23.8	31.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	78.0	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-4.9	-35.0	11.8	-32.6	2.5	3.0	30.9				
		Intercity through train to Hung Hom		86.5	66.2	1.3	5.7	1	3.4	8.0	-4.3	-	-	-	-4.2	-38.5	0.0	-32.6	2.5	3.0	12.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	70.8	13.2	14.8	10	3.0	7.7	-8.1	-	-	-	-4.5	-20.0	10.0	-32.6	2.5	3.0	35.4	47.4			
		ER Lok Ma Chau to Hung Hom		85.1	74.4	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-4.7	-19.7	7.0	-32.6	2.5	3.0	40.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	78.4	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-5.0	-19.9	11.8	-32.6	2.5	3.0	45.9				
		Intercity through train to Hung Hom		86.5	70.8	13.2	14.8	1	3.0	7.7	-8.1	-	-	-	-4.5	-20.0	0.0	-32.6	2.5	3.0	26.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	71.0	15.4	29.2	10	3.0	7.4	-8.9	-	-	-	-4.5	-13.9	10.0	-32.6	2.5	3.0	40.7	53.3			
		ER Lok Ma Chau to Hung Hom		85.1	75.2	15.4	29.2	5	2.3	6.7	-0.1	0.1	-	-	-4.8	-13.9	7.0	-32.6	2.5	3.0	46.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	78.6	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-5.0	-13.9	11.8	-32.6	2.5	3.0	52.0				
		Intercity through train to Hung Hom		86.5	71.0	15.4	29.2	1	3.0	7.4	-8.9	-	-	-	-4.5	-13.9	0.0	-32.6	2.5	3.0	32.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
17	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	72.4	0.5	6.0	15	-	8.1	0.0	-	-	-	-4.6	-42.2	11.8	-32.6	2.5	3.0	24.0	24.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	72.4	0.5	6.0	1	-	8.1	0.0	-	-	-	-4.6	-42.2	0.0	-32.6	2.5	3.0	12.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	68.5	1.3	5.7	15	3.4	8.0	-3.5	-	-	-	-4.4	-38.5	11.8	-32.6	2.5	3.0	24.5	31.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	80.0	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-5.1	-35.0	11.8	-32.6	2.5	3.0	30.7				
		Intercity through train to Hung Hom		86.5	68.5	1.3	5.7	1	3.4	8.0	-3.5	-	-	-	-4.4	-38.5	0.0	-32.6	2.5	3.0	13.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	73.0	13.2	14.8	10	3.0	7.7	-7.2	-	-	-	-4.7	-20.0	10.0	-32.6	2.5	3.0	36.2	47.3			
		ER Lok Ma Chau to Hung Hom		85.1	76.5	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-4.9	-19.7	7.0	-32.6	2.5	3.0	40.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	80.4	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-5.1	-19.9	11.8	-32.6	2.5	3.0	45.8				
		Intercity through train to Hung Hom		86.5	73.0	13.2	14.8	1	3.0	7.7	-7.2	-	-	-	-4.7	-20.0	0.0	-32.6	2.5	3.0	27.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	73.2	15.4	29.2	10	3.0	7.4	-8.1	-	-	-	-4.7	-13.9	10.0	-32.6	2.5	3.0	41.4	53.3			
		ER Lok Ma Chau to Hung Hom		85.1	77.3	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-4.9	-13.9	7.0	-32.6	2.5	3.0	46.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	80.6	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-5.1	-13.9	11.8	-32.6	2.5	3.0	51.9				
		Intercity through train to Hung Hom		86.5	73.2	15.4	29.2	1	3.0	7.4	-8.1	-	-	-	-4.7	-13.9	0.0	-32.6	2.5	3.0	32.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
18	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	74.6	0.5	6.0	15	-	8.1	0.0	-	-	-	-4.7	-42.2	11.8	-32.6	2.5	3.0	23.9	24.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	74.6	0.5	6.0	1	-	8.1	0.0	-	-	-	-4.7	-42.2	0.0	-32.6	2.5	3.0	12.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	70.9	1.3	5.7	15	3.4	8.0	-2.9	-	-	-	-4.5	-38.5	11.8	-32.6	2.5	3.0	24.9	31.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	82.0	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-5.2	-35.0	11.8	-32.6	2.5	3.0	30.6				
		Intercity through train to Hung Hom		86.5	70.9	1.3	5.7	1	3.4	8.0	-2.9	-	-	-	-4.5	-38.5	0.0	-32.6	2.5	3.0	13.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	75.2	13.2	14.8	10	3.0	7.7	-6.5	-	-	-	-4.8	-20.0	10.0	-32.6	2.5	3.0	36.8	47.3			
		ER Lok Ma Chau to Hung Hom		85.1	78.6	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-5.0	-19.7	7.0	-32.6	2.5	3.0	40.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	82.4	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-5.2	-19.9	11.8	-32.6	2.5	3.0	45.7				
		Intercity through train to Hung Hom		86.5	75.2	13.2	14.8	1	3.0	7.7	-6.5	-	-	-	-4.8	-20.0	0.0	-32.6	2.5	3.0	28.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	75.4	15.4	29.2	10	3.0	7.4	-7.2	-	-	-	-4.8	-13.9	10.0	-32.6	2.5	3.0	42.1	53.2			
		ER Lok Ma Chau to Hung Hom		85.1	79.4	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-5.0	-13.9	7.0	-32.6	2.5	3.0	46.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	82.6	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-5.2	-13.9	11.8	-32.6	2.5	3.0	51.8				
		Intercity through train to Hung Hom		86.5	75.4	15.4	29.2	1	3.0	7.4	-7.2	-	-	-	-4.8	-13.9	0.0	-32.6	2.5	3.0	33.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
19	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	76.9	0.5	6.0	15	-	8.1	0.0	-	-	-	-4.9	-42.2	11.8	-32.6	2.5	3.0	23.8	24.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	76.9	0.5	6.0	1	-	8.1	0.0	-	-	-	-4.9	-42.2	0.0	-32.6	2.5	3.0	12.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	73.3	1.3	5.7	15	3.4	8.0	-2.5	-	-	-	-4.7	-38.5	11.8	-32.6	2.5	3.0	25.2	31.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	84.1	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-5.3	-35.0	11.8	-32.6	2.5	3.0	30.5				
		Intercity through train to Hung Hom		86.5	73.3	1.3	5.7	1	3.4	8.0	-2.5	-	-	-	-4.7	-38.5	0.0	-32.6	2.5	3.0	13.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	77.5	13.2	14.8	10	3.0	7.7	-5.9	-	-	-	-4.9	-20.0	10.0	-32.6	2.5	3.0	37.2	47.2			
		ER Lok Ma Chau to Hung Hom		85.1	80.8	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-5.1	-19.7	7.0	-32.6	2.5	3.0	40.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	84.5	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-5.3	-19.9	11.8	-32.6	2.5	3.0	45.6				
		Intercity through train to Hung Hom		86.5	77.5	13.2	14.8	1	3.0	7.7	-5.9	-	-	-	-4.9	-20.0	0.0	-32.6	2.5	3.0	28.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	77.7	15.4	29.2	10	3.0	7.4	-6.5	-	-	-	-4.9	-13.9	10.0	-32.6	2.5	3.0	42.7	53.2			
		ER Lok Ma Chau to Hung Hom		85.1	81.6	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-5.1	-13.9	7.0	-32.6	2.5	3.0	46.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	84.7	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-5.3	-13.9	11.8	-32.6	2.5	3.0	51.7				
		Intercity through train to Hung Hom		86.5	77.7	15.4	29.2	1	3.0	7.4	-6.5	-	-	-	-4.9	-13.9	0.0	-32.6	2.5	3.0	34.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
20	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	79.2	0.5	6.0	15	-	8.1	0.0	-	-	-	-5.0	-42.2	11.8	-32.6	2.5	3.0	23.6	23.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	79.2	0.5	6.0	1	-	8.1	0.0	-	-	-	-5.0	-42.2	0.0	-32.6	2.5	3.0	12.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	75.7	1.3	5.7	15	3.4	8.0	-2.1	-	-	-	-4.8	-38.5	11.8	-32.6	2.5	3.0	25.4	31.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	86.2	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-5.4	-35.0	11.8	-32.6	2.5	3.0	30.4				
		Intercity through train to Hung Hom		86.5	75.7	1.3	5.7	1	3.4	8.0	-2.1	-	-	-	-4.8	-38.5	0.0	-32.6	2.5	3.0	14.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	79.7	13.2	14.8	10	3.0	7.7	-5.6	-	-	-	-5.0	-20.0	10.0	-32.6	2.5	3.0	37.4	47.2			
		ER Lok Ma Chau to Hung Hom		85.1	83.0	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-5.2	-19.7	7.0	-32.6	2.5	3.0	40.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	86.6	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-5.4	-19.9	11.8	-32.6	2.5	3.0	45.5				
		Intercity through train to Hung Hom		86.5	79.7	13.2	14.8	1	3.0	7.7	-5.6	-	-	-	-5.0	-20.0	0.0	-32.6	2.5	3.0	28.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	80.0	15.4	29.2	10	3.0	7.4	-6.0	-	-	-	-5.0	-13.9	10.0	-32.6	2.5	3.0	43.1	53.1			
		ER Lok Ma Chau to Hung Hom		85.1	83.8	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-5.3	-13.9	7.0	-32.6	2.5	3.0	45.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	86.8	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-5.4	-13.9	11.8	-32.6	2.5	3.0	51.5				
		Intercity through train to Hung Hom		86.5	80.0	15.4	29.2	1	3.0	7.4	-6.0	-	-	-	-5.0	-13.9	0.0	-32.6	2.5	3.0	34.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
21	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	81.5	0.5	6.0	15	-	8.1	0.0	-	-	-	-5.1	-42.2	11.8	-32.6	2.5	3.0	23.5	23.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	81.5	0.5	6.0	1	-	8.1	0.0	-	-	-	-5.1	-42.2	0.0	-32.6	2.5	3.0	12.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	78.1	1.3	5.7	15	3.4	8.0	-1.9	-	-	-	-4.9	-38.5	11.8	-32.6	2.5	3.0	25.5	31.6			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	88.3	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-5.5	-35.0	11.8	-32.6	2.5	3.0	30.3				
		Intercity through train to Hung Hom		86.5	78.1	1.3	5.7	1	3.4	8.0	-1.9	-	-	-	-4.9	-38.5	0.0	-32.6	2.5	3.0	14.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	82.1	13.2	14.8	10	3.0	7.7	-5.4	-	-	-	-5.2	-20.0	10.0	-32.6	2.5	3.0	37.4	47.1			
		ER Lok Ma Chau to Hung Hom		85.1	85.2	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-5.3	-19.7	7.0	-32.6	2.5	3.0	40.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	88.7	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-5.5	-19.9	11.8	-32.6	2.5	3.0	45.4				
		Intercity through train to Hung Hom		86.5	82.1	13.2	14.8	1	3.0	7.7	-5.4	-	-	-	-5.2	-20.0	0.0	-32.6	2.5	3.0	28.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	82.3	15.4	29.2	10	3.0	7.4	-5.6	-	-	-	-5.2	-13.9	10.0	-32.6	2.5	3.0	43.3	53.0			
		ER Lok Ma Chau to Hung Hom		85.1	86.0	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-5.4	-13.9	7.0	-32.6	2.5	3.0	45.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	88.9	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-5.5	-13.9	11.8	-32.6	2.5	3.0	51.4				
		Intercity through train to Hung Hom		86.5	82.3	15.4	29.2	1	3.0	7.4	-5.6	-	-	-	-5.2	-13.9	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
22	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	83.9	0.5	6.0	15	-	8.1	0.0	-	-	-	-5.3	-42.2	11.8	-32.6	2.5	3.0	23.4	23.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	83.9	0.5	6.0	1	-	8.1	0.0	-	-	-	-5.3	-42.2	0.0	-32.6	2.5	3.0	12.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	80.5	1.3	5.7	15	3.4	8.0	-1.7	-	-	-	-5.1	-38.5	11.8	-32.6	2.5	3.0	25.6	31.6			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	90.5	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-5.6	-35.0	11.8	-32.6	2.5	3.0	30.2				
		Intercity through train to Hung Hom		86.5	80.5	1.3	5.7	1	3.4	8.0	-1.7	-	-	-	-5.1	-38.5	0.0	-32.6	2.5	3.0	14.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	84.4	13.2	14.8	10	3.0	7.7	-4.6	-	-	-	-5.3	-20.0	10.0	-32.6	2.5	3.0	38.1	47.1			
		ER Lok Ma Chau to Hung Hom		85.1	87.5	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-5.4	-19.7	7.0	-32.6	2.5	3.0	39.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	90.9	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-5.6	-19.9	11.8	-32.6	2.5	3.0	45.3				
		Intercity through train to Hung Hom		86.5	84.4	13.2	14.8	1	3.0	7.7	-4.6	-	-	-	-5.3	-20.0	0.0	-32.6	2.5	3.0	29.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	84.6	15.4	29.2	10	3.0	7.4	-5.5	-	-	-	-5.3	-13.9	10.0	-32.6	2.5	3.0	43.3	52.9			
		ER Lok Ma Chau to Hung Hom		85.1	88.3	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-5.5	-13.9	7.0	-32.6	2.5	3.0	45.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	91.1	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-5.6	-13.9	11.8	-32.6	2.5	3.0	51.3				
		Intercity through train to Hung Hom		86.5	84.6	15.4	29.2	1	3.0	7.4	-5.5	-	-	-	-5.3	-13.9	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
23	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	86.2	0.5	6.0	15	-	8.1	0.0	-	-	-	-5.4	-42.2	11.8	-32.6	2.5	3.0	23.3	23.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	86.2	0.5	6.0	1	-	8.1	0.0	-	-	-	-5.4	-42.2	0.0	-32.6	2.5	3.0	11.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	83.0	1.3	5.7	15	3.4	8.0	-1.5	-	-	-	-5.2	-38.5	11.8	-32.6	2.5	3.0	25.7	31.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	92.7	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-5.7	-35.0	11.8	-32.6	2.5	3.0	30.1				
		Intercity through train to Hung Hom		86.5	83.0	1.3	5.7	1	3.4	8.0	-1.5	-	-	-	-5.2	-38.5	0.0	-32.6	2.5	3.0	14.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	86.8	13.2	14.8	10	3.0	7.7	-3.9	-	-	-	-5.4	-20.0	10.0	-32.6	2.5	3.0	38.7	47.1			
		ER Lok Ma Chau to Hung Hom		85.1	89.8	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-5.6	-19.7	7.0	-32.6	2.5	3.0	39.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	93.1	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-5.7	-19.9	11.8	-32.6	2.5	3.0	45.2				
		Intercity through train to Hung Hom		86.5	86.8	13.2	14.8	1	3.0	7.7	-3.9	-	-	-	-5.4	-20.0	0.0	-32.6	2.5	3.0	30.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	87.0	15.4	29.2	10	3.0	7.4	-4.9	-	-	-	-5.4	-13.9	10.0	-32.6	2.5	3.0	43.8	52.9			
		ER Lok Ma Chau to Hung Hom		85.1	90.6	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-5.6	-13.9	7.0	-32.6	2.5	3.0	45.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	93.3	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-5.7	-13.9	11.8	-32.6	2.5	3.0	51.2				
		Intercity through train to Hung Hom		86.5	87.0	15.4	29.2	1	3.0	7.4	-4.9	-	-	-	-5.4	-13.9	0.0	-32.6	2.5	3.0	35.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
25	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	91.7	0.5	6.0	15	-	8.1	0.0	-	-	-	-5.6	-42.2	11.8	-32.6	2.5	3.0	23.0	23.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	91.7	0.5	6.0	1	-	8.1	0.0	-	-	-	-5.6	-42.2	0.0	-32.6	2.5	3.0	11.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	88.6	1.3	5.7	15	3.4	8.0	-1.2	-	-	-	-5.5	-38.5	11.8	-32.6	2.5	3.0	25.7	31.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	97.8	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-5.9	-35.0	11.8	-32.6	2.5	3.0	29.9				
		Intercity through train to Hung Hom		86.5	88.6	1.3	5.7	1	3.4	8.0	-1.2	-	-	-	-5.5	-38.5	0.0	-32.6	2.5	3.0	14.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	92.2	13.2	14.8	10	3.0	7.7	-2.9	-	-	-	-5.7	-20.0	10.0	-32.6	2.5	3.0	39.5	47.0			
		ER Lok Ma Chau to Hung Hom		85.1	95.0	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-5.8	-19.7	7.0	-32.6	2.5	3.0	39.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	98.2	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-5.9	-19.9	11.8	-32.6	2.5	3.0	45.0				
		Intercity through train to Hung Hom		86.5	92.2	13.2	14.8	1	3.0	7.7	-2.9	-	-	-	-5.7	-20.0	0.0	-32.6	2.5	3.0	30.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	92.4	15.4	29.2	10	3.0	7.4	-3.5	-	-	-	-5.7	-13.9	10.0	-32.6	2.5	3.0	45.0	52.9			
		ER Lok Ma Chau to Hung Hom		85.1	95.9	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-5.8	-13.9	7.0	-32.6	2.5	3.0	45.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	98.4	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-6.0	-13.9	11.8	-32.6	2.5	3.0	51.0				
		Intercity through train to Hung Hom		86.5	92.4	15.4	29.2	1	3.0	7.4	-3.5	-	-	-	-5.7	-13.9	0.0	-32.6	2.5	3.0	36.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
26	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	94.1	0.5	6.0	15	-	8.1	0.0	-	-	-	-5.8	-42.2	11.8	-32.6	2.5	3.0	22.9	23.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	94.1	0.5	6.0	1	-	8.1	0.0	-	-	-	-5.8	-42.2	0.0	-32.6	2.5	3.0	11.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	91.2	1.3	5.7	15	3.4	8.0	-1.0	-	-	-	-5.6	-38.5	11.8	-32.6	2.5	3.0	25.7	31.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	100.1	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-6.0	-35.0	11.8	-32.6	2.5	3.0	29.8				
		Intercity through train to Hung Hom		86.5	91.2	1.3	5.7	1	3.4	8.0	-1.0	-	-	-	-5.6	-38.5	0.0	-32.6	2.5	3.0	14.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	94.6	13.2	14.8	10	3.0	7.7	-2.6	-	-	-	-5.8	-20.0	10.0	-32.6	2.5	3.0	39.6	47.0			
		ER Lok Ma Chau to Hung Hom		85.1	97.4	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-5.9	-19.7	7.0	-32.6	2.5	3.0	39.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	100.5	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-6.0	-19.9	11.8	-32.6	2.5	3.0	44.9				
		Intercity through train to Hung Hom		86.5	94.6	13.2	14.8	1	3.0	7.7	-2.6	-	-	-	-5.8	-20.0	0.0	-32.6	2.5	3.0	31.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	94.9	15.4	29.2	10	3.0	7.4	-3.1	-	-	-	-5.8	-13.9	10.0	-32.6	2.5	3.0	45.3	52.9			
		ER Lok Ma Chau to Hung Hom		85.1	98.2	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-5.9	-13.9	7.0	-32.6	2.5	3.0	45.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	100.7	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-6.1	-13.9	11.8	-32.6	2.5	3.0	50.9				
		Intercity through train to Hung Hom		86.5	94.9	15.4	29.2	1	3.0	7.4	-3.1	-	-	-	-5.8	-13.9	0.0	-32.6	2.5	3.0	36.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
27	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	96.6	0.5	6.0	15	-	8.1	0.0	-	-	-	-5.9	-42.2	11.8	-32.6	2.5	3.0	22.8	23.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	96.6	0.5	6.0	1	-	8.1	0.0	-	-	-	-5.9	-42.2	0.0	-32.6	2.5	3.0	11.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	93.7	1.3	5.7	15	3.4	8.0	-0.9	-	-	-	-5.7	-38.5	11.8	-32.6	2.5	3.0	25.7	31.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	102.4	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-6.1	-35.0	11.8	-32.6	2.5	3.0	29.7				
		Intercity through train to Hung Hom		86.5	93.7	1.3	5.7	1	3.4	8.0	-0.9	-	-	-	-5.7	-38.5	0.0	-32.6	2.5	3.0	14.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	97.1	13.2	14.8	10	3.0	7.7	-2.4	-	-	-	-5.9	-20.0	10.0	-32.6	2.5	3.0	39.8	46.9			
		ER Lok Ma Chau to Hung Hom		85.1	99.8	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-6.0	-19.7	7.0	-32.6	2.5	3.0	39.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	102.8	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-6.1	-19.9	11.8	-32.6	2.5	3.0	44.8				
		Intercity through train to Hung Hom		86.5	97.1	13.2	14.8	1	3.0	7.7	-2.4	-	-	-	-5.9	-20.0	0.0	-32.6	2.5	3.0	31.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	97.3	15.4	29.2	10	3.0	7.4	-2.8	-	-	-	-5.9	-13.9	10.0	-32.6	2.5	3.0	45.5	52.8			
		ER Lok Ma Chau to Hung Hom		85.1	100.6	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-6.0	-13.9	7.0	-32.6	2.5	3.0	45.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	103.0	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-6.1	-13.9	11.8	-32.6	2.5	3.0	50.8				
		Intercity through train to Hung Hom		86.5	97.3	15.4	29.2	1	3.0	7.4	-2.8	-	-	-	-5.9	-13.9	0.0	-32.6	2.5	3.0	37.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
28	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	99.0	0.5	6.0	15	-	8.1	0.0	-	-	-	-6.0	-42.2	11.8	-32.6	2.5	3.0	22.7	23.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	99.0	0.5	6.0	1	-	8.1	0.0	-	-	-	-6.0	-42.2	0.0	-32.6	2.5	3.0	11.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	96.2	1.3	5.7	15	3.4	8.0	-0.9	-	-	-	-5.9	-38.5	11.8	-32.6	2.5	3.0	25.6	31.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	104.7	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-6.2	-35.0	11.8	-32.6	2.5	3.0	29.6				
		Intercity through train to Hung Hom		86.5	96.2	1.3	5.7	1	3.4	8.0	-0.9	-	-	-	-5.9	-38.5	0.0	-32.6	2.5	3.0	14.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	99.6	13.2	14.8	10	3.0	7.7	-2.1	-	-	-	-6.0	-20.0	10.0	-32.6	2.5	3.0	39.9	46.9			
		ER Lok Ma Chau to Hung Hom		85.1	102.2	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-6.1	-19.7	7.0	-32.6	2.5	3.0	39.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	105.1	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-6.2	-19.9	11.8	-32.6	2.5	3.0	44.7				
		Intercity through train to Hung Hom		86.5	99.6	13.2	14.8	1	3.0	7.7	-2.1	-	-	-	-6.0	-20.0	0.0	-32.6	2.5	3.0	31.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	99.8	15.4	29.2	10	3.0	7.4	-2.5	-	-	-	-6.0	-13.9	10.0	-32.6	2.5	3.0	45.6	52.8			
		ER Lok Ma Chau to Hung Hom		85.1	103.0	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-6.2	-13.9	7.0	-32.6	2.5	3.0	45.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	105.3	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-6.2	-13.9	11.8	-32.6	2.5	3.0	50.7				
		Intercity through train to Hung Hom		86.5	99.8	15.4	29.2	1	3.0	7.4	-2.5	-	-	-	-6.0	-13.9	0.0	-32.6	2.5	3.0	37.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
29	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	101.5	0.5	6.0	15	-	8.1	0.0	-	-	-	-6.1	-42.2	11.8	-32.6	2.5	3.0	22.5	22.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	101.5	0.5	6.0	1	-	8.1	0.0	-	-	-	-6.1	-42.2	0.0	-32.6	2.5	3.0	11.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	98.8	1.3	5.7	15	3.4	8.0	-0.8	-	-	-	-6.0	-38.5	11.8	-32.6	2.5	3.0	25.6	31.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	107.1	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-6.3	-35.0	11.8	-32.6	2.5	3.0	29.5				
		Intercity through train to Hung Hom		86.5	98.8	1.3	5.7	1	3.4	8.0	-0.8	-	-	-	-6.0	-38.5	0.0	-32.6	2.5	3.0	14.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	102.0	13.2	14.8	10	3.0	7.7	-2.0	-	-	-	-6.1	-20.0	10.0	-32.6	2.5	3.0	40.0	46.8			
		ER Lok Ma Chau to Hung Hom		85.1	104.6	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-6.2	-19.7	7.0	-32.6	2.5	3.0	39.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	107.5	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-6.3	-19.9	11.8	-32.6	2.5	3.0	44.6				
		Intercity through train to Hung Hom		86.5	102.0	13.2	14.8	1	3.0	7.7	-2.0	-	-	-	-6.1	-20.0	0.0	-32.6	2.5	3.0	31.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	102.3	15.4	29.2	10	3.0	7.4	-2.3	-	-	-	-6.1	-13.9	10.0	-32.6	2.5	3.0	45.7	52.7			
		ER Lok Ma Chau to Hung Hom		85.1	105.5	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-6.3	-13.9	7.0	-32.6	2.5	3.0	44.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	107.7	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-6.3	-13.9	11.8	-32.6	2.5	3.0	50.6				
		Intercity through train to Hung Hom		86.5	102.3	15.4	29.2	1	3.0	7.4	-2.3	-	-	-	-6.1	-13.9	0.0	-32.6	2.5	3.0	37.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
30	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	104.0	0.5	6.0	15	-	8.1	0.0	-	-	-	-6.2	-42.2	11.8	-32.6	2.5	3.0	22.4	22.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	104.0	0.5	6.0	1	-	8.1	0.0	-	-	-	-6.2	-42.2	0.0	-32.6	2.5	3.0	11.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	101.4	1.3	5.7	15	3.4	8.0	-0.7	-	-	-	-6.1	-38.5	11.8	-32.6	2.5	3.0	25.6	31.0			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	109.5	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-6.4	-35.0	11.8	-32.6	2.5	3.0	29.4				
		Intercity through train to Hung Hom		86.5	101.4	1.3	5.7	1	3.4	8.0	-0.7	-	-	-	-6.1	-38.5	0.0	-32.6	2.5	3.0	14.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	104.5	13.2	14.8	10	3.0	7.7	-1.8	-	-	-	-6.2	-20.0	10.0	-32.6	2.5	3.0	40.0	46.8			
		ER Lok Ma Chau to Hung Hom		85.1	107.0	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-6.3	-19.7	7.0	-32.6	2.5	3.0	39.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	109.9	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-6.4	-19.9	11.8	-32.6	2.5	3.0	44.5				
		Intercity through train to Hung Hom		86.5	104.5	13.2	14.8	1	3.0	7.7	-1.8	-	-	-	-6.2	-20.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	104.8	15.4	29.2	10	3.0	7.4	-2.1	-	-	-	-6.2	-13.9	10.0	-32.6	2.5	3.0	45.8	52.7			
		ER Lok Ma Chau to Hung Hom		85.1	107.9	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-6.4	-13.9	7.0	-32.6	2.5	3.0	44.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	110.1	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-6.4	-13.9	11.8	-32.6	2.5	3.0	50.5				
		Intercity through train to Hung Hom		86.5	104.8	15.4	29.2	1	3.0	7.4	-2.1	-	-	-	-6.2	-13.9	0.0	-32.6	2.5	3.0	37.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
31	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	106.5	0.5	6.0	15	-	8.1	0.0	-	-	-	-6.3	-42.2	11.8	-32.6	2.5	3.0	22.3	22.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	106.5	0.5	6.0	1	-	8.1	0.0	-	-	-	-6.3	-42.2	0.0	-32.6	2.5	3.0	11.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	103.9	1.3	5.7	15	3.4	8.0	-0.6	-	-	-	-6.2	-38.5	11.8	-32.6	2.5	3.0	25.5	30.9			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	111.8	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-6.5	-35.0	11.8	-32.6	2.5	3.0	29.3				
		Intercity through train to Hung Hom		86.5	103.9	1.3	5.7	1	3.4	8.0	-0.6	-	-	-	-6.2	-38.5	0.0	-32.6	2.5	3.0	14.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	107.0	13.2	14.8	10	3.0	7.7	-1.7	-	-	-	-6.3	-20.0	10.0	-32.6	2.5	3.0	40.0	46.7			
		ER Lok Ma Chau to Hung Hom		85.1	109.5	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-6.4	-19.7	7.0	-32.6	2.5	3.0	38.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	112.2	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-6.5	-19.9	11.8	-32.6	2.5	3.0	44.4				
		Intercity through train to Hung Hom		86.5	107.0	13.2	14.8	1	3.0	7.7	-1.7	-	-	-	-6.3	-20.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	107.3	15.4	29.2	10	3.0	7.4	-1.9	-	-	-	-6.3	-13.9	10.0	-32.6	2.5	3.0	45.9	52.6			
		ER Lok Ma Chau to Hung Hom		85.1	110.4	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-6.4	-13.9	7.0	-32.6	2.5	3.0	44.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	112.5	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-6.5	-13.9	11.8	-32.6	2.5	3.0	50.4				
		Intercity through train to Hung Hom		86.5	107.3	15.4	29.2	1	3.0	7.4	-1.9	-	-	-	-6.3	-13.9	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
32	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	109.0	0.5	6.0	15	-	8.1	0.0	-	-	-	-6.4	-42.2	11.8	-32.6	2.5	3.0	22.2	22.5			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	109.0	0.5	6.0	1	-	8.1	0.0	-	-	-	-6.4	-42.2	0.0	-32.6	2.5	3.0	10.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	106.5	1.3	5.7	15	3.4	8.0	-0.6	-	-	-	-6.3	-38.5	11.8	-32.6	2.5	3.0	25.5	30.8			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	114.3	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-6.6	-35.0	11.8	-32.6	2.5	3.0	29.2				
		Intercity through train to Hung Hom		86.5	106.5	1.3	5.7	1	3.4	8.0	-0.6	-	-	-	-6.3	-38.5	0.0	-32.6	2.5	3.0	14.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	109.6	13.2	14.8	10	3.0	7.7	-1.6	-	-	-	-6.4	-20.0	10.0	-32.6	2.5	3.0	40.1	46.6			
		ER Lok Ma Chau to Hung Hom		85.1	111.9	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-6.5	-19.7	7.0	-32.6	2.5	3.0	38.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	114.7	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-6.6	-19.9	11.8	-32.6	2.5	3.0	44.3				
		Intercity through train to Hung Hom		86.5	109.6	13.2	14.8	1	3.0	7.7	-1.6	-	-	-	-6.4	-20.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	109.8	15.4	29.2	10	3.0	7.4	-1.8	-	-	-	-6.4	-13.9	10.0	-32.6	2.5	3.0	45.9	52.6			
		ER Lok Ma Chau to Hung Hom		85.1	112.8	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-6.5	-13.9	7.0	-32.6	2.5	3.0	44.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	114.9	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-6.6	-13.9	11.8	-32.6	2.5	3.0	50.3				
		Intercity through train to Hung Hom		86.5	109.8	15.4	29.2	1	3.0	7.4	-1.8	-	-	-	-6.4	-13.9	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
33	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	111.6	0.5	6.0	15	-	8.1	0.0	-	-	-	-6.5	-42.2	11.8	-32.6	2.5	3.0	22.1	22.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	111.6	0.5	6.0	1	-	8.1	0.0	-	-	-	-6.5	-42.2	0.0	-32.6	2.5	3.0	10.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	109.1	1.3	5.7	15	3.4	8.0	-0.5	-	-	-	-6.4	-38.5	11.8	-32.6	2.5	3.0	25.4	30.8			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	116.7	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-6.7	-35.0	11.8	-32.6	2.5	3.0	29.1				
		Intercity through train to Hung Hom		86.5	109.1	1.3	5.7	1	3.4	8.0	-0.5	-	-	-	-6.4	-38.5	0.0	-32.6	2.5	3.0	14.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	112.1	13.2	14.8	10	3.0	7.7	-1.4	-	-	-	-6.5	-20.0	10.0	-32.6	2.5	3.0	40.1	46.6			
		ER Lok Ma Chau to Hung Hom		85.1	114.4	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-6.6	-19.7	7.0	-32.6	2.5	3.0	38.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	117.1	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-6.7	-19.9	11.8	-32.6	2.5	3.0	44.2				
		Intercity through train to Hung Hom		86.5	112.1	13.2	14.8	1	3.0	7.7	-1.4	-	-	-	-6.5	-20.0	0.0	-32.6	2.5	3.0	31.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	112.3	15.4	29.2	10	3.0	7.4	-1.7	-	-	-	-6.5	-13.9	10.0	-32.6	2.5	3.0	45.9	52.5			
		ER Lok Ma Chau to Hung Hom		85.1	115.3	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-6.6	-13.9	7.0	-32.6	2.5	3.0	44.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	117.3	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-6.7	-13.9	11.8	-32.6	2.5	3.0	50.2				
		Intercity through train to Hung Hom		86.5	112.3	15.4	29.2	1	3.0	7.4	-1.7	-	-	-	-6.5	-13.9	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
34	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	114.1	0.5	6.0	15	-	8.1	0.0	-	-	-	-6.6	-42.2	11.8	-32.6	2.5	3.0	22.0	22.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	114.1	0.5	6.0	1	-	8.1	0.0	-	-	-	-6.6	-42.2	0.0	-32.6	2.5	3.0	10.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	111.7	1.3	5.7	15	3.4	8.0	-0.5	-	-	-	-6.5	-38.5	11.8	-32.6	2.5	3.0	25.4	30.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	119.1	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-6.8	-35.0	11.8	-32.6	2.5	3.0	29.0				
		Intercity through train to Hung Hom		86.5	111.7	1.3	5.7	1	3.4	8.0	-0.5	-	-	-	-6.5	-38.5	0.0	-32.6	2.5	3.0	14.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	114.6	13.2	14.8	10	3.0	7.7	-1.3	-	-	-	-6.6	-20.0	10.0	-32.6	2.5	3.0	40.1	46.5			
		ER Lok Ma Chau to Hung Hom		85.1	116.9	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-6.7	-19.7	7.0	-32.6	2.5	3.0	38.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	119.5	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-6.8	-19.9	11.8	-32.6	2.5	3.0	44.1				
		Intercity through train to Hung Hom		86.5	114.6	13.2	14.8	1	3.0	7.7	-1.3	-	-	-	-6.6	-20.0	0.0	-32.6	2.5	3.0	31.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	114.9	15.4	29.2	10	3.0	7.4	-1.6	-	-	-	-6.6	-13.9	10.0	-32.6	2.5	3.0	45.9	52.5			
		ER Lok Ma Chau to Hung Hom		85.1	117.8	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-6.7	-13.9	7.0	-32.6	2.5	3.0	44.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	119.7	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-6.8	-13.9	11.8	-32.6	2.5	3.0	50.1				
		Intercity through train to Hung Hom		86.5	114.9	15.4	29.2	1	3.0	7.4	-1.6	-	-	-	-6.6	-13.9	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
35	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	116.7	0.5	6.0	15	-	8.1	0.0	-	-	-	-6.7	-42.2	11.8	-32.6	2.5	3.0	21.9	22.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	116.7	0.5	6.0	1	-	8.1	0.0	-	-	-	-6.7	-42.2	0.0	-32.6	2.5	3.0	10.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	114.3	1.3	5.7	15	3.4	8.0	-0.4	-	-	-	-6.6	-38.5	11.8	-32.6	2.5	3.0	25.3	30.6			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	121.6	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-6.9	-35.0	11.8	-32.6	2.5	3.0	28.9				
		Intercity through train to Hung Hom		86.5	114.3	1.3	5.7	1	3.4	8.0	-0.4	-	-	-	-6.6	-38.5	0.0	-32.6	2.5	3.0	14.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	117.2	13.2	14.8	10	3.0	7.7	-1.3	-	-	-	-6.7	-20.0	10.0	-32.6	2.5	3.0	40.1	46.4			
		ER Lok Ma Chau to Hung Hom		85.1	119.4	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-6.8	-19.7	7.0	-32.6	2.5	3.0	38.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	122.0	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-6.9	-19.9	11.8	-32.6	2.5	3.0	44.0				
		Intercity through train to Hung Hom		86.5	117.2	13.2	14.8	1	3.0	7.7	-1.3	-	-	-	-6.7	-20.0	0.0	-32.6	2.5	3.0	31.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	117.4	15.4	29.2	10	3.0	7.4	-1.5	-	-	-	-6.7	-13.9	10.0	-32.6	2.5	3.0	46.0	52.4			
		ER Lok Ma Chau to Hung Hom		85.1	120.3	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-6.8	-13.9	7.0	-32.6	2.5	3.0	44.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	122.2	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-6.9	-13.9	11.8	-32.6	2.5	3.0	50.1				
		Intercity through train to Hung Hom		86.5	117.4	15.4	29.2	1	3.0	7.4	-1.5	-	-	-	-6.7	-13.9	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
36	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	119.2	0.5	6.0	15	-	8.1	0.0	-	-	-	-6.8	-42.2	11.8	-32.6	2.5	3.0	21.8	22.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	119.2	0.5	6.0	1	-	8.1	0.0	-	-	-	-6.8	-42.2	0.0	-32.6	2.5	3.0	10.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	116.9	1.3	5.7	15	3.4	8.0	-0.4	-	-	-	-6.7	-38.5	11.8	-32.6	2.5	3.0	25.3	30.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	124.0	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-7.0	-35.0	11.8	-32.6	2.5	3.0	28.8				
		Intercity through train to Hung Hom		86.5	116.9	1.3	5.7	1	3.4	8.0	-0.4	-	-	-	-6.7	-38.5	0.0	-32.6	2.5	3.0	14.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	119.7	13.2	14.8	10	3.0	7.7	-1.2	-	-	-	-6.8	-20.0	10.0	-32.6	2.5	3.0	40.1	46.4			
		ER Lok Ma Chau to Hung Hom		85.1	121.9	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-6.9	-19.7	7.0	-32.6	2.5	3.0	38.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	124.4	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-7.0	-19.9	11.8	-32.6	2.5	3.0	43.9				
		Intercity through train to Hung Hom		86.5	119.7	13.2	14.8	1	3.0	7.7	-1.2	-	-	-	-6.8	-20.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	120.0	15.4	29.2	10	3.0	7.4	-1.4	-	-	-	-6.8	-13.9	10.0	-32.6	2.5	3.0	46.0	52.3			
		ER Lok Ma Chau to Hung Hom		85.1	122.8	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-6.9	-13.9	7.0	-32.6	2.5	3.0	44.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	124.6	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-7.0	-13.9	11.8	-32.6	2.5	3.0	50.0				
		Intercity through train to Hung Hom		86.5	120.0	15.4	29.2	1	3.0	7.4	-1.4	-	-	-	-6.8	-13.9	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
37	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	121.8	0.5	6.0	15	-	8.1	0.0	-	-	-	-6.9	-42.2	11.8	-32.6	2.5	3.0	21.8	22.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	121.8	0.5	6.0	1	-	8.1	0.0	-	-	-	-6.9	-42.2	0.0	-32.6	2.5	3.0	10.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	119.6	1.3	5.7	15	3.4	8.0	-0.3	-	-	-	-6.8	-38.5	11.8	-32.6	2.5	3.0	25.2	30.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	126.5	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-7.0	-35.0	11.8	-32.6	2.5	3.0	28.8				
		Intercity through train to Hung Hom		86.5	119.6	1.3	5.7	1	3.4	8.0	-0.3	-	-	-	-6.8	-38.5	0.0	-32.6	2.5	3.0	13.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	122.3	13.2	14.8	10	3.0	7.7	-1.1	-	-	-	-6.9	-20.0	10.0	-32.6	2.5	3.0	40.0	46.3			
		ER Lok Ma Chau to Hung Hom		85.1	124.4	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-7.0	-19.7	7.0	-32.6	2.5	3.0	38.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	126.9	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-7.1	-19.9	11.8	-32.6	2.5	3.0	43.9				
		Intercity through train to Hung Hom		86.5	122.3	13.2	14.8	1	3.0	7.7	-1.1	-	-	-	-6.9	-20.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	122.5	15.4	29.2	10	3.0	7.4	-1.3	-	-	-	-6.9	-13.9	10.0	-32.6	2.5	3.0	45.9	52.3			
		ER Lok Ma Chau to Hung Hom		85.1	125.4	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-7.0	-13.9	7.0	-32.6	2.5	3.0	44.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	127.1	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-7.1	-13.9	11.8	-32.6	2.5	3.0	49.9				
		Intercity through train to Hung Hom		86.5	122.5	15.4	29.2	1	3.0	7.4	-1.3	-	-	-	-6.9	-13.9	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
38	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	124.4	0.5	6.0	15	-	8.1	0.0	-	-	-	-7.0	-42.2	11.8	-32.6	2.5	3.0	21.7	22.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	124.4	0.5	6.0	1	-	8.1	0.0	-	-	-	-7.0	-42.2	0.0	-32.6	2.5	3.0	10.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	122.2	1.3	5.7	15	3.4	8.0	-0.3	-	-	-	-6.9	-38.5	11.8	-32.6	2.5	3.0	25.2	30.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	129.0	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-7.1	-35.0	11.8	-32.6	2.5	3.0	28.7				
		Intercity through train to Hung Hom		86.5	122.2	1.3	5.7	1	3.4	8.0	-0.3	-	-	-	-6.9	-38.5	0.0	-32.6	2.5	3.0	13.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	124.9	13.2	14.8	10	3.0	7.7	-1.0	-	-	-	-7.0	-20.0	10.0	-32.6	2.5	3.0	40.0	46.2			
		ER Lok Ma Chau to Hung Hom		85.1	127.0	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-7.1	-19.7	7.0	-32.6	2.5	3.0	38.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	129.4	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-7.1	-19.9	11.8	-32.6	2.5	3.0	43.8				
		Intercity through train to Hung Hom		86.5	124.9	13.2	14.8	1	3.0	7.7	-1.0	-	-	-	-7.0	-20.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	125.1	15.4	29.2	10	3.0	7.4	-1.2	-	-	-	-7.0	-13.9	10.0	-32.6	2.5	3.0	45.9	52.2			
		ER Lok Ma Chau to Hung Hom		85.1	127.9	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-7.1	-13.9	7.0	-32.6	2.5	3.0	44.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	129.6	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-7.1	-13.9	11.8	-32.6	2.5	3.0	49.8				
		Intercity through train to Hung Hom		86.5	125.1	15.4	29.2	1	3.0	7.4	-1.2	-	-	-	-7.0	-13.9	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
39	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	127.0	0.5	6.0	15	-	8.1	0.0	-	-	-	-7.1	-42.2	11.8	-32.6	2.5	3.0	21.6	21.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	127.0	0.5	6.0	1	-	8.1	0.0	-	-	-	-7.1	-42.2	0.0	-32.6	2.5	3.0	10.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	124.8	1.3	5.7	15	3.4	8.0	-0.2	-	-	-	-7.0	-38.5	11.8	-32.6	2.5	3.0	25.1	30.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	131.5	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-7.2	-35.0	11.8	-32.6	2.5	3.0	28.6				
		Intercity through train to Hung Hom		86.5	124.8	1.3	5.7	1	3.4	8.0	-0.2	-	-	-	-7.0	-38.5	0.0	-32.6	2.5	3.0	13.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	127.5	13.2	14.8	10	3.0	7.7	-1.0	-	-	-	-7.1	-20.0	10.0	-32.6	2.5	3.0	40.0	46.2			
		ER Lok Ma Chau to Hung Hom		85.1	129.5	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-7.1	-19.7	7.0	-32.6	2.5	3.0	38.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	131.9	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-7.2	-19.9	11.8	-32.6	2.5	3.0	43.7				
		Intercity through train to Hung Hom		86.5	127.5	13.2	14.8	1	3.0	7.7	-1.0	-	-	-	-7.1	-20.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	127.7	15.4	29.2	10	3.0	7.4	-1.1	-	-	-	-7.1	-13.9	10.0	-32.6	2.5	3.0	45.9	52.1			
		ER Lok Ma Chau to Hung Hom		85.1	130.4	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-7.2	-13.9	7.0	-32.6	2.5	3.0	43.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	132.1	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-7.2	-13.9	11.8	-32.6	2.5	3.0	49.7				
		Intercity through train to Hung Hom		86.5	127.7	15.4	29.2	1	3.0	7.4	-1.1	-	-	-	-7.1	-13.9	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
40	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	129.5	0.5	6.0	15	-	8.1	0.0	-	-	-	-7.1	-42.2	11.8	-32.6	2.5	3.0	21.5	21.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	129.5	0.5	6.0	1	-	8.1	0.0	-	-	-	-7.1	-42.2	0.0	-32.6	2.5	3.0	10.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	127.5	1.3	5.7	15	3.4	8.0	-0.2	-	-	-	-7.1	-38.5	11.8	-32.6	2.5	3.0	25.1	30.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	134.0	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-7.3	-35.0	11.8	-32.6	2.5	3.0	28.5				
		Intercity through train to Hung Hom		86.5	127.5	1.3	5.7	1	3.4	8.0	-0.2	-	-	-	-7.1	-38.5	0.0	-32.6	2.5	3.0	13.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	130.1	13.2	14.8	10	3.0	7.7	-0.9	-	-	-	-7.2	-20.0	10.0	-32.6	2.5	3.0	40.0	46.1			
		ER Lok Ma Chau to Hung Hom		85.1	132.1	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-7.2	-19.7	7.0	-32.6	2.5	3.0	38.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	134.4	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-7.3	-19.9	11.8	-32.6	2.5	3.0	43.6				
		Intercity through train to Hung Hom		86.5	130.1	13.2	14.8	1	3.0	7.7	-0.9	-	-	-	-7.2	-20.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	130.3	15.4	29.2	10	3.0	7.4	-1.1	-	-	-	-7.2	-13.9	10.0	-32.6	2.5	3.0	45.9	52.1			
		ER Lok Ma Chau to Hung Hom		85.1	133.0	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-7.3	-13.9	7.0	-32.6	2.5	3.0	43.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	134.6	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-7.3	-13.9	11.8	-32.6	2.5	3.0	49.6				
		Intercity through train to Hung Hom		86.5	130.3	15.4	29.2	1	3.0	7.4	-1.1	-	-	-	-7.2	-13.9	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
41	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	132.1	0.5	6.0	15	-	8.1	0.0	-	-	-	-7.2	-42.2	11.8	-32.6	2.5	3.0	21.4	21.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	132.1	0.5	6.0	1	-	8.1	0.0	-	-	-	-7.2	-42.2	0.0	-32.6	2.5	3.0	10.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	130.1	1.3	5.7	15	3.4	8.0	-0.2	-	-	-	-7.2	-38.5	11.8	-32.6	2.5	3.0	25.0	30.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	136.5	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-7.4	-35.0	11.8	-32.6	2.5	3.0	28.4				
		Intercity through train to Hung Hom		86.5	130.1	1.3	5.7	1	3.4	8.0	-0.2	-	-	-	-7.2	-38.5	0.0	-32.6	2.5	3.0	13.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	132.7	13.2	14.8	10	3.0	7.7	-0.9	-	-	-	-7.2	-20.0	10.0	-32.6	2.5	3.0	39.9	46.0			
		ER Lok Ma Chau to Hung Hom		85.1	134.6	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-7.3	-19.7	7.0	-32.6	2.5	3.0	38.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	136.9	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-7.4	-19.9	11.8	-32.6	2.5	3.0	43.5				
		Intercity through train to Hung Hom		86.5	132.7	13.2	14.8	1	3.0	7.7	-0.9	-	-	-	-7.2	-20.0	0.0	-32.6	2.5	3.0	31.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	132.9	15.4	29.2	10	3.0	7.4	-1.0	-	-	-	-7.3	-13.9	10.0	-32.6	2.5	3.0	45.9	52.0			
		ER Lok Ma Chau to Hung Hom		85.1	135.6	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-7.3	-13.9	7.0	-32.6	2.5	3.0	43.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	137.1	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-7.4	-13.9	11.8	-32.6	2.5	3.0	49.6				
		Intercity through train to Hung Hom		86.5	132.9	15.4	29.2	1	3.0	7.4	-1.0	-	-	-	-7.3	-13.9	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
42	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	134.7	0.5	6.0	15	-	8.1	0.0	-	-	-	-7.3	-42.2	11.8	-32.6	2.5	3.0	21.3	21.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	134.7	0.5	6.0	1	-	8.1	0.0	-	-	-	-7.3	-42.2	0.0	-32.6	2.5	3.0	10.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	132.7	1.3	5.7	15	3.4	8.0	-0.1	-	-	-	-7.3	-38.5	11.8	-32.6	2.5	3.0	25.0	30.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	139.0	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-7.5	-35.0	11.8	-32.6	2.5	3.0	28.3				
		Intercity through train to Hung Hom		86.5	132.7	1.3	5.7	1	3.4	8.0	-0.1	-	-	-	-7.3	-38.5	0.0	-32.6	2.5	3.0	13.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	135.3	13.2	14.8	10	3.0	7.7	-0.8	-	-	-	-7.3	-20.0	10.0	-32.6	2.5	3.0	39.9	46.0			
		ER Lok Ma Chau to Hung Hom		85.1	137.2	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-7.4	-19.7	7.0	-32.6	2.5	3.0	37.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	139.4	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-7.5	-19.9	11.8	-32.6	2.5	3.0	43.4				
		Intercity through train to Hung Hom		86.5	135.3	13.2	14.8	1	3.0	7.7	-0.8	-	-	-	-7.3	-20.0	0.0	-32.6	2.5	3.0	31.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	135.5	15.4	29.2	10	3.0	7.4	-0.9	-	-	-	-7.3	-13.9	10.0	-32.6	2.5	3.0	45.8	51.9			
		ER Lok Ma Chau to Hung Hom		85.1	138.1	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-7.4	-13.9	7.0	-32.6	2.5	3.0	43.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	139.6	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-7.5	-13.9	11.8	-32.6	2.5	3.0	49.5				
		Intercity through train to Hung Hom		86.5	135.5	15.4	29.2	1	3.0	7.4	-0.9	-	-	-	-7.3	-13.9	0.0	-32.6	2.5	3.0	37.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
43	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	137.4	0.5	6.0	15	-	8.1	0.0	-	-	-	-7.4	-42.2	11.8	-32.6	2.5	3.0	21.2	21.5			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	137.4	0.5	6.0	1	-	8.1	0.0	-	-	-	-7.4	-42.2	0.0	-32.6	2.5	3.0	9.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	135.4	1.3	5.7	15	3.4	8.0	-0.1	-	-	-	-7.3	-38.5	11.8	-32.6	2.5	3.0	24.9	30.0			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	141.5	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-7.5	-35.0	11.8	-32.6	2.5	3.0	28.3				
		Intercity through train to Hung Hom		86.5	135.4	1.3	5.7	1	3.4	8.0	-0.1	-	-	-	-7.3	-38.5	0.0	-32.6	2.5	3.0	13.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	137.9	13.2	14.8	10	3.0	7.7	-0.8	-	-	-	-7.4	-20.0	10.0	-32.6	2.5	3.0	39.9	45.9			
		ER Lok Ma Chau to Hung Hom		85.1	139.8	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-7.5	-19.7	7.0	-32.6	2.5	3.0	37.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	141.9	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-7.5	-19.9	11.8	-32.6	2.5	3.0	43.4				
		Intercity through train to Hung Hom		86.5	137.9	13.2	14.8	1	3.0	7.7	-0.8	-	-	-	-7.4	-20.0	0.0	-32.6	2.5	3.0	31.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	138.1	15.4	29.2	10	3.0	7.4	-0.9	-	-	-	-7.4	-13.9	10.0	-32.6	2.5	3.0	45.8	51.9			
		ER Lok Ma Chau to Hung Hom		85.1	140.7	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-7.5	-13.9	7.0	-32.6	2.5	3.0	43.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	142.2	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-7.5	-13.9	11.8	-32.6	2.5	3.0	49.4				
		Intercity through train to Hung Hom		86.5	138.1	15.4	29.2	1	3.0	7.4	-0.9	-	-	-	-7.4	-13.9	0.0	-32.6	2.5	3.0	37.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
44	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	140.0	0.5	6.0	15	-	8.1	0.0	-	-	-	-7.5	-42.2	11.8	-32.6	2.5	3.0	21.1	21.5			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	140.0	0.5	6.0	1	-	8.1	0.0	-	-	-	-7.5	-42.2	0.0	-32.6	2.5	3.0	9.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	138.0	1.3	5.7	15	3.4	8.0	-0.1	-	-	-	-7.4	-38.5	11.8	-32.6	2.5	3.0	24.9	29.9			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	144.1	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-7.6	-35.0	11.8	-32.6	2.5	3.0	28.2				
		Intercity through train to Hung Hom		86.5	138.0	1.3	5.7	1	3.4	8.0	-0.1	-	-	-	-7.4	-38.5	0.0	-32.6	2.5	3.0	13.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	140.5	13.2	14.8	10	3.0	7.7	-0.7	-	-	-	-7.5	-20.0	10.0	-32.6	2.5	3.0	39.8	45.8			
		ER Lok Ma Chau to Hung Hom		85.1	142.3	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-7.6	-19.7	7.0	-32.6	2.5	3.0	37.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	144.5	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-7.6	-19.9	11.8	-32.6	2.5	3.0	43.3				
		Intercity through train to Hung Hom		86.5	140.5	13.2	14.8	1	3.0	7.7	-0.7	-	-	-	-7.5	-20.0	0.0	-32.6	2.5	3.0	31.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	140.7	15.4	29.2	10	3.0	7.4	-0.8	-	-	-	-7.5	-13.9	10.0	-32.6	2.5	3.0	45.8	51.8			
		ER Lok Ma Chau to Hung Hom		85.1	143.3	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-7.6	-13.9	7.0	-32.6	2.5	3.0	43.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	144.7	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-7.6	-13.9	11.8	-32.6	2.5	3.0	49.3				
		Intercity through train to Hung Hom		86.5	140.7	15.4	29.2	1	3.0	7.4	-0.8	-	-	-	-7.5	-13.9	0.0	-32.6	2.5	3.0	37.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
45	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	142.6	0.5	6.0	15	-	8.1	0.0	-	-	-	-7.6	-42.2	11.8	-32.6	2.5	3.0	21.1	21.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	142.6	0.5	6.0	1	-	8.1	0.0	-	-	-	-7.6	-42.2	0.0	-32.6	2.5	3.0	9.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	140.7	1.3	5.7	15	3.4	8.0	0.0	-	-	-	-7.5	-38.5	11.8	-32.6	2.5	3.0	24.8	29.9			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	146.6	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-7.7	-35.0	11.8	-32.6	2.5	3.0	28.1				
		Intercity through train to Hung Hom		86.5	140.7	1.3	5.7	1	3.4	8.0	0.0	-	-	-	-7.5	-38.5	0.0	-32.6	2.5	3.0	13.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	143.1	13.2	14.8	10	3.0	7.7	-0.7	-	-	-	-7.6	-20.0	10.0	-32.6	2.5	3.0	39.8	45.8			
		ER Lok Ma Chau to Hung Hom		85.1	144.9	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-7.6	-19.7	7.0	-32.6	2.5	3.0	37.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	147.0	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-7.7	-19.9	11.8	-32.6	2.5	3.0	43.2				
		Intercity through train to Hung Hom		86.5	143.1	13.2	14.8	1	3.0	7.7	-0.7	-	-	-	-7.6	-20.0	0.0	-32.6	2.5	3.0	31.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	143.3	15.4	29.2	10	3.0	7.4	-0.8	-	-	-	-7.6	-13.9	10.0	-32.6	2.5	3.0	45.7	51.7			
		ER Lok Ma Chau to Hung Hom		85.1	145.9	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-7.7	-13.9	7.0	-32.6	2.5	3.0	43.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	147.3	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-7.7	-13.9	11.8	-32.6	2.5	3.0	49.3				
		Intercity through train to Hung Hom		86.5	143.3	15.4	29.2	1	3.0	7.4	-0.8	-	-	-	-7.6	-13.9	0.0	-32.6	2.5	3.0	37.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
46	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	145.2	0.5	6.0	15	-	8.1	0.0	-	-	-	-7.6	-42.2	11.8	-32.6	2.5	3.0	21.0	21.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	145.2	0.5	6.0	1	-	8.1	0.0	-	-	-	-7.6	-42.2	0.0	-32.6	2.5	3.0	9.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	143.4	1.3	5.7	15	3.4	8.0	0.0	-	-	-	-7.6	-38.5	11.8	-32.6	2.5	3.0	24.7	29.8			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	149.2	1.3	8.5	15	9.0	8.0	0.0	-	-	-	-7.8	-35.0	11.8	-32.6	2.5	3.0	28.0				
		Intercity through train to Hung Hom		86.5	143.4	1.3	5.7	1	3.4	8.0	0.0	-	-	-	-7.6	-38.5	0.0	-32.6	2.5	3.0	13.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	145.7	13.2	14.8	10	3.0	7.7	-0.6	-	-	-	-7.7	-20.0	10.0	-32.6	2.5	3.0	39.8	45.7			
		ER Lok Ma Chau to Hung Hom		85.1	147.5	13.2	15.4	5	8.2	7.7	0.0	-	-	-	-7.7	-19.7	7.0	-32.6	2.5	3.0	37.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	149.6	13.2	14.9	15	14.3	7.7	0.0	-	-	-	-7.8	-19.9	11.8	-32.6	2.5	3.0	43.1				
		Intercity through train to Hung Hom		86.5	145.7	13.2	14.8	1	3.0	7.7	-0.6	-	-	-	-7.7	-20.0	0.0	-32.6	2.5	3.0	31.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	146.0	15.4	29.2	10	3.0	7.4	-0.8	-	-	-	-7.7	-13.9	10.0	-32.6	2.5	3.0	45.7	51.7			
		ER Lok Ma Chau to Hung Hom		85.1	148.5	15.4	29.2	5	2.3	6.7	0.0	0.0	-	-	-7.7	-13.9	7.0	-32.6	2.5	3.0	43.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	149.8	15.4	29.2	15	14.6	7.4	0.0	-	-	-	-7.8	-13.9	11.8	-32.6	2.5	3.0	49.2				
		Intercity through train to Hung Hom		86.5	146.0	15.4	29.2	1	3.0	7.4	-0.8	-	-	-	-7.7	-13.9	0.0	-32.6	2.5	3.0	37.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

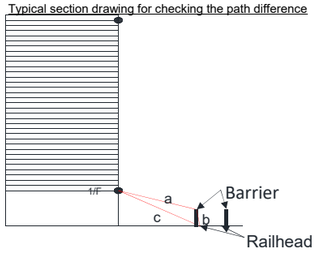
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location			Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A)										Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
					Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]				Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration					
																					Max predicted noise impact $L_{eq\ 30min}$		55	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction
[16] 24/F is the refuge floor, so it is not included in the assessment.

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
3	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	47.3	0.5	6.0	12	-	8.1	0.0	-	-	-	-2.8	-42.2	10.8	-32.6	2.5	3.0	24.9	25.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	47.3	0.5	6.0	1	-	8.1	0.0	-	-	-	-2.8	-42.2	0.0	-32.6	2.5	3.0	14.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	41.0	1.3	5.7	12	3.4	8.0	-17.0	-	-	-	-2.2	-38.5	10.8	-32.6	2.5	3.0	12.3	20.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	58.3	1.3	8.5	12	9.0	8.0	-11.9	-	-	-	-3.7	-35.0	10.8	-32.6	2.5	3.0	19.3				
		Intercity through train to Hung Hom		86.5	41.0	1.3	5.7	1	3.4	8.0	-17.0	-	-	-	-2.2	-38.5	0.0	-32.6	2.5	3.0	1.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	47.8	13.2	14.8	8	3.0	7.7	-18.0	-	-	-	-2.8	-20.0	9.0	-32.6	2.5	3.0	26.3	43.2			
		ER Lok Ma Chau to Hung Hom		85.1	53.1	13.2	15.4	4	8.2	7.7	-11.1	-	-	-	-3.3	-19.7	6.0	-32.6	2.5	3.0	30.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	58.6	13.2	14.9	12	14.3	7.7	-3.4	-	-	-	-3.7	-19.9	10.8	-32.6	2.5	3.0	42.9				
		Intercity through train to Hung Hom		86.5	47.8	13.2	14.8	1	3.0	7.7	-18.0	-	-	-	-2.8	-20.0	0.0	-32.6	2.5	3.0	18.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	48.0	15.4	29.2	8	3.0	7.4	-18.3	-	-	-	-2.8	-13.9	9.0	-32.6	2.5	3.0	32.0	50.9			
		ER Lok Ma Chau to Hung Hom		85.1	53.5	15.4	29.2	4	2.3	6.7	-3.3	3.3	-	-	-3.3	-13.9	6.0	-32.6	2.5	3.0	46.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	58.7	15.4	29.2	12	14.6	7.4	-3.6	-	-	-	-3.7	-13.9	10.8	-32.6	2.5	3.0	48.6				
		Intercity through train to Hung Hom		86.5	48.0	15.4	29.2	1	3.0	7.4	-18.3	-	-	-	-2.8	-13.9	0.0	-32.6	2.5	3.0	24.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	48.5	0.5	6.0	12	-	8.1	0.0	-	-	-	-2.9	-42.2	10.8	-32.6	2.5	3.0	24.8	25.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	48.5	0.5	6.0	1	-	8.1	0.0	-	-	-	-2.9	-42.2	0.0	-32.6	2.5	3.0	14.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	42.4	1.3	5.7	12	3.4	8.0	-16.1	-	-	-	-2.3	-38.5	10.8	-32.6	2.5	3.0	13.0	21.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	59.3	1.3	8.5	12	9.0	8.0	-10.1	-	-	-	-3.7	-35.0	10.8	-32.6	2.5	3.0	21.0				
		Intercity through train to Hung Hom		86.5	42.4	1.3	5.7	1	3.4	8.0	-16.1	-	-	-	-2.3	-38.5	0.0	-32.6	2.5	3.0	2.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	49.1	13.2	14.8	8	3.0	7.7	-17.4	-	-	-	-2.9	-20.0	9.0	-32.6	2.5	3.0	26.7	44.7			
		ER Lok Ma Chau to Hung Hom		85.1	54.2	13.2	15.4	4	8.2	7.7	-9.0	-	-	-	-3.4	-19.7	6.0	-32.6	2.5	3.0	32.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	59.6	13.2	14.9	12	14.3	7.7	-1.8	-	-	-	-3.8	-19.9	10.8	-32.6	2.5	3.0	44.4				
		Intercity through train to Hung Hom		86.5	49.1	13.2	14.8	1	3.0	7.7	-17.4	-	-	-	-2.9	-20.0	0.0	-32.6	2.5	3.0	19.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	49.2	15.4	29.2	8	3.0	7.4	-17.7	-	-	-	-2.9	-13.9	9.0	-32.6	2.5	3.0	32.5	51.9			
		ER Lok Ma Chau to Hung Hom		85.1	54.6	15.4	29.2	4	2.3	6.7	-2.5	2.5	-	-	-3.4	-13.9	6.0	-32.6	2.5	3.0	46.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	59.7	15.4	29.2	12	14.6	7.4	-1.9	-	-	-	-3.8	-13.9	10.8	-32.6	2.5	3.0	50.3				
		Intercity through train to Hung Hom		86.5	49.2	15.4	29.2	1	3.0	7.4	-17.7	-	-	-	-2.9	-13.9	0.0	-32.6	2.5	3.0	24.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	49.9	0.5	6.0	12	-	8.1	0.0	-	-	-	-3.0	-42.2	10.8	-32.6	2.5	3.0	24.7	25.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	49.9	0.5	6.0	1	-	8.1	0.0	-	-	-	-3.0	-42.2	0.0	-32.6	2.5	3.0	14.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	43.9	1.3	5.7	12	3.4	8.0	-15.2	-	-	-	-2.4	-38.5	10.8	-32.6	2.5	3.0	13.7	23.6			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	60.4	1.3	8.5	12	9.0	8.0	-8.0	-	-	-	-3.8	-35.0	10.8	-32.6	2.5	3.0	23.0				
		Intercity through train to Hung Hom		86.5	43.9	1.3	5.7	1	3.4	8.0	-15.2	-	-	-	-2.4	-38.5	0.0	-32.6	2.5	3.0	3.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	50.4	13.2	14.8	8	3.0	7.7	-16.8	-	-	-	-3.0	-20.0	9.0	-32.6	2.5	3.0	27.3	45.5			
		ER Lok Ma Chau to Hung Hom		85.1	55.4	13.2	15.4	4	8.2	7.7	-6.7	-	-	-	-3.5	-19.7	6.0	-32.6	2.5	3.0	34.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	60.7	13.2	14.9	12	14.3	7.7	-1.0	-	-	-	-3.9	-19.9	10.8	-32.6	2.5	3.0	45.1				
		Intercity through train to Hung Hom		86.5	50.4	13.2	14.8	1	3.0	7.7	-16.8	-	-	-	-3.0	-20.0	0.0	-32.6	2.5	3.0	19.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	50.5	15.4	29.2	8	3.0	7.4	-17.1	-	-	-	-3.1	-13.9	9.0	-32.6	2.5	3.0	33.0	52.5			
		ER Lok Ma Chau to Hung Hom		85.1	55.9	15.4	29.2	4	2.3	6.7	-2.0	2.0	-	-	-3.5	-13.9	6.0	-32.6	2.5	3.0	46.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	60.8	15.4	29.2	12	14.6	7.4	-1.0	-	-	-	-3.9	-13.9	10.8	-32.6	2.5	3.0	51.1				
		Intercity through train to Hung Hom		86.5	50.5	15.4	29.2	1	3.0	7.4	-17.1	-	-	-	-3.1	-13.9	0.0	-32.6	2.5	3.0	25.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	51.3	0.5	6.0	12	-	8.1	0.0	-	-	-	-3.1	-42.2	10.8	-32.6	2.5	3.0	24.5	24.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	51.3	0.5	6.0	1	-	8.1	0.0	-	-	-	-3.1	-42.2	0.0	-32.6	2.5	3.0	14.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	45.6	1.3	5.7	12	3.4	8.0	-14.3	-	-	-	-2.6	-38.5	10.8	-32.6	2.5	3.0	14.5	25.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	61.6	1.3	8.5	12	9.0	8.0	-6.0	-	-	-	-3.9	-35.0	10.8	-32.6	2.5	3.0	24.9				
		Intercity through train to Hung Hom		86.5	45.6	1.3	5.7	1	3.4	8.0	-14.3	-	-	-	-2.6	-38.5	0.0	-32.6	2.5	3.0	4.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	51.9	13.2	14.8	8	3.0	7.7	-16.1	-	-	-	-3.2	-20.0	9.0	-32.6	2.5	3.0	27.8	46.0			
		ER Lok Ma Chau to Hung Hom		85.1	56.7	13.2	15.4	4	8.2	7.7	-5.5	-	-	-	-3.6	-19.7	6.0	-32.6	2.5	3.0	35.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	61.9	13.2	14.9	12	14.3	7.7	-0.4	-	-	-	-3.9	-19.9	10.8	-32.6	2.5	3.0	45.6				
		Intercity through train to Hung Hom		86.5	51.9	13.2	14.8	1	3.0	7.7	-16.1	-	-	-	-3.2	-20.0	0.0	-32.6	2.5	3.0	20.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	52.0	15.4	29.2	8	3.0	7.4	-16.5	-	-	-	-3.2	-13.9	9.0	-32.6	2.5	3.0	33.5	52.8			
		ER Lok Ma Chau to Hung Hom		85.1	57.2	15.4	29.2	4	2.3	6.7	-1.7	1.7	-	-	-3.6	-13.9	6.0	-32.6	2.5	3.0	46.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	62.0	15.4	29.2	12	14.6	7.4	-0.5	-	-	-	-3.9	-13.9	10.8	-32.6	2.5	3.0	51.6				
		Intercity through train to Hung Hom		86.5	52.0	15.4	29.2	1	3.0	7.4	-16.5	-	-	-	-3.2	-13.9	0.0	-32.6	2.5	3.0	25.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	52.9	0.5	6.0	12	-	8.1	0.0	-	-	-	-3.3	-42.2	10.8	-32.6	2.5	3.0	24.4	24.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	52.9	0.5	6.0	1	-	8.1	0.0	-	-	-	-3.3	-42.2	0.0	-32.6	2.5	3.0	14.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	47.3	1.3	5.7	12	3.4	8.0	-13.3	-	-	-	-2.8	-38.5	10.8	-32.6	2.5	3.0	15.3	26.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	62.9	1.3	8.5	12	9.0	8.0	-4.8	-	-	-	-4.0	-35.0	10.8	-32.6	2.5	3.0	26.0				
		Intercity through train to Hung Hom		86.5	47.3	1.3	5.7	1	3.4	8.0	-13.3	-	-	-	-2.8	-38.5	0.0	-32.6	2.5	3.0	5.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	53.4	13.2	14.8	8	3.0	7.7	-15.4	-	-	-	-3.3	-20.0	9.0	-32.6	2.5	3.0	28.3	46.5			
		ER Lok Ma Chau to Hung Hom		85.1	58.1	13.2	15.4	4	8.2	7.7	-3.4	-	-	-	-3.7	-19.7	6.0	-32.6	2.5	3.0	37.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	63.2	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-4.0	-19.9	10.8	-32.6	2.5	3.0	45.9				
		Intercity through train to Hung Hom		86.5	53.4	13.2	14.8	1	3.0	7.7	-15.4	-	-	-	-3.3	-20.0	0.0	-32.6	2.5	3.0	20.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	53.6	15.4	29.2	8	3.0	7.4	-15.9	-	-	-	-3.3	-13.9	9.0	-32.6	2.5	3.0	34.0	53.0			
		ER Lok Ma Chau to Hung Hom		85.1	58.7	15.4	29.2	4	2.3	6.7	-1.4	1.4	-	-	-3.7	-13.9	6.0	-32.6	2.5	3.0	46.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	63.3	15.4	29.2	12	14.6	7.4	-0.1	-	-	-	-4.0	-13.9	10.8	-32.6	2.5	3.0	51.9				
		Intercity through train to Hung Hom		86.5	53.6	15.4	29.2	1	3.0	7.4	-15.9	-	-	-	-3.3	-13.9	0.0	-32.6	2.5	3.0	26.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	54.5	0.5	6.0	12	-	8.1	0.0	-	-	-	-3.4	-42.2	10.8	-32.6	2.5	3.0	24.3	24.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	54.5	0.5	6.0	1	-	8.1	0.0	-	-	-	-3.4	-42.2	0.0	-32.6	2.5	3.0	13.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	49.2	1.3	5.7	12	3.4	8.0	-12.2	-	-	-	-2.9	-38.5	10.8	-32.6	2.5	3.0	16.2	28.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	64.3	1.3	8.5	12	9.0	8.0	-2.9	-	-	-	-4.1	-35.0	10.8	-32.6	2.5	3.0	27.8				
		Intercity through train to Hung Hom		86.5	49.2	1.3	5.7	1	3.4	8.0	-12.2	-	-	-	-2.9	-38.5	0.0	-32.6	2.5	3.0	5.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	55.1	13.2	14.8	8	3.0	7.7	-14.7	-	-	-	-3.4	-20.0	9.0	-32.6	2.5	3.0	28.9	46.6			
		ER Lok Ma Chau to Hung Hom		85.1	59.7	13.2	15.4	4	8.2	7.7	-2.2	-	-	-	-3.8	-19.7	6.0	-32.6	2.5	3.0	38.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	64.6	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-4.1	-19.9	10.8	-32.6	2.5	3.0	45.8				
		Intercity through train to Hung Hom		86.5	55.1	13.2	14.8	1	3.0	7.7	-14.7	-	-	-	-3.4	-20.0	0.0	-32.6	2.5	3.0	21.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	55.2	15.4	29.2	8	3.0	7.4	-15.2	-	-	-	-3.4	-13.9	9.0	-32.6	2.5	3.0	34.5	53.0			
		ER Lok Ma Chau to Hung Hom		85.1	60.2	15.4	29.2	4	2.3	6.7	-1.1	1.1	-	-	-3.8	-13.9	6.0	-32.6	2.5	3.0	46.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	64.7	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-4.1	-13.9	10.8	-32.6	2.5	3.0	51.9				
		Intercity through train to Hung Hom		86.5	55.2	15.4	29.2	1	3.0	7.4	-15.2	-	-	-	-3.4	-13.9	0.0	-32.6	2.5	3.0	27.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	56.2	0.5	6.0	12	-	8.1	0.0	-	-	-	-3.5	-42.2	10.8	-32.6	2.5	3.0	24.1	24.5			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	56.2	0.5	6.0	1	-	8.1	0.0	-	-	-	-3.5	-42.2	0.0	-32.6	2.5	3.0	13.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	51.1	1.3	5.7	12	3.4	8.0	-11.1	-	-	-	-3.1	-38.5	10.8	-32.6	2.5	3.0	17.2	29.0			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	65.7	1.3	8.5	12	9.0	8.0	-2.0	-	-	-	-4.2	-35.0	10.8	-32.6	2.5	3.0	28.7				
		Intercity through train to Hung Hom		86.5	51.1	1.3	5.7	1	3.4	8.0	-11.1	-	-	-	-3.1	-38.5	0.0	-32.6	2.5	3.0	6.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	56.8	13.2	14.8	8	3.0	7.7	-14.0	-	-	-	-3.6	-20.0	9.0	-32.6	2.5	3.0	29.5	46.6			
		ER Lok Ma Chau to Hung Hom		85.1	61.3	13.2	15.4	4	8.2	7.7	-1.5	-	-	-	-3.9	-19.7	6.0	-32.6	2.5	3.0	39.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	66.1	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-4.2	-19.9	10.8	-32.6	2.5	3.0	45.7				
		Intercity through train to Hung Hom		86.5	56.8	13.2	14.8	1	3.0	7.7	-14.0	-	-	-	-3.6	-20.0	0.0	-32.6	2.5	3.0	22.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	57.0	15.4	29.2	8	3.0	7.4	-14.5	-	-	-	-3.6	-13.9	9.0	-32.6	2.5	3.0	35.1	52.9			
		ER Lok Ma Chau to Hung Hom		85.1	61.9	15.4	29.2	4	2.3	6.7	-0.9	0.9	-	-	-3.9	-13.9	6.0	-32.6	2.5	3.0	46.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	66.2	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-4.2	-13.9	10.8	-32.6	2.5	3.0	51.8				
		Intercity through train to Hung Hom		86.5	57.0	15.4	29.2	1	3.0	7.4	-14.5	-	-	-	-3.6	-13.9	0.0	-32.6	2.5	3.0	27.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	58.1	0.5	6.0	12	-	8.1	0.0	-	-	-	-3.7	-42.2	10.8	-32.6	2.5	3.0	24.0	24.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	58.1	0.5	6.0	1	-	8.1	0.0	-	-	-	-3.7	-42.2	0.0	-32.6	2.5	3.0	13.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	53.1	1.3	5.7	12	3.4	8.0	-9.9	-	-	-	-3.3	-38.5	10.8	-32.6	2.5	3.0	18.2	29.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	67.3	1.3	8.5	12	9.0	8.0	-1.4	-	-	-	-4.3	-35.0	10.8	-32.6	2.5	3.0	29.2				
		Intercity through train to Hung Hom		86.5	53.1	1.3	5.7	1	3.4	8.0	-9.9	-	-	-	-3.3	-38.5	0.0	-32.6	2.5	3.0	7.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	58.6	13.2	14.8	8	3.0	7.7	-13.2	-	-	-	-3.7	-20.0	9.0	-32.6	2.5	3.0	30.1	46.6			
		ER Lok Ma Chau to Hung Hom		85.1	63.0	13.2	15.4	4	8.2	7.7	-1.0	-	-	-	-4.0	-19.7	6.0	-32.6	2.5	3.0	39.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	67.7	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-4.3	-19.9	10.8	-32.6	2.5	3.0	45.6				
		Intercity through train to Hung Hom		86.5	58.6	13.2	14.8	1	3.0	7.7	-13.2	-	-	-	-3.7	-20.0	0.0	-32.6	2.5	3.0	22.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	58.8	15.4	29.2	8	3.0	7.4	-13.8	-	-	-	-3.7	-13.9	9.0	-32.6	2.5	3.0	35.7	52.8			
		ER Lok Ma Chau to Hung Hom		85.1	63.6	15.4	29.2	4	2.3	6.7	-0.7	0.7	-	-	-4.1	-13.9	6.0	-32.6	2.5	3.0	46.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	67.8	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-4.3	-13.9	10.8	-32.6	2.5	3.0	51.6				
		Intercity through train to Hung Hom		86.5	58.8	15.4	29.2	1	3.0	7.4	-13.8	-	-	-	-3.7	-13.9	0.0	-32.6	2.5	3.0	28.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	59.9	0.5	6.0	12	-	8.1	0.0	-	-	-	-3.8	-42.2	10.8	-32.6	2.5	3.0	23.9	24.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	59.9	0.5	6.0	1	-	8.1	0.0	-	-	-	-3.8	-42.2	0.0	-32.6	2.5	3.0	13.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	55.1	1.3	5.7	12	3.4	8.0	-8.6	-	-	-	-3.4	-38.5	10.8	-32.6	2.5	3.0	19.3	29.9			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	68.9	1.3	8.5	12	9.0	8.0	-0.9	-	-	-	-4.4	-35.0	10.8	-32.6	2.5	3.0	29.5				
		Intercity through train to Hung Hom		86.5	55.1	1.3	5.7	1	3.4	8.0	-8.6	-	-	-	-3.4	-38.5	0.0	-32.6	2.5	3.0	8.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	60.5	13.2	14.8	8	3.0	7.7	-12.4	-	-	-	-3.8	-20.0	9.0	-32.6	2.5	3.0	30.8	46.6			
		ER Lok Ma Chau to Hung Hom		85.1	64.7	13.2	15.4	4	8.2	7.7	-0.7	-	-	-	-4.1	-19.7	6.0	-32.6	2.5	3.0	39.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	69.3	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-4.4	-19.9	10.8	-32.6	2.5	3.0	45.5				
		Intercity through train to Hung Hom		86.5	60.5	13.2	14.8	1	3.0	7.7	-12.4	-	-	-	-3.8	-20.0	0.0	-32.6	2.5	3.0	23.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	60.7	15.4	29.2	8	3.0	7.4	-13.0	-	-	-	-3.9	-13.9	9.0	-32.6	2.5	3.0	36.3	52.7			
		ER Lok Ma Chau to Hung Hom		85.1	65.4	15.4	29.2	4	2.3	6.7	-0.6	0.6	-	-	-4.2	-13.9	6.0	-32.6	2.5	3.0	46.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	69.4	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-4.4	-13.9	10.8	-32.6	2.5	3.0	51.5				
		Intercity through train to Hung Hom		86.5	60.7	15.4	29.2	1	3.0	7.4	-13.0	-	-	-	-3.9	-13.9	0.0	-32.6	2.5	3.0	28.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	61.9	0.5	6.0	12	-	8.1	0.0	-	-	-	-3.9	-42.2	10.8	-32.6	2.5	3.0	23.7	24.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	61.9	0.5	6.0	1	-	8.1	0.0	-	-	-	-3.9	-42.2	0.0	-32.6	2.5	3.0	13.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	57.3	1.3	5.7	12	3.4	8.0	-7.4	-	-	-	-3.6	-38.5	10.8	-32.6	2.5	3.0	20.3	30.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	70.6	1.3	8.5	12	9.0	8.0	-0.6	-	-	-	-4.5	-35.0	10.8	-32.6	2.5	3.0	29.7				
		Intercity through train to Hung Hom		86.5	57.3	1.3	5.7	1	3.4	8.0	-7.4	-	-	-	-3.6	-38.5	0.0	-32.6	2.5	3.0	10.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	62.4	13.2	14.8	8	3.0	7.7	-11.6	-	-	-	-4.0	-20.0	9.0	-32.6	2.5	3.0	31.5	46.6			
		ER Lok Ma Chau to Hung Hom		85.1	66.5	13.2	15.4	4	8.2	7.7	-0.4	-	-	-	-4.3	-19.7	6.0	-32.6	2.5	3.0	39.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	71.0	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-4.5	-19.9	10.8	-32.6	2.5	3.0	45.4				
		Intercity through train to Hung Hom		86.5	62.4	13.2	14.8	1	3.0	7.7	-11.6	-	-	-	-4.0	-20.0	0.0	-32.6	2.5	3.0	23.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	62.6	15.4	29.2	8	3.0	7.4	-12.3	-	-	-	-4.0	-13.9	9.0	-32.6	2.5	3.0	36.9	52.6			
		ER Lok Ma Chau to Hung Hom		85.1	67.2	15.4	29.2	4	2.3	6.7	-0.5	0.5	-	-	-4.3	-13.9	6.0	-32.6	2.5	3.0	45.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	71.2	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-4.5	-13.9	10.8	-32.6	2.5	3.0	51.4				
		Intercity through train to Hung Hom		86.5	62.6	15.4	29.2	1	3.0	7.4	-12.3	-	-	-	-4.0	-13.9	0.0	-32.6	2.5	3.0	29.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	63.9	0.5	6.0	12	-	8.1	0.0	-	-	-	-4.1	-42.2	10.8	-32.6	2.5	3.0	23.6	24.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	63.9	0.5	6.0	1	-	8.1	0.0	-	-	-	-4.1	-42.2	0.0	-32.6	2.5	3.0	13.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	59.4	1.3	5.7	12	3.4	8.0	-6.4	-	-	-	-3.8	-38.5	10.8	-32.6	2.5	3.0	21.2	30.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	72.4	1.3	8.5	12	9.0	8.0	-0.3	-	-	-	-4.6	-35.0	10.8	-32.6	2.5	3.0	29.9				
		Intercity through train to Hung Hom		86.5	59.4	1.3	5.7	1	3.4	8.0	-6.4	-	-	-	-3.8	-38.5	0.0	-32.6	2.5	3.0	10.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	64.5	13.2	14.8	8	3.0	7.7	-10.7	-	-	-	-4.1	-20.0	9.0	-32.6	2.5	3.0	32.2	46.6			
		ER Lok Ma Chau to Hung Hom		85.1	68.4	13.2	15.4	4	8.2	7.7	-0.2	-	-	-	-4.4	-19.7	6.0	-32.6	2.5	3.0	39.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	72.8	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-4.6	-19.9	10.8	-32.6	2.5	3.0	45.3				
		Intercity through train to Hung Hom		86.5	64.5	13.2	14.8	1	3.0	7.7	-10.7	-	-	-	-4.1	-20.0	0.0	-32.6	2.5	3.0	24.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	64.6	15.4	29.2	8	3.0	7.4	-11.4	-	-	-	-4.1	-13.9	9.0	-32.6	2.5	3.0	37.6	52.6			
		ER Lok Ma Chau to Hung Hom		85.1	69.1	15.4	29.2	4	2.3	6.7	-0.3	0.3	-	-	-4.4	-13.9	6.0	-32.6	2.5	3.0	45.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	72.9	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-4.6	-13.9	10.8	-32.6	2.5	3.0	51.3				
		Intercity through train to Hung Hom		86.5	64.6	15.4	29.2	1	3.0	7.4	-11.4	-	-	-	-4.1	-13.9	0.0	-32.6	2.5	3.0	30.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	65.9	0.5	6.0	12	-	8.1	0.0	-	-	-	-4.2	-42.2	10.8	-32.6	2.5	3.0	23.4	23.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	65.9	0.5	6.0	1	-	8.1	0.0	-	-	-	-4.2	-42.2	0.0	-32.6	2.5	3.0	13.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	61.6	1.3	5.7	12	3.4	8.0	-5.7	-	-	-	-3.9	-38.5	10.8	-32.6	2.5	3.0	21.7	30.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	74.2	1.3	8.5	12	9.0	8.0	-0.1	-	-	-	-4.7	-35.0	10.8	-32.6	2.5	3.0	30.0				
		Intercity through train to Hung Hom		86.5	61.6	1.3	5.7	1	3.4	8.0	-5.7	-	-	-	-3.9	-38.5	0.0	-32.6	2.5	3.0	11.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	66.5	13.2	14.8	8	3.0	7.7	-9.9	-	-	-	-4.2	-20.0	9.0	-32.6	2.5	3.0	32.9	46.5			
		ER Lok Ma Chau to Hung Hom		85.1	70.4	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-4.5	-19.7	6.0	-32.6	2.5	3.0	39.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	74.6	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-4.7	-19.9	10.8	-32.6	2.5	3.0	45.2				
		Intercity through train to Hung Hom		86.5	66.5	13.2	14.8	1	3.0	7.7	-9.9	-	-	-	-4.2	-20.0	0.0	-32.6	2.5	3.0	25.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	66.7	15.4	29.2	8	3.0	7.4	-10.6	-	-	-	-4.3	-13.9	9.0	-32.6	2.5	3.0	38.3	52.5			
		ER Lok Ma Chau to Hung Hom		85.1	71.1	15.4	29.2	4	2.3	6.7	-0.2	0.2	-	-	-4.5	-13.9	6.0	-32.6	2.5	3.0	45.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	74.8	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-4.8	-13.9	10.8	-32.6	2.5	3.0	51.2				
		Intercity through train to Hung Hom		86.5	66.7	15.4	29.2	1	3.0	7.4	-10.6	-	-	-	-4.3	-13.9	0.0	-32.6	2.5	3.0	30.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	68.1	0.5	6.0	12	-	8.1	0.0	-	-	-	-4.3	-42.2	10.8	-32.6	2.5	3.0	23.3	23.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	68.1	0.5	6.0	1	-	8.1	0.0	-	-	-	-4.3	-42.2	0.0	-32.6	2.5	3.0	12.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	63.9	1.3	5.7	12	3.4	8.0	-5.5	-	-	-	-4.1	-38.5	10.8	-32.6	2.5	3.0	21.8	30.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	76.1	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-4.8	-35.0	10.8	-32.6	2.5	3.0	30.0				
		Intercity through train to Hung Hom		86.5	63.9	1.3	5.7	1	3.4	8.0	-5.5	-	-	-	-4.1	-38.5	0.0	-32.6	2.5	3.0	11.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	68.6	13.2	14.8	8	3.0	7.7	-9.0	-	-	-	-4.4	-20.0	9.0	-32.6	2.5	3.0	33.7	46.5			
		ER Lok Ma Chau to Hung Hom		85.1	72.4	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-4.6	-19.7	6.0	-32.6	2.5	3.0	39.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	76.5	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-4.9	-19.9	10.8	-32.6	2.5	3.0	45.1				
		Intercity through train to Hung Hom		86.5	68.6	13.2	14.8	1	3.0	7.7	-9.0	-	-	-	-4.4	-20.0	0.0	-32.6	2.5	3.0	26.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	68.8	15.4	29.2	8	3.0	7.4	-9.8	-	-	-	-4.4	-13.9	9.0	-32.6	2.5	3.0	39.0	52.4			
		ER Lok Ma Chau to Hung Hom		85.1	73.1	15.4	29.2	4	2.3	6.7	-0.2	0.2	-	-	-4.7	-13.9	6.0	-32.6	2.5	3.0	45.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	76.7	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-4.9	-13.9	10.8	-32.6	2.5	3.0	51.1				
		Intercity through train to Hung Hom		86.5	68.8	15.4	29.2	1	3.0	7.4	-9.8	-	-	-	-4.4	-13.9	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	70.2	0.5	6.0	12	-	8.1	0.0	-	-	-	-4.5	-42.2	10.8	-32.6	2.5	3.0	23.2	23.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	70.2	0.5	6.0	1	-	8.1	0.0	-	-	-	-4.5	-42.2	0.0	-32.6	2.5	3.0	12.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	66.2	1.3	5.7	12	3.4	8.0	-4.3	-	-	-	-4.2	-38.5	10.8	-32.6	2.5	3.0	22.8	30.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	78.0	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-4.9	-35.0	10.8	-32.6	2.5	3.0	29.9				
		Intercity through train to Hung Hom		86.5	66.2	1.3	5.7	1	3.4	8.0	-4.3	-	-	-	-4.2	-38.5	0.0	-32.6	2.5	3.0	12.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	70.8	13.2	14.8	8	3.0	7.7	-8.1	-	-	-	-4.5	-20.0	9.0	-32.6	2.5	3.0	34.5	46.4			
		ER Lok Ma Chau to Hung Hom		85.1	74.4	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-4.7	-19.7	6.0	-32.6	2.5	3.0	39.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	78.4	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-5.0	-19.9	10.8	-32.6	2.5	3.0	45.0				
		Intercity through train to Hung Hom		86.5	70.8	13.2	14.8	1	3.0	7.7	-8.1	-	-	-	-4.5	-20.0	0.0	-32.6	2.5	3.0	26.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	71.0	15.4	29.2	8	3.0	7.4	-8.9	-	-	-	-4.5	-13.9	9.0	-32.6	2.5	3.0	39.7	52.3			
		ER Lok Ma Chau to Hung Hom		85.1	75.2	15.4	29.2	4	2.3	6.7	-0.1	0.1	-	-	-4.8	-13.9	6.0	-32.6	2.5	3.0	45.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	78.6	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-5.0	-13.9	10.8	-32.6	2.5	3.0	51.0				
		Intercity through train to Hung Hom		86.5	71.0	15.4	29.2	1	3.0	7.4	-8.9	-	-	-	-4.5	-13.9	0.0	-32.6	2.5	3.0	32.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
17	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	72.4	0.5	6.0	12	-	8.1	0.0	-	-	-	-4.6	-42.2	10.8	-32.6	2.5	3.0	23.0	23.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	72.4	0.5	6.0	1	-	8.1	0.0	-	-	-	-4.6	-42.2	0.0	-32.6	2.5	3.0	12.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	68.5	1.3	5.7	12	3.4	8.0	-3.5	-	-	-	-4.4	-38.5	10.8	-32.6	2.5	3.0	23.5	30.8			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	80.0	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-5.1	-35.0	10.8	-32.6	2.5	3.0	29.8				
		Intercity through train to Hung Hom		86.5	68.5	1.3	5.7	1	3.4	8.0	-3.5	-	-	-	-4.4	-38.5	0.0	-32.6	2.5	3.0	13.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	73.0	13.2	14.8	8	3.0	7.7	-7.2	-	-	-	-4.7	-20.0	9.0	-32.6	2.5	3.0	35.2	46.4			
		ER Lok Ma Chau to Hung Hom		85.1	76.5	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-4.9	-19.7	6.0	-32.6	2.5	3.0	39.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	80.4	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-5.1	-19.9	10.8	-32.6	2.5	3.0	44.9				
		Intercity through train to Hung Hom		86.5	73.0	13.2	14.8	1	3.0	7.7	-7.2	-	-	-	-4.7	-20.0	0.0	-32.6	2.5	3.0	27.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	73.2	15.4	29.2	8	3.0	7.4	-8.1	-	-	-	-4.7	-13.9	9.0	-32.6	2.5	3.0	40.4	52.3			
		ER Lok Ma Chau to Hung Hom		85.1	77.3	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-4.9	-13.9	6.0	-32.6	2.5	3.0	45.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	80.6	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-5.1	-13.9	10.8	-32.6	2.5	3.0	50.9				
		Intercity through train to Hung Hom		86.5	73.2	15.4	29.2	1	3.0	7.4	-8.1	-	-	-	-4.7	-13.9	0.0	-32.6	2.5	3.0	32.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
18	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	74.6	0.5	6.0	12	-	8.1	0.0	-	-	-	-4.7	-42.2	10.8	-32.6	2.5	3.0	22.9	23.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	74.6	0.5	6.0	1	-	8.1	0.0	-	-	-	-4.7	-42.2	0.0	-32.6	2.5	3.0	12.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	70.9	1.3	5.7	12	3.4	8.0	-2.9	-	-	-	-4.5	-38.5	10.8	-32.6	2.5	3.0	24.0	30.8			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	82.0	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-5.2	-35.0	10.8	-32.6	2.5	3.0	29.7				
		Intercity through train to Hung Hom		86.5	70.9	1.3	5.7	1	3.4	8.0	-2.9	-	-	-	-4.5	-38.5	0.0	-32.6	2.5	3.0	13.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	75.2	13.2	14.8	8	3.0	7.7	-6.5	-	-	-	-4.8	-20.0	9.0	-32.6	2.5	3.0	35.8	46.3			
		ER Lok Ma Chau to Hung Hom		85.1	78.6	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-5.0	-19.7	6.0	-32.6	2.5	3.0	39.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	82.4	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-5.2	-19.9	10.8	-32.6	2.5	3.0	44.8				
		Intercity through train to Hung Hom		86.5	75.2	13.2	14.8	1	3.0	7.7	-6.5	-	-	-	-4.8	-20.0	0.0	-32.6	2.5	3.0	28.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	75.4	15.4	29.2	8	3.0	7.4	-7.2	-	-	-	-4.8	-13.9	9.0	-32.6	2.5	3.0	41.1	52.2			
		ER Lok Ma Chau to Hung Hom		85.1	79.4	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-5.0	-13.9	6.0	-32.6	2.5	3.0	45.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	82.6	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-5.2	-13.9	10.8	-32.6	2.5	3.0	50.8				
		Intercity through train to Hung Hom		86.5	75.4	15.4	29.2	1	3.0	7.4	-7.2	-	-	-	-4.8	-13.9	0.0	-32.6	2.5	3.0	33.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
19	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	76.9	0.5	6.0	12	-	8.1	0.0	-	-	-	-4.9	-42.2	10.8	-32.6	2.5	3.0	22.8	23.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	76.9	0.5	6.0	1	-	8.1	0.0	-	-	-	-4.9	-42.2	0.0	-32.6	2.5	3.0	12.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	73.3	1.3	5.7	12	3.4	8.0	-2.5	-	-	-	-4.7	-38.5	10.8	-32.6	2.5	3.0	24.2	30.8			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	84.1	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-5.3	-35.0	10.8	-32.6	2.5	3.0	29.6				
		Intercity through train to Hung Hom		86.5	73.3	1.3	5.7	1	3.4	8.0	-2.5	-	-	-	-4.7	-38.5	0.0	-32.6	2.5	3.0	13.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	77.5	13.2	14.8	8	3.0	7.7	-5.9	-	-	-	-4.9	-20.0	9.0	-32.6	2.5	3.0	36.2	46.3			
		ER Lok Ma Chau to Hung Hom		85.1	80.8	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-5.1	-19.7	6.0	-32.6	2.5	3.0	39.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	84.5	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-5.3	-19.9	10.8	-32.6	2.5	3.0	44.6				
		Intercity through train to Hung Hom		86.5	77.5	13.2	14.8	1	3.0	7.7	-5.9	-	-	-	-4.9	-20.0	0.0	-32.6	2.5	3.0	28.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	77.7	15.4	29.2	8	3.0	7.4	-6.5	-	-	-	-4.9	-13.9	9.0	-32.6	2.5	3.0	41.7	52.2			
		ER Lok Ma Chau to Hung Hom		85.1	81.6	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-5.1	-13.9	6.0	-32.6	2.5	3.0	45.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	84.7	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-5.3	-13.9	10.8	-32.6	2.5	3.0	50.7				
		Intercity through train to Hung Hom		86.5	77.7	15.4	29.2	1	3.0	7.4	-6.5	-	-	-	-4.9	-13.9	0.0	-32.6	2.5	3.0	34.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
20	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	79.2	0.5	6.0	12	-	8.1	0.0	-	-	-	-5.0	-42.2	10.8	-32.6	2.5	3.0	22.7	23.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	79.2	0.5	6.0	1	-	8.1	0.0	-	-	-	-5.0	-42.2	0.0	-32.6	2.5	3.0	12.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	75.7	1.3	5.7	12	3.4	8.0	-2.1	-	-	-	-4.8	-38.5	10.8	-32.6	2.5	3.0	24.4	30.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	86.2	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-5.4	-35.0	10.8	-32.6	2.5	3.0	29.5				
		Intercity through train to Hung Hom		86.5	75.7	1.3	5.7	1	3.4	8.0	-2.1	-	-	-	-4.8	-38.5	0.0	-32.6	2.5	3.0	14.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	79.7	13.2	14.8	8	3.0	7.7	-5.6	-	-	-	-5.0	-20.0	9.0	-32.6	2.5	3.0	36.4	46.2			
		ER Lok Ma Chau to Hung Hom		85.1	83.0	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-5.2	-19.7	6.0	-32.6	2.5	3.0	39.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	86.6	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-5.4	-19.9	10.8	-32.6	2.5	3.0	44.5				
		Intercity through train to Hung Hom		86.5	79.7	13.2	14.8	1	3.0	7.7	-5.6	-	-	-	-5.0	-20.0	0.0	-32.6	2.5	3.0	28.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	80.0	15.4	29.2	8	3.0	7.4	-6.0	-	-	-	-5.0	-13.9	9.0	-32.6	2.5	3.0	42.1	52.2			
		ER Lok Ma Chau to Hung Hom		85.1	83.8	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-5.3	-13.9	6.0	-32.6	2.5	3.0	44.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	86.8	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-5.4	-13.9	10.8	-32.6	2.5	3.0	50.6				
		Intercity through train to Hung Hom		86.5	80.0	15.4	29.2	1	3.0	7.4	-6.0	-	-	-	-5.0	-13.9	0.0	-32.6	2.5	3.0	34.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
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First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
21	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	81.5	0.5	6.0	12	-	8.1	0.0	-	-	-	-5.1	-42.2	10.8	-32.6	2.5	3.0	22.5	22.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	81.5	0.5	6.0	1	-	8.1	0.0	-	-	-	-5.1	-42.2	0.0	-32.6	2.5	3.0	12.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	78.1	1.3	5.7	12	3.4	8.0	-1.9	-	-	-	-4.9	-38.5	10.8	-32.6	2.5	3.0	24.6	30.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	88.3	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-5.5	-35.0	10.8	-32.6	2.5	3.0	29.3				
		Intercity through train to Hung Hom		86.5	78.1	1.3	5.7	1	3.4	8.0	-1.9	-	-	-	-4.9	-38.5	0.0	-32.6	2.5	3.0	14.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	82.1	13.2	14.8	8	3.0	7.7	-5.4	-	-	-	-5.2	-20.0	9.0	-32.6	2.5	3.0	36.5	46.1			
		ER Lok Ma Chau to Hung Hom		85.1	85.2	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-5.3	-19.7	6.0	-32.6	2.5	3.0	39.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	88.7	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-5.5	-19.9	10.8	-32.6	2.5	3.0	44.4				
		Intercity through train to Hung Hom		86.5	82.1	13.2	14.8	1	3.0	7.7	-5.4	-	-	-	-5.2	-20.0	0.0	-32.6	2.5	3.0	28.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	82.3	15.4	29.2	8	3.0	7.4	-5.6	-	-	-	-5.2	-13.9	9.0	-32.6	2.5	3.0	42.3	52.1			
		ER Lok Ma Chau to Hung Hom		85.1	86.0	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-5.4	-13.9	6.0	-32.6	2.5	3.0	44.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	88.9	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-5.5	-13.9	10.8	-32.6	2.5	3.0	50.5				
		Intercity through train to Hung Hom		86.5	82.3	15.4	29.2	1	3.0	7.4	-5.6	-	-	-	-5.2	-13.9	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
22	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	83.9	0.5	6.0	12	-	8.1	0.0	-	-	-	-5.3	-42.2	10.8	-32.6	2.5	3.0	22.4	22.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	83.9	0.5	6.0	1	-	8.1	0.0	-	-	-	-5.3	-42.2	0.0	-32.6	2.5	3.0	12.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	80.5	1.3	5.7	12	3.4	8.0	-1.7	-	-	-	-5.1	-38.5	10.8	-32.6	2.5	3.0	24.6	30.6			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	90.5	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-5.6	-35.0	10.8	-32.6	2.5	3.0	29.2				
		Intercity through train to Hung Hom		86.5	80.5	1.3	5.7	1	3.4	8.0	-1.7	-	-	-	-5.1	-38.5	0.0	-32.6	2.5	3.0	14.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	84.4	13.2	14.8	8	3.0	7.7	-4.6	-	-	-	-5.3	-20.0	9.0	-32.6	2.5	3.0	37.1	46.1			
		ER Lok Ma Chau to Hung Hom		85.1	87.5	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-5.4	-19.7	6.0	-32.6	2.5	3.0	38.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	90.9	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-5.6	-19.9	10.8	-32.6	2.5	3.0	44.3				
		Intercity through train to Hung Hom		86.5	84.4	13.2	14.8	1	3.0	7.7	-4.6	-	-	-	-5.3	-20.0	0.0	-32.6	2.5	3.0	29.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	84.6	15.4	29.2	8	3.0	7.4	-5.5	-	-	-	-5.3	-13.9	9.0	-32.6	2.5	3.0	42.3	52.0			
		ER Lok Ma Chau to Hung Hom		85.1	88.3	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-5.5	-13.9	6.0	-32.6	2.5	3.0	44.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	91.1	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-5.6	-13.9	10.8	-32.6	2.5	3.0	50.4				
		Intercity through train to Hung Hom		86.5	84.6	15.4	29.2	1	3.0	7.4	-5.5	-	-	-	-5.3	-13.9	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
23	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	86.2	0.5	6.0	12	-	8.1	0.0	-	-	-	-5.4	-42.2	10.8	-32.6	2.5	3.0	22.3	22.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	86.2	0.5	6.0	1	-	8.1	0.0	-	-	-	-5.4	-42.2	0.0	-32.6	2.5	3.0	11.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	83.0	1.3	5.7	12	3.4	8.0	-1.5	-	-	-	-5.2	-38.5	10.8	-32.6	2.5	3.0	24.7	30.6			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	92.7	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-5.7	-35.0	10.8	-32.6	2.5	3.0	29.1				
		Intercity through train to Hung Hom		86.5	83.0	1.3	5.7	1	3.4	8.0	-1.5	-	-	-	-5.2	-38.5	0.0	-32.6	2.5	3.0	14.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	86.8	13.2	14.8	8	3.0	7.7	-3.9	-	-	-	-5.4	-20.0	9.0	-32.6	2.5	3.0	37.7	46.1			
		ER Lok Ma Chau to Hung Hom		85.1	89.8	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-5.6	-19.7	6.0	-32.6	2.5	3.0	38.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	93.1	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-5.7	-19.9	10.8	-32.6	2.5	3.0	44.2				
		Intercity through train to Hung Hom		86.5	86.8	13.2	14.8	1	3.0	7.7	-3.9	-	-	-	-5.4	-20.0	0.0	-32.6	2.5	3.0	30.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	87.0	15.4	29.2	8	3.0	7.4	-4.9	-	-	-	-5.4	-13.9	9.0	-32.6	2.5	3.0	42.9	52.0			
		ER Lok Ma Chau to Hung Hom		85.1	90.6	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-5.6	-13.9	6.0	-32.6	2.5	3.0	44.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	93.3	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-5.7	-13.9	10.8	-32.6	2.5	3.0	50.3				
		Intercity through train to Hung Hom		86.5	87.0	15.4	29.2	1	3.0	7.4	-4.9	-	-	-	-5.4	-13.9	0.0	-32.6	2.5	3.0	35.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
25	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	91.7	0.5	6.0	12	-	8.1	0.0	-	-	-	-5.6	-42.2	10.8	-32.6	2.5	3.0	22.0	22.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	91.7	0.5	6.0	1	-	8.1	0.0	-	-	-	-5.6	-42.2	0.0	-32.6	2.5	3.0	11.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	88.6	1.3	5.7	12	3.4	8.0	-1.2	-	-	-	-5.5	-38.5	10.8	-32.6	2.5	3.0	24.7	30.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	97.8	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-5.9	-35.0	10.8	-32.6	2.5	3.0	28.9				
		Intercity through train to Hung Hom		86.5	88.6	1.3	5.7	1	3.4	8.0	-1.2	-	-	-	-5.5	-38.5	0.0	-32.6	2.5	3.0	14.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	92.2	13.2	14.8	8	3.0	7.7	-2.9	-	-	-	-5.7	-20.0	9.0	-32.6	2.5	3.0	38.5	46.1			
		ER Lok Ma Chau to Hung Hom		85.1	95.0	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-5.8	-19.7	6.0	-32.6	2.5	3.0	38.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	98.2	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-5.9	-19.9	10.8	-32.6	2.5	3.0	44.0				
		Intercity through train to Hung Hom		86.5	92.2	13.2	14.8	1	3.0	7.7	-2.9	-	-	-	-5.7	-20.0	0.0	-32.6	2.5	3.0	30.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	92.4	15.4	29.2	8	3.0	7.4	-3.5	-	-	-	-5.7	-13.9	9.0	-32.6	2.5	3.0	44.0	52.0			
		ER Lok Ma Chau to Hung Hom		85.1	95.9	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-5.8	-13.9	6.0	-32.6	2.5	3.0	44.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	98.4	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-6.0	-13.9	10.8	-32.6	2.5	3.0	50.0				
		Intercity through train to Hung Hom		86.5	92.4	15.4	29.2	1	3.0	7.4	-3.5	-	-	-	-5.7	-13.9	0.0	-32.6	2.5	3.0	36.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
26	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	94.1	0.5	6.0	12	-	8.1	0.0	-	-	-	-5.8	-42.2	10.8	-32.6	2.5	3.0	21.9	22.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	94.1	0.5	6.0	1	-	8.1	0.0	-	-	-	-5.8	-42.2	0.0	-32.6	2.5	3.0	11.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	91.2	1.3	5.7	12	3.4	8.0	-1.0	-	-	-	-5.6	-38.5	10.8	-32.6	2.5	3.0	24.7	30.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	100.1	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-6.0	-35.0	10.8	-32.6	2.5	3.0	28.8				
		Intercity through train to Hung Hom		86.5	91.2	1.3	5.7	1	3.4	8.0	-1.0	-	-	-	-5.6	-38.5	0.0	-32.6	2.5	3.0	14.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	94.6	13.2	14.8	8	3.0	7.7	-2.6	-	-	-	-5.8	-20.0	9.0	-32.6	2.5	3.0	38.7	46.0			
		ER Lok Ma Chau to Hung Hom		85.1	97.4	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-5.9	-19.7	6.0	-32.6	2.5	3.0	38.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	100.5	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-6.0	-19.9	10.8	-32.6	2.5	3.0	43.9				
		Intercity through train to Hung Hom		86.5	94.6	13.2	14.8	1	3.0	7.7	-2.6	-	-	-	-5.8	-20.0	0.0	-32.6	2.5	3.0	31.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	94.9	15.4	29.2	8	3.0	7.4	-3.1	-	-	-	-5.8	-13.9	9.0	-32.6	2.5	3.0	44.3	51.9			
		ER Lok Ma Chau to Hung Hom		85.1	98.2	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-5.9	-13.9	6.0	-32.6	2.5	3.0	44.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	100.7	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-6.1	-13.9	10.8	-32.6	2.5	3.0	49.9				
		Intercity through train to Hung Hom		86.5	94.9	15.4	29.2	1	3.0	7.4	-3.1	-	-	-	-5.8	-13.9	0.0	-32.6	2.5	3.0	36.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
27	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	96.6	0.5	6.0	12	-	8.1	0.0	-	-	-	-5.9	-42.2	10.8	-32.6	2.5	3.0	21.8	22.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	96.6	0.5	6.0	1	-	8.1	0.0	-	-	-	-5.9	-42.2	0.0	-32.6	2.5	3.0	11.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	93.7	1.3	5.7	12	3.4	8.0	-0.9	-	-	-	-5.7	-38.5	10.8	-32.6	2.5	3.0	24.7	30.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	102.4	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-6.1	-35.0	10.8	-32.6	2.5	3.0	28.7				
		Intercity through train to Hung Hom		86.5	93.7	1.3	5.7	1	3.4	8.0	-0.9	-	-	-	-5.7	-38.5	0.0	-32.6	2.5	3.0	14.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	97.1	13.2	14.8	8	3.0	7.7	-2.4	-	-	-	-5.9	-20.0	9.0	-32.6	2.5	3.0	38.8	46.0			
		ER Lok Ma Chau to Hung Hom		85.1	99.8	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-6.0	-19.7	6.0	-32.6	2.5	3.0	38.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	102.8	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-6.1	-19.9	10.8	-32.6	2.5	3.0	43.8				
		Intercity through train to Hung Hom		86.5	97.1	13.2	14.8	1	3.0	7.7	-2.4	-	-	-	-5.9	-20.0	0.0	-32.6	2.5	3.0	31.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	97.3	15.4	29.2	8	3.0	7.4	-2.8	-	-	-	-5.9	-13.9	9.0	-32.6	2.5	3.0	44.5	51.9			
		ER Lok Ma Chau to Hung Hom		85.1	100.6	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-6.0	-13.9	6.0	-32.6	2.5	3.0	44.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	103.0	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-6.1	-13.9	10.8	-32.6	2.5	3.0	49.8				
		Intercity through train to Hung Hom		86.5	97.3	15.4	29.2	1	3.0	7.4	-2.8	-	-	-	-5.9	-13.9	0.0	-32.6	2.5	3.0	37.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
28	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	99.0	0.5	6.0	12	-	8.1	0.0	-	-	-	-6.0	-42.2	10.8	-32.6	2.5	3.0	21.7	22.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	99.0	0.5	6.0	1	-	8.1	0.0	-	-	-	-6.0	-42.2	0.0	-32.6	2.5	3.0	11.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	96.2	1.3	5.7	12	3.4	8.0	-0.9	-	-	-	-5.9	-38.5	10.8	-32.6	2.5	3.0	24.7	30.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	104.7	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-6.2	-35.0	10.8	-32.6	2.5	3.0	28.6				
		Intercity through train to Hung Hom		86.5	96.2	1.3	5.7	1	3.4	8.0	-0.9	-	-	-	-5.9	-38.5	0.0	-32.6	2.5	3.0	14.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	99.6	13.2	14.8	8	3.0	7.7	-2.1	-	-	-	-6.0	-20.0	9.0	-32.6	2.5	3.0	38.9	45.9			
		ER Lok Ma Chau to Hung Hom		85.1	102.2	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-6.1	-19.7	6.0	-32.6	2.5	3.0	38.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	105.1	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-6.2	-19.9	10.8	-32.6	2.5	3.0	43.7				
		Intercity through train to Hung Hom		86.5	99.6	13.2	14.8	1	3.0	7.7	-2.1	-	-	-	-6.0	-20.0	0.0	-32.6	2.5	3.0	31.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	99.8	15.4	29.2	8	3.0	7.4	-2.5	-	-	-	-6.0	-13.9	9.0	-32.6	2.5	3.0	44.6	51.9			
		ER Lok Ma Chau to Hung Hom		85.1	103.0	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-6.2	-13.9	6.0	-32.6	2.5	3.0	44.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	105.3	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-6.2	-13.9	10.8	-32.6	2.5	3.0	49.7				
		Intercity through train to Hung Hom		86.5	99.8	15.4	29.2	1	3.0	7.4	-2.5	-	-	-	-6.0	-13.9	0.0	-32.6	2.5	3.0	37.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
29	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	101.5	0.5	6.0	12	-	8.1	0.0	-	-	-	-6.1	-42.2	10.8	-32.6	2.5	3.0	21.6	22.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	101.5	0.5	6.0	1	-	8.1	0.0	-	-	-	-6.1	-42.2	0.0	-32.6	2.5	3.0	11.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	98.8	1.3	5.7	12	3.4	8.0	-0.8	-	-	-	-6.0	-38.5	10.8	-32.6	2.5	3.0	24.6	30.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	107.1	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-6.3	-35.0	10.8	-32.6	2.5	3.0	28.5				
		Intercity through train to Hung Hom		86.5	98.8	1.3	5.7	1	3.4	8.0	-0.8	-	-	-	-6.0	-38.5	0.0	-32.6	2.5	3.0	14.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	102.0	13.2	14.8	8	3.0	7.7	-2.0	-	-	-	-6.1	-20.0	9.0	-32.6	2.5	3.0	39.0	45.9			
		ER Lok Ma Chau to Hung Hom		85.1	104.6	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-6.2	-19.7	6.0	-32.6	2.5	3.0	38.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	107.5	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-6.3	-19.9	10.8	-32.6	2.5	3.0	43.6				
		Intercity through train to Hung Hom		86.5	102.0	13.2	14.8	1	3.0	7.7	-2.0	-	-	-	-6.1	-20.0	0.0	-32.6	2.5	3.0	31.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	102.3	15.4	29.2	8	3.0	7.4	-2.3	-	-	-	-6.1	-13.9	9.0	-32.6	2.5	3.0	44.8	51.8			
		ER Lok Ma Chau to Hung Hom		85.1	105.5	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-6.3	-13.9	6.0	-32.6	2.5	3.0	43.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	107.7	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-6.3	-13.9	10.8	-32.6	2.5	3.0	49.6				
		Intercity through train to Hung Hom		86.5	102.3	15.4	29.2	1	3.0	7.4	-2.3	-	-	-	-6.1	-13.9	0.0	-32.6	2.5	3.0	37.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
30	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	104.0	0.5	6.0	12	-	8.1	0.0	-	-	-	-6.2	-42.2	10.8	-32.6	2.5	3.0	21.5	21.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	104.0	0.5	6.0	1	-	8.1	0.0	-	-	-	-6.2	-42.2	0.0	-32.6	2.5	3.0	11.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	101.4	1.3	5.7	12	3.4	8.0	-0.7	-	-	-	-6.1	-38.5	10.8	-32.6	2.5	3.0	24.6	30.0			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	109.5	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-6.4	-35.0	10.8	-32.6	2.5	3.0	28.4				
		Intercity through train to Hung Hom		86.5	101.4	1.3	5.7	1	3.4	8.0	-0.7	-	-	-	-6.1	-38.5	0.0	-32.6	2.5	3.0	14.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	104.5	13.2	14.8	8	3.0	7.7	-1.8	-	-	-	-6.2	-20.0	9.0	-32.6	2.5	3.0	39.0	45.8			
		ER Lok Ma Chau to Hung Hom		85.1	107.0	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-6.3	-19.7	6.0	-32.6	2.5	3.0	38.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	109.9	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-6.4	-19.9	10.8	-32.6	2.5	3.0	43.5				
		Intercity through train to Hung Hom		86.5	104.5	13.2	14.8	1	3.0	7.7	-1.8	-	-	-	-6.2	-20.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	104.8	15.4	29.2	8	3.0	7.4	-2.1	-	-	-	-6.2	-13.9	9.0	-32.6	2.5	3.0	44.8	51.8			
		ER Lok Ma Chau to Hung Hom		85.1	107.9	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-6.4	-13.9	6.0	-32.6	2.5	3.0	43.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	110.1	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-6.4	-13.9	10.8	-32.6	2.5	3.0	49.5				
		Intercity through train to Hung Hom		86.5	104.8	15.4	29.2	1	3.0	7.4	-2.1	-	-	-	-6.2	-13.9	0.0	-32.6	2.5	3.0	37.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
31	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	106.5	0.5	6.0	12	-	8.1	0.0	-	-	-	-6.3	-42.2	10.8	-32.6	2.5	3.0	21.4	21.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	106.5	0.5	6.0	1	-	8.1	0.0	-	-	-	-6.3	-42.2	0.0	-32.6	2.5	3.0	11.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	103.9	1.3	5.7	12	3.4	8.0	-0.6	-	-	-	-6.2	-38.5	10.8	-32.6	2.5	3.0	24.6	30.0			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	111.8	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-6.5	-35.0	10.8	-32.6	2.5	3.0	28.3				
		Intercity through train to Hung Hom		86.5	103.9	1.3	5.7	1	3.4	8.0	-0.6	-	-	-	-6.2	-38.5	0.0	-32.6	2.5	3.0	14.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	107.0	13.2	14.8	8	3.0	7.7	-1.7	-	-	-	-6.3	-20.0	9.0	-32.6	2.5	3.0	39.1	45.8			
		ER Lok Ma Chau to Hung Hom		85.1	109.5	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-6.4	-19.7	6.0	-32.6	2.5	3.0	38.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	112.2	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-6.5	-19.9	10.8	-32.6	2.5	3.0	43.4				
		Intercity through train to Hung Hom		86.5	107.0	13.2	14.8	1	3.0	7.7	-1.7	-	-	-	-6.3	-20.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	107.3	15.4	29.2	8	3.0	7.4	-1.9	-	-	-	-6.3	-13.9	9.0	-32.6	2.5	3.0	44.9	51.7			
		ER Lok Ma Chau to Hung Hom		85.1	110.4	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-6.4	-13.9	6.0	-32.6	2.5	3.0	43.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	112.5	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-6.5	-13.9	10.8	-32.6	2.5	3.0	49.5				
		Intercity through train to Hung Hom		86.5	107.3	15.4	29.2	1	3.0	7.4	-1.9	-	-	-	-6.3	-13.9	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
32	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	109.0	0.5	6.0	12	-	8.1	0.0	-	-	-	-6.4	-42.2	10.8	-32.6	2.5	3.0	21.3	21.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	109.0	0.5	6.0	1	-	8.1	0.0	-	-	-	-6.4	-42.2	0.0	-32.6	2.5	3.0	10.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	106.5	1.3	5.7	12	3.4	8.0	-0.6	-	-	-	-6.3	-38.5	10.8	-32.6	2.5	3.0	24.5	29.9			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	114.3	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-6.6	-35.0	10.8	-32.6	2.5	3.0	28.2				
		Intercity through train to Hung Hom		86.5	106.5	1.3	5.7	1	3.4	8.0	-0.6	-	-	-	-6.3	-38.5	0.0	-32.6	2.5	3.0	14.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	109.6	13.2	14.8	8	3.0	7.7	-1.6	-	-	-	-6.4	-20.0	9.0	-32.6	2.5	3.0	39.1	45.7			
		ER Lok Ma Chau to Hung Hom		85.1	111.9	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-6.5	-19.7	6.0	-32.6	2.5	3.0	37.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	114.7	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-6.6	-19.9	10.8	-32.6	2.5	3.0	43.3				
		Intercity through train to Hung Hom		86.5	109.6	13.2	14.8	1	3.0	7.7	-1.6	-	-	-	-6.4	-20.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	109.8	15.4	29.2	8	3.0	7.4	-1.8	-	-	-	-6.4	-13.9	9.0	-32.6	2.5	3.0	44.9	51.6			
		ER Lok Ma Chau to Hung Hom		85.1	112.8	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-6.5	-13.9	6.0	-32.6	2.5	3.0	43.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	114.9	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-6.6	-13.9	10.8	-32.6	2.5	3.0	49.4				
		Intercity through train to Hung Hom		86.5	109.8	15.4	29.2	1	3.0	7.4	-1.8	-	-	-	-6.4	-13.9	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
33	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	111.6	0.5	6.0	12	-	8.1	0.0	-	-	-	-6.5	-42.2	10.8	-32.6	2.5	3.0	21.2	21.5			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	111.6	0.5	6.0	1	-	8.1	0.0	-	-	-	-6.5	-42.2	0.0	-32.6	2.5	3.0	10.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	109.1	1.3	5.7	12	3.4	8.0	-0.5	-	-	-	-6.4	-38.5	10.8	-32.6	2.5	3.0	24.5	29.8			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	116.7	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-6.7	-35.0	10.8	-32.6	2.5	3.0	28.1				
		Intercity through train to Hung Hom		86.5	109.1	1.3	5.7	1	3.4	8.0	-0.5	-	-	-	-6.4	-38.5	0.0	-32.6	2.5	3.0	14.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	112.1	13.2	14.8	8	3.0	7.7	-1.4	-	-	-	-6.5	-20.0	9.0	-32.6	2.5	3.0	39.1	45.6			
		ER Lok Ma Chau to Hung Hom		85.1	114.4	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-6.6	-19.7	6.0	-32.6	2.5	3.0	37.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	117.1	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-6.7	-19.9	10.8	-32.6	2.5	3.0	43.2				
		Intercity through train to Hung Hom		86.5	112.1	13.2	14.8	1	3.0	7.7	-1.4	-	-	-	-6.5	-20.0	0.0	-32.6	2.5	3.0	31.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	112.3	15.4	29.2	8	3.0	7.4	-1.7	-	-	-	-6.5	-13.9	9.0	-32.6	2.5	3.0	45.0	51.6			
		ER Lok Ma Chau to Hung Hom		85.1	115.3	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-6.6	-13.9	6.0	-32.6	2.5	3.0	43.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	117.3	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-6.7	-13.9	10.8	-32.6	2.5	3.0	49.3				
		Intercity through train to Hung Hom		86.5	112.3	15.4	29.2	1	3.0	7.4	-1.7	-	-	-	-6.5	-13.9	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
34	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	114.1	0.5	6.0	12	-	8.1	0.0	-	-	-	-6.6	-42.2	10.8	-32.6	2.5	3.0	21.1	21.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	114.1	0.5	6.0	1	-	8.1	0.0	-	-	-	-6.6	-42.2	0.0	-32.6	2.5	3.0	10.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	111.7	1.3	5.7	12	3.4	8.0	-0.5	-	-	-	-6.5	-38.5	10.8	-32.6	2.5	3.0	24.4	29.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	119.1	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-6.8	-35.0	10.8	-32.6	2.5	3.0	28.0				
		Intercity through train to Hung Hom		86.5	111.7	1.3	5.7	1	3.4	8.0	-0.5	-	-	-	-6.5	-38.5	0.0	-32.6	2.5	3.0	14.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	114.6	13.2	14.8	8	3.0	7.7	-1.3	-	-	-	-6.6	-20.0	9.0	-32.6	2.5	3.0	39.1	45.6			
		ER Lok Ma Chau to Hung Hom		85.1	116.9	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-6.7	-19.7	6.0	-32.6	2.5	3.0	37.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	119.5	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-6.8	-19.9	10.8	-32.6	2.5	3.0	43.1				
		Intercity through train to Hung Hom		86.5	114.6	13.2	14.8	1	3.0	7.7	-1.3	-	-	-	-6.6	-20.0	0.0	-32.6	2.5	3.0	31.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	114.9	15.4	29.2	8	3.0	7.4	-1.6	-	-	-	-6.6	-13.9	9.0	-32.6	2.5	3.0	45.0	51.5			
		ER Lok Ma Chau to Hung Hom		85.1	117.8	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-6.7	-13.9	6.0	-32.6	2.5	3.0	43.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	119.7	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-6.8	-13.9	10.8	-32.6	2.5	3.0	49.2				
		Intercity through train to Hung Hom		86.5	114.9	15.4	29.2	1	3.0	7.4	-1.6	-	-	-	-6.6	-13.9	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
35	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	116.7	0.5	6.0	12	-	8.1	0.0	-	-	-	-6.7	-42.2	10.8	-32.6	2.5	3.0	21.0	21.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	116.7	0.5	6.0	1	-	8.1	0.0	-	-	-	-6.7	-42.2	0.0	-32.6	2.5	3.0	10.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	114.3	1.3	5.7	12	3.4	8.0	-0.4	-	-	-	-6.6	-38.5	10.8	-32.6	2.5	3.0	24.4	29.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	121.6	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-6.9	-35.0	10.8	-32.6	2.5	3.0	28.0				
		Intercity through train to Hung Hom		86.5	114.3	1.3	5.7	1	3.4	8.0	-0.4	-	-	-	-6.6	-38.5	0.0	-32.6	2.5	3.0	14.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	117.2	13.2	14.8	8	3.0	7.7	-1.3	-	-	-	-6.7	-20.0	9.0	-32.6	2.5	3.0	39.1	45.5			
		ER Lok Ma Chau to Hung Hom		85.1	119.4	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-6.8	-19.7	6.0	-32.6	2.5	3.0	37.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	122.0	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-6.9	-19.9	10.8	-32.6	2.5	3.0	43.1				
		Intercity through train to Hung Hom		86.5	117.2	13.2	14.8	1	3.0	7.7	-1.3	-	-	-	-6.7	-20.0	0.0	-32.6	2.5	3.0	31.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	117.4	15.4	29.2	8	3.0	7.4	-1.5	-	-	-	-6.7	-13.9	9.0	-32.6	2.5	3.0	45.0	51.5			
		ER Lok Ma Chau to Hung Hom		85.1	120.3	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-6.8	-13.9	6.0	-32.6	2.5	3.0	43.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	122.2	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-6.9	-13.9	10.8	-32.6	2.5	3.0	49.1				
		Intercity through train to Hung Hom		86.5	117.4	15.4	29.2	1	3.0	7.4	-1.5	-	-	-	-6.7	-13.9	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
36	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	119.2	0.5	6.0	12	-	8.1	0.0	-	-	-	-6.8	-42.2	10.8	-32.6	2.5	3.0	20.9	21.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	119.2	0.5	6.0	1	-	8.1	0.0	-	-	-	-6.8	-42.2	0.0	-32.6	2.5	3.0	10.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	116.9	1.3	5.7	12	3.4	8.0	-0.4	-	-	-	-6.7	-38.5	10.8	-32.6	2.5	3.0	24.3	29.6			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	124.0	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-7.0	-35.0	10.8	-32.6	2.5	3.0	27.9				
		Intercity through train to Hung Hom		86.5	116.9	1.3	5.7	1	3.4	8.0	-0.4	-	-	-	-6.7	-38.5	0.0	-32.6	2.5	3.0	14.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	119.7	13.2	14.8	8	3.0	7.7	-1.2	-	-	-	-6.8	-20.0	9.0	-32.6	2.5	3.0	39.1	45.4			
		ER Lok Ma Chau to Hung Hom		85.1	121.9	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-6.9	-19.7	6.0	-32.6	2.5	3.0	37.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	124.4	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-7.0	-19.9	10.8	-32.6	2.5	3.0	43.0				
		Intercity through train to Hung Hom		86.5	119.7	13.2	14.8	1	3.0	7.7	-1.2	-	-	-	-6.8	-20.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	120.0	15.4	29.2	8	3.0	7.4	-1.4	-	-	-	-6.8	-13.9	9.0	-32.6	2.5	3.0	45.0	51.4			
		ER Lok Ma Chau to Hung Hom		85.1	122.8	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-6.9	-13.9	6.0	-32.6	2.5	3.0	43.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	124.6	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-7.0	-13.9	10.8	-32.6	2.5	3.0	49.0				
		Intercity through train to Hung Hom		86.5	120.0	15.4	29.2	1	3.0	7.4	-1.4	-	-	-	-6.8	-13.9	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
37	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	121.8	0.5	6.0	12	-	8.1	0.0	-	-	-	-6.9	-42.2	10.8	-32.6	2.5	3.0	20.8	21.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	121.8	0.5	6.0	1	-	8.1	0.0	-	-	-	-6.9	-42.2	0.0	-32.6	2.5	3.0	10.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	119.6	1.3	5.7	12	3.4	8.0	-0.3	-	-	-	-6.8	-38.5	10.8	-32.6	2.5	3.0	24.3	29.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	126.5	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-7.0	-35.0	10.8	-32.6	2.5	3.0	27.8				
		Intercity through train to Hung Hom		86.5	119.6	1.3	5.7	1	3.4	8.0	-0.3	-	-	-	-6.8	-38.5	0.0	-32.6	2.5	3.0	13.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	122.3	13.2	14.8	8	3.0	7.7	-1.1	-	-	-	-6.9	-20.0	9.0	-32.6	2.5	3.0	39.1	45.4			
		ER Lok Ma Chau to Hung Hom		85.1	124.4	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-7.0	-19.7	6.0	-32.6	2.5	3.0	37.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	126.9	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-7.1	-19.9	10.8	-32.6	2.5	3.0	42.9				
		Intercity through train to Hung Hom		86.5	122.3	13.2	14.8	1	3.0	7.7	-1.1	-	-	-	-6.9	-20.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	122.5	15.4	29.2	8	3.0	7.4	-1.3	-	-	-	-6.9	-13.9	9.0	-32.6	2.5	3.0	45.0	51.3			
		ER Lok Ma Chau to Hung Hom		85.1	125.4	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-7.0	-13.9	6.0	-32.6	2.5	3.0	43.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	127.1	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-7.1	-13.9	10.8	-32.6	2.5	3.0	48.9				
		Intercity through train to Hung Hom		86.5	122.5	15.4	29.2	1	3.0	7.4	-1.3	-	-	-	-6.9	-13.9	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
38	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	124.4	0.5	6.0	12	-	8.1	0.0	-	-	-	-7.0	-42.2	10.8	-32.6	2.5	3.0	20.7	21.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	124.4	0.5	6.0	1	-	8.1	0.0	-	-	-	-7.0	-42.2	0.0	-32.6	2.5	3.0	10.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	122.2	1.3	5.7	12	3.4	8.0	-0.3	-	-	-	-6.9	-38.5	10.8	-32.6	2.5	3.0	24.2	29.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	129.0	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-7.1	-35.0	10.8	-32.6	2.5	3.0	27.7				
		Intercity through train to Hung Hom		86.5	122.2	1.3	5.7	1	3.4	8.0	-0.3	-	-	-	-6.9	-38.5	0.0	-32.6	2.5	3.0	13.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	124.9	13.2	14.8	8	3.0	7.7	-1.0	-	-	-	-7.0	-20.0	9.0	-32.6	2.5	3.0	39.0	45.3			
		ER Lok Ma Chau to Hung Hom		85.1	127.0	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-7.1	-19.7	6.0	-32.6	2.5	3.0	37.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	129.4	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-7.1	-19.9	10.8	-32.6	2.5	3.0	42.8				
		Intercity through train to Hung Hom		86.5	124.9	13.2	14.8	1	3.0	7.7	-1.0	-	-	-	-7.0	-20.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	125.1	15.4	29.2	8	3.0	7.4	-1.2	-	-	-	-7.0	-13.9	9.0	-32.6	2.5	3.0	45.0	51.3			
		ER Lok Ma Chau to Hung Hom		85.1	127.9	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-7.1	-13.9	6.0	-32.6	2.5	3.0	43.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	129.6	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-7.1	-13.9	10.8	-32.6	2.5	3.0	48.8				
		Intercity through train to Hung Hom		86.5	125.1	15.4	29.2	1	3.0	7.4	-1.2	-	-	-	-7.0	-13.9	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
39	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	127.0	0.5	6.0	12	-	8.1	0.0	-	-	-	-7.1	-42.2	10.8	-32.6	2.5	3.0	20.6	21.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	127.0	0.5	6.0	1	-	8.1	0.0	-	-	-	-7.1	-42.2	0.0	-32.6	2.5	3.0	10.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	124.8	1.3	5.7	12	3.4	8.0	-0.2	-	-	-	-7.0	-38.5	10.8	-32.6	2.5	3.0	24.2	29.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	131.5	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-7.2	-35.0	10.8	-32.6	2.5	3.0	27.6				
		Intercity through train to Hung Hom		86.5	124.8	1.3	5.7	1	3.4	8.0	-0.2	-	-	-	-7.0	-38.5	0.0	-32.6	2.5	3.0	13.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	127.5	13.2	14.8	8	3.0	7.7	-1.0	-	-	-	-7.1	-20.0	9.0	-32.6	2.5	3.0	39.0	45.2			
		ER Lok Ma Chau to Hung Hom		85.1	129.5	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-7.1	-19.7	6.0	-32.6	2.5	3.0	37.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	131.9	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-7.2	-19.9	10.8	-32.6	2.5	3.0	42.7				
		Intercity through train to Hung Hom		86.5	127.5	13.2	14.8	1	3.0	7.7	-1.0	-	-	-	-7.1	-20.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	127.7	15.4	29.2	8	3.0	7.4	-1.1	-	-	-	-7.1	-13.9	9.0	-32.6	2.5	3.0	44.9	51.2			
		ER Lok Ma Chau to Hung Hom		85.1	130.4	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-7.2	-13.9	6.0	-32.6	2.5	3.0	43.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	132.1	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-7.2	-13.9	10.8	-32.6	2.5	3.0	48.8				
		Intercity through train to Hung Hom		86.5	127.7	15.4	29.2	1	3.0	7.4	-1.1	-	-	-	-7.1	-13.9	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
40	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	129.5	0.5	6.0	12	-	8.1	0.0	-	-	-	-7.1	-42.2	10.8	-32.6	2.5	3.0	20.5	20.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	129.5	0.5	6.0	1	-	8.1	0.0	-	-	-	-7.1	-42.2	0.0	-32.6	2.5	3.0	10.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	127.5	1.3	5.7	12	3.4	8.0	-0.2	-	-	-	-7.1	-38.5	10.8	-32.6	2.5	3.0	24.1	29.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	134.0	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-7.3	-35.0	10.8	-32.6	2.5	3.0	27.5				
		Intercity through train to Hung Hom		86.5	127.5	1.3	5.7	1	3.4	8.0	-0.2	-	-	-	-7.1	-38.5	0.0	-32.6	2.5	3.0	13.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	130.1	13.2	14.8	8	3.0	7.7	-0.9	-	-	-	-7.2	-20.0	9.0	-32.6	2.5	3.0	39.0	45.2			
		ER Lok Ma Chau to Hung Hom		85.1	132.1	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-7.2	-19.7	6.0	-32.6	2.5	3.0	37.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	134.4	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-7.3	-19.9	10.8	-32.6	2.5	3.0	42.6				
		Intercity through train to Hung Hom		86.5	130.1	13.2	14.8	1	3.0	7.7	-0.9	-	-	-	-7.2	-20.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	130.3	15.4	29.2	8	3.0	7.4	-1.1	-	-	-	-7.2	-13.9	9.0	-32.6	2.5	3.0	44.9	51.1			
		ER Lok Ma Chau to Hung Hom		85.1	133.0	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-7.3	-13.9	6.0	-32.6	2.5	3.0	42.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	134.6	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-7.3	-13.9	10.8	-32.6	2.5	3.0	48.7				
		Intercity through train to Hung Hom		86.5	130.3	15.4	29.2	1	3.0	7.4	-1.1	-	-	-	-7.2	-13.9	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
41	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	132.1	0.5	6.0	12	-	8.1	0.0	-	-	-	-7.2	-42.2	10.8	-32.6	2.5	3.0	20.4	20.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	132.1	0.5	6.0	1	-	8.1	0.0	-	-	-	-7.2	-42.2	0.0	-32.6	2.5	3.0	10.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	130.1	1.3	5.7	12	3.4	8.0	-0.2	-	-	-	-7.2	-38.5	10.8	-32.6	2.5	3.0	24.1	29.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	136.5	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-7.4	-35.0	10.8	-32.6	2.5	3.0	27.5				
		Intercity through train to Hung Hom		86.5	130.1	1.3	5.7	1	3.4	8.0	-0.2	-	-	-	-7.2	-38.5	0.0	-32.6	2.5	3.0	13.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	132.7	13.2	14.8	8	3.0	7.7	-0.9	-	-	-	-7.2	-20.0	9.0	-32.6	2.5	3.0	39.0	45.1			
		ER Lok Ma Chau to Hung Hom		85.1	134.6	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-7.3	-19.7	6.0	-32.6	2.5	3.0	37.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	136.9	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-7.4	-19.9	10.8	-32.6	2.5	3.0	42.6				
		Intercity through train to Hung Hom		86.5	132.7	13.2	14.8	1	3.0	7.7	-0.9	-	-	-	-7.2	-20.0	0.0	-32.6	2.5	3.0	31.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	132.9	15.4	29.2	8	3.0	7.4	-1.0	-	-	-	-7.3	-13.9	9.0	-32.6	2.5	3.0	44.9	51.1			
		ER Lok Ma Chau to Hung Hom		85.1	135.6	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-7.3	-13.9	6.0	-32.6	2.5	3.0	42.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	137.1	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-7.4	-13.9	10.8	-32.6	2.5	3.0	48.6				
		Intercity through train to Hung Hom		86.5	132.9	15.4	29.2	1	3.0	7.4	-1.0	-	-	-	-7.3	-13.9	0.0	-32.6	2.5	3.0	37.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
42	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	134.7	0.5	6.0	12	-	8.1	0.0	-	-	-	-7.3	-42.2	10.8	-32.6	2.5	3.0	20.3	20.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	134.7	0.5	6.0	1	-	8.1	0.0	-	-	-	-7.3	-42.2	0.0	-32.6	2.5	3.0	10.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	132.7	1.3	5.7	12	3.4	8.0	-0.1	-	-	-	-7.3	-38.5	10.8	-32.6	2.5	3.0	24.0	29.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	139.0	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-7.5	-35.0	10.8	-32.6	2.5	3.0	27.4				
		Intercity through train to Hung Hom		86.5	132.7	1.3	5.7	1	3.4	8.0	-0.1	-	-	-	-7.3	-38.5	0.0	-32.6	2.5	3.0	13.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	135.3	13.2	14.8	8	3.0	7.7	-0.8	-	-	-	-7.3	-20.0	9.0	-32.6	2.5	3.0	38.9	45.0			
		ER Lok Ma Chau to Hung Hom		85.1	137.2	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-7.4	-19.7	6.0	-32.6	2.5	3.0	37.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	139.4	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-7.5	-19.9	10.8	-32.6	2.5	3.0	42.5				
		Intercity through train to Hung Hom		86.5	135.3	13.2	14.8	1	3.0	7.7	-0.8	-	-	-	-7.3	-20.0	0.0	-32.6	2.5	3.0	31.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	135.5	15.4	29.2	8	3.0	7.4	-0.9	-	-	-	-7.3	-13.9	9.0	-32.6	2.5	3.0	44.9	51.0			
		ER Lok Ma Chau to Hung Hom		85.1	138.1	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-7.4	-13.9	6.0	-32.6	2.5	3.0	42.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	139.6	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-7.5	-13.9	10.8	-32.6	2.5	3.0	48.5				
		Intercity through train to Hung Hom		86.5	135.5	15.4	29.2	1	3.0	7.4	-0.9	-	-	-	-7.3	-13.9	0.0	-32.6	2.5	3.0	37.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
43	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	137.4	0.5	6.0	12	-	8.1	0.0	-	-	-	-7.4	-42.2	10.8	-32.6	2.5	3.0	20.3	20.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	137.4	0.5	6.0	1	-	8.1	0.0	-	-	-	-7.4	-42.2	0.0	-32.6	2.5	3.0	9.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	135.4	1.3	5.7	12	3.4	8.0	-0.1	-	-	-	-7.3	-38.5	10.8	-32.6	2.5	3.0	23.9	29.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	141.5	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-7.5	-35.0	10.8	-32.6	2.5	3.0	27.3				
		Intercity through train to Hung Hom		86.5	135.4	1.3	5.7	1	3.4	8.0	-0.1	-	-	-	-7.3	-38.5	0.0	-32.6	2.5	3.0	13.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	137.9	13.2	14.8	8	3.0	7.7	-0.8	-	-	-	-7.4	-20.0	9.0	-32.6	2.5	3.0	38.9	45.0			
		ER Lok Ma Chau to Hung Hom		85.1	139.8	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-7.5	-19.7	6.0	-32.6	2.5	3.0	36.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	141.9	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-7.5	-19.9	10.8	-32.6	2.5	3.0	42.4				
		Intercity through train to Hung Hom		86.5	137.9	13.2	14.8	1	3.0	7.7	-0.8	-	-	-	-7.4	-20.0	0.0	-32.6	2.5	3.0	31.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	138.1	15.4	29.2	8	3.0	7.4	-0.9	-	-	-	-7.4	-13.9	9.0	-32.6	2.5	3.0	44.8	50.9			
		ER Lok Ma Chau to Hung Hom		85.1	140.7	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-7.5	-13.9	6.0	-32.6	2.5	3.0	42.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	142.2	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-7.5	-13.9	10.8	-32.6	2.5	3.0	48.4				
		Intercity through train to Hung Hom		86.5	138.1	15.4	29.2	1	3.0	7.4	-0.9	-	-	-	-7.4	-13.9	0.0	-32.6	2.5	3.0	37.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
44	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	140.0	0.5	6.0	12	-	8.1	0.0	-	-	-	-7.5	-42.2	10.8	-32.6	2.5	3.0	20.2	20.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	140.0	0.5	6.0	1	-	8.1	0.0	-	-	-	-7.5	-42.2	0.0	-32.6	2.5	3.0	9.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	138.0	1.3	5.7	12	3.4	8.0	-0.1	-	-	-	-7.4	-38.5	10.8	-32.6	2.5	3.0	23.9	29.0			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	144.1	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-7.6	-35.0	10.8	-32.6	2.5	3.0	27.2				
		Intercity through train to Hung Hom		86.5	138.0	1.3	5.7	1	3.4	8.0	-0.1	-	-	-	-7.4	-38.5	0.0	-32.6	2.5	3.0	13.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	140.5	13.2	14.8	8	3.0	7.7	-0.7	-	-	-	-7.5	-20.0	9.0	-32.6	2.5	3.0	38.9	44.9			
		ER Lok Ma Chau to Hung Hom		85.1	142.3	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-7.6	-19.7	6.0	-32.6	2.5	3.0	36.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	144.5	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-7.6	-19.9	10.8	-32.6	2.5	3.0	42.3				
		Intercity through train to Hung Hom		86.5	140.5	13.2	14.8	1	3.0	7.7	-0.7	-	-	-	-7.5	-20.0	0.0	-32.6	2.5	3.0	31.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	140.7	15.4	29.2	8	3.0	7.4	-0.8	-	-	-	-7.5	-13.9	9.0	-32.6	2.5	3.0	44.8	50.9			
		ER Lok Ma Chau to Hung Hom		85.1	143.3	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-7.6	-13.9	6.0	-32.6	2.5	3.0	42.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	144.7	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-7.6	-13.9	10.8	-32.6	2.5	3.0	48.4				
		Intercity through train to Hung Hom		86.5	140.7	15.4	29.2	1	3.0	7.4	-0.8	-	-	-	-7.5	-13.9	0.0	-32.6	2.5	3.0	37.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
45	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	142.6	0.5	6.0	12	-	8.1	0.0	-	-	-	-7.6	-42.2	10.8	-32.6	2.5	3.0	20.1	20.5			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	142.6	0.5	6.0	1	-	8.1	0.0	-	-	-	-7.6	-42.2	0.0	-32.6	2.5	3.0	9.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	140.7	1.3	5.7	12	3.4	8.0	0.0	-	-	-	-7.5	-38.5	10.8	-32.6	2.5	3.0	23.8	28.9			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	146.6	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-7.7	-35.0	10.8	-32.6	2.5	3.0	27.1				
		Intercity through train to Hung Hom		86.5	140.7	1.3	5.7	1	3.4	8.0	0.0	-	-	-	-7.5	-38.5	0.0	-32.6	2.5	3.0	13.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	143.1	13.2	14.8	8	3.0	7.7	-0.7	-	-	-	-7.6	-20.0	9.0	-32.6	2.5	3.0	38.8	44.8			
		ER Lok Ma Chau to Hung Hom		85.1	144.9	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-7.6	-19.7	6.0	-32.6	2.5	3.0	36.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	147.0	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-7.7	-19.9	10.8	-32.6	2.5	3.0	42.2				
		Intercity through train to Hung Hom		86.5	143.1	13.2	14.8	1	3.0	7.7	-0.7	-	-	-	-7.6	-20.0	0.0	-32.6	2.5	3.0	31.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	143.3	15.4	29.2	8	3.0	7.4	-0.8	-	-	-	-7.6	-13.9	9.0	-32.6	2.5	3.0	44.8	50.8			
		ER Lok Ma Chau to Hung Hom		85.1	145.9	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-7.7	-13.9	6.0	-32.6	2.5	3.0	42.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	147.3	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-7.7	-13.9	10.8	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	143.3	15.4	29.2	1	3.0	7.4	-0.8	-	-	-	-7.6	-13.9	0.0	-32.6	2.5	3.0	37.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
46	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	145.2	0.5	6.0	12	-	8.1	0.0	-	-	-	-7.6	-42.2	10.8	-32.6	2.5	3.0	20.0	20.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	145.2	0.5	6.0	1	-	8.1	0.0	-	-	-	-7.6	-42.2	0.0	-32.6	2.5	3.0	9.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	143.4	1.3	5.7	12	3.4	8.0	0.0	-	-	-	-7.6	-38.5	10.8	-32.6	2.5	3.0	23.8	28.9			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	149.2	1.3	8.5	12	9.0	8.0	0.0	-	-	-	-7.8	-35.0	10.8	-32.6	2.5	3.0	27.1				
		Intercity through train to Hung Hom		86.5	143.4	1.3	5.7	1	3.4	8.0	0.0	-	-	-	-7.6	-38.5	0.0	-32.6	2.5	3.0	13.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	145.7	13.2	14.8	8	3.0	7.7	-0.6	-	-	-	-7.7	-20.0	9.0	-32.6	2.5	3.0	38.8	44.8			
		ER Lok Ma Chau to Hung Hom		85.1	147.5	13.2	15.4	4	8.2	7.7	0.0	-	-	-	-7.7	-19.7	6.0	-32.6	2.5	3.0	36.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	149.6	13.2	14.9	12	14.3	7.7	0.0	-	-	-	-7.8	-19.9	10.8	-32.6	2.5	3.0	42.2				
		Intercity through train to Hung Hom		86.5	145.7	13.2	14.8	1	3.0	7.7	-0.6	-	-	-	-7.7	-20.0	0.0	-32.6	2.5	3.0	31.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	146.0	15.4	29.2	8	3.0	7.4	-0.8	-	-	-	-7.7	-13.9	9.0	-32.6	2.5	3.0	44.7	50.7			
		ER Lok Ma Chau to Hung Hom		85.1	148.5	15.4	29.2	4	2.3	6.7	0.0	0.0	-	-	-7.7	-13.9	6.0	-32.6	2.5	3.0	42.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	149.8	15.4	29.2	12	14.6	7.4	0.0	-	-	-	-7.8	-13.9	10.8	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	146.0	15.4	29.2	1	3.0	7.4	-0.8	-	-	-	-7.7	-13.9	0.0	-32.6	2.5	3.0	37.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

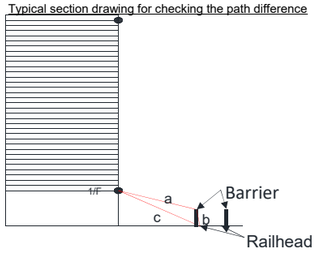
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117b
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location			Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A)										Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
					Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]				Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration					
																					Max predicted noise impact $L_{eq\ 30min}$		54	60	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction
[16] 24/F is the refuge floor, so it is not included in the assessment.

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
3	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	49.7	0.4	5.5	15	-	8.1	0.0	-	-	-	-3.0	-43.9	11.8	-32.6	2.5	3.0	23.9	24.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	49.7	0.4	5.5	1	-	8.1	0.0	-	-	-	-3.0	-43.9	0.0	-32.6	2.5	3.0	12.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	38.3	1.6	5.3	15	3.3	8.0	-16.6	-	-	-	-1.8	-38.2	11.8	-32.6	2.5	3.0	14.2	20.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	59.2	1.6	8.1	15	8.1	8.0	-13.3	-	-	-	-3.7	-34.5	11.8	-32.6	2.5	3.0	19.2				
		Intercity through train to Hung Hom		86.5	38.3	1.6	5.3	1	3.3	8.0	-16.6	-	-	-	-1.8	-38.2	0.0	-32.6	2.5	3.0	2.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	44.7	17.2	16.7	10	3.5	7.7	-16.9	-	-	-	-2.5	-17.7	10.0	-32.6	2.5	3.0	30.8	47.8			
		ER Lok Ma Chau to Hung Hom		85.1	50.1	17.2	17.2	5	8.7	7.3	-10.1	-	-	-	-3.0	-17.5	7.0	-32.6	2.5	3.0	34.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	55.4	17.2	16.8	15	14.6	7.7	-2.2	-	-	-	-3.5	-17.7	11.8	-32.6	2.5	3.0	47.5				
		Intercity through train to Hung Hom		86.5	44.7	17.2	16.7	1	3.5	7.7	-16.9	-	-	-	-2.5	-17.7	0.0	-32.6	2.5	3.0	22.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	48.0	6.8	28.6	10	3.0	7.4	-18.3	-	-	-	-2.8	-17.6	10.0	-32.6	2.5	3.0	29.2	48.1			
		ER Lok Ma Chau to Hung Hom		85.1	53.5	6.8	28.6	5	2.3	6.6	-4.1	4.1	-	-	-3.3	-17.6	7.0	-32.6	2.5	3.0	44.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	58.7	6.8	28.7	15	14.6	7.4	-3.6	-	-	-	-3.7	-17.6	11.8	-32.6	2.5	3.0	45.9				
		Intercity through train to Hung Hom		86.5	48.0	6.8	28.6	1	3.0	7.4	-18.3	-	-	-	-2.8	-17.6	0.0	-32.6	2.5	3.0	20.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	44.8	74.7	69.4	10	4.1	7.4	-1.6	1.6	-	-	-2.5	-1.9	10.0	-32.6	2.5	3.0	63.5	66.0			
		ER Lok Ma Chau to Hung Hom		85.1	50.9	74.7	69.3	5	2.3	5.2	-16.4	4.4	-	-	-3.1	-1.9	7.0	-32.6	2.5	3.0	48.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	55.5	74.7	69.4	15	2.1	7.4	-8.8	4.5	-	-	-3.5	-1.9	11.8	-32.6	2.5	3.0	61.2				
		Intercity through train to Hung Hom		86.5	44.8	74.7	69.4	1	4.1	7.4	-1.6	1.6	-	-	-2.5	-1.9	0.0	-32.6	2.5	3.0	55.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	50.8	0.4	5.5	15	-	8.1	0.0	-	-	-	-3.1	-43.9	11.8	-32.6	2.5	3.0	23.8	24.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	50.8	0.4	5.5	1	-	8.1	0.0	-	-	-	-3.1	-43.9	0.0	-32.6	2.5	3.0	12.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	39.7	1.6	5.3	15	3.3	8.0	-15.7	-	-	-	-2.0	-38.2	11.8	-32.6	2.5	3.0	15.0	21.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	60.2	1.6	8.1	15	8.1	8.0	-11.9	-	-	-	-3.8	-34.5	11.8	-32.6	2.5	3.0	20.6				
		Intercity through train to Hung Hom		86.5	39.7	1.6	5.3	1	3.3	8.0	-15.7	-	-	-	-2.0	-38.2	0.0	-32.6	2.5	3.0	3.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	46.0	17.2	16.7	10	3.5	7.7	-16.1	-	-	-	-2.6	-17.7	10.0	-32.6	2.5	3.0	31.5	48.8			
		ER Lok Ma Chau to Hung Hom		85.1	51.3	17.2	17.2	5	8.7	7.3	-7.7	-	-	-	-3.1	-17.5	7.0	-32.6	2.5	3.0	36.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	56.5	17.2	16.8	15	14.6	7.7	-1.1	-	-	-	-3.5	-17.7	11.8	-32.6	2.5	3.0	48.5				
		Intercity through train to Hung Hom		86.5	46.0	17.2	16.7	1	3.5	7.7	-16.1	-	-	-	-2.6	-17.7	0.0	-32.6	2.5	3.0	23.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	49.2	6.8	28.6	10	3.0	7.4	-17.7	-	-	-	-2.9	-17.6	10.0	-32.6	2.5	3.0	29.7	49.2			
		ER Lok Ma Chau to Hung Hom		85.1	54.7	6.8	28.6	5	2.3	6.6	-3.1	3.1	-	-	-3.4	-17.6	7.0	-32.6	2.5	3.0	44.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	59.7	6.8	28.7	15	14.6	7.4	-1.9	-	-	-	-3.8	-17.6	11.8	-32.6	2.5	3.0	47.5				
		Intercity through train to Hung Hom		86.5	49.2	6.8	28.6	1	3.0	7.4	-17.7	-	-	-	-2.9	-17.6	0.0	-32.6	2.5	3.0	21.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	46.1	74.7	69.4	10	4.1	7.4	-1.1	1.1	-	-	-2.7	-1.9	10.0	-32.6	2.5	3.0	63.4	66.2			
		ER Lok Ma Chau to Hung Hom		85.1	52.2	74.7	69.3	5	2.3	5.2	-15.8	4.4	-	-	-3.2	-1.9	7.0	-32.6	2.5	3.0	48.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	56.6	74.7	69.4	15	2.1	7.4	-7.7	4.5	-	-	-3.5	-1.9	11.8	-32.6	2.5	3.0	62.1				
		Intercity through train to Hung Hom		86.5	46.1	74.7	69.4	1	4.1	7.4	-1.1	1.1	-	-	-2.7	-1.9	0.0	-32.6	2.5	3.0	54.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	52.1	0.4	5.5	15	-	8.1	0.0	-	-	-	-3.2	-43.9	11.8	-32.6	2.5	3.0	23.7	24.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	52.1	0.4	5.5	1	-	8.1	0.0	-	-	-	-3.2	-43.9	0.0	-32.6	2.5	3.0	12.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	41.4	1.6	5.3	15	3.3	8.0	-14.7	-	-	-	-2.2	-38.2	11.8	-32.6	2.5	3.0	15.8	23.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	61.3	1.6	8.1	15	8.1	8.0	-10.3	-	-	-	-3.9	-34.5	11.8	-32.6	2.5	3.0	22.1				
		Intercity through train to Hung Hom		86.5	41.4	1.6	5.3	1	3.3	8.0	-14.7	-	-	-	-2.2	-38.2	0.0	-32.6	2.5	3.0	4.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	47.4	17.2	16.7	10	3.5	7.7	-15.3	-	-	-	-2.8	-17.7	10.0	-32.6	2.5	3.0	32.2	49.5			
		ER Lok Ma Chau to Hung Hom		85.1	52.6	17.2	17.2	5	8.7	7.3	-5.7	-	-	-	-3.2	-17.5	7.0	-32.6	2.5	3.0	38.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	57.6	17.2	16.8	15	14.6	7.7	-0.5	-	-	-	-3.6	-17.7	11.8	-32.6	2.5	3.0	49.0				
		Intercity through train to Hung Hom		86.5	47.4	17.2	16.7	1	3.5	7.7	-15.3	-	-	-	-2.8	-17.7	0.0	-32.6	2.5	3.0	23.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	50.5	6.8	28.6	10	3.0	7.4	-17.1	-	-	-	-3.1	-17.6	10.0	-32.6	2.5	3.0	30.2	49.7			
		ER Lok Ma Chau to Hung Hom		85.1	55.9	6.8	28.6	5	2.3	6.6	-2.4	2.4	-	-	-3.5	-17.6	7.0	-32.6	2.5	3.0	43.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	60.8	6.8	28.7	15	14.6	7.4	-1.0	-	-	-	-3.9	-17.6	11.8	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	50.5	6.8	28.6	1	3.0	7.4	-17.1	-	-	-	-3.1	-17.6	0.0	-32.6	2.5	3.0	21.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	47.6	74.7	69.4	10	4.1	7.4	-0.8	0.8	-	-	-2.8	-1.9	10.0	-32.6	2.5	3.0	63.3	66.6			
		ER Lok Ma Chau to Hung Hom		85.1	53.6	74.7	69.3	5	2.3	5.2	-15.2	4.4	-	-	-3.3	-1.9	7.0	-32.6	2.5	3.0	49.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	57.7	74.7	69.4	15	2.1	7.4	-6.7	4.5	-	-	-3.6	-1.9	11.8	-32.6	2.5	3.0	63.1				
		Intercity through train to Hung Hom		86.5	47.6	74.7	69.4	1	4.1	7.4	-0.8	0.8	-	-	-2.8	-1.9	0.0	-32.6	2.5	3.0	54.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	53.5	0.4	5.5	15	-	8.1	0.0	-	-	-	-3.3	-43.9	11.8	-32.6	2.5	3.0	23.6	23.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	53.5	0.4	5.5	1	-	8.1	0.0	-	-	-	-3.3	-43.9	0.0	-32.6	2.5	3.0	12.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	43.1	1.6	5.3	15	3.3	8.0	-13.6	-	-	-	-2.4	-38.2	11.8	-32.6	2.5	3.0	16.7	24.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	62.5	1.6	8.1	15	8.1	8.0	-8.4	-	-	-	-4.0	-34.5	11.8	-32.6	2.5	3.0	23.9				
		Intercity through train to Hung Hom		86.5	43.1	1.6	5.3	1	3.3	8.0	-13.6	-	-	-	-2.4	-38.2	0.0	-32.6	2.5	3.0	5.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	49.0	17.2	16.7	10	3.5	7.7	-14.4	-	-	-	-2.9	-17.7	10.0	-32.6	2.5	3.0	32.9	50.0			
		ER Lok Ma Chau to Hung Hom		85.1	54.0	17.2	17.2	5	8.7	7.3	-3.7	-	-	-	-3.3	-17.5	7.0	-32.6	2.5	3.0	40.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	58.9	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-3.7	-17.7	11.8	-32.6	2.5	3.0	49.4				
		Intercity through train to Hung Hom		86.5	49.0	17.2	16.7	1	3.5	7.7	-14.4	-	-	-	-2.9	-17.7	0.0	-32.6	2.5	3.0	24.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	52.0	6.8	28.6	10	3.0	7.4	-16.5	-	-	-	-3.2	-17.6	10.0	-32.6	2.5	3.0	30.7	50.0			
		ER Lok Ma Chau to Hung Hom		85.1	57.3	6.8	28.6	5	2.3	6.6	-2.0	2.0	-	-	-3.6	-17.6	7.0	-32.6	2.5	3.0	43.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	62.0	6.8	28.7	15	14.6	7.4	-0.5	-	-	-	-3.9	-17.6	11.8	-32.6	2.5	3.0	48.8				
		Intercity through train to Hung Hom		86.5	52.0	6.8	28.6	1	3.0	7.4	-16.5	-	-	-	-3.2	-17.6	0.0	-32.6	2.5	3.0	22.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	49.1	74.7	69.4	10	4.1	7.4	-0.5	0.5	-	-	-2.9	-1.9	10.0	-32.6	2.5	3.0	63.1	66.8			
		ER Lok Ma Chau to Hung Hom		85.1	55.1	74.7	69.3	5	2.3	5.2	-14.6	4.4	-	-	-3.4	-1.9	7.0	-32.6	2.5	3.0	49.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	59.0	74.7	69.4	15	2.1	7.4	-5.9	4.5	-	-	-3.7	-1.9	11.8	-32.6	2.5	3.0	63.7				
		Intercity through train to Hung Hom		86.5	49.1	74.7	69.4	1	4.1	7.4	-0.5	0.5	-	-	-2.9	-1.9	0.0	-32.6	2.5	3.0	54.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	55.0	0.4	5.5	15	-	8.1	0.0	-	-	-	-3.4	-43.9	11.8	-32.6	2.5	3.0	23.5	23.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	55.0	0.4	5.5	1	-	8.1	0.0	-	-	-	-3.4	-43.9	0.0	-32.6	2.5	3.0	12.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	45.0	1.6	5.3	15	3.3	8.0	-12.5	-	-	-	-2.5	-38.2	11.8	-32.6	2.5	3.0	17.6	26.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	63.7	1.6	8.1	15	8.1	8.0	-6.5	-	-	-	-4.1	-34.5	11.8	-32.6	2.5	3.0	25.7				
		Intercity through train to Hung Hom		86.5	45.0	1.6	5.3	1	3.3	8.0	-12.5	-	-	-	-2.5	-38.2	0.0	-32.6	2.5	3.0	6.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	50.6	17.2	16.7	10	3.5	7.7	-13.5	-	-	-	-3.1	-17.7	10.0	-32.6	2.5	3.0	33.7	50.1			
		ER Lok Ma Chau to Hung Hom		85.1	55.5	17.2	17.2	5	8.7	7.3	-2.3	-	-	-	-3.5	-17.5	7.0	-32.6	2.5	3.0	41.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	60.3	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-3.8	-17.7	11.8	-32.6	2.5	3.0	49.3				
		Intercity through train to Hung Hom		86.5	50.6	17.2	16.7	1	3.5	7.7	-13.5	-	-	-	-3.1	-17.7	0.0	-32.6	2.5	3.0	25.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	53.6	6.8	28.6	10	3.0	7.4	-15.9	-	-	-	-3.3	-17.6	10.0	-32.6	2.5	3.0	31.2	50.3			
		ER Lok Ma Chau to Hung Hom		85.1	58.7	6.8	28.6	5	2.3	6.6	-1.6	1.6	-	-	-3.7	-17.6	7.0	-32.6	2.5	3.0	43.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	63.3	6.8	28.7	15	14.6	7.4	-0.1	-	-	-	-4.0	-17.6	11.8	-32.6	2.5	3.0	49.1				
		Intercity through train to Hung Hom		86.5	53.6	6.8	28.6	1	3.0	7.4	-15.9	-	-	-	-3.3	-17.6	0.0	-32.6	2.5	3.0	22.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	50.8	74.7	69.4	10	4.1	7.4	-0.2	0.2	-	-	-3.1	-1.9	10.0	-32.6	2.5	3.0	63.0	66.9			
		ER Lok Ma Chau to Hung Hom		85.1	56.6	74.7	69.3	5	2.3	5.2	-13.9	4.4	-	-	-3.6	-1.9	7.0	-32.6	2.5	3.0	50.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	60.4	74.7	69.4	15	2.1	7.4	-5.6	4.5	-	-	-3.8	-1.9	11.8	-32.6	2.5	3.0	64.0				
		Intercity through train to Hung Hom		86.5	50.8	74.7	69.4	1	4.1	7.4	-0.2	0.2	-	-	-3.1	-1.9	0.0	-32.6	2.5	3.0	54.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	56.6	0.4	5.5	15	-	8.1	0.0	-	-	-	-3.5	-43.9	11.8	-32.6	2.5	3.0	23.4	23.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	56.6	0.4	5.5	1	-	8.1	0.0	-	-	-	-3.5	-43.9	0.0	-32.6	2.5	3.0	12.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	46.9	1.6	5.3	15	3.3	8.0	-11.3	-	-	-	-2.7	-38.2	11.8	-32.6	2.5	3.0	18.6	27.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	65.1	1.6	8.1	15	8.1	8.0	-5.6	-	-	-	-4.2	-34.5	11.8	-32.6	2.5	3.0	26.6				
		Intercity through train to Hung Hom		86.5	46.9	1.6	5.3	1	3.3	8.0	-11.3	-	-	-	-2.7	-38.2	0.0	-32.6	2.5	3.0	7.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	52.4	17.2	16.7	10	3.5	7.7	-12.5	-	-	-	-3.2	-17.7	10.0	-32.6	2.5	3.0	34.5	50.2			
		ER Lok Ma Chau to Hung Hom		85.1	57.1	17.2	17.2	5	8.7	7.3	-1.5	-	-	-	-3.6	-17.5	7.0	-32.6	2.5	3.0	42.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	61.7	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-3.9	-17.7	11.8	-32.6	2.5	3.0	49.2				
		Intercity through train to Hung Hom		86.5	52.4	17.2	16.7	1	3.5	7.7	-12.5	-	-	-	-3.2	-17.7	0.0	-32.6	2.5	3.0	26.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	55.2	6.8	28.6	10	3.0	7.4	-15.2	-	-	-	-3.4	-17.6	10.0	-32.6	2.5	3.0	31.7	50.2			
		ER Lok Ma Chau to Hung Hom		85.1	60.3	6.8	28.6	5	2.3	6.6	-1.4	1.4	-	-	-3.8	-17.6	7.0	-32.6	2.5	3.0	43.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	64.7	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-4.1	-17.6	11.8	-32.6	2.5	3.0	49.1				
		Intercity through train to Hung Hom		86.5	55.2	6.8	28.6	1	3.0	7.4	-15.2	-	-	-	-3.4	-17.6	0.0	-32.6	2.5	3.0	23.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	52.5	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-3.2	-1.9	10.0	-32.6	2.5	3.0	62.9	67.2			
		ER Lok Ma Chau to Hung Hom		85.1	58.3	74.7	69.3	5	2.3	5.2	-13.2	4.4	-	-	-3.7	-1.9	7.0	-32.6	2.5	3.0	50.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	61.9	74.7	69.4	15	2.1	7.4	-4.8	4.5	-	-	-3.9	-1.9	11.8	-32.6	2.5	3.0	64.6				
		Intercity through train to Hung Hom		86.5	52.5	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-3.2	-1.9	0.0	-32.6	2.5	3.0	54.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	58.3	0.4	5.5	15	-	8.1	0.0	-	-	-	-3.7	-43.9	11.8	-32.6	2.5	3.0	23.2	23.5			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	58.3	0.4	5.5	1	-	8.1	0.0	-	-	-	-3.7	-43.9	0.0	-32.6	2.5	3.0	11.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	48.9	1.6	5.3	15	3.3	8.0	-10.0	-	-	-	-2.9	-38.2	11.8	-32.6	2.5	3.0	19.7	28.9			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	66.6	1.6	8.1	15	8.1	8.0	-3.7	-	-	-	-4.3	-34.5	11.8	-32.6	2.5	3.0	28.3				
		Intercity through train to Hung Hom		86.5	48.9	1.6	5.3	1	3.3	8.0	-10.0	-	-	-	-2.9	-38.2	0.0	-32.6	2.5	3.0	8.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	54.2	17.2	16.7	10	3.5	7.7	-11.5	-	-	-	-3.4	-17.7	10.0	-32.6	2.5	3.0	35.5	50.2			
		ER Lok Ma Chau to Hung Hom		85.1	58.8	17.2	17.2	5	8.7	7.3	-1.0	-	-	-	-3.7	-17.5	7.0	-32.6	2.5	3.0	42.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	63.3	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-4.0	-17.7	11.8	-32.6	2.5	3.0	49.1				
		Intercity through train to Hung Hom		86.5	54.2	17.2	16.7	1	3.5	7.7	-11.5	-	-	-	-3.4	-17.7	0.0	-32.6	2.5	3.0	26.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	57.0	6.8	28.6	10	3.0	7.4	-14.5	-	-	-	-3.6	-17.6	10.0	-32.6	2.5	3.0	32.3	50.1			
		ER Lok Ma Chau to Hung Hom		85.1	61.9	6.8	28.6	5	2.3	6.6	-1.1	1.1	-	-	-3.9	-17.6	7.0	-32.6	2.5	3.0	43.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	66.2	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-4.2	-17.6	11.8	-32.6	2.5	3.0	49.0				
		Intercity through train to Hung Hom		86.5	57.0	6.8	28.6	1	3.0	7.4	-14.5	-	-	-	-3.6	-17.6	0.0	-32.6	2.5	3.0	23.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	54.3	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-3.4	-1.9	10.0	-32.6	2.5	3.0	62.7	67.3			
		ER Lok Ma Chau to Hung Hom		85.1	60.1	74.7	69.3	5	2.3	5.2	-12.5	4.4	-	-	-3.8	-1.9	7.0	-32.6	2.5	3.0	51.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	63.4	74.7	69.4	15	2.1	7.4	-3.8	3.8	-	-	-4.0	-1.9	11.8	-32.6	2.5	3.0	64.9				
		Intercity through train to Hung Hom		86.5	54.3	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-3.4	-1.9	0.0	-32.6	2.5	3.0	54.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	60.0	0.4	5.5	15	-	8.1	0.0	-	-	-	-3.8	-43.9	11.8	-32.6	2.5	3.0	23.1	23.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	60.0	0.4	5.5	1	-	8.1	0.0	-	-	-	-3.8	-43.9	0.0	-32.6	2.5	3.0	11.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	51.0	1.6	5.3	15	3.3	8.0	-8.7	-	-	-	-3.1	-38.2	11.8	-32.6	2.5	3.0	20.9	30.0			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	68.1	1.6	8.1	15	8.1	8.0	-2.5	-	-	-	-4.4	-34.5	11.8	-32.6	2.5	3.0	29.4				
		Intercity through train to Hung Hom		86.5	51.0	1.6	5.3	1	3.3	8.0	-8.7	-	-	-	-3.1	-38.2	0.0	-32.6	2.5	3.0	9.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	56.1	17.2	16.7	10	3.5	7.7	-10.3	-	-	-	-3.5	-17.7	10.0	-32.6	2.5	3.0	36.4	50.2			
		ER Lok Ma Chau to Hung Hom		85.1	60.6	17.2	17.2	5	8.7	7.3	-0.6	-	-	-	-3.8	-17.5	7.0	-32.6	2.5	3.0	43.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	64.9	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-4.1	-17.7	11.8	-32.6	2.5	3.0	49.0				
		Intercity through train to Hung Hom		86.5	56.1	17.2	16.7	1	3.5	7.7	-10.3	-	-	-	-3.5	-17.7	0.0	-32.6	2.5	3.0	27.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	58.8	6.8	28.6	10	3.0	7.4	-13.8	-	-	-	-3.7	-17.6	10.0	-32.6	2.5	3.0	32.9	50.0			
		ER Lok Ma Chau to Hung Hom		85.1	63.6	6.8	28.6	5	2.3	6.6	-0.9	0.9	-	-	-4.1	-17.6	7.0	-32.6	2.5	3.0	43.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	67.8	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-4.3	-17.6	11.8	-32.6	2.5	3.0	48.9				
		Intercity through train to Hung Hom		86.5	58.8	6.8	28.6	1	3.0	7.4	-13.8	-	-	-	-3.7	-17.6	0.0	-32.6	2.5	3.0	24.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	56.3	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-3.5	-1.9	10.0	-32.6	2.5	3.0	62.6	67.1			
		ER Lok Ma Chau to Hung Hom		85.1	61.9	74.7	69.3	5	2.3	5.2	-11.7	4.4	-	-	-3.9	-1.9	7.0	-32.6	2.5	3.0	51.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	65.1	74.7	69.4	15	2.1	7.4	-3.1	3.1	-	-	-4.2	-1.9	11.8	-32.6	2.5	3.0	64.7				
		Intercity through train to Hung Hom		86.5	56.3	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-3.5	-1.9	0.0	-32.6	2.5	3.0	54.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	61.8	0.4	5.5	15	-	8.1	0.0	-	-	-	-3.9	-43.9	11.8	-32.6	2.5	3.0	23.0	23.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	61.8	0.4	5.5	1	-	8.1	0.0	-	-	-	-3.9	-43.9	0.0	-32.6	2.5	3.0	11.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	53.1	1.6	5.3	15	3.3	8.0	-7.4	-	-	-	-3.3	-38.2	11.8	-32.6	2.5	3.0	22.0	30.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	69.7	1.6	8.1	15	8.1	8.0	-1.8	-	-	-	-4.5	-34.5	11.8	-32.6	2.5	3.0	30.0				
		Intercity through train to Hung Hom		86.5	53.1	1.6	5.3	1	3.3	8.0	-7.4	-	-	-	-3.3	-38.2	0.0	-32.6	2.5	3.0	10.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	58.0	17.2	16.7	10	3.5	7.7	-9.2	-	-	-	-3.7	-17.7	10.0	-32.6	2.5	3.0	37.4	50.2			
		ER Lok Ma Chau to Hung Hom		85.1	62.4	17.2	17.2	5	8.7	7.3	-0.3	-	-	-	-4.0	-17.5	7.0	-32.6	2.5	3.0	43.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	66.6	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-4.3	-17.7	11.8	-32.6	2.5	3.0	48.9				
		Intercity through train to Hung Hom		86.5	58.0	17.2	16.7	1	3.5	7.7	-9.2	-	-	-	-3.7	-17.7	0.0	-32.6	2.5	3.0	28.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	60.7	6.8	28.6	10	3.0	7.4	-13.0	-	-	-	-3.9	-17.6	10.0	-32.6	2.5	3.0	33.5	50.0			
		ER Lok Ma Chau to Hung Hom		85.1	65.4	6.8	28.6	5	2.3	6.6	-0.8	0.8	-	-	-4.2	-17.6	7.0	-32.6	2.5	3.0	43.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	69.4	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-4.4	-17.6	11.8	-32.6	2.5	3.0	48.8				
		Intercity through train to Hung Hom		86.5	60.7	6.8	28.6	1	3.0	7.4	-13.0	-	-	-	-3.9	-17.6	0.0	-32.6	2.5	3.0	25.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	58.2	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-3.7	-1.9	10.0	-32.6	2.5	3.0	62.4	67.0			
		ER Lok Ma Chau to Hung Hom		85.1	63.8	74.7	69.3	5	2.3	5.2	-11.0	4.4	-	-	-4.1	-1.9	7.0	-32.6	2.5	3.0	52.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	66.8	74.7	69.4	15	2.1	7.4	-2.6	2.6	-	-	-4.3	-1.9	11.8	-32.6	2.5	3.0	64.6				
		Intercity through train to Hung Hom		86.5	58.2	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-3.7	-1.9	0.0	-32.6	2.5	3.0	53.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	63.7	0.4	5.5	15	-	8.1	0.0	-	-	-	-4.1	-43.9	11.8	-32.6	2.5	3.0	22.8	23.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	63.7	0.4	5.5	1	-	8.1	0.0	-	-	-	-4.1	-43.9	0.0	-32.6	2.5	3.0	11.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	55.3	1.6	5.3	15	3.3	8.0	-6.3	-	-	-	-3.4	-38.2	11.8	-32.6	2.5	3.0	22.9	31.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	71.4	1.6	8.1	15	8.1	8.0	-1.3	-	-	-	-4.6	-34.5	11.8	-32.6	2.5	3.0	30.4				
		Intercity through train to Hung Hom		86.5	55.3	1.6	5.3	1	3.3	8.0	-6.3	-	-	-	-3.4	-38.2	0.0	-32.6	2.5	3.0	11.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	60.1	17.2	16.7	10	3.5	7.7	-8.0	-	-	-	-3.8	-17.7	10.0	-32.6	2.5	3.0	38.5	50.2			
		ER Lok Ma Chau to Hung Hom		85.1	64.3	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-4.1	-17.5	7.0	-32.6	2.5	3.0	43.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	68.4	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-4.4	-17.7	11.8	-32.6	2.5	3.0	48.8				
		Intercity through train to Hung Hom		86.5	60.1	17.2	16.7	1	3.5	7.7	-8.0	-	-	-	-3.8	-17.7	0.0	-32.6	2.5	3.0	30.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	62.6	6.8	28.6	10	3.0	7.4	-12.3	-	-	-	-4.0	-17.6	10.0	-32.6	2.5	3.0	34.1	49.9			
		ER Lok Ma Chau to Hung Hom		85.1	67.3	6.8	28.6	5	2.3	6.6	-0.6	0.6	-	-	-4.3	-17.6	7.0	-32.6	2.5	3.0	43.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	71.2	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-4.5	-17.6	11.8	-32.6	2.5	3.0	48.7				
		Intercity through train to Hung Hom		86.5	62.6	6.8	28.6	1	3.0	7.4	-12.3	-	-	-	-4.0	-17.6	0.0	-32.6	2.5	3.0	25.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	60.3	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-3.8	-1.9	10.0	-32.6	2.5	3.0	62.3	66.9			
		ER Lok Ma Chau to Hung Hom		85.1	65.7	74.7	69.3	5	2.3	5.2	-10.2	4.4	-	-	-4.2	-1.9	7.0	-32.6	2.5	3.0	53.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	68.6	74.7	69.4	15	2.1	7.4	-2.2	2.2	-	-	-4.4	-1.9	11.8	-32.6	2.5	3.0	64.5				
		Intercity through train to Hung Hom		86.5	60.3	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-3.8	-1.9	0.0	-32.6	2.5	3.0	53.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	65.7	0.4	5.5	15	-	8.1	0.0	-	-	-	-4.2	-43.9	11.8	-32.6	2.5	3.0	22.7	23.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	65.7	0.4	5.5	1	-	8.1	0.0	-	-	-	-4.2	-43.9	0.0	-32.6	2.5	3.0	11.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	57.5	1.6	5.3	15	3.3	8.0	-5.7	-	-	-	-3.6	-38.2	11.8	-32.6	2.5	3.0	23.4	31.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	73.2	1.6	8.1	15	8.1	8.0	-1.0	-	-	-	-4.7	-34.5	11.8	-32.6	2.5	3.0	30.7				
		Intercity through train to Hung Hom		86.5	57.5	1.6	5.3	1	3.3	8.0	-5.7	-	-	-	-3.6	-38.2	0.0	-32.6	2.5	3.0	12.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	62.1	17.2	16.7	10	3.5	7.7	-6.9	-	-	-	-4.0	-17.7	10.0	-32.6	2.5	3.0	39.4	50.2			
		ER Lok Ma Chau to Hung Hom		85.1	66.3	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-4.2	-17.5	7.0	-32.6	2.5	3.0	43.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	70.2	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-4.5	-17.7	11.8	-32.6	2.5	3.0	48.7				
		Intercity through train to Hung Hom		86.5	62.1	17.2	16.7	1	3.5	7.7	-6.9	-	-	-	-4.0	-17.7	0.0	-32.6	2.5	3.0	30.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	64.6	6.8	28.6	10	3.0	7.4	-11.4	-	-	-	-4.1	-17.6	10.0	-32.6	2.5	3.0	34.8	49.8			
		ER Lok Ma Chau to Hung Hom		85.1	69.2	6.8	28.6	5	2.3	6.6	-0.5	0.5	-	-	-4.4	-17.6	7.0	-32.6	2.5	3.0	42.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	72.9	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-4.6	-17.6	11.8	-32.6	2.5	3.0	48.6				
		Intercity through train to Hung Hom		86.5	64.6	6.8	28.6	1	3.0	7.4	-11.4	-	-	-	-4.1	-17.6	0.0	-32.6	2.5	3.0	26.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	62.3	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-4.0	-1.9	10.0	-32.6	2.5	3.0	62.1	66.9			
		ER Lok Ma Chau to Hung Hom		85.1	67.7	74.7	69.3	5	2.3	5.2	-9.4	4.4	-	-	-4.3	-1.9	7.0	-32.6	2.5	3.0	53.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	70.4	74.7	69.4	15	2.1	7.4	-1.9	1.9	-	-	-4.5	-1.9	11.8	-32.6	2.5	3.0	64.4				
		Intercity through train to Hung Hom		86.5	62.3	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-4.0	-1.9	0.0	-32.6	2.5	3.0	53.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	67.7	0.4	5.5	15	-	8.1	0.0	-	-	-	-4.3	-43.9	11.8	-32.6	2.5	3.0	22.6	22.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	67.7	0.4	5.5	1	-	8.1	0.0	-	-	-	-4.3	-43.9	0.0	-32.6	2.5	3.0	11.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	59.8	1.6	5.3	15	3.3	8.0	-5.3	-	-	-	-3.8	-38.2	11.8	-32.6	2.5	3.0	23.6	31.6			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	75.0	1.6	8.1	15	8.1	8.0	-0.7	-	-	-	-4.8	-34.5	11.8	-32.6	2.5	3.0	30.9				
		Intercity through train to Hung Hom		86.5	59.8	1.6	5.3	1	3.3	8.0	-5.3	-	-	-	-3.8	-38.2	0.0	-32.6	2.5	3.0	12.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	64.3	17.2	16.7	10	3.5	7.7	-6.0	-	-	-	-4.1	-17.7	10.0	-32.6	2.5	3.0	40.1	50.2			
		ER Lok Ma Chau to Hung Hom		85.1	68.3	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-4.4	-17.5	7.0	-32.6	2.5	3.0	43.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	72.1	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-4.6	-17.7	11.8	-32.6	2.5	3.0	48.5				
		Intercity through train to Hung Hom		86.5	64.3	17.2	16.7	1	3.5	7.7	-6.0	-	-	-	-4.1	-17.7	0.0	-32.6	2.5	3.0	31.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	66.7	6.8	28.6	10	3.0	7.4	-10.6	-	-	-	-4.3	-17.6	10.0	-32.6	2.5	3.0	35.5	49.7			
		ER Lok Ma Chau to Hung Hom		85.1	71.2	6.8	28.6	5	2.3	6.6	-0.4	0.4	-	-	-4.5	-17.6	7.0	-32.6	2.5	3.0	42.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	74.8	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-4.8	-17.6	11.8	-32.6	2.5	3.0	48.5				
		Intercity through train to Hung Hom		86.5	66.7	6.8	28.6	1	3.0	7.4	-10.6	-	-	-	-4.3	-17.6	0.0	-32.6	2.5	3.0	27.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	64.5	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-4.1	-1.9	10.0	-32.6	2.5	3.0	62.0	66.8			
		ER Lok Ma Chau to Hung Hom		85.1	69.8	74.7	69.3	5	2.3	5.2	-8.6	4.4	-	-	-4.5	-1.9	7.0	-32.6	2.5	3.0	54.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	72.3	74.7	69.4	15	2.1	7.4	-1.7	1.7	-	-	-4.6	-1.9	11.8	-32.6	2.5	3.0	64.3				
		Intercity through train to Hung Hom		86.5	64.5	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-4.1	-1.9	0.0	-32.6	2.5	3.0	53.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	69.7	0.4	5.5	15	-	8.1	0.0	-	-	-	-4.5	-43.9	11.8	-32.6	2.5	3.0	22.5	22.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	69.7	0.4	5.5	1	-	8.1	0.0	-	-	-	-4.5	-43.9	0.0	-32.6	2.5	3.0	11.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	62.1	1.6	5.3	15	3.3	8.0	-4.1	-	-	-	-4.0	-38.2	11.8	-32.6	2.5	3.0	24.6	31.9			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	76.8	1.6	8.1	15	8.1	8.0	-0.4	-	-	-	-4.9	-34.5	11.8	-32.6	2.5	3.0	31.0				
		Intercity through train to Hung Hom		86.5	62.1	1.6	5.3	1	3.3	8.0	-4.1	-	-	-	-4.0	-38.2	0.0	-32.6	2.5	3.0	13.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	66.5	17.2	16.7	10	3.5	7.7	-5.6	-	-	-	-4.2	-17.7	10.0	-32.6	2.5	3.0	40.4	50.1			
		ER Lok Ma Chau to Hung Hom		85.1	70.4	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-4.5	-17.5	7.0	-32.6	2.5	3.0	43.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	74.1	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-4.7	-17.7	11.8	-32.6	2.5	3.0	48.4				
		Intercity through train to Hung Hom		86.5	66.5	17.2	16.7	1	3.5	7.7	-5.6	-	-	-	-4.2	-17.7	0.0	-32.6	2.5	3.0	31.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	68.8	6.8	28.6	10	3.0	7.4	-9.8	-	-	-	-4.4	-17.6	10.0	-32.6	2.5	3.0	36.2	49.6			
		ER Lok Ma Chau to Hung Hom		85.1	73.2	6.8	28.6	5	2.3	6.6	-0.3	0.3	-	-	-4.7	-17.6	7.0	-32.6	2.5	3.0	42.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	76.7	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-4.9	-17.6	11.8	-32.6	2.5	3.0	48.4				
		Intercity through train to Hung Hom		86.5	68.8	6.8	28.6	1	3.0	7.4	-9.8	-	-	-	-4.4	-17.6	0.0	-32.6	2.5	3.0	27.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	66.7	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-4.3	-1.9	10.0	-32.6	2.5	3.0	61.8	66.7			
		ER Lok Ma Chau to Hung Hom		85.1	71.9	74.7	69.3	5	2.3	5.2	-7.8	4.4	-	-	-4.6	-1.9	7.0	-32.6	2.5	3.0	55.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	74.3	74.7	69.4	15	2.1	7.4	-1.5	1.5	-	-	-4.7	-1.9	11.8	-32.6	2.5	3.0	64.2				
		Intercity through train to Hung Hom		86.5	66.7	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-4.3	-1.9	0.0	-32.6	2.5	3.0	53.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	71.8	0.4	5.5	15	-	8.1	0.0	-	-	-	-4.6	-43.9	11.8	-32.6	2.5	3.0	22.3	22.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	71.8	0.4	5.5	1	-	8.1	0.0	-	-	-	-4.6	-43.9	0.0	-32.6	2.5	3.0	11.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	64.5	1.6	5.3	15	3.3	8.0	-3.3	-	-	-	-4.1	-38.2	11.8	-32.6	2.5	3.0	25.2	32.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	78.7	1.6	8.1	15	8.1	8.0	-0.2	-	-	-	-5.0	-34.5	11.8	-32.6	2.5	3.0	31.1				
		Intercity through train to Hung Hom		86.5	64.5	1.6	5.3	1	3.3	8.0	-3.3	-	-	-	-4.1	-38.2	0.0	-32.6	2.5	3.0	13.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	68.7	17.2	16.7	10	3.5	7.7	-5.0	-	-	-	-4.4	-17.7	10.0	-32.6	2.5	3.0	40.9	50.0			
		ER Lok Ma Chau to Hung Hom		85.1	72.5	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-4.6	-17.5	7.0	-32.6	2.5	3.0	42.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	76.1	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-4.8	-17.7	11.8	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	68.7	17.2	16.7	1	3.5	7.7	-5.0	-	-	-	-4.4	-17.7	0.0	-32.6	2.5	3.0	32.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	71.0	6.8	28.6	10	3.0	7.4	-8.9	-	-	-	-4.5	-17.6	10.0	-32.6	2.5	3.0	36.9	49.6			
		ER Lok Ma Chau to Hung Hom		85.1	75.2	6.8	28.6	5	2.3	6.6	-0.2	0.2	-	-	-4.8	-17.6	7.0	-32.6	2.5	3.0	42.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	78.6	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-5.0	-17.6	11.8	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	71.0	6.8	28.6	1	3.0	7.4	-8.9	-	-	-	-4.5	-17.6	0.0	-32.6	2.5	3.0	28.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	68.9	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-4.4	-1.9	10.0	-32.6	2.5	3.0	61.7	66.6			
		ER Lok Ma Chau to Hung Hom		85.1	74.1	74.7	69.3	5	2.3	5.2	-7.1	4.4	-	-	-4.7	-1.9	7.0	-32.6	2.5	3.0	55.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	76.3	74.7	69.4	15	2.1	7.4	-1.3	1.3	-	-	-4.8	-1.9	11.8	-32.6	2.5	3.0	64.1				
		Intercity through train to Hung Hom		86.5	68.9	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-4.4	-1.9	0.0	-32.6	2.5	3.0	53.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
17	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	74.0	0.4	5.5	15	-	8.1	0.0	-	-	-	-4.7	-43.9	11.8	-32.6	2.5	3.0	22.2	22.5			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	74.0	0.4	5.5	1	-	8.1	0.0	-	-	-	-4.7	-43.9	0.0	-32.6	2.5	3.0	10.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	66.9	1.6	5.3	15	3.3	8.0	-2.7	-	-	-	-4.3	-38.2	11.8	-32.6	2.5	3.0	25.6	32.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	80.7	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-5.1	-34.5	11.8	-32.6	2.5	3.0	31.2				
		Intercity through train to Hung Hom		86.5	66.9	1.6	5.3	1	3.3	8.0	-2.7	-	-	-	-4.3	-38.2	0.0	-32.6	2.5	3.0	14.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	70.9	17.2	16.7	10	3.5	7.7	-3.9	-	-	-	-4.5	-17.7	10.0	-32.6	2.5	3.0	41.8	50.1			
		ER Lok Ma Chau to Hung Hom		85.1	74.6	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-4.7	-17.5	7.0	-32.6	2.5	3.0	42.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	78.1	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-4.9	-17.7	11.8	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	70.9	17.2	16.7	1	3.5	7.7	-3.9	-	-	-	-4.5	-17.7	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	73.2	6.8	28.6	10	3.0	7.4	-8.1	-	-	-	-4.7	-17.6	10.0	-32.6	2.5	3.0	37.6	49.5			
		ER Lok Ma Chau to Hung Hom		85.1	77.3	6.8	28.6	5	2.3	6.6	-0.1	0.1	-	-	-4.9	-17.6	7.0	-32.6	2.5	3.0	42.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	80.6	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-5.1	-17.6	11.8	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	73.2	6.8	28.6	1	3.0	7.4	-8.1	-	-	-	-4.7	-17.6	0.0	-32.6	2.5	3.0	29.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	71.1	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-4.5	-1.9	10.0	-32.6	2.5	3.0	61.5	66.5			
		ER Lok Ma Chau to Hung Hom		85.1	76.2	74.7	69.3	5	2.3	5.2	-6.5	4.4	-	-	-4.8	-1.9	7.0	-32.6	2.5	3.0	56.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	78.3	74.7	69.4	15	2.1	7.4	-1.1	1.1	-	-	-5.0	-1.9	11.8	-32.6	2.5	3.0	63.9				
		Intercity through train to Hung Hom		86.5	71.1	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-4.5	-1.9	0.0	-32.6	2.5	3.0	53.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
18	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	76.2	0.4	5.5	15	-	8.1	0.0	-	-	-	-4.8	-43.9	11.8	-32.6	2.5	3.0	22.1	22.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	76.2	0.4	5.5	1	-	8.1	0.0	-	-	-	-4.8	-43.9	0.0	-32.6	2.5	3.0	10.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	69.3	1.6	5.3	15	3.3	8.0	-2.3	-	-	-	-4.4	-38.2	11.8	-32.6	2.5	3.0	25.9	32.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	82.7	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-5.2	-34.5	11.8	-32.6	2.5	3.0	31.1				
		Intercity through train to Hung Hom		86.5	69.3	1.6	5.3	1	3.3	8.0	-2.3	-	-	-	-4.4	-38.2	0.0	-32.6	2.5	3.0	14.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	73.2	17.2	16.7	10	3.5	7.7	-3.2	-	-	-	-4.7	-17.7	10.0	-32.6	2.5	3.0	42.4	50.1			
		ER Lok Ma Chau to Hung Hom		85.1	76.8	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-4.9	-17.5	7.0	-32.6	2.5	3.0	42.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	80.2	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-5.1	-17.7	11.8	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	73.2	17.2	16.7	1	3.5	7.7	-3.2	-	-	-	-4.7	-17.7	0.0	-32.6	2.5	3.0	33.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	75.4	6.8	28.6	10	3.0	7.4	-7.2	-	-	-	-4.8	-17.6	10.0	-32.6	2.5	3.0	38.3	49.5			
		ER Lok Ma Chau to Hung Hom		85.1	79.5	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-5.0	-17.6	7.0	-32.6	2.5	3.0	42.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	82.6	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-5.2	-17.6	11.8	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	75.4	6.8	28.6	1	3.0	7.4	-7.2	-	-	-	-4.8	-17.6	0.0	-32.6	2.5	3.0	29.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	73.4	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-4.7	-1.9	10.0	-32.6	2.5	3.0	61.4	66.5			
		ER Lok Ma Chau to Hung Hom		85.1	78.5	74.7	69.3	5	2.3	5.2	-6.0	4.4	-	-	-5.0	-1.9	7.0	-32.6	2.5	3.0	56.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	80.4	74.7	69.4	15	2.1	7.4	-1.0	1.0	-	-	-5.1	-1.9	11.8	-32.6	2.5	3.0	63.8				
		Intercity through train to Hung Hom		86.5	73.4	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-4.7	-1.9	0.0	-32.6	2.5	3.0	52.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
19	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	78.4	0.4	5.5	15	-	8.1	0.0	-	-	-	-5.0	-43.9	11.8	-32.6	2.5	3.0	21.9	22.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	78.4	0.4	5.5	1	-	8.1	0.0	-	-	-	-5.0	-43.9	0.0	-32.6	2.5	3.0	10.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	71.7	1.6	5.3	15	3.3	8.0	-2.0	-	-	-	-4.6	-38.2	11.8	-32.6	2.5	3.0	26.0	32.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	84.8	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-5.3	-34.5	11.8	-32.6	2.5	3.0	31.0				
		Intercity through train to Hung Hom		86.5	71.7	1.6	5.3	1	3.3	8.0	-2.0	-	-	-	-4.6	-38.2	0.0	-32.6	2.5	3.0	14.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	75.5	17.2	16.7	10	3.5	7.7	-2.7	-	-	-	-4.8	-17.7	10.0	-32.6	2.5	3.0	42.7	50.1			
		ER Lok Ma Chau to Hung Hom		85.1	79.0	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-5.0	-17.5	7.0	-32.6	2.5	3.0	42.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	82.3	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-5.2	-17.7	11.8	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	75.5	17.2	16.7	1	3.5	7.7	-2.7	-	-	-	-4.8	-17.7	0.0	-32.6	2.5	3.0	34.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	77.7	6.8	28.6	10	3.0	7.4	-6.5	-	-	-	-4.9	-17.6	10.0	-32.6	2.5	3.0	38.9	49.4			
		ER Lok Ma Chau to Hung Hom		85.1	81.7	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-5.1	-17.6	7.0	-32.6	2.5	3.0	42.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	84.7	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-5.3	-17.6	11.8	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	77.7	6.8	28.6	1	3.0	7.4	-6.5	-	-	-	-4.9	-17.6	0.0	-32.6	2.5	3.0	30.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	75.8	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-4.8	-1.9	10.0	-32.6	2.5	3.0	61.3	66.4			
		ER Lok Ma Chau to Hung Hom		85.1	80.7	74.7	69.3	5	2.3	5.2	-5.7	4.4	-	-	-5.1	-1.9	7.0	-32.6	2.5	3.0	56.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	82.5	74.7	69.4	15	2.1	7.4	-0.9	0.9	-	-	-5.2	-1.9	11.8	-32.6	2.5	3.0	63.7				
		Intercity through train to Hung Hom		86.5	75.8	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-4.8	-1.9	0.0	-32.6	2.5	3.0	52.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
20	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	80.6	0.4	5.5	15	-	8.1	0.0	-	-	-	-5.1	-43.9	11.8	-32.6	2.5	3.0	21.8	22.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	80.6	0.4	5.5	1	-	8.1	0.0	-	-	-	-5.1	-43.9	0.0	-32.6	2.5	3.0	10.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	74.2	1.6	5.3	15	3.3	8.0	-1.8	-	-	-	-4.7	-38.2	11.8	-32.6	2.5	3.0	26.1	32.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	86.8	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-5.4	-34.5	11.8	-32.6	2.5	3.0	30.9				
		Intercity through train to Hung Hom		86.5	74.2	1.6	5.3	1	3.3	8.0	-1.8	-	-	-	-4.7	-38.2	0.0	-32.6	2.5	3.0	14.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	77.9	17.2	16.7	10	3.5	7.7	-2.3	-	-	-	-4.9	-17.7	10.0	-32.6	2.5	3.0	43.0	50.0			
		ER Lok Ma Chau to Hung Hom		85.1	81.3	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-5.1	-17.5	7.0	-32.6	2.5	3.0	42.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	84.5	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-5.3	-17.7	11.8	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	77.9	17.2	16.7	1	3.5	7.7	-2.3	-	-	-	-4.9	-17.7	0.0	-32.6	2.5	3.0	34.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	80.0	6.8	28.6	10	3.0	7.4	-6.0	-	-	-	-5.0	-17.6	10.0	-32.6	2.5	3.0	39.3	49.4			
		ER Lok Ma Chau to Hung Hom		85.1	83.9	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-5.3	-17.6	7.0	-32.6	2.5	3.0	42.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	86.8	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-5.4	-17.6	11.8	-32.6	2.5	3.0	47.8				
		Intercity through train to Hung Hom		86.5	80.0	6.8	28.6	1	3.0	7.4	-6.0	-	-	-	-5.0	-17.6	0.0	-32.6	2.5	3.0	30.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	78.1	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-4.9	-1.9	10.0	-32.6	2.5	3.0	61.1	66.3			
		ER Lok Ma Chau to Hung Hom		85.1	83.0	74.7	69.3	5	2.3	5.2	-5.5	4.4	-	-	-5.2	-1.9	7.0	-32.6	2.5	3.0	56.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	84.7	74.7	69.4	15	2.1	7.4	-0.8	0.8	-	-	-5.3	-1.9	11.8	-32.6	2.5	3.0	63.6				
		Intercity through train to Hung Hom		86.5	78.1	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-4.9	-1.9	0.0	-32.6	2.5	3.0	52.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
21	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	82.9	0.4	5.5	15	-	8.1	0.0	-	-	-	-5.2	-43.9	11.8	-32.6	2.5	3.0	21.7	22.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	82.9	0.4	5.5	1	-	8.1	0.0	-	-	-	-5.2	-43.9	0.0	-32.6	2.5	3.0	10.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	76.7	1.6	5.3	15	3.3	8.0	-1.6	-	-	-	-4.9	-38.2	11.8	-32.6	2.5	3.0	26.2	32.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	89.0	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-5.5	-34.5	11.8	-32.6	2.5	3.0	30.8				
		Intercity through train to Hung Hom		86.5	76.7	1.6	5.3	1	3.3	8.0	-1.6	-	-	-	-4.9	-38.2	0.0	-32.6	2.5	3.0	14.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	80.3	17.2	16.7	10	3.5	7.7	-2.0	-	-	-	-5.1	-17.7	10.0	-32.6	2.5	3.0	43.2	50.0			
		ER Lok Ma Chau to Hung Hom		85.1	83.6	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-5.2	-17.5	7.0	-32.6	2.5	3.0	42.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	86.7	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-5.4	-17.7	11.8	-32.6	2.5	3.0	47.7				
		Intercity through train to Hung Hom		86.5	80.3	17.2	16.7	1	3.5	7.7	-2.0	-	-	-	-5.1	-17.7	0.0	-32.6	2.5	3.0	34.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	82.3	6.8	28.6	10	3.0	7.4	-5.6	-	-	-	-5.2	-17.6	10.0	-32.6	2.5	3.0	39.6	49.3			
		ER Lok Ma Chau to Hung Hom		85.1	86.1	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-5.4	-17.6	7.0	-32.6	2.5	3.0	42.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	88.9	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-5.5	-17.6	11.8	-32.6	2.5	3.0	47.7				
		Intercity through train to Hung Hom		86.5	82.3	6.8	28.6	1	3.0	7.4	-5.6	-	-	-	-5.2	-17.6	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	80.5	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-5.1	-1.9	10.0	-32.6	2.5	3.0	61.0	66.2			
		ER Lok Ma Chau to Hung Hom		85.1	85.3	74.7	69.3	5	2.3	5.2	-5.1	4.4	-	-	-5.3	-1.9	7.0	-32.6	2.5	3.0	57.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	86.9	74.7	69.4	15	2.1	7.4	-0.7	0.7	-	-	-5.4	-1.9	11.8	-32.6	2.5	3.0	63.5				
		Intercity through train to Hung Hom		86.5	80.5	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-5.1	-1.9	0.0	-32.6	2.5	3.0	52.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
22	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	85.2	0.4	5.5	15	-	8.1	0.0	-	-	-	-5.3	-43.9	11.8	-32.6	2.5	3.0	21.6	21.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	85.2	0.4	5.5	1	-	8.1	0.0	-	-	-	-5.3	-43.9	0.0	-32.6	2.5	3.0	10.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	79.2	1.6	5.3	15	3.3	8.0	-1.4	-	-	-	-5.0	-38.2	11.8	-32.6	2.5	3.0	26.2	32.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	91.1	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-5.6	-34.5	11.8	-32.6	2.5	3.0	30.7				
		Intercity through train to Hung Hom		86.5	79.2	1.6	5.3	1	3.3	8.0	-1.4	-	-	-	-5.0	-38.2	0.0	-32.6	2.5	3.0	14.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	82.7	17.2	16.7	10	3.5	7.7	-1.8	-	-	-	-5.2	-17.7	10.0	-32.6	2.5	3.0	43.3	49.9			
		ER Lok Ma Chau to Hung Hom		85.1	85.9	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-5.4	-17.5	7.0	-32.6	2.5	3.0	42.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	88.9	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-5.5	-17.7	11.8	-32.6	2.5	3.0	47.6				
		Intercity through train to Hung Hom		86.5	82.7	17.2	16.7	1	3.5	7.7	-1.8	-	-	-	-5.2	-17.7	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	84.6	6.8	28.6	10	3.0	7.4	-5.5	-	-	-	-5.3	-17.6	10.0	-32.6	2.5	3.0	39.5	49.2			
		ER Lok Ma Chau to Hung Hom		85.1	88.4	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-5.5	-17.6	7.0	-32.6	2.5	3.0	41.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	91.1	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-5.6	-17.6	11.8	-32.6	2.5	3.0	47.6				
		Intercity through train to Hung Hom		86.5	84.6	6.8	28.6	1	3.0	7.4	-5.5	-	-	-	-5.3	-17.6	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	82.9	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-5.2	-1.9	10.0	-32.6	2.5	3.0	60.9	66.2			
		ER Lok Ma Chau to Hung Hom		85.1	87.6	74.7	69.3	5	2.3	5.2	-4.4	4.4	-	-	-5.4	-1.9	7.0	-32.6	2.5	3.0	57.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	89.1	74.7	69.4	15	2.1	7.4	-0.6	0.6	-	-	-5.5	-1.9	11.8	-32.6	2.5	3.0	63.4				
		Intercity through train to Hung Hom		86.5	82.9	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-5.2	-1.9	0.0	-32.6	2.5	3.0	52.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
23	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	87.6	0.4	5.5	15	-	8.1	0.0	-	-	-	-5.4	-43.9	11.8	-32.6	2.5	3.0	21.5	21.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	87.6	0.4	5.5	1	-	8.1	0.0	-	-	-	-5.4	-43.9	0.0	-32.6	2.5	3.0	10.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	81.7	1.6	5.3	15	3.3	8.0	-1.3	-	-	-	-5.1	-38.2	11.8	-32.6	2.5	3.0	26.2	32.0			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	93.3	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-5.7	-34.5	11.8	-32.6	2.5	3.0	30.6				
		Intercity through train to Hung Hom		86.5	81.7	1.6	5.3	1	3.3	8.0	-1.3	-	-	-	-5.1	-38.2	0.0	-32.6	2.5	3.0	14.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	85.1	17.2	16.7	10	3.5	7.7	-1.6	-	-	-	-5.3	-17.7	10.0	-32.6	2.5	3.0	43.4	49.9			
		ER Lok Ma Chau to Hung Hom		85.1	88.3	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-5.5	-17.5	7.0	-32.6	2.5	3.0	42.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	91.2	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-5.6	-17.7	11.8	-32.6	2.5	3.0	47.5				
		Intercity through train to Hung Hom		86.5	85.1	17.2	16.7	1	3.5	7.7	-1.6	-	-	-	-5.3	-17.7	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	87.0	6.8	28.6	10	3.0	7.4	-4.9	-	-	-	-5.4	-17.6	10.0	-32.6	2.5	3.0	40.1	49.2			
		ER Lok Ma Chau to Hung Hom		85.1	90.7	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-5.6	-17.6	7.0	-32.6	2.5	3.0	41.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	93.3	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-5.7	-17.6	11.8	-32.6	2.5	3.0	47.5				
		Intercity through train to Hung Hom		86.5	87.0	6.8	28.6	1	3.0	7.4	-4.9	-	-	-	-5.4	-17.6	0.0	-32.6	2.5	3.0	31.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	85.3	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-5.3	-1.9	10.0	-32.6	2.5	3.0	60.7	66.1			
		ER Lok Ma Chau to Hung Hom		85.1	90.0	74.7	69.3	5	2.3	5.2	-3.8	3.8	-	-	-5.6	-1.9	7.0	-32.6	2.5	3.0	57.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	91.4	74.7	69.4	15	2.1	7.4	-0.5	0.5	-	-	-5.6	-1.9	11.8	-32.6	2.5	3.0	63.3				
		Intercity through train to Hung Hom		86.5	85.3	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-5.3	-1.9	0.0	-32.6	2.5	3.0	52.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
25	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	92.9	0.4	5.5	15	-	8.1	0.0	-	-	-	-5.7	-43.9	11.8	-32.6	2.5	3.0	21.2	21.5			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	92.9	0.4	5.5	1	-	8.1	0.0	-	-	-	-5.7	-43.9	0.0	-32.6	2.5	3.0	9.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	87.4	1.6	5.3	15	3.3	8.0	-1.0	-	-	-	-5.4	-38.2	11.8	-32.6	2.5	3.0	26.2	31.8			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	98.4	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-5.9	-34.5	11.8	-32.6	2.5	3.0	30.3				
		Intercity through train to Hung Hom		86.5	87.4	1.6	5.3	1	3.3	8.0	-1.0	-	-	-	-5.4	-38.2	0.0	-32.6	2.5	3.0	14.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	90.6	17.2	16.7	10	3.5	7.7	-1.2	-	-	-	-5.6	-17.7	10.0	-32.6	2.5	3.0	43.4	49.7			
		ER Lok Ma Chau to Hung Hom		85.1	93.6	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-5.7	-17.5	7.0	-32.6	2.5	3.0	41.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	96.3	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-5.9	-17.7	11.8	-32.6	2.5	3.0	47.3				
		Intercity through train to Hung Hom		86.5	90.6	17.2	16.7	1	3.5	7.7	-1.2	-	-	-	-5.6	-17.7	0.0	-32.6	2.5	3.0	34.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	92.4	6.8	28.6	10	3.0	7.4	-3.5	-	-	-	-5.7	-17.6	10.0	-32.6	2.5	3.0	41.2	49.2			
		ER Lok Ma Chau to Hung Hom		85.1	96.0	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-5.8	-17.6	7.0	-32.6	2.5	3.0	41.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	98.4	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-6.0	-17.6	11.8	-32.6	2.5	3.0	47.3				
		Intercity through train to Hung Hom		86.5	92.4	6.8	28.6	1	3.0	7.4	-3.5	-	-	-	-5.7	-17.6	0.0	-32.6	2.5	3.0	32.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	90.8	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-5.6	-1.9	10.0	-32.6	2.5	3.0	60.5	65.8			
		ER Lok Ma Chau to Hung Hom		85.1	95.4	74.7	69.3	5	2.3	5.2	-3.0	3.0	-	-	-5.8	-1.9	7.0	-32.6	2.5	3.0	57.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	96.5	74.7	69.4	15	2.1	7.4	-0.4	0.4	-	-	-5.9	-1.9	11.8	-32.6	2.5	3.0	63.0				
		Intercity through train to Hung Hom		86.5	90.8	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-5.6	-1.9	0.0	-32.6	2.5	3.0	52.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
26	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	95.3	0.4	5.5	15	-	8.1	0.0	-	-	-	-5.8	-43.9	11.8	-32.6	2.5	3.0	21.1	21.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	95.3	0.4	5.5	1	-	8.1	0.0	-	-	-	-5.8	-43.9	0.0	-32.6	2.5	3.0	9.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	90.0	1.6	5.3	15	3.3	8.0	-0.9	-	-	-	-5.6	-38.2	11.8	-32.6	2.5	3.0	26.2	31.8			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	100.6	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-6.0	-34.5	11.8	-32.6	2.5	3.0	30.2				
		Intercity through train to Hung Hom		86.5	90.0	1.6	5.3	1	3.3	8.0	-0.9	-	-	-	-5.6	-38.2	0.0	-32.6	2.5	3.0	14.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	93.1	17.2	16.7	10	3.5	7.7	-1.1	-	-	-	-5.7	-17.7	10.0	-32.6	2.5	3.0	43.4	49.6			
		ER Lok Ma Chau to Hung Hom		85.1	96.0	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-5.8	-17.5	7.0	-32.6	2.5	3.0	41.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	98.7	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-6.0	-17.7	11.8	-32.6	2.5	3.0	47.2				
		Intercity through train to Hung Hom		86.5	93.1	17.2	16.7	1	3.5	7.7	-1.1	-	-	-	-5.7	-17.7	0.0	-32.6	2.5	3.0	34.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	94.9	6.8	28.6	10	3.0	7.4	-3.1	-	-	-	-5.8	-17.6	10.0	-32.6	2.5	3.0	41.5	49.1			
		ER Lok Ma Chau to Hung Hom		85.1	98.3	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-5.9	-17.6	7.0	-32.6	2.5	3.0	41.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	100.7	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-6.1	-17.6	11.8	-32.6	2.5	3.0	47.2				
		Intercity through train to Hung Hom		86.5	94.9	6.8	28.6	1	3.0	7.4	-3.1	-	-	-	-5.8	-17.6	0.0	-32.6	2.5	3.0	33.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	93.3	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-5.7	-1.9	10.0	-32.6	2.5	3.0	60.4	65.7			
		ER Lok Ma Chau to Hung Hom		85.1	97.8	74.7	69.3	5	2.3	5.2	-2.7	2.7	-	-	-5.9	-1.9	7.0	-32.6	2.5	3.0	57.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	98.9	74.7	69.4	15	2.1	7.4	-0.3	0.3	-	-	-6.0	-1.9	11.8	-32.6	2.5	3.0	62.9				
		Intercity through train to Hung Hom		86.5	93.3	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-5.7	-1.9	0.0	-32.6	2.5	3.0	51.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
27	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	97.7	0.4	5.5	15	-	8.1	0.0	-	-	-	-5.9	-43.9	11.8	-32.6	2.5	3.0	21.0	21.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	97.7	0.4	5.5	1	-	8.1	0.0	-	-	-	-5.9	-43.9	0.0	-32.6	2.5	3.0	9.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	92.5	1.6	5.3	15	3.3	8.0	-0.8	-	-	-	-5.7	-38.2	11.8	-32.6	2.5	3.0	26.2	31.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	102.9	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-6.1	-34.5	11.8	-32.6	2.5	3.0	30.1				
		Intercity through train to Hung Hom		86.5	92.5	1.6	5.3	1	3.3	8.0	-0.8	-	-	-	-5.7	-38.2	0.0	-32.6	2.5	3.0	14.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	95.6	17.2	16.7	10	3.5	7.7	-1.0	-	-	-	-5.8	-17.7	10.0	-32.6	2.5	3.0	43.4	49.6			
		ER Lok Ma Chau to Hung Hom		85.1	98.4	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-6.0	-17.5	7.0	-32.6	2.5	3.0	41.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	101.0	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-6.1	-17.7	11.8	-32.6	2.5	3.0	47.1				
		Intercity through train to Hung Hom		86.5	95.6	17.2	16.7	1	3.5	7.7	-1.0	-	-	-	-5.8	-17.7	0.0	-32.6	2.5	3.0	34.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	97.3	6.8	28.6	10	3.0	7.4	-2.8	-	-	-	-5.9	-17.6	10.0	-32.6	2.5	3.0	41.7	49.1			
		ER Lok Ma Chau to Hung Hom		85.1	100.7	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-6.1	-17.6	7.0	-32.6	2.5	3.0	41.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	103.0	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-6.1	-17.6	11.8	-32.6	2.5	3.0	47.1				
		Intercity through train to Hung Hom		86.5	97.3	6.8	28.6	1	3.0	7.4	-2.8	-	-	-	-5.9	-17.6	0.0	-32.6	2.5	3.0	33.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	95.8	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-5.8	-1.9	10.0	-32.6	2.5	3.0	60.2	65.6			
		ER Lok Ma Chau to Hung Hom		85.1	100.3	74.7	69.3	5	2.3	5.2	-2.5	2.5	-	-	-6.0	-1.9	7.0	-32.6	2.5	3.0	57.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	101.2	74.7	69.4	15	2.1	7.4	-0.3	0.3	-	-	-6.1	-1.9	11.8	-32.6	2.5	3.0	62.8				
		Intercity through train to Hung Hom		86.5	95.8	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-5.8	-1.9	0.0	-32.6	2.5	3.0	51.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
28	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	100.2	0.4	5.5	15	-	8.1	0.0	-	-	-	-6.0	-43.9	11.8	-32.6	2.5	3.0	20.9	21.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	100.2	0.4	5.5	1	-	8.1	0.0	-	-	-	-6.0	-43.9	0.0	-32.6	2.5	3.0	9.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	95.1	1.6	5.3	15	3.3	8.0	-0.7	-	-	-	-5.8	-38.2	11.8	-32.6	2.5	3.0	26.1	31.6			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	105.3	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-6.2	-34.5	11.8	-32.6	2.5	3.0	30.0				
		Intercity through train to Hung Hom		86.5	95.1	1.6	5.3	1	3.3	8.0	-0.7	-	-	-	-5.8	-38.2	0.0	-32.6	2.5	3.0	14.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	98.1	17.2	16.7	10	3.5	7.7	-0.9	-	-	-	-5.9	-17.7	10.0	-32.6	2.5	3.0	43.4	49.5			
		ER Lok Ma Chau to Hung Hom		85.1	100.9	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-6.1	-17.5	7.0	-32.6	2.5	3.0	41.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	103.4	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-6.2	-17.7	11.8	-32.6	2.5	3.0	47.0				
		Intercity through train to Hung Hom		86.5	98.1	17.2	16.7	1	3.5	7.7	-0.9	-	-	-	-5.9	-17.7	0.0	-32.6	2.5	3.0	34.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	99.8	6.8	28.6	10	3.0	7.4	-2.5	-	-	-	-6.0	-17.6	10.0	-32.6	2.5	3.0	41.9	49.1			
		ER Lok Ma Chau to Hung Hom		85.1	103.1	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-6.2	-17.6	7.0	-32.6	2.5	3.0	41.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	105.3	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-6.2	-17.6	11.8	-32.6	2.5	3.0	47.0				
		Intercity through train to Hung Hom		86.5	99.8	6.8	28.6	1	3.0	7.4	-2.5	-	-	-	-6.0	-17.6	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	98.3	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-5.9	-1.9	10.0	-32.6	2.5	3.0	60.1	65.5			
		ER Lok Ma Chau to Hung Hom		85.1	102.7	74.7	69.3	5	2.3	5.2	-2.3	2.3	-	-	-6.1	-1.9	7.0	-32.6	2.5	3.0	56.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	103.6	74.7	69.4	15	2.1	7.4	-0.2	0.2	-	-	-6.2	-1.9	11.8	-32.6	2.5	3.0	62.7				
		Intercity through train to Hung Hom		86.5	98.3	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-5.9	-1.9	0.0	-32.6	2.5	3.0	51.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
29	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	102.6	0.4	5.5	15	-	8.1	0.0	-	-	-	-6.1	-43.9	11.8	-32.6	2.5	3.0	20.8	21.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	102.6	0.4	5.5	1	-	8.1	0.0	-	-	-	-6.1	-43.9	0.0	-32.6	2.5	3.0	9.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	97.7	1.6	5.3	15	3.3	8.0	-0.7	-	-	-	-5.9	-38.2	11.8	-32.6	2.5	3.0	26.1	31.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	107.6	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-6.3	-34.5	11.8	-32.6	2.5	3.0	29.9				
		Intercity through train to Hung Hom		86.5	97.7	1.6	5.3	1	3.3	8.0	-0.7	-	-	-	-5.9	-38.2	0.0	-32.6	2.5	3.0	14.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	100.6	17.2	16.7	10	3.5	7.7	-0.8	-	-	-	-6.0	-17.7	10.0	-32.6	2.5	3.0	43.4	49.4			
		ER Lok Ma Chau to Hung Hom		85.1	103.4	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-6.2	-17.5	7.0	-32.6	2.5	3.0	41.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	105.8	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-6.3	-17.7	11.8	-32.6	2.5	3.0	46.9				
		Intercity through train to Hung Hom		86.5	100.6	17.2	16.7	1	3.5	7.7	-0.8	-	-	-	-6.0	-17.7	0.0	-32.6	2.5	3.0	34.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	102.3	6.8	28.6	10	3.0	7.4	-2.3	-	-	-	-6.1	-17.6	10.0	-32.6	2.5	3.0	42.0	49.0			
		ER Lok Ma Chau to Hung Hom		85.1	105.6	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-6.3	-17.6	7.0	-32.6	2.5	3.0	41.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	107.7	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-6.3	-17.6	11.8	-32.6	2.5	3.0	46.9				
		Intercity through train to Hung Hom		86.5	102.3	6.8	28.6	1	3.0	7.4	-2.3	-	-	-	-6.1	-17.6	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	100.8	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-6.1	-1.9	10.0	-32.6	2.5	3.0	60.0	65.4			
		ER Lok Ma Chau to Hung Hom		85.1	105.2	74.7	69.3	5	2.3	5.2	-2.1	2.1	-	-	-6.2	-1.9	7.0	-32.6	2.5	3.0	56.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	106.0	74.7	69.4	15	2.1	7.4	-0.2	0.2	-	-	-6.3	-1.9	11.8	-32.6	2.5	3.0	62.6				
		Intercity through train to Hung Hom		86.5	100.8	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-6.1	-1.9	0.0	-32.6	2.5	3.0	51.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
30	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	105.1	0.4	5.5	15	-	8.1	0.0	-	-	-	-6.2	-43.9	11.8	-32.6	2.5	3.0	20.7	21.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	105.1	0.4	5.5	1	-	8.1	0.0	-	-	-	-6.2	-43.9	0.0	-32.6	2.5	3.0	9.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	100.3	1.6	5.3	15	3.3	8.0	-0.6	-	-	-	-6.0	-38.2	11.8	-32.6	2.5	3.0	26.0	31.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	110.0	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-6.4	-34.5	11.8	-32.6	2.5	3.0	29.9				
		Intercity through train to Hung Hom		86.5	100.3	1.6	5.3	1	3.3	8.0	-0.6	-	-	-	-6.0	-38.2	0.0	-32.6	2.5	3.0	14.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	103.1	17.2	16.7	10	3.5	7.7	-0.7	-	-	-	-6.2	-17.7	10.0	-32.6	2.5	3.0	43.4	49.3			
		ER Lok Ma Chau to Hung Hom		85.1	105.8	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-6.3	-17.5	7.0	-32.6	2.5	3.0	41.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	108.2	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-6.4	-17.7	11.8	-32.6	2.5	3.0	46.8				
		Intercity through train to Hung Hom		86.5	103.1	17.2	16.7	1	3.5	7.7	-0.7	-	-	-	-6.2	-17.7	0.0	-32.6	2.5	3.0	34.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	104.8	6.8	28.6	10	3.0	7.4	-2.1	-	-	-	-6.2	-17.6	10.0	-32.6	2.5	3.0	42.0	49.0			
		ER Lok Ma Chau to Hung Hom		85.1	108.0	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-6.4	-17.6	7.0	-32.6	2.5	3.0	41.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	110.1	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-6.4	-17.6	11.8	-32.6	2.5	3.0	46.8				
		Intercity through train to Hung Hom		86.5	104.8	6.8	28.6	1	3.0	7.4	-2.1	-	-	-	-6.2	-17.6	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	103.4	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-6.2	-1.9	10.0	-32.6	2.5	3.0	59.9	65.3			
		ER Lok Ma Chau to Hung Hom		85.1	107.7	74.7	69.3	5	2.3	5.2	-2.0	2.0	-	-	-6.3	-1.9	7.0	-32.6	2.5	3.0	56.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	108.4	74.7	69.4	15	2.1	7.4	-0.1	0.1	-	-	-6.4	-1.9	11.8	-32.6	2.5	3.0	62.5				
		Intercity through train to Hung Hom		86.5	103.4	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-6.2	-1.9	0.0	-32.6	2.5	3.0	51.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
31	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	107.6	0.4	5.5	15	-	8.1	0.0	-	-	-	-6.3	-43.9	11.8	-32.6	2.5	3.0	20.6	20.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	107.6	0.4	5.5	1	-	8.1	0.0	-	-	-	-6.3	-43.9	0.0	-32.6	2.5	3.0	9.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	102.9	1.6	5.3	15	3.3	8.0	-0.5	-	-	-	-6.1	-38.2	11.8	-32.6	2.5	3.0	26.0	31.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	112.3	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-6.5	-34.5	11.8	-32.6	2.5	3.0	29.8				
		Intercity through train to Hung Hom		86.5	102.9	1.6	5.3	1	3.3	8.0	-0.5	-	-	-	-6.1	-38.2	0.0	-32.6	2.5	3.0	14.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	105.7	17.2	16.7	10	3.5	7.7	-0.7	-	-	-	-6.3	-17.7	10.0	-32.6	2.5	3.0	43.4	49.3			
		ER Lok Ma Chau to Hung Hom		85.1	108.3	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-6.4	-17.5	7.0	-32.6	2.5	3.0	41.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	110.6	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-6.5	-17.7	11.8	-32.6	2.5	3.0	46.7				
		Intercity through train to Hung Hom		86.5	105.7	17.2	16.7	1	3.5	7.7	-0.7	-	-	-	-6.3	-17.7	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	107.3	6.8	28.6	10	3.0	7.4	-1.9	-	-	-	-6.3	-17.6	10.0	-32.6	2.5	3.0	42.1	48.9			
		ER Lok Ma Chau to Hung Hom		85.1	110.5	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-6.5	-17.6	7.0	-32.6	2.5	3.0	40.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	112.5	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-6.5	-17.6	11.8	-32.6	2.5	3.0	46.7				
		Intercity through train to Hung Hom		86.5	107.3	6.8	28.6	1	3.0	7.4	-1.9	-	-	-	-6.3	-17.6	0.0	-32.6	2.5	3.0	33.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	105.9	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-6.3	-1.9	10.0	-32.6	2.5	3.0	59.8	65.2			
		ER Lok Ma Chau to Hung Hom		85.1	110.2	74.7	69.3	5	2.3	5.2	-1.9	1.9	-	-	-6.4	-1.9	7.0	-32.6	2.5	3.0	56.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	110.8	74.7	69.4	15	2.1	7.4	-0.1	0.1	-	-	-6.5	-1.9	11.8	-32.6	2.5	3.0	62.4				
		Intercity through train to Hung Hom		86.5	105.9	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-6.3	-1.9	0.0	-32.6	2.5	3.0	51.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
32	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	110.1	0.4	5.5	15	-	8.1	0.0	-	-	-	-6.4	-43.9	11.8	-32.6	2.5	3.0	20.5	20.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	110.1	0.4	5.5	1	-	8.1	0.0	-	-	-	-6.4	-43.9	0.0	-32.6	2.5	3.0	9.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	105.5	1.6	5.3	15	3.3	8.0	-0.5	-	-	-	-6.3	-38.2	11.8	-32.6	2.5	3.0	25.9	31.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	114.7	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-6.6	-34.5	11.8	-32.6	2.5	3.0	29.7				
		Intercity through train to Hung Hom		86.5	105.5	1.6	5.3	1	3.3	8.0	-0.5	-	-	-	-6.3	-38.2	0.0	-32.6	2.5	3.0	14.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	108.2	17.2	16.7	10	3.5	7.7	-0.6	-	-	-	-6.4	-17.7	10.0	-32.6	2.5	3.0	43.3	49.2			
		ER Lok Ma Chau to Hung Hom		85.1	110.8	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-6.5	-17.5	7.0	-32.6	2.5	3.0	41.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	113.1	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-6.6	-17.7	11.8	-32.6	2.5	3.0	46.6				
		Intercity through train to Hung Hom		86.5	108.2	17.2	16.7	1	3.5	7.7	-0.6	-	-	-	-6.4	-17.7	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	109.8	6.8	28.6	10	3.0	7.4	-1.8	-	-	-	-6.4	-17.6	10.0	-32.6	2.5	3.0	42.1	48.8			
		ER Lok Ma Chau to Hung Hom		85.1	112.9	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-6.5	-17.6	7.0	-32.6	2.5	3.0	40.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	114.9	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-6.6	-17.6	11.8	-32.6	2.5	3.0	46.6				
		Intercity through train to Hung Hom		86.5	109.8	6.8	28.6	1	3.0	7.4	-1.8	-	-	-	-6.4	-17.6	0.0	-32.6	2.5	3.0	33.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	108.5	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-6.4	-1.9	10.0	-32.6	2.5	3.0	59.7	65.1			
		ER Lok Ma Chau to Hung Hom		85.1	112.7	74.7	69.3	5	2.3	5.2	-1.7	1.7	-	-	-6.5	-1.9	7.0	-32.6	2.5	3.0	56.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	113.3	74.7	69.4	15	2.1	7.4	-0.1	0.1	-	-	-6.6	-1.9	11.8	-32.6	2.5	3.0	62.3				
		Intercity through train to Hung Hom		86.5	108.5	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-6.4	-1.9	0.0	-32.6	2.5	3.0	51.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
33	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	112.6	0.4	5.5	15	-	8.1	0.0	-	-	-	-6.5	-43.9	11.8	-32.6	2.5	3.0	20.4	20.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	112.6	0.4	5.5	1	-	8.1	0.0	-	-	-	-6.5	-43.9	0.0	-32.6	2.5	3.0	9.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	108.1	1.6	5.3	15	3.3	8.0	-0.4	-	-	-	-6.4	-38.2	11.8	-32.6	2.5	3.0	25.9	31.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	117.1	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-6.7	-34.5	11.8	-32.6	2.5	3.0	29.6				
		Intercity through train to Hung Hom		86.5	108.1	1.6	5.3	1	3.3	8.0	-0.4	-	-	-	-6.4	-38.2	0.0	-32.6	2.5	3.0	14.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	110.8	17.2	16.7	10	3.5	7.7	-0.5	-	-	-	-6.5	-17.7	10.0	-32.6	2.5	3.0	43.3	49.1			
		ER Lok Ma Chau to Hung Hom		85.1	113.3	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-6.6	-17.5	7.0	-32.6	2.5	3.0	40.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	115.5	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-6.6	-17.7	11.8	-32.6	2.5	3.0	46.5				
		Intercity through train to Hung Hom		86.5	110.8	17.2	16.7	1	3.5	7.7	-0.5	-	-	-	-6.5	-17.7	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	112.3	6.8	28.6	10	3.0	7.4	-1.7	-	-	-	-6.5	-17.6	10.0	-32.6	2.5	3.0	42.2	48.8			
		ER Lok Ma Chau to Hung Hom		85.1	115.4	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-6.6	-17.6	7.0	-32.6	2.5	3.0	40.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	117.3	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-6.7	-17.6	11.8	-32.6	2.5	3.0	46.5				
		Intercity through train to Hung Hom		86.5	112.3	6.8	28.6	1	3.0	7.4	-1.7	-	-	-	-6.5	-17.6	0.0	-32.6	2.5	3.0	33.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	111.0	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-6.5	-1.9	10.0	-32.6	2.5	3.0	59.6	65.0			
		ER Lok Ma Chau to Hung Hom		85.1	115.2	74.7	69.3	5	2.3	5.2	-1.6	1.6	-	-	-6.6	-1.9	7.0	-32.6	2.5	3.0	56.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	115.7	74.7	69.4	15	2.1	7.4	0.0	0.0	-	-	-6.7	-1.9	11.8	-32.6	2.5	3.0	62.2				
		Intercity through train to Hung Hom		86.5	111.0	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-6.5	-1.9	0.0	-32.6	2.5	3.0	51.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
34	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	115.1	0.4	5.5	15	-	8.1	0.0	-	-	-	-6.6	-43.9	11.8	-32.6	2.5	3.0	20.3	20.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	115.1	0.4	5.5	1	-	8.1	0.0	-	-	-	-6.6	-43.9	0.0	-32.6	2.5	3.0	8.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	110.7	1.6	5.3	15	3.3	8.0	-0.4	-	-	-	-6.5	-38.2	11.8	-32.6	2.5	3.0	25.8	31.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	119.6	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-6.8	-34.5	11.8	-32.6	2.5	3.0	29.5				
		Intercity through train to Hung Hom		86.5	110.7	1.6	5.3	1	3.3	8.0	-0.4	-	-	-	-6.5	-38.2	0.0	-32.6	2.5	3.0	14.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	113.4	17.2	16.7	10	3.5	7.7	-0.5	-	-	-	-6.6	-17.7	10.0	-32.6	2.5	3.0	43.2	49.0			
		ER Lok Ma Chau to Hung Hom		85.1	115.8	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-6.7	-17.5	7.0	-32.6	2.5	3.0	40.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	118.0	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-6.7	-17.7	11.8	-32.6	2.5	3.0	46.4				
		Intercity through train to Hung Hom		86.5	113.4	17.2	16.7	1	3.5	7.7	-0.5	-	-	-	-6.6	-17.7	0.0	-32.6	2.5	3.0	34.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	114.9	6.8	28.6	10	3.0	7.4	-1.6	-	-	-	-6.6	-17.6	10.0	-32.6	2.5	3.0	42.2	48.7			
		ER Lok Ma Chau to Hung Hom		85.1	117.9	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-6.7	-17.6	7.0	-32.6	2.5	3.0	40.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	119.7	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-6.8	-17.6	11.8	-32.6	2.5	3.0	46.4				
		Intercity through train to Hung Hom		86.5	114.9	6.8	28.6	1	3.0	7.4	-1.6	-	-	-	-6.6	-17.6	0.0	-32.6	2.5	3.0	33.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	113.6	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-6.6	-1.9	10.0	-32.6	2.5	3.0	59.5	64.9			
		ER Lok Ma Chau to Hung Hom		85.1	117.7	74.7	69.3	5	2.3	5.2	-1.5	1.5	-	-	-6.7	-1.9	7.0	-32.6	2.5	3.0	56.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	118.2	74.7	69.4	15	2.1	7.4	0.0	0.0	-	-	-6.7	-1.9	11.8	-32.6	2.5	3.0	62.2				
		Intercity through train to Hung Hom		86.5	113.6	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-6.6	-1.9	0.0	-32.6	2.5	3.0	51.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
35	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	117.6	0.4	5.5	15	-	8.1	0.0	-	-	-	-6.7	-43.9	11.8	-32.6	2.5	3.0	20.2	20.5			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	117.6	0.4	5.5	1	-	8.1	0.0	-	-	-	-6.7	-43.9	0.0	-32.6	2.5	3.0	8.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	113.4	1.6	5.3	15	3.3	8.0	-0.3	-	-	-	-6.6	-38.2	11.8	-32.6	2.5	3.0	25.7	31.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	122.0	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-6.9	-34.5	11.8	-32.6	2.5	3.0	29.4				
		Intercity through train to Hung Hom		86.5	113.4	1.6	5.3	1	3.3	8.0	-0.3	-	-	-	-6.6	-38.2	0.0	-32.6	2.5	3.0	14.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	115.9	17.2	16.7	10	3.5	7.7	-0.4	-	-	-	-6.7	-17.7	10.0	-32.6	2.5	3.0	43.2	48.9			
		ER Lok Ma Chau to Hung Hom		85.1	118.4	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-6.8	-17.5	7.0	-32.6	2.5	3.0	40.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	120.5	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-6.8	-17.7	11.8	-32.6	2.5	3.0	46.3				
		Intercity through train to Hung Hom		86.5	115.9	17.2	16.7	1	3.5	7.7	-0.4	-	-	-	-6.7	-17.7	0.0	-32.6	2.5	3.0	34.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	117.4	6.8	28.6	10	3.0	7.4	-1.5	-	-	-	-6.7	-17.6	10.0	-32.6	2.5	3.0	42.2	48.6			
		ER Lok Ma Chau to Hung Hom		85.1	120.4	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-6.8	-17.6	7.0	-32.6	2.5	3.0	40.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	122.2	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-6.9	-17.6	11.8	-32.6	2.5	3.0	46.3				
		Intercity through train to Hung Hom		86.5	117.4	6.8	28.6	1	3.0	7.4	-1.5	-	-	-	-6.7	-17.6	0.0	-32.6	2.5	3.0	33.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	116.2	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-6.7	-1.9	10.0	-32.6	2.5	3.0	59.4	64.8			
		ER Lok Ma Chau to Hung Hom		85.1	120.3	74.7	69.3	5	2.3	5.2	-1.5	1.5	-	-	-6.8	-1.9	7.0	-32.6	2.5	3.0	56.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	120.7	74.7	69.4	15	2.1	7.4	0.0	0.0	-	-	-6.8	-1.9	11.8	-32.6	2.5	3.0	62.1				
		Intercity through train to Hung Hom		86.5	116.2	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-6.7	-1.9	0.0	-32.6	2.5	3.0	50.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
36	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	120.2	0.4	5.5	15	-	8.1	0.0	-	-	-	-6.8	-43.9	11.8	-32.6	2.5	3.0	20.1	20.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	120.2	0.4	5.5	1	-	8.1	0.0	-	-	-	-6.8	-43.9	0.0	-32.6	2.5	3.0	8.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	116.0	1.6	5.3	15	3.3	8.0	-0.3	-	-	-	-6.7	-38.2	11.8	-32.6	2.5	3.0	25.7	31.0			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	124.5	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-7.0	-34.5	11.8	-32.6	2.5	3.0	29.3				
		Intercity through train to Hung Hom		86.5	116.0	1.6	5.3	1	3.3	8.0	-0.3	-	-	-	-6.7	-38.2	0.0	-32.6	2.5	3.0	14.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	118.5	17.2	16.7	10	3.5	7.7	-0.4	-	-	-	-6.8	-17.7	10.0	-32.6	2.5	3.0	43.2	48.9			
		ER Lok Ma Chau to Hung Hom		85.1	120.9	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-6.8	-17.5	7.0	-32.6	2.5	3.0	40.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	123.0	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-6.9	-17.7	11.8	-32.6	2.5	3.0	46.2				
		Intercity through train to Hung Hom		86.5	118.5	17.2	16.7	1	3.5	7.7	-0.4	-	-	-	-6.8	-17.7	0.0	-32.6	2.5	3.0	34.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	120.0	6.8	28.6	10	3.0	7.4	-1.4	-	-	-	-6.8	-17.6	10.0	-32.6	2.5	3.0	42.2	48.6			
		ER Lok Ma Chau to Hung Hom		85.1	122.9	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-6.9	-17.6	7.0	-32.6	2.5	3.0	40.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	124.6	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-7.0	-17.6	11.8	-32.6	2.5	3.0	46.2				
		Intercity through train to Hung Hom		86.5	120.0	6.8	28.6	1	3.0	7.4	-1.4	-	-	-	-6.8	-17.6	0.0	-32.6	2.5	3.0	33.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	118.8	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-6.8	-1.9	10.0	-32.6	2.5	3.0	59.3	64.7			
		ER Lok Ma Chau to Hung Hom		85.1	122.8	74.7	69.3	5	2.3	5.2	-1.4	1.4	-	-	-6.9	-1.9	7.0	-32.6	2.5	3.0	56.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	123.2	74.7	69.4	15	2.1	7.4	0.0	0.0	-	-	-6.9	-1.9	11.8	-32.6	2.5	3.0	62.0				
		Intercity through train to Hung Hom		86.5	118.8	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-6.8	-1.9	0.0	-32.6	2.5	3.0	50.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
37	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	122.7	0.4	5.5	15	-	8.1	0.0	-	-	-	-6.9	-43.9	11.8	-32.6	2.5	3.0	20.0	20.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	122.7	0.4	5.5	1	-	8.1	0.0	-	-	-	-6.9	-43.9	0.0	-32.6	2.5	3.0	8.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	118.6	1.6	5.3	15	3.3	8.0	-0.2	-	-	-	-6.8	-38.2	11.8	-32.6	2.5	3.0	25.6	30.9			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	126.9	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-7.1	-34.5	11.8	-32.6	2.5	3.0	29.2				
		Intercity through train to Hung Hom		86.5	118.6	1.6	5.3	1	3.3	8.0	-0.2	-	-	-	-6.8	-38.2	0.0	-32.6	2.5	3.0	14.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	121.1	17.2	16.7	10	3.5	7.7	-0.3	-	-	-	-6.9	-17.7	10.0	-32.6	2.5	3.0	43.1	48.8			
		ER Lok Ma Chau to Hung Hom		85.1	123.5	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-6.9	-17.5	7.0	-32.6	2.5	3.0	40.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	125.5	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-7.0	-17.7	11.8	-32.6	2.5	3.0	46.1				
		Intercity through train to Hung Hom		86.5	121.1	17.2	16.7	1	3.5	7.7	-0.3	-	-	-	-6.9	-17.7	0.0	-32.6	2.5	3.0	34.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	122.5	6.8	28.6	10	3.0	7.4	-1.3	-	-	-	-6.9	-17.6	10.0	-32.6	2.5	3.0	42.2	48.5			
		ER Lok Ma Chau to Hung Hom		85.1	125.5	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-7.0	-17.6	7.0	-32.6	2.5	3.0	40.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	127.1	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-7.1	-17.6	11.8	-32.6	2.5	3.0	46.2				
		Intercity through train to Hung Hom		86.5	122.5	6.8	28.6	1	3.0	7.4	-1.3	-	-	-	-6.9	-17.6	0.0	-32.6	2.5	3.0	33.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	121.3	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-6.9	-1.9	10.0	-32.6	2.5	3.0	59.2	64.6			
		ER Lok Ma Chau to Hung Hom		85.1	125.4	74.7	69.3	5	2.3	5.2	-1.3	1.3	-	-	-7.0	-1.9	7.0	-32.6	2.5	3.0	56.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	125.7	74.7	69.4	15	2.1	7.4	0.0	0.0	-	-	-7.0	-1.9	11.8	-32.6	2.5	3.0	61.9				
		Intercity through train to Hung Hom		86.5	121.3	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-6.9	-1.9	0.0	-32.6	2.5	3.0	50.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
38	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	125.3	0.4	5.5	15	-	8.1	0.0	-	-	-	-7.0	-43.9	11.8	-32.6	2.5	3.0	19.9	20.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	125.3	0.4	5.5	1	-	8.1	0.0	-	-	-	-7.0	-43.9	0.0	-32.6	2.5	3.0	8.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	121.3	1.6	5.3	15	3.3	8.0	-0.2	-	-	-	-6.9	-38.2	11.8	-32.6	2.5	3.0	25.6	30.8			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	129.4	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-7.1	-34.5	11.8	-32.6	2.5	3.0	29.1				
		Intercity through train to Hung Hom		86.5	121.3	1.6	5.3	1	3.3	8.0	-0.2	-	-	-	-6.9	-38.2	0.0	-32.6	2.5	3.0	14.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	123.7	17.2	16.7	10	3.5	7.7	-0.3	-	-	-	-6.9	-17.7	10.0	-32.6	2.5	3.0	43.1	48.7			
		ER Lok Ma Chau to Hung Hom		85.1	126.0	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-7.0	-17.5	7.0	-32.6	2.5	3.0	40.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	128.0	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-7.1	-17.7	11.8	-32.6	2.5	3.0	46.0				
		Intercity through train to Hung Hom		86.5	123.7	17.2	16.7	1	3.5	7.7	-0.3	-	-	-	-6.9	-17.7	0.0	-32.6	2.5	3.0	34.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	125.1	6.8	28.6	10	3.0	7.4	-1.2	-	-	-	-7.0	-17.6	10.0	-32.6	2.5	3.0	42.2	48.4			
		ER Lok Ma Chau to Hung Hom		85.1	128.0	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-7.1	-17.6	7.0	-32.6	2.5	3.0	40.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	129.6	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-7.1	-17.6	11.8	-32.6	2.5	3.0	46.1				
		Intercity through train to Hung Hom		86.5	125.1	6.8	28.6	1	3.0	7.4	-1.2	-	-	-	-7.0	-17.6	0.0	-32.6	2.5	3.0	33.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	123.9	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-7.0	-1.9	10.0	-32.6	2.5	3.0	59.1	64.5			
		ER Lok Ma Chau to Hung Hom		85.1	128.0	74.7	69.3	5	2.3	5.2	-1.2	1.2	-	-	-7.1	-1.9	7.0	-32.6	2.5	3.0	56.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	128.2	74.7	69.4	15	2.1	7.4	0.0	0.0	-	-	-7.1	-1.9	11.8	-32.6	2.5	3.0	61.8				
		Intercity through train to Hung Hom		86.5	123.9	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-7.0	-1.9	0.0	-32.6	2.5	3.0	50.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
39	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	127.9	0.4	5.5	15	-	8.1	0.0	-	-	-	-7.1	-43.9	11.8	-32.6	2.5	3.0	19.8	20.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	127.9	0.4	5.5	1	-	8.1	0.0	-	-	-	-7.1	-43.9	0.0	-32.6	2.5	3.0	8.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	123.9	1.6	5.3	15	3.3	8.0	-0.2	-	-	-	-7.0	-38.2	11.8	-32.6	2.5	3.0	25.5	30.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	131.9	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-7.2	-34.5	11.8	-32.6	2.5	3.0	29.1				
		Intercity through train to Hung Hom		86.5	123.9	1.6	5.3	1	3.3	8.0	-0.2	-	-	-	-7.0	-38.2	0.0	-32.6	2.5	3.0	14.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	126.3	17.2	16.7	10	3.5	7.7	-0.2	-	-	-	-7.0	-17.7	10.0	-32.6	2.5	3.0	43.0	48.6			
		ER Lok Ma Chau to Hung Hom		85.1	128.6	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-7.1	-17.5	7.0	-32.6	2.5	3.0	40.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	130.5	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-7.2	-17.7	11.8	-32.6	2.5	3.0	46.0				
		Intercity through train to Hung Hom		86.5	126.3	17.2	16.7	1	3.5	7.7	-0.2	-	-	-	-7.0	-17.7	0.0	-32.6	2.5	3.0	34.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	127.7	6.8	28.6	10	3.0	7.4	-1.1	-	-	-	-7.1	-17.6	10.0	-32.6	2.5	3.0	42.2	48.4			
		ER Lok Ma Chau to Hung Hom		85.1	130.5	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-7.2	-17.6	7.0	-32.6	2.5	3.0	40.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	132.1	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-7.2	-17.6	11.8	-32.6	2.5	3.0	46.0				
		Intercity through train to Hung Hom		86.5	127.7	6.8	28.6	1	3.0	7.4	-1.1	-	-	-	-7.1	-17.6	0.0	-32.6	2.5	3.0	33.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	126.6	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-7.0	-1.9	10.0	-32.6	2.5	3.0	59.0	64.4			
		ER Lok Ma Chau to Hung Hom		85.1	130.5	74.7	69.3	5	2.3	5.2	-1.2	1.2	-	-	-7.2	-1.9	7.0	-32.6	2.5	3.0	55.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	130.7	74.7	69.4	15	2.1	7.4	0.0	0.0	-	-	-7.2	-1.9	11.8	-32.6	2.5	3.0	61.7				
		Intercity through train to Hung Hom		86.5	126.6	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-7.0	-1.9	0.0	-32.6	2.5	3.0	50.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
40	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	130.4	0.4	5.5	15	-	8.1	0.0	-	-	-	-7.2	-43.9	11.8	-32.6	2.5	3.0	19.7	20.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	130.4	0.4	5.5	1	-	8.1	0.0	-	-	-	-7.2	-43.9	0.0	-32.6	2.5	3.0	8.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	126.6	1.6	5.3	15	3.3	8.0	-0.1	-	-	-	-7.0	-38.2	11.8	-32.6	2.5	3.0	25.4	30.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	134.4	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-7.3	-34.5	11.8	-32.6	2.5	3.0	29.0				
		Intercity through train to Hung Hom		86.5	126.6	1.6	5.3	1	3.3	8.0	-0.1	-	-	-	-7.0	-38.2	0.0	-32.6	2.5	3.0	14.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	128.9	17.2	16.7	10	3.5	7.7	-0.2	-	-	-	-7.1	-17.7	10.0	-32.6	2.5	3.0	43.0	48.6			
		ER Lok Ma Chau to Hung Hom		85.1	131.2	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-7.2	-17.5	7.0	-32.6	2.5	3.0	40.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	133.0	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-7.3	-17.7	11.8	-32.6	2.5	3.0	45.9				
		Intercity through train to Hung Hom		86.5	128.9	17.2	16.7	1	3.5	7.7	-0.2	-	-	-	-7.1	-17.7	0.0	-32.6	2.5	3.0	34.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	130.3	6.8	28.6	10	3.0	7.4	-1.1	-	-	-	-7.2	-17.6	10.0	-32.6	2.5	3.0	42.1	48.3			
		ER Lok Ma Chau to Hung Hom		85.1	133.1	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-7.3	-17.6	7.0	-32.6	2.5	3.0	40.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	134.6	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-7.3	-17.6	11.8	-32.6	2.5	3.0	45.9				
		Intercity through train to Hung Hom		86.5	130.3	6.8	28.6	1	3.0	7.4	-1.1	-	-	-	-7.2	-17.6	0.0	-32.6	2.5	3.0	33.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	129.2	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-7.1	-1.9	10.0	-32.6	2.5	3.0	58.9	64.4			
		ER Lok Ma Chau to Hung Hom		85.1	133.1	74.7	69.3	5	2.3	5.2	-1.1	1.1	-	-	-7.3	-1.9	7.0	-32.6	2.5	3.0	55.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	133.2	74.7	69.4	15	2.1	7.4	0.0	0.0	-	-	-7.3	-1.9	11.8	-32.6	2.5	3.0	61.6				
		Intercity through train to Hung Hom		86.5	129.2	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-7.1	-1.9	0.0	-32.6	2.5	3.0	50.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
41	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	133.0	0.4	5.5	15	-	8.1	0.0	-	-	-	-7.3	-43.9	11.8	-32.6	2.5	3.0	19.6	20.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	133.0	0.4	5.5	1	-	8.1	0.0	-	-	-	-7.3	-43.9	0.0	-32.6	2.5	3.0	8.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	129.3	1.6	5.3	15	3.3	8.0	-0.1	-	-	-	-7.1	-38.2	11.8	-32.6	2.5	3.0	25.4	30.6			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	136.9	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-7.4	-34.5	11.8	-32.6	2.5	3.0	28.9				
		Intercity through train to Hung Hom		86.5	129.3	1.6	5.3	1	3.3	8.0	-0.1	-	-	-	-7.1	-38.2	0.0	-32.6	2.5	3.0	14.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	131.5	17.2	16.7	10	3.5	7.7	-0.2	-	-	-	-7.2	-17.7	10.0	-32.6	2.5	3.0	42.9	48.5			
		ER Lok Ma Chau to Hung Hom		85.1	133.7	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-7.3	-17.5	7.0	-32.6	2.5	3.0	40.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	135.6	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-7.3	-17.7	11.8	-32.6	2.5	3.0	45.8				
		Intercity through train to Hung Hom		86.5	131.5	17.2	16.7	1	3.5	7.7	-0.2	-	-	-	-7.2	-17.7	0.0	-32.6	2.5	3.0	34.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	132.9	6.8	28.6	10	3.0	7.4	-1.0	-	-	-	-7.3	-17.6	10.0	-32.6	2.5	3.0	42.1	48.3			
		ER Lok Ma Chau to Hung Hom		85.1	135.6	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-7.3	-17.6	7.0	-32.6	2.5	3.0	40.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	137.1	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-7.4	-17.6	11.8	-32.6	2.5	3.0	45.8				
		Intercity through train to Hung Hom		86.5	132.9	6.8	28.6	1	3.0	7.4	-1.0	-	-	-	-7.3	-17.6	0.0	-32.6	2.5	3.0	33.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	131.8	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-7.2	-1.9	10.0	-32.6	2.5	3.0	58.9	64.3			
		ER Lok Ma Chau to Hung Hom		85.1	135.7	74.7	69.3	5	2.3	5.2	-1.1	1.1	-	-	-7.3	-1.9	7.0	-32.6	2.5	3.0	55.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	135.8	74.7	69.4	15	2.1	7.4	0.0	0.0	-	-	-7.3	-1.9	11.8	-32.6	2.5	3.0	61.5				
		Intercity through train to Hung Hom		86.5	131.8	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-7.2	-1.9	0.0	-32.6	2.5	3.0	50.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
42	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	135.6	0.4	5.5	15	-	8.1	0.0	-	-	-	-7.3	-43.9	11.8	-32.6	2.5	3.0	19.6	19.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	135.6	0.4	5.5	1	-	8.1	0.0	-	-	-	-7.3	-43.9	0.0	-32.6	2.5	3.0	8.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	131.9	1.6	5.3	15	3.3	8.0	-0.1	-	-	-	-7.2	-38.2	11.8	-32.6	2.5	3.0	25.3	30.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	139.4	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-7.5	-34.5	11.8	-32.6	2.5	3.0	28.8				
		Intercity through train to Hung Hom		86.5	131.9	1.6	5.3	1	3.3	8.0	-0.1	-	-	-	-7.2	-38.2	0.0	-32.6	2.5	3.0	14.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	134.2	17.2	16.7	10	3.5	7.7	-0.1	-	-	-	-7.3	-17.7	10.0	-32.6	2.5	3.0	42.8	48.4			
		ER Lok Ma Chau to Hung Hom		85.1	136.3	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-7.4	-17.5	7.0	-32.6	2.5	3.0	40.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	138.1	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-7.4	-17.7	11.8	-32.6	2.5	3.0	45.7				
		Intercity through train to Hung Hom		86.5	134.2	17.2	16.7	1	3.5	7.7	-0.1	-	-	-	-7.3	-17.7	0.0	-32.6	2.5	3.0	34.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	135.5	6.8	28.6	10	3.0	7.4	-0.9	-	-	-	-7.3	-17.6	10.0	-32.6	2.5	3.0	42.1	48.2			
		ER Lok Ma Chau to Hung Hom		85.1	138.2	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-7.4	-17.6	7.0	-32.6	2.5	3.0	39.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	139.6	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-7.5	-17.6	11.8	-32.6	2.5	3.0	45.7				
		Intercity through train to Hung Hom		86.5	135.5	6.8	28.6	1	3.0	7.4	-0.9	-	-	-	-7.3	-17.6	0.0	-32.6	2.5	3.0	33.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	134.4	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-7.3	-1.9	10.0	-32.6	2.5	3.0	58.8	64.2			
		ER Lok Ma Chau to Hung Hom		85.1	138.3	74.7	69.3	5	2.3	5.2	-1.0	1.0	-	-	-7.4	-1.9	7.0	-32.6	2.5	3.0	55.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	138.3	74.7	69.4	15	2.1	7.4	0.0	0.0	-	-	-7.4	-1.9	11.8	-32.6	2.5	3.0	61.5				
		Intercity through train to Hung Hom		86.5	134.4	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-7.3	-1.9	0.0	-32.6	2.5	3.0	50.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
43	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	138.2	0.4	5.5	15	-	8.1	0.0	-	-	-	-7.4	-43.9	11.8	-32.6	2.5	3.0	19.5	19.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	138.2	0.4	5.5	1	-	8.1	0.0	-	-	-	-7.4	-43.9	0.0	-32.6	2.5	3.0	8.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	134.6	1.6	5.3	15	3.3	8.0	-0.1	-	-	-	-7.3	-38.2	11.8	-32.6	2.5	3.0	25.3	30.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	141.9	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-7.5	-34.5	11.8	-32.6	2.5	3.0	28.7				
		Intercity through train to Hung Hom		86.5	134.6	1.6	5.3	1	3.3	8.0	-0.1	-	-	-	-7.3	-38.2	0.0	-32.6	2.5	3.0	13.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	136.8	17.2	16.7	10	3.5	7.7	-0.1	-	-	-	-7.4	-17.7	10.0	-32.6	2.5	3.0	42.8	48.4			
		ER Lok Ma Chau to Hung Hom		85.1	138.9	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-7.4	-17.5	7.0	-32.6	2.5	3.0	40.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	140.7	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-7.5	-17.7	11.8	-32.6	2.5	3.0	45.6				
		Intercity through train to Hung Hom		86.5	136.8	17.2	16.7	1	3.5	7.7	-0.1	-	-	-	-7.4	-17.7	0.0	-32.6	2.5	3.0	34.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	138.1	6.8	28.6	10	3.0	7.4	-0.9	-	-	-	-7.4	-17.6	10.0	-32.6	2.5	3.0	42.1	48.1			
		ER Lok Ma Chau to Hung Hom		85.1	140.8	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-7.5	-17.6	7.0	-32.6	2.5	3.0	39.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	142.2	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-7.5	-17.6	11.8	-32.6	2.5	3.0	45.7				
		Intercity through train to Hung Hom		86.5	138.1	6.8	28.6	1	3.0	7.4	-0.9	-	-	-	-7.4	-17.6	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	137.0	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-7.4	-1.9	10.0	-32.6	2.5	3.0	58.7	64.1			
		ER Lok Ma Chau to Hung Hom		85.1	140.9	74.7	69.3	5	2.3	5.2	-1.0	1.0	-	-	-7.5	-1.9	7.0	-32.6	2.5	3.0	55.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	140.9	74.7	69.4	15	2.1	7.4	0.0	0.0	-	-	-7.5	-1.9	11.8	-32.6	2.5	3.0	61.4				
		Intercity through train to Hung Hom		86.5	137.0	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-7.4	-1.9	0.0	-32.6	2.5	3.0	50.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
44	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	140.8	0.4	5.5	15	-	8.1	0.0	-	-	-	-7.5	-43.9	11.8	-32.6	2.5	3.0	19.4	19.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	140.8	0.4	5.5	1	-	8.1	0.0	-	-	-	-7.5	-43.9	0.0	-32.6	2.5	3.0	8.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	137.3	1.6	5.3	15	3.3	8.0	0.0	-	-	-	-7.4	-38.2	11.8	-32.6	2.5	3.0	25.2	30.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	144.5	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-7.6	-34.5	11.8	-32.6	2.5	3.0	28.7				
		Intercity through train to Hung Hom		86.5	137.3	1.6	5.3	1	3.3	8.0	0.0	-	-	-	-7.4	-38.2	0.0	-32.6	2.5	3.0	13.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	139.4	17.2	16.7	10	3.5	7.7	-0.1	-	-	-	-7.5	-17.7	10.0	-32.6	2.5	3.0	42.7	48.3			
		ER Lok Ma Chau to Hung Hom		85.1	141.5	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-7.5	-17.5	7.0	-32.6	2.5	3.0	40.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	143.2	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-7.6	-17.7	11.8	-32.6	2.5	3.0	45.6				
		Intercity through train to Hung Hom		86.5	139.4	17.2	16.7	1	3.5	7.7	-0.1	-	-	-	-7.5	-17.7	0.0	-32.6	2.5	3.0	34.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	140.7	6.8	28.6	10	3.0	7.4	-0.8	-	-	-	-7.5	-17.6	10.0	-32.6	2.5	3.0	42.0	48.1			
		ER Lok Ma Chau to Hung Hom		85.1	143.4	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-7.6	-17.6	7.0	-32.6	2.5	3.0	39.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	144.7	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-7.6	-17.6	11.8	-32.6	2.5	3.0	45.6				
		Intercity through train to Hung Hom		86.5	140.7	6.8	28.6	1	3.0	7.4	-0.8	-	-	-	-7.5	-17.6	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	139.7	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-7.5	-1.9	10.0	-32.6	2.5	3.0	58.6	64.0			
		ER Lok Ma Chau to Hung Hom		85.1	143.5	74.7	69.3	5	2.3	5.2	-0.9	0.9	-	-	-7.6	-1.9	7.0	-32.6	2.5	3.0	55.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	143.5	74.7	69.4	15	2.1	7.4	0.0	0.0	-	-	-7.6	-1.9	11.8	-32.6	2.5	3.0	61.3				
		Intercity through train to Hung Hom		86.5	139.7	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-7.5	-1.9	0.0	-32.6	2.5	3.0	50.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
45	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	143.4	0.4	5.5	15	-	8.1	0.0	-	-	-	-7.6	-43.9	11.8	-32.6	2.5	3.0	19.3	19.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	143.4	0.4	5.5	1	-	8.1	0.0	-	-	-	-7.6	-43.9	0.0	-32.6	2.5	3.0	8.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	139.9	1.6	5.3	15	3.3	8.0	0.0	-	-	-	-7.5	-38.2	11.8	-32.6	2.5	3.0	25.1	30.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	147.0	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-7.7	-34.5	11.8	-32.6	2.5	3.0	28.6				
		Intercity through train to Hung Hom		86.5	139.9	1.6	5.3	1	3.3	8.0	0.0	-	-	-	-7.5	-38.2	0.0	-32.6	2.5	3.0	13.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	142.1	17.2	16.7	10	3.5	7.7	0.0	-	-	-	-7.5	-17.7	10.0	-32.6	2.5	3.0	42.7	48.2			
		ER Lok Ma Chau to Hung Hom		85.1	144.1	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-7.6	-17.5	7.0	-32.6	2.5	3.0	39.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	145.8	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-7.7	-17.7	11.8	-32.6	2.5	3.0	45.5				
		Intercity through train to Hung Hom		86.5	142.1	17.2	16.7	1	3.5	7.7	0.0	-	-	-	-7.5	-17.7	0.0	-32.6	2.5	3.0	34.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	143.3	6.8	28.6	10	3.0	7.4	-0.8	-	-	-	-7.6	-17.6	10.0	-32.6	2.5	3.0	42.0	48.0			
		ER Lok Ma Chau to Hung Hom		85.1	146.0	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-7.7	-17.6	7.0	-32.6	2.5	3.0	39.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	147.3	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-7.7	-17.6	11.8	-32.6	2.5	3.0	45.5				
		Intercity through train to Hung Hom		86.5	143.3	6.8	28.6	1	3.0	7.4	-0.8	-	-	-	-7.6	-17.6	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	142.3	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-7.6	-1.9	10.0	-32.6	2.5	3.0	58.5	64.0			
		ER Lok Ma Chau to Hung Hom		85.1	146.1	74.7	69.3	5	2.3	5.2	-0.9	0.9	-	-	-7.7	-1.9	7.0	-32.6	2.5	3.0	55.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	146.0	74.7	69.4	15	2.1	7.4	0.0	0.0	-	-	-7.7	-1.9	11.8	-32.6	2.5	3.0	61.2				
		Intercity through train to Hung Hom		86.5	142.3	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-7.6	-1.9	0.0	-32.6	2.5	3.0	50.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
46	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	146.0	0.4	5.5	15	-	8.1	0.0	-	-	-	-7.7	-43.9	11.8	-32.6	2.5	3.0	19.2	19.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	146.0	0.4	5.5	1	-	8.1	0.0	-	-	-	-7.7	-43.9	0.0	-32.6	2.5	3.0	7.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	142.6	1.6	5.3	15	3.3	8.0	0.0	0.0	-	-	-7.6	-38.2	11.8	-32.6	2.5	3.0	25.1	30.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	149.6	1.6	8.1	15	8.1	8.0	0.0	-	-	-	-7.8	-34.5	11.8	-32.6	2.5	3.0	28.5				
		Intercity through train to Hung Hom		86.5	142.6	1.6	5.3	1	3.3	8.0	0.0	0.0	-	-	-7.6	-38.2	0.0	-32.6	2.5	3.0	13.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	144.7	17.2	16.7	10	3.5	7.7	0.0	-	-	-	-7.6	-17.7	10.0	-32.6	2.5	3.0	42.6	48.1			
		ER Lok Ma Chau to Hung Hom		85.1	146.7	17.2	17.2	5	8.7	7.3	0.0	-	-	-	-7.7	-17.5	7.0	-32.6	2.5	3.0	39.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	148.4	17.2	16.8	15	14.6	7.7	0.0	-	-	-	-7.7	-17.7	11.8	-32.6	2.5	3.0	45.4				
		Intercity through train to Hung Hom		86.5	144.7	17.2	16.7	1	3.5	7.7	0.0	-	-	-	-7.6	-17.7	0.0	-32.6	2.5	3.0	34.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	146.0	6.8	28.6	10	3.0	7.4	-0.8	-	-	-	-7.7	-17.6	10.0	-32.6	2.5	3.0	42.0	47.9			
		ER Lok Ma Chau to Hung Hom		85.1	148.5	6.8	28.6	5	2.3	6.6	0.0	0.0	-	-	-7.7	-17.6	7.0	-32.6	2.5	3.0	39.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	149.8	6.8	28.7	15	14.6	7.4	0.0	-	-	-	-7.8	-17.6	11.8	-32.6	2.5	3.0	45.4				
		Intercity through train to Hung Hom		86.5	146.0	6.8	28.6	1	3.0	7.4	-0.8	-	-	-	-7.7	-17.6	0.0	-32.6	2.5	3.0	33.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	144.9	74.7	69.4	10	4.1	7.4	0.0	0.0	-	-	-7.6	-1.9	10.0	-32.6	2.5	3.0	58.4	63.9			
		ER Lok Ma Chau to Hung Hom		85.1	148.7	74.7	69.3	5	2.3	5.2	-0.8	0.8	-	-	-7.7	-1.9	7.0	-32.6	2.5	3.0	55.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	148.6	74.7	69.4	15	2.1	7.4	0.0	0.0	-	-	-7.7	-1.9	11.8	-32.6	2.5	3.0	61.2				
		Intercity through train to Hung Hom		86.5	144.9	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-7.6	-1.9	0.0	-32.6	2.5	3.0	49.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

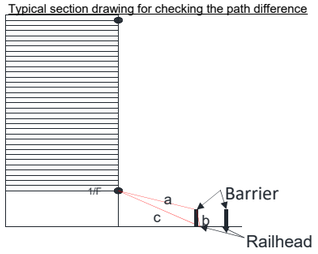
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location			Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A)										Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
					Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]				Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration					
																					Max predicted noise impact $L_{eq\ 30min}$		67	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction
[16] 24/F is the refuge floor, so it is not included in the assessment.

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
3	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	49.7	0.4	5.5	12	-	8.1	0.0	-	-	-	-3.0	-43.9	10.8	-32.6	2.5	3.0	23.0	23.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	49.7	0.4	5.5	1	-	8.1	0.0	-	-	-	-3.0	-43.9	0.0	-32.6	2.5	3.0	12.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	38.3	1.6	5.3	12	3.3	8.0	-16.6	-	-	-	-1.8	-38.2	10.8	-32.6	2.5	3.0	13.2	19.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	59.2	1.6	8.1	12	8.1	8.0	-13.3	-	-	-	-3.7	-34.5	10.8	-32.6	2.5	3.0	18.3				
		Intercity through train to Hung Hom		86.5	38.3	1.6	5.3	1	3.3	8.0	-16.6	-	-	-	-1.8	-38.2	0.0	-32.6	2.5	3.0	2.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	44.7	17.2	16.7	8	3.5	7.7	-16.9	-	-	-	-2.5	-17.7	9.0	-32.6	2.5	3.0	29.9	46.8			
		ER Lok Ma Chau to Hung Hom		85.1	50.1	17.2	17.2	4	8.7	7.3	-10.1	-	-	-	-3.0	-17.5	6.0	-32.6	2.5	3.0	33.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	55.4	17.2	16.8	12	14.6	7.7	-2.2	-	-	-	-3.5	-17.7	10.8	-32.6	2.5	3.0	46.5				
		Intercity through train to Hung Hom		86.5	44.7	17.2	16.7	1	3.5	7.7	-16.9	-	-	-	-2.5	-17.7	0.0	-32.6	2.5	3.0	22.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	48.0	6.8	28.6	8	3.0	7.4	-18.3	-	-	-	-2.8	-17.6	9.0	-32.6	2.5	3.0	28.3	47.2			
		ER Lok Ma Chau to Hung Hom		85.1	53.5	6.8	28.6	4	2.3	6.6	-4.1	4.1	-	-	-3.3	-17.6	6.0	-32.6	2.5	3.0	43.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	58.7	6.8	28.7	12	14.6	7.4	-3.6	-	-	-	-3.7	-17.6	10.8	-32.6	2.5	3.0	44.9				
		Intercity through train to Hung Hom		86.5	48.0	6.8	28.6	1	3.0	7.4	-18.3	-	-	-	-2.8	-17.6	0.0	-32.6	2.5	3.0	20.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	44.8	74.7	69.4	8	4.1	7.4	-1.6	1.6	-	-	-2.5	-1.9	9.0	-32.6	2.5	3.0	62.6	65.1			
		ER Lok Ma Chau to Hung Hom		85.1	50.9	74.7	69.3	4	2.3	5.2	-16.4	4.4	-	-	-3.1	-1.9	6.0	-32.6	2.5	3.0	47.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	55.5	74.7	69.4	12	2.1	7.4	-8.8	4.5	-	-	-3.5	-1.9	10.8	-32.6	2.5	3.0	60.2				
		Intercity through train to Hung Hom		86.5	44.8	74.7	69.4	1	4.1	7.4	-1.6	1.6	-	-	-2.5	-1.9	0.0	-32.6	2.5	3.0	55.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	50.8	0.4	5.5	12	-	8.1	0.0	-	-	-	-3.1	-43.9	10.8	-32.6	2.5	3.0	22.9	23.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	50.8	0.4	5.5	1	-	8.1	0.0	-	-	-	-3.1	-43.9	0.0	-32.6	2.5	3.0	12.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	39.7	1.6	5.3	12	3.3	8.0	-15.7	-	-	-	-2.0	-38.2	10.8	-32.6	2.5	3.0	14.0	20.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	60.2	1.6	8.1	12	8.1	8.0	-11.9	-	-	-	-3.8	-34.5	10.8	-32.6	2.5	3.0	19.6				
		Intercity through train to Hung Hom		86.5	39.7	1.6	5.3	1	3.3	8.0	-15.7	-	-	-	-2.0	-38.2	0.0	-32.6	2.5	3.0	3.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	46.0	17.2	16.7	8	3.5	7.7	-16.1	-	-	-	-2.6	-17.7	9.0	-32.6	2.5	3.0	30.5	47.9			
		ER Lok Ma Chau to Hung Hom		85.1	51.3	17.2	17.2	4	8.7	7.3	-7.7	-	-	-	-3.1	-17.5	6.0	-32.6	2.5	3.0	35.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	56.5	17.2	16.8	12	14.6	7.7	-1.1	-	-	-	-3.5	-17.7	10.8	-32.6	2.5	3.0	47.5				
		Intercity through train to Hung Hom		86.5	46.0	17.2	16.7	1	3.5	7.7	-16.1	-	-	-	-2.6	-17.7	0.0	-32.6	2.5	3.0	23.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	49.2	6.8	28.6	8	3.0	7.4	-17.7	-	-	-	-2.9	-17.6	9.0	-32.6	2.5	3.0	28.7	48.2			
		ER Lok Ma Chau to Hung Hom		85.1	54.7	6.8	28.6	4	2.3	6.6	-3.1	3.1	-	-	-3.4	-17.6	6.0	-32.6	2.5	3.0	43.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	59.7	6.8	28.7	12	14.6	7.4	-1.9	-	-	-	-3.8	-17.6	10.8	-32.6	2.5	3.0	46.6				
		Intercity through train to Hung Hom		86.5	49.2	6.8	28.6	1	3.0	7.4	-17.7	-	-	-	-2.9	-17.6	0.0	-32.6	2.5	3.0	21.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	46.1	74.7	69.4	8	4.1	7.4	-1.1	1.1	-	-	-2.7	-1.9	9.0	-32.6	2.5	3.0	62.4	65.4			
		ER Lok Ma Chau to Hung Hom		85.1	52.2	74.7	69.3	4	2.3	5.2	-15.8	4.4	-	-	-3.2	-1.9	6.0	-32.6	2.5	3.0	47.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	56.6	74.7	69.4	12	2.1	7.4	-7.7	4.5	-	-	-3.5	-1.9	10.8	-32.6	2.5	3.0	61.2				
		Intercity through train to Hung Hom		86.5	46.1	74.7	69.4	1	4.1	7.4	-1.1	1.1	-	-	-2.7	-1.9	0.0	-32.6	2.5	3.0	54.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	52.1	0.4	5.5	12	-	8.1	0.0	-	-	-	-3.2	-43.9	10.8	-32.6	2.5	3.0	22.7	23.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	52.1	0.4	5.5	1	-	8.1	0.0	-	-	-	-3.2	-43.9	0.0	-32.6	2.5	3.0	12.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	41.4	1.6	5.3	12	3.3	8.0	-14.7	-	-	-	-2.2	-38.2	10.8	-32.6	2.5	3.0	14.8	22.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	61.3	1.6	8.1	12	8.1	8.0	-10.3	-	-	-	-3.9	-34.5	10.8	-32.6	2.5	3.0	21.2				
		Intercity through train to Hung Hom		86.5	41.4	1.6	5.3	1	3.3	8.0	-14.7	-	-	-	-2.2	-38.2	0.0	-32.6	2.5	3.0	4.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	47.4	17.2	16.7	8	3.5	7.7	-15.3	-	-	-	-2.8	-17.7	9.0	-32.6	2.5	3.0	31.2	48.5			
		ER Lok Ma Chau to Hung Hom		85.1	52.6	17.2	17.2	4	8.7	7.3	-5.7	-	-	-	-3.2	-17.5	6.0	-32.6	2.5	3.0	37.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	57.6	17.2	16.8	12	14.6	7.7	-0.5	-	-	-	-3.6	-17.7	10.8	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	47.4	17.2	16.7	1	3.5	7.7	-15.3	-	-	-	-2.8	-17.7	0.0	-32.6	2.5	3.0	23.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	50.5	6.8	28.6	8	3.0	7.4	-17.1	-	-	-	-3.1	-17.6	9.0	-32.6	2.5	3.0	29.2	48.7			
		ER Lok Ma Chau to Hung Hom		85.1	55.9	6.8	28.6	4	2.3	6.6	-2.4	2.4	-	-	-3.5	-17.6	6.0	-32.6	2.5	3.0	42.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	60.8	6.8	28.7	12	14.6	7.4	-1.0	-	-	-	-3.9	-17.6	10.8	-32.6	2.5	3.0	47.3				
		Intercity through train to Hung Hom		86.5	50.5	6.8	28.6	1	3.0	7.4	-17.1	-	-	-	-3.1	-17.6	0.0	-32.6	2.5	3.0	21.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	47.6	74.7	69.4	8	4.1	7.4	-0.8	0.8	-	-	-2.8	-1.9	9.0	-32.6	2.5	3.0	62.3	65.7			
		ER Lok Ma Chau to Hung Hom		85.1	53.6	74.7	69.3	4	2.3	5.2	-15.2	4.4	-	-	-3.3	-1.9	6.0	-32.6	2.5	3.0	48.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	57.7	74.7	69.4	12	2.1	7.4	-6.7	4.5	-	-	-3.6	-1.9	10.8	-32.6	2.5	3.0	62.1				
		Intercity through train to Hung Hom		86.5	47.6	74.7	69.4	1	4.1	7.4	-0.8	0.8	-	-	-2.8	-1.9	0.0	-32.6	2.5	3.0	54.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	53.5	0.4	5.5	12	-	8.1	0.0	-	-	-	-3.3	-43.9	10.8	-32.6	2.5	3.0	22.6	23.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	53.5	0.4	5.5	1	-	8.1	0.0	-	-	-	-3.3	-43.9	0.0	-32.6	2.5	3.0	12.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	43.1	1.6	5.3	12	3.3	8.0	-13.6	-	-	-	-2.4	-38.2	10.8	-32.6	2.5	3.0	15.7	23.8			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	62.5	1.6	8.1	12	8.1	8.0	-8.4	-	-	-	-4.0	-34.5	10.8	-32.6	2.5	3.0	22.9				
		Intercity through train to Hung Hom		86.5	43.1	1.6	5.3	1	3.3	8.0	-13.6	-	-	-	-2.4	-38.2	0.0	-32.6	2.5	3.0	5.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	49.0	17.2	16.7	8	3.5	7.7	-14.4	-	-	-	-2.9	-17.7	9.0	-32.6	2.5	3.0	31.9	49.0			
		ER Lok Ma Chau to Hung Hom		85.1	54.0	17.2	17.2	4	8.7	7.3	-3.7	-	-	-	-3.3	-17.5	6.0	-32.6	2.5	3.0	39.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	58.9	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-3.7	-17.7	10.8	-32.6	2.5	3.0	48.4				
		Intercity through train to Hung Hom		86.5	49.0	17.2	16.7	1	3.5	7.7	-14.4	-	-	-	-2.9	-17.7	0.0	-32.6	2.5	3.0	24.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	52.0	6.8	28.6	8	3.0	7.4	-16.5	-	-	-	-3.2	-17.6	9.0	-32.6	2.5	3.0	29.7	49.1			
		ER Lok Ma Chau to Hung Hom		85.1	57.3	6.8	28.6	4	2.3	6.6	-2.0	2.0	-	-	-3.6	-17.6	6.0	-32.6	2.5	3.0	42.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	62.0	6.8	28.7	12	14.6	7.4	-0.5	-	-	-	-3.9	-17.6	10.8	-32.6	2.5	3.0	47.8				
		Intercity through train to Hung Hom		86.5	52.0	6.8	28.6	1	3.0	7.4	-16.5	-	-	-	-3.2	-17.6	0.0	-32.6	2.5	3.0	22.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	49.1	74.7	69.4	8	4.1	7.4	-0.5	0.5	-	-	-2.9	-1.9	9.0	-32.6	2.5	3.0	62.2	65.9			
		ER Lok Ma Chau to Hung Hom		85.1	55.1	74.7	69.3	4	2.3	5.2	-14.6	4.4	-	-	-3.4	-1.9	6.0	-32.6	2.5	3.0	48.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	59.0	74.7	69.4	12	2.1	7.4	-5.9	4.5	-	-	-3.7	-1.9	10.8	-32.6	2.5	3.0	62.8				
		Intercity through train to Hung Hom		86.5	49.1	74.7	69.4	1	4.1	7.4	-0.5	0.5	-	-	-2.9	-1.9	0.0	-32.6	2.5	3.0	54.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	55.0	0.4	5.5	12	-	8.1	0.0	-	-	-	-3.4	-43.9	10.8	-32.6	2.5	3.0	22.5	22.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	55.0	0.4	5.5	1	-	8.1	0.0	-	-	-	-3.4	-43.9	0.0	-32.6	2.5	3.0	12.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	45.0	1.6	5.3	12	3.3	8.0	-12.5	-	-	-	-2.5	-38.2	10.8	-32.6	2.5	3.0	16.6	25.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	63.7	1.6	8.1	12	8.1	8.0	-6.5	-	-	-	-4.1	-34.5	10.8	-32.6	2.5	3.0	24.7				
		Intercity through train to Hung Hom		86.5	45.0	1.6	5.3	1	3.3	8.0	-12.5	-	-	-	-2.5	-38.2	0.0	-32.6	2.5	3.0	6.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	50.6	17.2	16.7	8	3.5	7.7	-13.5	-	-	-	-3.1	-17.7	9.0	-32.6	2.5	3.0	32.7	49.2			
		ER Lok Ma Chau to Hung Hom		85.1	55.5	17.2	17.2	4	8.7	7.3	-2.3	-	-	-	-3.5	-17.5	6.0	-32.6	2.5	3.0	40.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	60.3	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-3.8	-17.7	10.8	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	50.6	17.2	16.7	1	3.5	7.7	-13.5	-	-	-	-3.1	-17.7	0.0	-32.6	2.5	3.0	25.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	53.6	6.8	28.6	8	3.0	7.4	-15.9	-	-	-	-3.3	-17.6	9.0	-32.6	2.5	3.0	30.2	49.3			
		ER Lok Ma Chau to Hung Hom		85.1	58.7	6.8	28.6	4	2.3	6.6	-1.6	1.6	-	-	-3.7	-17.6	6.0	-32.6	2.5	3.0	42.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	63.3	6.8	28.7	12	14.6	7.4	-0.1	-	-	-	-4.0	-17.6	10.8	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	53.6	6.8	28.6	1	3.0	7.4	-15.9	-	-	-	-3.3	-17.6	0.0	-32.6	2.5	3.0	22.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	50.8	74.7	69.4	8	4.1	7.4	-0.2	0.2	-	-	-3.1	-1.9	9.0	-32.6	2.5	3.0	62.0	66.0			
		ER Lok Ma Chau to Hung Hom		85.1	56.6	74.7	69.3	4	2.3	5.2	-13.9	4.4	-	-	-3.6	-1.9	6.0	-32.6	2.5	3.0	49.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	60.4	74.7	69.4	12	2.1	7.4	-5.6	4.5	-	-	-3.8	-1.9	10.8	-32.6	2.5	3.0	63.0				
		Intercity through train to Hung Hom		86.5	50.8	74.7	69.4	1	4.1	7.4	-0.2	0.2	-	-	-3.1	-1.9	0.0	-32.6	2.5	3.0	54.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	56.6	0.4	5.5	12	-	8.1	0.0	-	-	-	-3.5	-43.9	10.8	-32.6	2.5	3.0	22.4	22.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	56.6	0.4	5.5	1	-	8.1	0.0	-	-	-	-3.5	-43.9	0.0	-32.6	2.5	3.0	12.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	46.9	1.6	5.3	12	3.3	8.0	-11.3	-	-	-	-2.7	-38.2	10.8	-32.6	2.5	3.0	17.7	26.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	65.1	1.6	8.1	12	8.1	8.0	-5.6	-	-	-	-4.2	-34.5	10.8	-32.6	2.5	3.0	25.6				
		Intercity through train to Hung Hom		86.5	46.9	1.6	5.3	1	3.3	8.0	-11.3	-	-	-	-2.7	-38.2	0.0	-32.6	2.5	3.0	7.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	52.4	17.2	16.7	8	3.5	7.7	-12.5	-	-	-	-3.2	-17.7	9.0	-32.6	2.5	3.0	33.6	49.2			
		ER Lok Ma Chau to Hung Hom		85.1	57.1	17.2	17.2	4	8.7	7.3	-1.5	-	-	-	-3.6	-17.5	6.0	-32.6	2.5	3.0	41.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	61.7	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-3.9	-17.7	10.8	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	52.4	17.2	16.7	1	3.5	7.7	-12.5	-	-	-	-3.2	-17.7	0.0	-32.6	2.5	3.0	26.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	55.2	6.8	28.6	8	3.0	7.4	-15.2	-	-	-	-3.4	-17.6	9.0	-32.6	2.5	3.0	30.8	49.3			
		ER Lok Ma Chau to Hung Hom		85.1	60.3	6.8	28.6	4	2.3	6.6	-1.4	1.4	-	-	-3.8	-17.6	6.0	-32.6	2.5	3.0	42.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	64.7	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-4.1	-17.6	10.8	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	55.2	6.8	28.6	1	3.0	7.4	-15.2	-	-	-	-3.4	-17.6	0.0	-32.6	2.5	3.0	23.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	52.5	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-3.2	-1.9	9.0	-32.6	2.5	3.0	61.9	66.3			
		ER Lok Ma Chau to Hung Hom		85.1	58.3	74.7	69.3	4	2.3	5.2	-13.2	4.4	-	-	-3.7	-1.9	6.0	-32.6	2.5	3.0	49.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	61.9	74.7	69.4	12	2.1	7.4	-4.8	4.5	-	-	-3.9	-1.9	10.8	-32.6	2.5	3.0	63.7				
		Intercity through train to Hung Hom		86.5	52.5	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-3.2	-1.9	0.0	-32.6	2.5	3.0	54.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	58.3	0.4	5.5	12	-	8.1	0.0	-	-	-	-3.7	-43.9	10.8	-32.6	2.5	3.0	22.3	22.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	58.3	0.4	5.5	1	-	8.1	0.0	-	-	-	-3.7	-43.9	0.0	-32.6	2.5	3.0	11.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	48.9	1.6	5.3	12	3.3	8.0	-10.0	-	-	-	-2.9	-38.2	10.8	-32.6	2.5	3.0	18.8	27.9			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	66.6	1.6	8.1	12	8.1	8.0	-3.7	-	-	-	-4.3	-34.5	10.8	-32.6	2.5	3.0	27.3				
		Intercity through train to Hung Hom		86.5	48.9	1.6	5.3	1	3.3	8.0	-10.0	-	-	-	-2.9	-38.2	0.0	-32.6	2.5	3.0	8.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	54.2	17.2	16.7	8	3.5	7.7	-11.5	-	-	-	-3.4	-17.7	9.0	-32.6	2.5	3.0	34.5	49.2			
		ER Lok Ma Chau to Hung Hom		85.1	58.8	17.2	17.2	4	8.7	7.3	-1.0	-	-	-	-3.7	-17.5	6.0	-32.6	2.5	3.0	41.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	63.3	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-4.0	-17.7	10.8	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	54.2	17.2	16.7	1	3.5	7.7	-11.5	-	-	-	-3.4	-17.7	0.0	-32.6	2.5	3.0	26.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	57.0	6.8	28.6	8	3.0	7.4	-14.5	-	-	-	-3.6	-17.6	9.0	-32.6	2.5	3.0	31.3	49.2			
		ER Lok Ma Chau to Hung Hom		85.1	61.9	6.8	28.6	4	2.3	6.6	-1.1	1.1	-	-	-3.9	-17.6	6.0	-32.6	2.5	3.0	42.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	66.2	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-4.2	-17.6	10.8	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	57.0	6.8	28.6	1	3.0	7.4	-14.5	-	-	-	-3.6	-17.6	0.0	-32.6	2.5	3.0	23.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	54.3	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-3.4	-1.9	9.0	-32.6	2.5	3.0	61.7	66.3			
		ER Lok Ma Chau to Hung Hom		85.1	60.1	74.7	69.3	4	2.3	5.2	-12.5	4.4	-	-	-3.8	-1.9	6.0	-32.6	2.5	3.0	50.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	63.4	74.7	69.4	12	2.1	7.4	-3.8	3.8	-	-	-4.0	-1.9	10.8	-32.6	2.5	3.0	63.9				
		Intercity through train to Hung Hom		86.5	54.3	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-3.4	-1.9	0.0	-32.6	2.5	3.0	54.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	60.0	0.4	5.5	12	-	8.1	0.0	-	-	-	-3.8	-43.9	10.8	-32.6	2.5	3.0	22.1	22.5			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	60.0	0.4	5.5	1	-	8.1	0.0	-	-	-	-3.8	-43.9	0.0	-32.6	2.5	3.0	11.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	51.0	1.6	5.3	12	3.3	8.0	-8.7	-	-	-	-3.1	-38.2	10.8	-32.6	2.5	3.0	19.9	29.0			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	68.1	1.6	8.1	12	8.1	8.0	-2.5	-	-	-	-4.4	-34.5	10.8	-32.6	2.5	3.0	28.4				
		Intercity through train to Hung Hom		86.5	51.0	1.6	5.3	1	3.3	8.0	-8.7	-	-	-	-3.1	-38.2	0.0	-32.6	2.5	3.0	9.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	56.1	17.2	16.7	8	3.5	7.7	-10.3	-	-	-	-3.5	-17.7	9.0	-32.6	2.5	3.0	35.5	49.2			
		ER Lok Ma Chau to Hung Hom		85.1	60.6	17.2	17.2	4	8.7	7.3	-0.6	-	-	-	-3.8	-17.5	6.0	-32.6	2.5	3.0	42.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	64.9	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-4.1	-17.7	10.8	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	56.1	17.2	16.7	1	3.5	7.7	-10.3	-	-	-	-3.5	-17.7	0.0	-32.6	2.5	3.0	27.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	58.8	6.8	28.6	8	3.0	7.4	-13.8	-	-	-	-3.7	-17.6	9.0	-32.6	2.5	3.0	31.9	49.1			
		ER Lok Ma Chau to Hung Hom		85.1	63.6	6.8	28.6	4	2.3	6.6	-0.9	0.9	-	-	-4.1	-17.6	6.0	-32.6	2.5	3.0	42.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	67.8	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-4.3	-17.6	10.8	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	58.8	6.8	28.6	1	3.0	7.4	-13.8	-	-	-	-3.7	-17.6	0.0	-32.6	2.5	3.0	24.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	56.3	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-3.5	-1.9	9.0	-32.6	2.5	3.0	61.6	66.2			
		ER Lok Ma Chau to Hung Hom		85.1	61.9	74.7	69.3	4	2.3	5.2	-11.7	4.4	-	-	-3.9	-1.9	6.0	-32.6	2.5	3.0	50.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	65.1	74.7	69.4	12	2.1	7.4	-3.1	3.1	-	-	-4.2	-1.9	10.8	-32.6	2.5	3.0	63.8				
		Intercity through train to Hung Hom		86.5	56.3	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-3.5	-1.9	0.0	-32.6	2.5	3.0	54.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	61.8	0.4	5.5	12	-	8.1	0.0	-	-	-	-3.9	-43.9	10.8	-32.6	2.5	3.0	22.0	22.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	61.8	0.4	5.5	1	-	8.1	0.0	-	-	-	-3.9	-43.9	0.0	-32.6	2.5	3.0	11.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	53.1	1.6	5.3	12	3.3	8.0	-7.4	-	-	-	-3.3	-38.2	10.8	-32.6	2.5	3.0	21.0	29.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	69.7	1.6	8.1	12	8.1	8.0	-1.8	-	-	-	-4.5	-34.5	10.8	-32.6	2.5	3.0	29.0				
		Intercity through train to Hung Hom		86.5	53.1	1.6	5.3	1	3.3	8.0	-7.4	-	-	-	-3.3	-38.2	0.0	-32.6	2.5	3.0	10.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	58.0	17.2	16.7	8	3.5	7.7	-9.2	-	-	-	-3.7	-17.7	9.0	-32.6	2.5	3.0	36.5	49.2			
		ER Lok Ma Chau to Hung Hom		85.1	62.4	17.2	17.2	4	8.7	7.3	-0.3	-	-	-	-4.0	-17.5	6.0	-32.6	2.5	3.0	42.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	66.6	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-4.3	-17.7	10.8	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	58.0	17.2	16.7	1	3.5	7.7	-9.2	-	-	-	-3.7	-17.7	0.0	-32.6	2.5	3.0	28.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	60.7	6.8	28.6	8	3.0	7.4	-13.0	-	-	-	-3.9	-17.6	9.0	-32.6	2.5	3.0	32.5	49.0			
		ER Lok Ma Chau to Hung Hom		85.1	65.4	6.8	28.6	4	2.3	6.6	-0.8	0.8	-	-	-4.2	-17.6	6.0	-32.6	2.5	3.0	42.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	69.4	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-4.4	-17.6	10.8	-32.6	2.5	3.0	47.8				
		Intercity through train to Hung Hom		86.5	60.7	6.8	28.6	1	3.0	7.4	-13.0	-	-	-	-3.9	-17.6	0.0	-32.6	2.5	3.0	25.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	58.2	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-3.7	-1.9	9.0	-32.6	2.5	3.0	61.4	66.1			
		ER Lok Ma Chau to Hung Hom		85.1	63.8	74.7	69.3	4	2.3	5.2	-11.0	4.4	-	-	-4.1	-1.9	6.0	-32.6	2.5	3.0	51.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	66.8	74.7	69.4	12	2.1	7.4	-2.6	2.6	-	-	-4.3	-1.9	10.8	-32.6	2.5	3.0	63.7				
		Intercity through train to Hung Hom		86.5	58.2	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-3.7	-1.9	0.0	-32.6	2.5	3.0	53.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	63.7	0.4	5.5	12	-	8.1	0.0	-	-	-	-4.1	-43.9	10.8	-32.6	2.5	3.0	21.9	22.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	63.7	0.4	5.5	1	-	8.1	0.0	-	-	-	-4.1	-43.9	0.0	-32.6	2.5	3.0	11.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	55.3	1.6	5.3	12	3.3	8.0	-6.3	-	-	-	-3.4	-38.2	10.8	-32.6	2.5	3.0	21.9	30.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	71.4	1.6	8.1	12	8.1	8.0	-1.3	-	-	-	-4.6	-34.5	10.8	-32.6	2.5	3.0	29.4				
		Intercity through train to Hung Hom		86.5	55.3	1.6	5.3	1	3.3	8.0	-6.3	-	-	-	-3.4	-38.2	0.0	-32.6	2.5	3.0	11.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	60.1	17.2	16.7	8	3.5	7.7	-8.0	-	-	-	-3.8	-17.7	9.0	-32.6	2.5	3.0	37.5	49.3			
		ER Lok Ma Chau to Hung Hom		85.1	64.3	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-4.1	-17.5	6.0	-32.6	2.5	3.0	42.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	68.4	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-4.4	-17.7	10.8	-32.6	2.5	3.0	47.8				
		Intercity through train to Hung Hom		86.5	60.1	17.2	16.7	1	3.5	7.7	-8.0	-	-	-	-3.8	-17.7	0.0	-32.6	2.5	3.0	30.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	62.6	6.8	28.6	8	3.0	7.4	-12.3	-	-	-	-4.0	-17.6	9.0	-32.6	2.5	3.0	33.2	48.9			
		ER Lok Ma Chau to Hung Hom		85.1	67.3	6.8	28.6	4	2.3	6.6	-0.6	0.6	-	-	-4.3	-17.6	6.0	-32.6	2.5	3.0	42.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	71.2	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-4.5	-17.6	10.8	-32.6	2.5	3.0	47.7				
		Intercity through train to Hung Hom		86.5	62.6	6.8	28.6	1	3.0	7.4	-12.3	-	-	-	-4.0	-17.6	0.0	-32.6	2.5	3.0	25.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	60.3	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-3.8	-1.9	9.0	-32.6	2.5	3.0	61.3	66.0			
		ER Lok Ma Chau to Hung Hom		85.1	65.7	74.7	69.3	4	2.3	5.2	-10.2	4.4	-	-	-4.2	-1.9	6.0	-32.6	2.5	3.0	52.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	68.6	74.7	69.4	12	2.1	7.4	-2.2	2.2	-	-	-4.4	-1.9	10.8	-32.6	2.5	3.0	63.5				
		Intercity through train to Hung Hom		86.5	60.3	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-3.8	-1.9	0.0	-32.6	2.5	3.0	53.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	65.7	0.4	5.5	12	-	8.1	0.0	-	-	-	-4.2	-43.9	10.8	-32.6	2.5	3.0	21.7	22.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	65.7	0.4	5.5	1	-	8.1	0.0	-	-	-	-4.2	-43.9	0.0	-32.6	2.5	3.0	11.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	57.5	1.6	5.3	12	3.3	8.0	-5.7	-	-	-	-3.6	-38.2	10.8	-32.6	2.5	3.0	22.4	30.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	73.2	1.6	8.1	12	8.1	8.0	-1.0	-	-	-	-4.7	-34.5	10.8	-32.6	2.5	3.0	29.7				
		Intercity through train to Hung Hom		86.5	57.5	1.6	5.3	1	3.3	8.0	-5.7	-	-	-	-3.6	-38.2	0.0	-32.6	2.5	3.0	12.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	62.1	17.2	16.7	8	3.5	7.7	-6.9	-	-	-	-4.0	-17.7	9.0	-32.6	2.5	3.0	38.5	49.2			
		ER Lok Ma Chau to Hung Hom		85.1	66.3	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-4.2	-17.5	6.0	-32.6	2.5	3.0	42.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	70.2	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-4.5	-17.7	10.8	-32.6	2.5	3.0	47.7				
		Intercity through train to Hung Hom		86.5	62.1	17.2	16.7	1	3.5	7.7	-6.9	-	-	-	-4.0	-17.7	0.0	-32.6	2.5	3.0	30.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	64.6	6.8	28.6	8	3.0	7.4	-11.4	-	-	-	-4.1	-17.6	9.0	-32.6	2.5	3.0	33.8	48.8			
		ER Lok Ma Chau to Hung Hom		85.1	69.2	6.8	28.6	4	2.3	6.6	-0.5	0.5	-	-	-4.4	-17.6	6.0	-32.6	2.5	3.0	42.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	72.9	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-4.6	-17.6	10.8	-32.6	2.5	3.0	47.6				
		Intercity through train to Hung Hom		86.5	64.6	6.8	28.6	1	3.0	7.4	-11.4	-	-	-	-4.1	-17.6	0.0	-32.6	2.5	3.0	26.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	62.3	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-4.0	-1.9	9.0	-32.6	2.5	3.0	61.1	65.9			
		ER Lok Ma Chau to Hung Hom		85.1	67.7	74.7	69.3	4	2.3	5.2	-9.4	4.4	-	-	-4.3	-1.9	6.0	-32.6	2.5	3.0	52.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	70.4	74.7	69.4	12	2.1	7.4	-1.9	1.9	-	-	-4.5	-1.9	10.8	-32.6	2.5	3.0	63.4				
		Intercity through train to Hung Hom		86.5	62.3	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-4.0	-1.9	0.0	-32.6	2.5	3.0	53.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	67.7	0.4	5.5	12	-	8.1	0.0	-	-	-	-4.3	-43.9	10.8	-32.6	2.5	3.0	21.6	22.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	67.7	0.4	5.5	1	-	8.1	0.0	-	-	-	-4.3	-43.9	0.0	-32.6	2.5	3.0	11.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	59.8	1.6	5.3	12	3.3	8.0	-5.3	-	-	-	-3.8	-38.2	10.8	-32.6	2.5	3.0	22.6	30.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	75.0	1.6	8.1	12	8.1	8.0	-0.7	-	-	-	-4.8	-34.5	10.8	-32.6	2.5	3.0	29.9				
		Intercity through train to Hung Hom		86.5	59.8	1.6	5.3	1	3.3	8.0	-5.3	-	-	-	-3.8	-38.2	0.0	-32.6	2.5	3.0	12.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	64.3	17.2	16.7	8	3.5	7.7	-6.0	-	-	-	-4.1	-17.7	9.0	-32.6	2.5	3.0	39.2	49.2			
		ER Lok Ma Chau to Hung Hom		85.1	68.3	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-4.4	-17.5	6.0	-32.6	2.5	3.0	42.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	72.1	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-4.6	-17.7	10.8	-32.6	2.5	3.0	47.6				
		Intercity through train to Hung Hom		86.5	64.3	17.2	16.7	1	3.5	7.7	-6.0	-	-	-	-4.1	-17.7	0.0	-32.6	2.5	3.0	31.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	66.7	6.8	28.6	8	3.0	7.4	-10.6	-	-	-	-4.3	-17.6	9.0	-32.6	2.5	3.0	34.5	48.7			
		ER Lok Ma Chau to Hung Hom		85.1	71.2	6.8	28.6	4	2.3	6.6	-0.4	0.4	-	-	-4.5	-17.6	6.0	-32.6	2.5	3.0	41.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	74.8	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-4.8	-17.6	10.8	-32.6	2.5	3.0	47.5				
		Intercity through train to Hung Hom		86.5	66.7	6.8	28.6	1	3.0	7.4	-10.6	-	-	-	-4.3	-17.6	0.0	-32.6	2.5	3.0	27.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	64.5	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-4.1	-1.9	9.0	-32.6	2.5	3.0	61.0	65.8			
		ER Lok Ma Chau to Hung Hom		85.1	69.8	74.7	69.3	4	2.3	5.2	-8.6	4.4	-	-	-4.5	-1.9	6.0	-32.6	2.5	3.0	53.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	72.3	74.7	69.4	12	2.1	7.4	-1.7	1.7	-	-	-4.6	-1.9	10.8	-32.6	2.5	3.0	63.3				
		Intercity through train to Hung Hom		86.5	64.5	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-4.1	-1.9	0.0	-32.6	2.5	3.0	53.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	69.7	0.4	5.5	12	-	8.1	0.0	-	-	-	-4.5	-43.9	10.8	-32.6	2.5	3.0	21.5	21.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	69.7	0.4	5.5	1	-	8.1	0.0	-	-	-	-4.5	-43.9	0.0	-32.6	2.5	3.0	11.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	62.1	1.6	5.3	12	3.3	8.0	-4.1	-	-	-	-4.0	-38.2	10.8	-32.6	2.5	3.0	23.6	31.0			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	76.8	1.6	8.1	12	8.1	8.0	-0.4	-	-	-	-4.9	-34.5	10.8	-32.6	2.5	3.0	30.0				
		Intercity through train to Hung Hom		86.5	62.1	1.6	5.3	1	3.3	8.0	-4.1	-	-	-	-4.0	-38.2	0.0	-32.6	2.5	3.0	13.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	66.5	17.2	16.7	8	3.5	7.7	-5.6	-	-	-	-4.2	-17.7	9.0	-32.6	2.5	3.0	39.5	49.1			
		ER Lok Ma Chau to Hung Hom		85.1	70.4	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-4.5	-17.5	6.0	-32.6	2.5	3.0	42.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	74.1	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-4.7	-17.7	10.8	-32.6	2.5	3.0	47.5				
		Intercity through train to Hung Hom		86.5	66.5	17.2	16.7	1	3.5	7.7	-5.6	-	-	-	-4.2	-17.7	0.0	-32.6	2.5	3.0	31.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	68.8	6.8	28.6	8	3.0	7.4	-9.8	-	-	-	-4.4	-17.6	9.0	-32.6	2.5	3.0	35.2	48.7			
		ER Lok Ma Chau to Hung Hom		85.1	73.2	6.8	28.6	4	2.3	6.6	-0.3	0.3	-	-	-4.7	-17.6	6.0	-32.6	2.5	3.0	41.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	76.7	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-4.9	-17.6	10.8	-32.6	2.5	3.0	47.4				
		Intercity through train to Hung Hom		86.5	68.8	6.8	28.6	1	3.0	7.4	-9.8	-	-	-	-4.4	-17.6	0.0	-32.6	2.5	3.0	27.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	66.7	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-4.3	-1.9	9.0	-32.6	2.5	3.0	60.8	65.8			
		ER Lok Ma Chau to Hung Hom		85.1	71.9	74.7	69.3	4	2.3	5.2	-7.8	4.4	-	-	-4.6	-1.9	6.0	-32.6	2.5	3.0	54.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	74.3	74.7	69.4	12	2.1	7.4	-1.5	1.5	-	-	-4.7	-1.9	10.8	-32.6	2.5	3.0	63.2				
		Intercity through train to Hung Hom		86.5	66.7	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-4.3	-1.9	0.0	-32.6	2.5	3.0	53.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	71.8	0.4	5.5	12	-	8.1	0.0	-	-	-	-4.6	-43.9	10.8	-32.6	2.5	3.0	21.4	21.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	71.8	0.4	5.5	1	-	8.1	0.0	-	-	-	-4.6	-43.9	0.0	-32.6	2.5	3.0	11.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	64.5	1.6	5.3	12	3.3	8.0	-3.3	-	-	-	-4.1	-38.2	10.8	-32.6	2.5	3.0	24.3	31.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	78.7	1.6	8.1	12	8.1	8.0	-0.2	-	-	-	-5.0	-34.5	10.8	-32.6	2.5	3.0	30.1				
		Intercity through train to Hung Hom		86.5	64.5	1.6	5.3	1	3.3	8.0	-3.3	-	-	-	-4.1	-38.2	0.0	-32.6	2.5	3.0	13.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	68.7	17.2	16.7	8	3.5	7.7	-5.0	-	-	-	-4.4	-17.7	9.0	-32.6	2.5	3.0	39.9	49.1			
		ER Lok Ma Chau to Hung Hom		85.1	72.5	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-4.6	-17.5	6.0	-32.6	2.5	3.0	41.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	76.1	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-4.8	-17.7	10.8	-32.6	2.5	3.0	47.3				
		Intercity through train to Hung Hom		86.5	68.7	17.2	16.7	1	3.5	7.7	-5.0	-	-	-	-4.4	-17.7	0.0	-32.6	2.5	3.0	32.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	71.0	6.8	28.6	8	3.0	7.4	-8.9	-	-	-	-4.5	-17.6	9.0	-32.6	2.5	3.0	36.0	48.6			
		ER Lok Ma Chau to Hung Hom		85.1	75.2	6.8	28.6	4	2.3	6.6	-0.2	0.2	-	-	-4.8	-17.6	6.0	-32.6	2.5	3.0	41.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	78.6	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-5.0	-17.6	10.8	-32.6	2.5	3.0	47.3				
		Intercity through train to Hung Hom		86.5	71.0	6.8	28.6	1	3.0	7.4	-8.9	-	-	-	-4.5	-17.6	0.0	-32.6	2.5	3.0	28.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	68.9	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-4.4	-1.9	9.0	-32.6	2.5	3.0	60.7	65.7			
		ER Lok Ma Chau to Hung Hom		85.1	74.1	74.7	69.3	4	2.3	5.2	-7.1	4.4	-	-	-4.7	-1.9	6.0	-32.6	2.5	3.0	54.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	76.3	74.7	69.4	12	2.1	7.4	-1.3	1.3	-	-	-4.8	-1.9	10.8	-32.6	2.5	3.0	63.1				
		Intercity through train to Hung Hom		86.5	68.9	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-4.4	-1.9	0.0	-32.6	2.5	3.0	53.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
17	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	74.0	0.4	5.5	12	-	8.1	0.0	-	-	-	-4.7	-43.9	10.8	-32.6	2.5	3.0	21.2	21.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	74.0	0.4	5.5	1	-	8.1	0.0	-	-	-	-4.7	-43.9	0.0	-32.6	2.5	3.0	10.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	66.9	1.6	5.3	12	3.3	8.0	-2.7	-	-	-	-4.3	-38.2	10.8	-32.6	2.5	3.0	24.7	31.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	80.7	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-5.1	-34.5	10.8	-32.6	2.5	3.0	30.2				
		Intercity through train to Hung Hom		86.5	66.9	1.6	5.3	1	3.3	8.0	-2.7	-	-	-	-4.3	-38.2	0.0	-32.6	2.5	3.0	14.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	70.9	17.2	16.7	8	3.5	7.7	-3.9	-	-	-	-4.5	-17.7	9.0	-32.6	2.5	3.0	40.8	49.1			
		ER Lok Ma Chau to Hung Hom		85.1	74.6	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-4.7	-17.5	6.0	-32.6	2.5	3.0	41.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	78.1	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-4.9	-17.7	10.8	-32.6	2.5	3.0	47.2				
		Intercity through train to Hung Hom		86.5	70.9	17.2	16.7	1	3.5	7.7	-3.9	-	-	-	-4.5	-17.7	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	73.2	6.8	28.6	8	3.0	7.4	-8.1	-	-	-	-4.7	-17.6	9.0	-32.6	2.5	3.0	36.7	48.6			
		ER Lok Ma Chau to Hung Hom		85.1	77.3	6.8	28.6	4	2.3	6.6	-0.1	0.1	-	-	-4.9	-17.6	6.0	-32.6	2.5	3.0	41.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	80.6	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-5.1	-17.6	10.8	-32.6	2.5	3.0	47.2				
		Intercity through train to Hung Hom		86.5	73.2	6.8	28.6	1	3.0	7.4	-8.1	-	-	-	-4.7	-17.6	0.0	-32.6	2.5	3.0	29.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	71.1	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-4.5	-1.9	9.0	-32.6	2.5	3.0	60.6	65.6			
		ER Lok Ma Chau to Hung Hom		85.1	76.2	74.7	69.3	4	2.3	5.2	-6.5	4.4	-	-	-4.8	-1.9	6.0	-32.6	2.5	3.0	55.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	78.3	74.7	69.4	12	2.1	7.4	-1.1	1.1	-	-	-5.0	-1.9	10.8	-32.6	2.5	3.0	63.0				
		Intercity through train to Hung Hom		86.5	71.1	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-4.5	-1.9	0.0	-32.6	2.5	3.0	53.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
18	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	76.2	0.4	5.5	12	-	8.1	0.0	-	-	-	-4.8	-43.9	10.8	-32.6	2.5	3.0	21.1	21.5			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	76.2	0.4	5.5	1	-	8.1	0.0	-	-	-	-4.8	-43.9	0.0	-32.6	2.5	3.0	10.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	69.3	1.6	5.3	12	3.3	8.0	-2.3	-	-	-	-4.4	-38.2	10.8	-32.6	2.5	3.0	24.9	31.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	82.7	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-5.2	-34.5	10.8	-32.6	2.5	3.0	30.1				
		Intercity through train to Hung Hom		86.5	69.3	1.6	5.3	1	3.3	8.0	-2.3	-	-	-	-4.4	-38.2	0.0	-32.6	2.5	3.0	14.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	73.2	17.2	16.7	8	3.5	7.7	-3.2	-	-	-	-4.7	-17.7	9.0	-32.6	2.5	3.0	41.4	49.2			
		ER Lok Ma Chau to Hung Hom		85.1	76.8	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-4.9	-17.5	6.0	-32.6	2.5	3.0	41.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	80.2	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-5.1	-17.7	10.8	-32.6	2.5	3.0	47.1				
		Intercity through train to Hung Hom		86.5	73.2	17.2	16.7	1	3.5	7.7	-3.2	-	-	-	-4.7	-17.7	0.0	-32.6	2.5	3.0	33.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	75.4	6.8	28.6	8	3.0	7.4	-7.2	-	-	-	-4.8	-17.6	9.0	-32.6	2.5	3.0	37.4	48.5			
		ER Lok Ma Chau to Hung Hom		85.1	79.5	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-5.0	-17.6	6.0	-32.6	2.5	3.0	41.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	82.6	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-5.2	-17.6	10.8	-32.6	2.5	3.0	47.1				
		Intercity through train to Hung Hom		86.5	75.4	6.8	28.6	1	3.0	7.4	-7.2	-	-	-	-4.8	-17.6	0.0	-32.6	2.5	3.0	29.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	73.4	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-4.7	-1.9	9.0	-32.6	2.5	3.0	60.4	65.6			
		ER Lok Ma Chau to Hung Hom		85.1	78.5	74.7	69.3	4	2.3	5.2	-6.0	4.4	-	-	-5.0	-1.9	6.0	-32.6	2.5	3.0	55.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	80.4	74.7	69.4	12	2.1	7.4	-1.0	1.0	-	-	-5.1	-1.9	10.8	-32.6	2.5	3.0	62.9				
		Intercity through train to Hung Hom		86.5	73.4	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-4.7	-1.9	0.0	-32.6	2.5	3.0	52.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
19	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	78.4	0.4	5.5	12	-	8.1	0.0	-	-	-	-5.0	-43.9	10.8	-32.6	2.5	3.0	21.0	21.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	78.4	0.4	5.5	1	-	8.1	0.0	-	-	-	-5.0	-43.9	0.0	-32.6	2.5	3.0	10.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	71.7	1.6	5.3	12	3.3	8.0	-2.0	-	-	-	-4.6	-38.2	10.8	-32.6	2.5	3.0	25.1	31.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	84.8	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-5.3	-34.5	10.8	-32.6	2.5	3.0	30.0				
		Intercity through train to Hung Hom		86.5	71.7	1.6	5.3	1	3.3	8.0	-2.0	-	-	-	-4.6	-38.2	0.0	-32.6	2.5	3.0	14.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	75.5	17.2	16.7	8	3.5	7.7	-2.7	-	-	-	-4.8	-17.7	9.0	-32.6	2.5	3.0	41.8	49.1			
		ER Lok Ma Chau to Hung Hom		85.1	79.0	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-5.0	-17.5	6.0	-32.6	2.5	3.0	41.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	82.3	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-5.2	-17.7	10.8	-32.6	2.5	3.0	47.0				
		Intercity through train to Hung Hom		86.5	75.5	17.2	16.7	1	3.5	7.7	-2.7	-	-	-	-4.8	-17.7	0.0	-32.6	2.5	3.0	34.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	77.7	6.8	28.6	8	3.0	7.4	-6.5	-	-	-	-4.9	-17.6	9.0	-32.6	2.5	3.0	37.9	48.5			
		ER Lok Ma Chau to Hung Hom		85.1	81.7	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-5.1	-17.6	6.0	-32.6	2.5	3.0	41.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	84.7	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-5.3	-17.6	10.8	-32.6	2.5	3.0	47.0				
		Intercity through train to Hung Hom		86.5	77.7	6.8	28.6	1	3.0	7.4	-6.5	-	-	-	-4.9	-17.6	0.0	-32.6	2.5	3.0	30.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	75.8	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-4.8	-1.9	9.0	-32.6	2.5	3.0	60.3	65.5			
		ER Lok Ma Chau to Hung Hom		85.1	80.7	74.7	69.3	4	2.3	5.2	-5.7	4.4	-	-	-5.1	-1.9	6.0	-32.6	2.5	3.0	55.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	82.5	74.7	69.4	12	2.1	7.4	-0.9	0.9	-	-	-5.2	-1.9	10.8	-32.6	2.5	3.0	62.7				
		Intercity through train to Hung Hom		86.5	75.8	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-4.8	-1.9	0.0	-32.6	2.5	3.0	52.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
20	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	80.6	0.4	5.5	12	-	8.1	0.0	-	-	-	-5.1	-43.9	10.8	-32.6	2.5	3.0	20.9	21.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	80.6	0.4	5.5	1	-	8.1	0.0	-	-	-	-5.1	-43.9	0.0	-32.6	2.5	3.0	10.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	74.2	1.6	5.3	12	3.3	8.0	-1.8	-	-	-	-4.7	-38.2	10.8	-32.6	2.5	3.0	25.2	31.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	86.8	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-5.4	-34.5	10.8	-32.6	2.5	3.0	29.9				
		Intercity through train to Hung Hom		86.5	74.2	1.6	5.3	1	3.3	8.0	-1.8	-	-	-	-4.7	-38.2	0.0	-32.6	2.5	3.0	14.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	77.9	17.2	16.7	8	3.5	7.7	-2.3	-	-	-	-4.9	-17.7	9.0	-32.6	2.5	3.0	42.0	49.1			
		ER Lok Ma Chau to Hung Hom		85.1	81.3	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-5.1	-17.5	6.0	-32.6	2.5	3.0	41.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	84.5	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-5.3	-17.7	10.8	-32.6	2.5	3.0	46.9				
		Intercity through train to Hung Hom		86.5	77.9	17.2	16.7	1	3.5	7.7	-2.3	-	-	-	-4.9	-17.7	0.0	-32.6	2.5	3.0	34.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	80.0	6.8	28.6	8	3.0	7.4	-6.0	-	-	-	-5.0	-17.6	9.0	-32.6	2.5	3.0	38.4	48.4			
		ER Lok Ma Chau to Hung Hom		85.1	83.9	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-5.3	-17.6	6.0	-32.6	2.5	3.0	41.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	86.8	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-5.4	-17.6	10.8	-32.6	2.5	3.0	46.8				
		Intercity through train to Hung Hom		86.5	80.0	6.8	28.6	1	3.0	7.4	-6.0	-	-	-	-5.0	-17.6	0.0	-32.6	2.5	3.0	30.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	78.1	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-4.9	-1.9	9.0	-32.6	2.5	3.0	60.2	65.4			
		ER Lok Ma Chau to Hung Hom		85.1	83.0	74.7	69.3	4	2.3	5.2	-5.5	4.4	-	-	-5.2	-1.9	6.0	-32.6	2.5	3.0	55.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	84.7	74.7	69.4	12	2.1	7.4	-0.8	0.8	-	-	-5.3	-1.9	10.8	-32.6	2.5	3.0	62.6				
		Intercity through train to Hung Hom		86.5	78.1	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-4.9	-1.9	0.0	-32.6	2.5	3.0	52.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
21	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	82.9	0.4	5.5	12	-	8.1	0.0	-	-	-	-5.2	-43.9	10.8	-32.6	2.5	3.0	20.7	21.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	82.9	0.4	5.5	1	-	8.1	0.0	-	-	-	-5.2	-43.9	0.0	-32.6	2.5	3.0	10.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	76.7	1.6	5.3	12	3.3	8.0	-1.6	-	-	-	-4.9	-38.2	10.8	-32.6	2.5	3.0	25.2	31.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	89.0	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-5.5	-34.5	10.8	-32.6	2.5	3.0	29.8				
		Intercity through train to Hung Hom		86.5	76.7	1.6	5.3	1	3.3	8.0	-1.6	-	-	-	-4.9	-38.2	0.0	-32.6	2.5	3.0	14.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	80.3	17.2	16.7	8	3.5	7.7	-2.0	-	-	-	-5.1	-17.7	9.0	-32.6	2.5	3.0	42.2	49.1			
		ER Lok Ma Chau to Hung Hom		85.1	83.6	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-5.2	-17.5	6.0	-32.6	2.5	3.0	41.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	86.7	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-5.4	-17.7	10.8	-32.6	2.5	3.0	46.8				
		Intercity through train to Hung Hom		86.5	80.3	17.2	16.7	1	3.5	7.7	-2.0	-	-	-	-5.1	-17.7	0.0	-32.6	2.5	3.0	34.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	82.3	6.8	28.6	8	3.0	7.4	-5.6	-	-	-	-5.2	-17.6	9.0	-32.6	2.5	3.0	38.6	48.3			
		ER Lok Ma Chau to Hung Hom		85.1	86.1	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-5.4	-17.6	6.0	-32.6	2.5	3.0	41.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	88.9	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-5.5	-17.6	10.8	-32.6	2.5	3.0	46.7				
		Intercity through train to Hung Hom		86.5	82.3	6.8	28.6	1	3.0	7.4	-5.6	-	-	-	-5.2	-17.6	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	80.5	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-5.1	-1.9	9.0	-32.6	2.5	3.0	60.0	65.3			
		ER Lok Ma Chau to Hung Hom		85.1	85.3	74.7	69.3	4	2.3	5.2	-5.1	4.4	-	-	-5.3	-1.9	6.0	-32.6	2.5	3.0	56.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	86.9	74.7	69.4	12	2.1	7.4	-0.7	0.7	-	-	-5.4	-1.9	10.8	-32.6	2.5	3.0	62.5				
		Intercity through train to Hung Hom		86.5	80.5	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-5.1	-1.9	0.0	-32.6	2.5	3.0	52.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
22	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	85.2	0.4	5.5	12	-	8.1	0.0	-	-	-	-5.3	-43.9	10.8	-32.6	2.5	3.0	20.6	21.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	85.2	0.4	5.5	1	-	8.1	0.0	-	-	-	-5.3	-43.9	0.0	-32.6	2.5	3.0	10.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	79.2	1.6	5.3	12	3.3	8.0	-1.4	-	-	-	-5.0	-38.2	10.8	-32.6	2.5	3.0	25.3	31.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	91.1	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-5.6	-34.5	10.8	-32.6	2.5	3.0	29.7				
		Intercity through train to Hung Hom		86.5	79.2	1.6	5.3	1	3.3	8.0	-1.4	-	-	-	-5.0	-38.2	0.0	-32.6	2.5	3.0	14.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	82.7	17.2	16.7	8	3.5	7.7	-1.8	-	-	-	-5.2	-17.7	9.0	-32.6	2.5	3.0	42.3	49.0			
		ER Lok Ma Chau to Hung Hom		85.1	85.9	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-5.4	-17.5	6.0	-32.6	2.5	3.0	41.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	88.9	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-5.5	-17.7	10.8	-32.6	2.5	3.0	46.7				
		Intercity through train to Hung Hom		86.5	82.7	17.2	16.7	1	3.5	7.7	-1.8	-	-	-	-5.2	-17.7	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	84.6	6.8	28.6	8	3.0	7.4	-5.5	-	-	-	-5.3	-17.6	9.0	-32.6	2.5	3.0	38.6	48.3			
		ER Lok Ma Chau to Hung Hom		85.1	88.4	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-5.5	-17.6	6.0	-32.6	2.5	3.0	40.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	91.1	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-5.6	-17.6	10.8	-32.6	2.5	3.0	46.6				
		Intercity through train to Hung Hom		86.5	84.6	6.8	28.6	1	3.0	7.4	-5.5	-	-	-	-5.3	-17.6	0.0	-32.6	2.5	3.0	31.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	82.9	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-5.2	-1.9	9.0	-32.6	2.5	3.0	59.9	65.3			
		ER Lok Ma Chau to Hung Hom		85.1	87.6	74.7	69.3	4	2.3	5.2	-4.4	4.4	-	-	-5.4	-1.9	6.0	-32.6	2.5	3.0	56.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	89.1	74.7	69.4	12	2.1	7.4	-0.6	0.6	-	-	-5.5	-1.9	10.8	-32.6	2.5	3.0	62.4				
		Intercity through train to Hung Hom		86.5	82.9	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-5.2	-1.9	0.0	-32.6	2.5	3.0	52.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
23	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	87.6	0.4	5.5	12	-	8.1	0.0	-	-	-	-5.4	-43.9	10.8	-32.6	2.5	3.0	20.5	20.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	87.6	0.4	5.5	1	-	8.1	0.0	-	-	-	-5.4	-43.9	0.0	-32.6	2.5	3.0	10.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	81.7	1.6	5.3	12	3.3	8.0	-1.3	-	-	-	-5.1	-38.2	10.8	-32.6	2.5	3.0	25.3	31.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	93.3	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-5.7	-34.5	10.8	-32.6	2.5	3.0	29.6				
		Intercity through train to Hung Hom		86.5	81.7	1.6	5.3	1	3.3	8.0	-1.3	-	-	-	-5.1	-38.2	0.0	-32.6	2.5	3.0	14.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	85.1	17.2	16.7	8	3.5	7.7	-1.6	-	-	-	-5.3	-17.7	9.0	-32.6	2.5	3.0	42.4	48.9			
		ER Lok Ma Chau to Hung Hom		85.1	88.3	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-5.5	-17.5	6.0	-32.6	2.5	3.0	41.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	91.2	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-5.6	-17.7	10.8	-32.6	2.5	3.0	46.6				
		Intercity through train to Hung Hom		86.5	85.1	17.2	16.7	1	3.5	7.7	-1.6	-	-	-	-5.3	-17.7	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	87.0	6.8	28.6	8	3.0	7.4	-4.9	-	-	-	-5.4	-17.6	9.0	-32.6	2.5	3.0	39.1	48.2			
		ER Lok Ma Chau to Hung Hom		85.1	90.7	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-5.6	-17.6	6.0	-32.6	2.5	3.0	40.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	93.3	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-5.7	-17.6	10.8	-32.6	2.5	3.0	46.5				
		Intercity through train to Hung Hom		86.5	87.0	6.8	28.6	1	3.0	7.4	-4.9	-	-	-	-5.4	-17.6	0.0	-32.6	2.5	3.0	31.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	85.3	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-5.3	-1.9	9.0	-32.6	2.5	3.0	59.8	65.1			
		ER Lok Ma Chau to Hung Hom		85.1	90.0	74.7	69.3	4	2.3	5.2	-3.8	3.8	-	-	-5.6	-1.9	6.0	-32.6	2.5	3.0	56.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	91.4	74.7	69.4	12	2.1	7.4	-0.5	0.5	-	-	-5.6	-1.9	10.8	-32.6	2.5	3.0	62.3				
		Intercity through train to Hung Hom		86.5	85.3	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-5.3	-1.9	0.0	-32.6	2.5	3.0	52.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
25	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	92.9	0.4	5.5	12	-	8.1	0.0	-	-	-	-5.7	-43.9	10.8	-32.6	2.5	3.0	20.2	20.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	92.9	0.4	5.5	1	-	8.1	0.0	-	-	-	-5.7	-43.9	0.0	-32.6	2.5	3.0	9.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	87.4	1.6	5.3	12	3.3	8.0	-1.0	-	-	-	-5.4	-38.2	10.8	-32.6	2.5	3.0	25.2	30.9			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	98.4	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-5.9	-34.5	10.8	-32.6	2.5	3.0	29.4				
		Intercity through train to Hung Hom		86.5	87.4	1.6	5.3	1	3.3	8.0	-1.0	-	-	-	-5.4	-38.2	0.0	-32.6	2.5	3.0	14.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	90.6	17.2	16.7	8	3.5	7.7	-1.2	-	-	-	-5.6	-17.7	9.0	-32.6	2.5	3.0	42.5	48.8			
		ER Lok Ma Chau to Hung Hom		85.1	93.6	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-5.7	-17.5	6.0	-32.6	2.5	3.0	40.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	96.3	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-5.9	-17.7	10.8	-32.6	2.5	3.0	46.3				
		Intercity through train to Hung Hom		86.5	90.6	17.2	16.7	1	3.5	7.7	-1.2	-	-	-	-5.6	-17.7	0.0	-32.6	2.5	3.0	34.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	92.4	6.8	28.6	8	3.0	7.4	-3.5	-	-	-	-5.7	-17.6	9.0	-32.6	2.5	3.0	40.3	48.2			
		ER Lok Ma Chau to Hung Hom		85.1	96.0	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-5.8	-17.6	6.0	-32.6	2.5	3.0	40.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	98.4	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-6.0	-17.6	10.8	-32.6	2.5	3.0	46.3				
		Intercity through train to Hung Hom		86.5	92.4	6.8	28.6	1	3.0	7.4	-3.5	-	-	-	-5.7	-17.6	0.0	-32.6	2.5	3.0	32.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	90.8	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-5.6	-1.9	9.0	-32.6	2.5	3.0	59.5	64.9			
		ER Lok Ma Chau to Hung Hom		85.1	95.4	74.7	69.3	4	2.3	5.2	-3.0	3.0	-	-	-5.8	-1.9	6.0	-32.6	2.5	3.0	56.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	96.5	74.7	69.4	12	2.1	7.4	-0.4	0.4	-	-	-5.9	-1.9	10.8	-32.6	2.5	3.0	62.1				
		Intercity through train to Hung Hom		86.5	90.8	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-5.6	-1.9	0.0	-32.6	2.5	3.0	52.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
26	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	95.3	0.4	5.5	12	-	8.1	0.0	-	-	-	-5.8	-43.9	10.8	-32.6	2.5	3.0	20.1	20.5			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	95.3	0.4	5.5	1	-	8.1	0.0	-	-	-	-5.8	-43.9	0.0	-32.6	2.5	3.0	9.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	90.0	1.6	5.3	12	3.3	8.0	-0.9	-	-	-	-5.6	-38.2	10.8	-32.6	2.5	3.0	25.2	30.8			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	100.6	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-6.0	-34.5	10.8	-32.6	2.5	3.0	29.3				
		Intercity through train to Hung Hom		86.5	90.0	1.6	5.3	1	3.3	8.0	-0.9	-	-	-	-5.6	-38.2	0.0	-32.6	2.5	3.0	14.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	93.1	17.2	16.7	8	3.5	7.7	-1.1	-	-	-	-5.7	-17.7	9.0	-32.6	2.5	3.0	42.5	48.7			
		ER Lok Ma Chau to Hung Hom		85.1	96.0	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-5.8	-17.5	6.0	-32.6	2.5	3.0	40.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	98.7	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-6.0	-17.7	10.8	-32.6	2.5	3.0	46.2				
		Intercity through train to Hung Hom		86.5	93.1	17.2	16.7	1	3.5	7.7	-1.1	-	-	-	-5.7	-17.7	0.0	-32.6	2.5	3.0	34.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	94.9	6.8	28.6	8	3.0	7.4	-3.1	-	-	-	-5.8	-17.6	9.0	-32.6	2.5	3.0	40.5	48.2			
		ER Lok Ma Chau to Hung Hom		85.1	98.3	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-5.9	-17.6	6.0	-32.6	2.5	3.0	40.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	100.7	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-6.1	-17.6	10.8	-32.6	2.5	3.0	46.2				
		Intercity through train to Hung Hom		86.5	94.9	6.8	28.6	1	3.0	7.4	-3.1	-	-	-	-5.8	-17.6	0.0	-32.6	2.5	3.0	33.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	93.3	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-5.7	-1.9	9.0	-32.6	2.5	3.0	59.4	64.8			
		ER Lok Ma Chau to Hung Hom		85.1	97.8	74.7	69.3	4	2.3	5.2	-2.7	2.7	-	-	-5.9	-1.9	6.0	-32.6	2.5	3.0	56.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	98.9	74.7	69.4	12	2.1	7.4	-0.3	0.3	-	-	-6.0	-1.9	10.8	-32.6	2.5	3.0	62.0				
		Intercity through train to Hung Hom		86.5	93.3	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-5.7	-1.9	0.0	-32.6	2.5	3.0	51.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
27	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	97.7	0.4	5.5	12	-	8.1	0.0	-	-	-	-5.9	-43.9	10.8	-32.6	2.5	3.0	20.0	20.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	97.7	0.4	5.5	1	-	8.1	0.0	-	-	-	-5.9	-43.9	0.0	-32.6	2.5	3.0	9.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	92.5	1.6	5.3	12	3.3	8.0	-0.8	-	-	-	-5.7	-38.2	10.8	-32.6	2.5	3.0	25.2	30.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	102.9	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-6.1	-34.5	10.8	-32.6	2.5	3.0	29.2				
		Intercity through train to Hung Hom		86.5	92.5	1.6	5.3	1	3.3	8.0	-0.8	-	-	-	-5.7	-38.2	0.0	-32.6	2.5	3.0	14.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	95.6	17.2	16.7	8	3.5	7.7	-1.0	-	-	-	-5.8	-17.7	9.0	-32.6	2.5	3.0	42.5	48.6			
		ER Lok Ma Chau to Hung Hom		85.1	98.4	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-6.0	-17.5	6.0	-32.6	2.5	3.0	40.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	101.0	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-6.1	-17.7	10.8	-32.6	2.5	3.0	46.1				
		Intercity through train to Hung Hom		86.5	95.6	17.2	16.7	1	3.5	7.7	-1.0	-	-	-	-5.8	-17.7	0.0	-32.6	2.5	3.0	34.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	97.3	6.8	28.6	8	3.0	7.4	-2.8	-	-	-	-5.9	-17.6	9.0	-32.6	2.5	3.0	40.7	48.2			
		ER Lok Ma Chau to Hung Hom		85.1	100.7	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-6.1	-17.6	6.0	-32.6	2.5	3.0	40.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	103.0	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-6.1	-17.6	10.8	-32.6	2.5	3.0	46.1				
		Intercity through train to Hung Hom		86.5	97.3	6.8	28.6	1	3.0	7.4	-2.8	-	-	-	-5.9	-17.6	0.0	-32.6	2.5	3.0	33.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	95.8	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-5.8	-1.9	9.0	-32.6	2.5	3.0	59.3	64.7			
		ER Lok Ma Chau to Hung Hom		85.1	100.3	74.7	69.3	4	2.3	5.2	-2.5	2.5	-	-	-6.0	-1.9	6.0	-32.6	2.5	3.0	56.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	101.2	74.7	69.4	12	2.1	7.4	-0.3	0.3	-	-	-6.1	-1.9	10.8	-32.6	2.5	3.0	61.9				
		Intercity through train to Hung Hom		86.5	95.8	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-5.8	-1.9	0.0	-32.6	2.5	3.0	51.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
28	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	100.2	0.4	5.5	12	-	8.1	0.0	-	-	-	-6.0	-43.9	10.8	-32.6	2.5	3.0	19.9	20.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	100.2	0.4	5.5	1	-	8.1	0.0	-	-	-	-6.0	-43.9	0.0	-32.6	2.5	3.0	9.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	95.1	1.6	5.3	12	3.3	8.0	-0.7	-	-	-	-5.8	-38.2	10.8	-32.6	2.5	3.0	25.1	30.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	105.3	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-6.2	-34.5	10.8	-32.6	2.5	3.0	29.1				
		Intercity through train to Hung Hom		86.5	95.1	1.6	5.3	1	3.3	8.0	-0.7	-	-	-	-5.8	-38.2	0.0	-32.6	2.5	3.0	14.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	98.1	17.2	16.7	8	3.5	7.7	-0.9	-	-	-	-5.9	-17.7	9.0	-32.6	2.5	3.0	42.5	48.6			
		ER Lok Ma Chau to Hung Hom		85.1	100.9	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-6.1	-17.5	6.0	-32.6	2.5	3.0	40.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	103.4	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-6.2	-17.7	10.8	-32.6	2.5	3.0	46.0				
		Intercity through train to Hung Hom		86.5	98.1	17.2	16.7	1	3.5	7.7	-0.9	-	-	-	-5.9	-17.7	0.0	-32.6	2.5	3.0	34.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	99.8	6.8	28.6	8	3.0	7.4	-2.5	-	-	-	-6.0	-17.6	9.0	-32.6	2.5	3.0	40.9	48.1			
		ER Lok Ma Chau to Hung Hom		85.1	103.1	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-6.2	-17.6	6.0	-32.6	2.5	3.0	40.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	105.3	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-6.2	-17.6	10.8	-32.6	2.5	3.0	46.0				
		Intercity through train to Hung Hom		86.5	99.8	6.8	28.6	1	3.0	7.4	-2.5	-	-	-	-6.0	-17.6	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	98.3	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-5.9	-1.9	9.0	-32.6	2.5	3.0	59.2	64.6			
		ER Lok Ma Chau to Hung Hom		85.1	102.7	74.7	69.3	4	2.3	5.2	-2.3	2.3	-	-	-6.1	-1.9	6.0	-32.6	2.5	3.0	56.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	103.6	74.7	69.4	12	2.1	7.4	-0.2	0.2	-	-	-6.2	-1.9	10.8	-32.6	2.5	3.0	61.8				
		Intercity through train to Hung Hom		86.5	98.3	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-5.9	-1.9	0.0	-32.6	2.5	3.0	51.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
29	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	102.6	0.4	5.5	12	-	8.1	0.0	-	-	-	-6.1	-43.9	10.8	-32.6	2.5	3.0	19.8	20.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	102.6	0.4	5.5	1	-	8.1	0.0	-	-	-	-6.1	-43.9	0.0	-32.6	2.5	3.0	9.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	97.7	1.6	5.3	12	3.3	8.0	-0.7	-	-	-	-5.9	-38.2	10.8	-32.6	2.5	3.0	25.1	30.6			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	107.6	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-6.3	-34.5	10.8	-32.6	2.5	3.0	29.0				
		Intercity through train to Hung Hom		86.5	97.7	1.6	5.3	1	3.3	8.0	-0.7	-	-	-	-5.9	-38.2	0.0	-32.6	2.5	3.0	14.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	100.6	17.2	16.7	8	3.5	7.7	-0.8	-	-	-	-6.0	-17.7	9.0	-32.6	2.5	3.0	42.4	48.5			
		ER Lok Ma Chau to Hung Hom		85.1	103.4	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-6.2	-17.5	6.0	-32.6	2.5	3.0	40.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	105.8	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-6.3	-17.7	10.8	-32.6	2.5	3.0	45.9				
		Intercity through train to Hung Hom		86.5	100.6	17.2	16.7	1	3.5	7.7	-0.8	-	-	-	-6.0	-17.7	0.0	-32.6	2.5	3.0	34.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	102.3	6.8	28.6	8	3.0	7.4	-2.3	-	-	-	-6.1	-17.6	9.0	-32.6	2.5	3.0	41.0	48.1			
		ER Lok Ma Chau to Hung Hom		85.1	105.6	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-6.3	-17.6	6.0	-32.6	2.5	3.0	40.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	107.7	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-6.3	-17.6	10.8	-32.6	2.5	3.0	45.9				
		Intercity through train to Hung Hom		86.5	102.3	6.8	28.6	1	3.0	7.4	-2.3	-	-	-	-6.1	-17.6	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	100.8	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-6.1	-1.9	9.0	-32.6	2.5	3.0	59.0	64.5			
		ER Lok Ma Chau to Hung Hom		85.1	105.2	74.7	69.3	4	2.3	5.2	-2.1	2.1	-	-	-6.2	-1.9	6.0	-32.6	2.5	3.0	55.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	106.0	74.7	69.4	12	2.1	7.4	-0.2	0.2	-	-	-6.3	-1.9	10.8	-32.6	2.5	3.0	61.7				
		Intercity through train to Hung Hom		86.5	100.8	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-6.1	-1.9	0.0	-32.6	2.5	3.0	51.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
30	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	105.1	0.4	5.5	12	-	8.1	0.0	-	-	-	-6.2	-43.9	10.8	-32.6	2.5	3.0	19.7	20.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	105.1	0.4	5.5	1	-	8.1	0.0	-	-	-	-6.2	-43.9	0.0	-32.6	2.5	3.0	9.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	100.3	1.6	5.3	12	3.3	8.0	-0.6	-	-	-	-6.0	-38.2	10.8	-32.6	2.5	3.0	25.1	30.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	110.0	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-6.4	-34.5	10.8	-32.6	2.5	3.0	28.9				
		Intercity through train to Hung Hom		86.5	100.3	1.6	5.3	1	3.3	8.0	-0.6	-	-	-	-6.0	-38.2	0.0	-32.6	2.5	3.0	14.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	103.1	17.2	16.7	8	3.5	7.7	-0.7	-	-	-	-6.2	-17.7	9.0	-32.6	2.5	3.0	42.4	48.4			
		ER Lok Ma Chau to Hung Hom		85.1	105.8	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-6.3	-17.5	6.0	-32.6	2.5	3.0	40.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	108.2	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-6.4	-17.7	10.8	-32.6	2.5	3.0	45.8				
		Intercity through train to Hung Hom		86.5	103.1	17.2	16.7	1	3.5	7.7	-0.7	-	-	-	-6.2	-17.7	0.0	-32.6	2.5	3.0	34.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	104.8	6.8	28.6	8	3.0	7.4	-2.1	-	-	-	-6.2	-17.6	9.0	-32.6	2.5	3.0	41.1	48.0			
		ER Lok Ma Chau to Hung Hom		85.1	108.0	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-6.4	-17.6	6.0	-32.6	2.5	3.0	40.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	110.1	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-6.4	-17.6	10.8	-32.6	2.5	3.0	45.8				
		Intercity through train to Hung Hom		86.5	104.8	6.8	28.6	1	3.0	7.4	-2.1	-	-	-	-6.2	-17.6	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	103.4	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-6.2	-1.9	9.0	-32.6	2.5	3.0	58.9	64.4			
		ER Lok Ma Chau to Hung Hom		85.1	107.7	74.7	69.3	4	2.3	5.2	-2.0	2.0	-	-	-6.3	-1.9	6.0	-32.6	2.5	3.0	55.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	108.4	74.7	69.4	12	2.1	7.4	-0.1	0.1	-	-	-6.4	-1.9	10.8	-32.6	2.5	3.0	61.6				
		Intercity through train to Hung Hom		86.5	103.4	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-6.2	-1.9	0.0	-32.6	2.5	3.0	51.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
31	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	107.6	0.4	5.5	12	-	8.1	0.0	-	-	-	-6.3	-43.9	10.8	-32.6	2.5	3.0	19.6	20.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	107.6	0.4	5.5	1	-	8.1	0.0	-	-	-	-6.3	-43.9	0.0	-32.6	2.5	3.0	9.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	102.9	1.6	5.3	12	3.3	8.0	-0.5	-	-	-	-6.1	-38.2	10.8	-32.6	2.5	3.0	25.0	30.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	112.3	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-6.5	-34.5	10.8	-32.6	2.5	3.0	28.8				
		Intercity through train to Hung Hom		86.5	102.9	1.6	5.3	1	3.3	8.0	-0.5	-	-	-	-6.1	-38.2	0.0	-32.6	2.5	3.0	14.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	105.7	17.2	16.7	8	3.5	7.7	-0.7	-	-	-	-6.3	-17.7	9.0	-32.6	2.5	3.0	42.4	48.3			
		ER Lok Ma Chau to Hung Hom		85.1	108.3	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-6.4	-17.5	6.0	-32.6	2.5	3.0	40.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	110.6	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-6.5	-17.7	10.8	-32.6	2.5	3.0	45.7				
		Intercity through train to Hung Hom		86.5	105.7	17.2	16.7	1	3.5	7.7	-0.7	-	-	-	-6.3	-17.7	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	107.3	6.8	28.6	8	3.0	7.4	-1.9	-	-	-	-6.3	-17.6	9.0	-32.6	2.5	3.0	41.1	48.0			
		ER Lok Ma Chau to Hung Hom		85.1	110.5	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-6.5	-17.6	6.0	-32.6	2.5	3.0	39.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	112.5	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-6.5	-17.6	10.8	-32.6	2.5	3.0	45.7				
		Intercity through train to Hung Hom		86.5	107.3	6.8	28.6	1	3.0	7.4	-1.9	-	-	-	-6.3	-17.6	0.0	-32.6	2.5	3.0	33.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	105.9	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-6.3	-1.9	9.0	-32.6	2.5	3.0	58.8	64.3			
		ER Lok Ma Chau to Hung Hom		85.1	110.2	74.7	69.3	4	2.3	5.2	-1.9	1.9	-	-	-6.4	-1.9	6.0	-32.6	2.5	3.0	55.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	110.8	74.7	69.4	12	2.1	7.4	-0.1	0.1	-	-	-6.5	-1.9	10.8	-32.6	2.5	3.0	61.5				
		Intercity through train to Hung Hom		86.5	105.9	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-6.3	-1.9	0.0	-32.6	2.5	3.0	51.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
32	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	110.1	0.4	5.5	12	-	8.1	0.0	-	-	-	-6.4	-43.9	10.8	-32.6	2.5	3.0	19.5	19.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	110.1	0.4	5.5	1	-	8.1	0.0	-	-	-	-6.4	-43.9	0.0	-32.6	2.5	3.0	9.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	105.5	1.6	5.3	12	3.3	8.0	-0.5	-	-	-	-6.3	-38.2	10.8	-32.6	2.5	3.0	24.9	30.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	114.7	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-6.6	-34.5	10.8	-32.6	2.5	3.0	28.7				
		Intercity through train to Hung Hom		86.5	105.5	1.6	5.3	1	3.3	8.0	-0.5	-	-	-	-6.3	-38.2	0.0	-32.6	2.5	3.0	14.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	108.2	17.2	16.7	8	3.5	7.7	-0.6	-	-	-	-6.4	-17.7	9.0	-32.6	2.5	3.0	42.4	48.2			
		ER Lok Ma Chau to Hung Hom		85.1	110.8	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-6.5	-17.5	6.0	-32.6	2.5	3.0	40.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	113.1	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-6.6	-17.7	10.8	-32.6	2.5	3.0	45.6				
		Intercity through train to Hung Hom		86.5	108.2	17.2	16.7	1	3.5	7.7	-0.6	-	-	-	-6.4	-17.7	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	109.8	6.8	28.6	8	3.0	7.4	-1.8	-	-	-	-6.4	-17.6	9.0	-32.6	2.5	3.0	41.2	47.9			
		ER Lok Ma Chau to Hung Hom		85.1	112.9	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-6.5	-17.6	6.0	-32.6	2.5	3.0	39.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	114.9	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-6.6	-17.6	10.8	-32.6	2.5	3.0	45.6				
		Intercity through train to Hung Hom		86.5	109.8	6.8	28.6	1	3.0	7.4	-1.8	-	-	-	-6.4	-17.6	0.0	-32.6	2.5	3.0	33.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	108.5	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-6.4	-1.9	9.0	-32.6	2.5	3.0	58.7	64.2			
		ER Lok Ma Chau to Hung Hom		85.1	112.7	74.7	69.3	4	2.3	5.2	-1.7	1.7	-	-	-6.5	-1.9	6.0	-32.6	2.5	3.0	55.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	113.3	74.7	69.4	12	2.1	7.4	-0.1	0.1	-	-	-6.6	-1.9	10.8	-32.6	2.5	3.0	61.4				
		Intercity through train to Hung Hom		86.5	108.5	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-6.4	-1.9	0.0	-32.6	2.5	3.0	51.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
33	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	112.6	0.4	5.5	12	-	8.1	0.0	-	-	-	-6.5	-43.9	10.8	-32.6	2.5	3.0	19.4	19.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	112.6	0.4	5.5	1	-	8.1	0.0	-	-	-	-6.5	-43.9	0.0	-32.6	2.5	3.0	9.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	108.1	1.6	5.3	12	3.3	8.0	-0.4	-	-	-	-6.4	-38.2	10.8	-32.6	2.5	3.0	24.9	30.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	117.1	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-6.7	-34.5	10.8	-32.6	2.5	3.0	28.6				
		Intercity through train to Hung Hom		86.5	108.1	1.6	5.3	1	3.3	8.0	-0.4	-	-	-	-6.4	-38.2	0.0	-32.6	2.5	3.0	14.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	110.8	17.2	16.7	8	3.5	7.7	-0.5	-	-	-	-6.5	-17.7	9.0	-32.6	2.5	3.0	42.3	48.2			
		ER Lok Ma Chau to Hung Hom		85.1	113.3	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-6.6	-17.5	6.0	-32.6	2.5	3.0	40.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	115.5	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-6.6	-17.7	10.8	-32.6	2.5	3.0	45.5				
		Intercity through train to Hung Hom		86.5	110.8	17.2	16.7	1	3.5	7.7	-0.5	-	-	-	-6.5	-17.7	0.0	-32.6	2.5	3.0	34.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	112.3	6.8	28.6	8	3.0	7.4	-1.7	-	-	-	-6.5	-17.6	9.0	-32.6	2.5	3.0	41.2	47.8			
		ER Lok Ma Chau to Hung Hom		85.1	115.4	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-6.6	-17.6	6.0	-32.6	2.5	3.0	39.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	117.3	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-6.7	-17.6	10.8	-32.6	2.5	3.0	45.5				
		Intercity through train to Hung Hom		86.5	112.3	6.8	28.6	1	3.0	7.4	-1.7	-	-	-	-6.5	-17.6	0.0	-32.6	2.5	3.0	33.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	111.0	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-6.5	-1.9	9.0	-32.6	2.5	3.0	58.6	64.1			
		ER Lok Ma Chau to Hung Hom		85.1	115.2	74.7	69.3	4	2.3	5.2	-1.6	1.6	-	-	-6.6	-1.9	6.0	-32.6	2.5	3.0	55.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	115.7	74.7	69.4	12	2.1	7.4	0.0	0.0	-	-	-6.7	-1.9	10.8	-32.6	2.5	3.0	61.3				
		Intercity through train to Hung Hom		86.5	111.0	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-6.5	-1.9	0.0	-32.6	2.5	3.0	51.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
34	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	115.1	0.4	5.5	12	-	8.1	0.0	-	-	-	-6.6	-43.9	10.8	-32.6	2.5	3.0	19.3	19.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	115.1	0.4	5.5	1	-	8.1	0.0	-	-	-	-6.6	-43.9	0.0	-32.6	2.5	3.0	8.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	110.7	1.6	5.3	12	3.3	8.0	-0.4	-	-	-	-6.5	-38.2	10.8	-32.6	2.5	3.0	24.8	30.2			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	119.6	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-6.8	-34.5	10.8	-32.6	2.5	3.0	28.5				
		Intercity through train to Hung Hom		86.5	110.7	1.6	5.3	1	3.3	8.0	-0.4	-	-	-	-6.5	-38.2	0.0	-32.6	2.5	3.0	14.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	113.4	17.2	16.7	8	3.5	7.7	-0.5	-	-	-	-6.6	-17.7	9.0	-32.6	2.5	3.0	42.3	48.1			
		ER Lok Ma Chau to Hung Hom		85.1	115.8	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-6.7	-17.5	6.0	-32.6	2.5	3.0	39.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	118.0	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-6.7	-17.7	10.8	-32.6	2.5	3.0	45.4				
		Intercity through train to Hung Hom		86.5	113.4	17.2	16.7	1	3.5	7.7	-0.5	-	-	-	-6.6	-17.7	0.0	-32.6	2.5	3.0	34.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	114.9	6.8	28.6	8	3.0	7.4	-1.6	-	-	-	-6.6	-17.6	9.0	-32.6	2.5	3.0	41.2	47.8			
		ER Lok Ma Chau to Hung Hom		85.1	117.9	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-6.7	-17.6	6.0	-32.6	2.5	3.0	39.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	119.7	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-6.8	-17.6	10.8	-32.6	2.5	3.0	45.4				
		Intercity through train to Hung Hom		86.5	114.9	6.8	28.6	1	3.0	7.4	-1.6	-	-	-	-6.6	-17.6	0.0	-32.6	2.5	3.0	33.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	113.6	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-6.6	-1.9	9.0	-32.6	2.5	3.0	58.5	64.0			
		ER Lok Ma Chau to Hung Hom		85.1	117.7	74.7	69.3	4	2.3	5.2	-1.5	1.5	-	-	-6.7	-1.9	6.0	-32.6	2.5	3.0	55.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	118.2	74.7	69.4	12	2.1	7.4	0.0	0.0	-	-	-6.7	-1.9	10.8	-32.6	2.5	3.0	61.2				
		Intercity through train to Hung Hom		86.5	113.6	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-6.6	-1.9	0.0	-32.6	2.5	3.0	51.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
35	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	117.6	0.4	5.5	12	-	8.1	0.0	-	-	-	-6.7	-43.9	10.8	-32.6	2.5	3.0	19.2	19.6			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	117.6	0.4	5.5	1	-	8.1	0.0	-	-	-	-6.7	-43.9	0.0	-32.6	2.5	3.0	8.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	113.4	1.6	5.3	12	3.3	8.0	-0.3	-	-	-	-6.6	-38.2	10.8	-32.6	2.5	3.0	24.8	30.1			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	122.0	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-6.9	-34.5	10.8	-32.6	2.5	3.0	28.4				
		Intercity through train to Hung Hom		86.5	113.4	1.6	5.3	1	3.3	8.0	-0.3	-	-	-	-6.6	-38.2	0.0	-32.6	2.5	3.0	14.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	115.9	17.2	16.7	8	3.5	7.7	-0.4	-	-	-	-6.7	-17.7	9.0	-32.6	2.5	3.0	42.2	48.0			
		ER Lok Ma Chau to Hung Hom		85.1	118.4	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-6.8	-17.5	6.0	-32.6	2.5	3.0	39.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	120.5	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-6.8	-17.7	10.8	-32.6	2.5	3.0	45.3				
		Intercity through train to Hung Hom		86.5	115.9	17.2	16.7	1	3.5	7.7	-0.4	-	-	-	-6.7	-17.7	0.0	-32.6	2.5	3.0	34.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	117.4	6.8	28.6	8	3.0	7.4	-1.5	-	-	-	-6.7	-17.6	9.0	-32.6	2.5	3.0	41.2	47.7			
		ER Lok Ma Chau to Hung Hom		85.1	120.4	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-6.8	-17.6	6.0	-32.6	2.5	3.0	39.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	122.2	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-6.9	-17.6	10.8	-32.6	2.5	3.0	45.4				
		Intercity through train to Hung Hom		86.5	117.4	6.8	28.6	1	3.0	7.4	-1.5	-	-	-	-6.7	-17.6	0.0	-32.6	2.5	3.0	33.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	116.2	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-6.7	-1.9	9.0	-32.6	2.5	3.0	58.4	63.9			
		ER Lok Ma Chau to Hung Hom		85.1	120.3	74.7	69.3	4	2.3	5.2	-1.5	1.5	-	-	-6.8	-1.9	6.0	-32.6	2.5	3.0	55.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	120.7	74.7	69.4	12	2.1	7.4	0.0	0.0	-	-	-6.8	-1.9	10.8	-32.6	2.5	3.0	61.1				
		Intercity through train to Hung Hom		86.5	116.2	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-6.7	-1.9	0.0	-32.6	2.5	3.0	50.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
36	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	120.2	0.4	5.5	12	-	8.1	0.0	-	-	-	-6.8	-43.9	10.8	-32.6	2.5	3.0	19.1	19.5			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	120.2	0.4	5.5	1	-	8.1	0.0	-	-	-	-6.8	-43.9	0.0	-32.6	2.5	3.0	8.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	116.0	1.6	5.3	12	3.3	8.0	-0.3	-	-	-	-6.7	-38.2	10.8	-32.6	2.5	3.0	24.7	30.0			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	124.5	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-7.0	-34.5	10.8	-32.6	2.5	3.0	28.3				
		Intercity through train to Hung Hom		86.5	116.0	1.6	5.3	1	3.3	8.0	-0.3	-	-	-	-6.7	-38.2	0.0	-32.6	2.5	3.0	14.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	118.5	17.2	16.7	8	3.5	7.7	-0.4	-	-	-	-6.8	-17.7	9.0	-32.6	2.5	3.0	42.2	47.9			
		ER Lok Ma Chau to Hung Hom		85.1	120.9	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-6.8	-17.5	6.0	-32.6	2.5	3.0	39.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	123.0	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-6.9	-17.7	10.8	-32.6	2.5	3.0	45.3				
		Intercity through train to Hung Hom		86.5	118.5	17.2	16.7	1	3.5	7.7	-0.4	-	-	-	-6.8	-17.7	0.0	-32.6	2.5	3.0	34.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	120.0	6.8	28.6	8	3.0	7.4	-1.4	-	-	-	-6.8	-17.6	9.0	-32.6	2.5	3.0	41.2	47.6			
		ER Lok Ma Chau to Hung Hom		85.1	122.9	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-6.9	-17.6	6.0	-32.6	2.5	3.0	39.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	124.6	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-7.0	-17.6	10.8	-32.6	2.5	3.0	45.3				
		Intercity through train to Hung Hom		86.5	120.0	6.8	28.6	1	3.0	7.4	-1.4	-	-	-	-6.8	-17.6	0.0	-32.6	2.5	3.0	33.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	118.8	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-6.8	-1.9	9.0	-32.6	2.5	3.0	58.3	63.8			
		ER Lok Ma Chau to Hung Hom		85.1	122.8	74.7	69.3	4	2.3	5.2	-1.4	1.4	-	-	-6.9	-1.9	6.0	-32.6	2.5	3.0	55.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	123.2	74.7	69.4	12	2.1	7.4	0.0	0.0	-	-	-6.9	-1.9	10.8	-32.6	2.5	3.0	61.0				
		Intercity through train to Hung Hom		86.5	118.8	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-6.8	-1.9	0.0	-32.6	2.5	3.0	50.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
37	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	122.7	0.4	5.5	12	-	8.1	0.0	-	-	-	-6.9	-43.9	10.8	-32.6	2.5	3.0	19.0	19.4			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	122.7	0.4	5.5	1	-	8.1	0.0	-	-	-	-6.9	-43.9	0.0	-32.6	2.5	3.0	8.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	118.6	1.6	5.3	12	3.3	8.0	-0.2	-	-	-	-6.8	-38.2	10.8	-32.6	2.5	3.0	24.7	30.0			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	126.9	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-7.1	-34.5	10.8	-32.6	2.5	3.0	28.3				
		Intercity through train to Hung Hom		86.5	118.6	1.6	5.3	1	3.3	8.0	-0.2	-	-	-	-6.8	-38.2	0.0	-32.6	2.5	3.0	14.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	121.1	17.2	16.7	8	3.5	7.7	-0.3	-	-	-	-6.9	-17.7	9.0	-32.6	2.5	3.0	42.1	47.9			
		ER Lok Ma Chau to Hung Hom		85.1	123.5	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-6.9	-17.5	6.0	-32.6	2.5	3.0	39.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	125.5	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-7.0	-17.7	10.8	-32.6	2.5	3.0	45.2				
		Intercity through train to Hung Hom		86.5	121.1	17.2	16.7	1	3.5	7.7	-0.3	-	-	-	-6.9	-17.7	0.0	-32.6	2.5	3.0	34.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	122.5	6.8	28.6	8	3.0	7.4	-1.3	-	-	-	-6.9	-17.6	9.0	-32.6	2.5	3.0	41.2	47.6			
		ER Lok Ma Chau to Hung Hom		85.1	125.5	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-7.0	-17.6	6.0	-32.6	2.5	3.0	39.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	127.1	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-7.1	-17.6	10.8	-32.6	2.5	3.0	45.2				
		Intercity through train to Hung Hom		86.5	122.5	6.8	28.6	1	3.0	7.4	-1.3	-	-	-	-6.9	-17.6	0.0	-32.6	2.5	3.0	33.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	121.3	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-6.9	-1.9	9.0	-32.6	2.5	3.0	58.2	63.7			
		ER Lok Ma Chau to Hung Hom		85.1	125.4	74.7	69.3	4	2.3	5.2	-1.3	1.3	-	-	-7.0	-1.9	6.0	-32.6	2.5	3.0	55.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	125.7	74.7	69.4	12	2.1	7.4	0.0	0.0	-	-	-7.0	-1.9	10.8	-32.6	2.5	3.0	60.9				
		Intercity through train to Hung Hom		86.5	121.3	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-6.9	-1.9	0.0	-32.6	2.5	3.0	50.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
38	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	125.3	0.4	5.5	12	-	8.1	0.0	-	-	-	-7.0	-43.9	10.8	-32.6	2.5	3.0	18.9	19.3			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	125.3	0.4	5.5	1	-	8.1	0.0	-	-	-	-7.0	-43.9	0.0	-32.6	2.5	3.0	8.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	121.3	1.6	5.3	12	3.3	8.0	-0.2	-	-	-	-6.9	-38.2	10.8	-32.6	2.5	3.0	24.6	29.9			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	129.4	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-7.1	-34.5	10.8	-32.6	2.5	3.0	28.2				
		Intercity through train to Hung Hom		86.5	121.3	1.6	5.3	1	3.3	8.0	-0.2	-	-	-	-6.9	-38.2	0.0	-32.6	2.5	3.0	14.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	123.7	17.2	16.7	8	3.5	7.7	-0.3	-	-	-	-6.9	-17.7	9.0	-32.6	2.5	3.0	42.1	47.8			
		ER Lok Ma Chau to Hung Hom		85.1	126.0	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-7.0	-17.5	6.0	-32.6	2.5	3.0	39.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	128.0	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-7.1	-17.7	10.8	-32.6	2.5	3.0	45.1				
		Intercity through train to Hung Hom		86.5	123.7	17.2	16.7	1	3.5	7.7	-0.3	-	-	-	-6.9	-17.7	0.0	-32.6	2.5	3.0	34.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	125.1	6.8	28.6	8	3.0	7.4	-1.2	-	-	-	-7.0	-17.6	9.0	-32.6	2.5	3.0	41.2	47.5			
		ER Lok Ma Chau to Hung Hom		85.1	128.0	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-7.1	-17.6	6.0	-32.6	2.5	3.0	39.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	129.6	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-7.1	-17.6	10.8	-32.6	2.5	3.0	45.1				
		Intercity through train to Hung Hom		86.5	125.1	6.8	28.6	1	3.0	7.4	-1.2	-	-	-	-7.0	-17.6	0.0	-32.6	2.5	3.0	33.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	123.9	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-7.0	-1.9	9.0	-32.6	2.5	3.0	58.2	63.6			
		ER Lok Ma Chau to Hung Hom		85.1	128.0	74.7	69.3	4	2.3	5.2	-1.2	1.2	-	-	-7.1	-1.9	6.0	-32.6	2.5	3.0	55.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	128.2	74.7	69.4	12	2.1	7.4	0.0	0.0	-	-	-7.1	-1.9	10.8	-32.6	2.5	3.0	60.8				
		Intercity through train to Hung Hom		86.5	123.9	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-7.0	-1.9	0.0	-32.6	2.5	3.0	50.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
39	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	127.9	0.4	5.5	12	-	8.1	0.0	-	-	-	-7.1	-43.9	10.8	-32.6	2.5	3.0	18.9	19.2			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	127.9	0.4	5.5	1	-	8.1	0.0	-	-	-	-7.1	-43.9	0.0	-32.6	2.5	3.0	8.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	123.9	1.6	5.3	12	3.3	8.0	-0.2	-	-	-	-7.0	-38.2	10.8	-32.6	2.5	3.0	24.5	29.8			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	131.9	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-7.2	-34.5	10.8	-32.6	2.5	3.0	28.1				
		Intercity through train to Hung Hom		86.5	123.9	1.6	5.3	1	3.3	8.0	-0.2	-	-	-	-7.0	-38.2	0.0	-32.6	2.5	3.0	14.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	126.3	17.2	16.7	8	3.5	7.7	-0.2	-	-	-	-7.0	-17.7	9.0	-32.6	2.5	3.0	42.0	47.7			
		ER Lok Ma Chau to Hung Hom		85.1	128.6	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-7.1	-17.5	6.0	-32.6	2.5	3.0	39.4				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	130.5	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-7.2	-17.7	10.8	-32.6	2.5	3.0	45.0				
		Intercity through train to Hung Hom		86.5	126.3	17.2	16.7	1	3.5	7.7	-0.2	-	-	-	-7.0	-17.7	0.0	-32.6	2.5	3.0	34.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	127.7	6.8	28.6	8	3.0	7.4	-1.1	-	-	-	-7.1	-17.6	9.0	-32.6	2.5	3.0	41.2	47.4			
		ER Lok Ma Chau to Hung Hom		85.1	130.5	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-7.2	-17.6	6.0	-32.6	2.5	3.0	39.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	132.1	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-7.2	-17.6	10.8	-32.6	2.5	3.0	45.0				
		Intercity through train to Hung Hom		86.5	127.7	6.8	28.6	1	3.0	7.4	-1.1	-	-	-	-7.1	-17.6	0.0	-32.6	2.5	3.0	33.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	126.6	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-7.0	-1.9	9.0	-32.6	2.5	3.0	58.1	63.5			
		ER Lok Ma Chau to Hung Hom		85.1	130.5	74.7	69.3	4	2.3	5.2	-1.2	1.2	-	-	-7.2	-1.9	6.0	-32.6	2.5	3.0	54.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	130.7	74.7	69.4	12	2.1	7.4	0.0	0.0	-	-	-7.2	-1.9	10.8	-32.6	2.5	3.0	60.7				
		Intercity through train to Hung Hom		86.5	126.6	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-7.0	-1.9	0.0	-32.6	2.5	3.0	50.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
40	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	130.4	0.4	5.5	12	-	8.1	0.0	-	-	-	-7.2	-43.9	10.8	-32.6	2.5	3.0	18.8	19.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	130.4	0.4	5.5	1	-	8.1	0.0	-	-	-	-7.2	-43.9	0.0	-32.6	2.5	3.0	8.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	126.6	1.6	5.3	12	3.3	8.0	-0.1	-	-	-	-7.0	-38.2	10.8	-32.6	2.5	3.0	24.5	29.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	134.4	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-7.3	-34.5	10.8	-32.6	2.5	3.0	28.0				
		Intercity through train to Hung Hom		86.5	126.6	1.6	5.3	1	3.3	8.0	-0.1	-	-	-	-7.0	-38.2	0.0	-32.6	2.5	3.0	14.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	128.9	17.2	16.7	8	3.5	7.7	-0.2	-	-	-	-7.1	-17.7	9.0	-32.6	2.5	3.0	42.0	47.6			
		ER Lok Ma Chau to Hung Hom		85.1	131.2	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-7.2	-17.5	6.0	-32.6	2.5	3.0	39.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	133.0	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-7.3	-17.7	10.8	-32.6	2.5	3.0	44.9				
		Intercity through train to Hung Hom		86.5	128.9	17.2	16.7	1	3.5	7.7	-0.2	-	-	-	-7.1	-17.7	0.0	-32.6	2.5	3.0	34.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	130.3	6.8	28.6	8	3.0	7.4	-1.1	-	-	-	-7.2	-17.6	9.0	-32.6	2.5	3.0	41.2	47.4			
		ER Lok Ma Chau to Hung Hom		85.1	133.1	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-7.3	-17.6	6.0	-32.6	2.5	3.0	39.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	134.6	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-7.3	-17.6	10.8	-32.6	2.5	3.0	44.9				
		Intercity through train to Hung Hom		86.5	130.3	6.8	28.6	1	3.0	7.4	-1.1	-	-	-	-7.2	-17.6	0.0	-32.6	2.5	3.0	33.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	129.2	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-7.1	-1.9	9.0	-32.6	2.5	3.0	58.0	63.4			
		ER Lok Ma Chau to Hung Hom		85.1	133.1	74.7	69.3	4	2.3	5.2	-1.1	1.1	-	-	-7.3	-1.9	6.0	-32.6	2.5	3.0	54.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	133.2	74.7	69.4	12	2.1	7.4	0.0	0.0	-	-	-7.3	-1.9	10.8	-32.6	2.5	3.0	60.7				
		Intercity through train to Hung Hom		86.5	129.2	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-7.1	-1.9	0.0	-32.6	2.5	3.0	50.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
41	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	133.0	0.4	5.5	12	-	8.1	0.0	-	-	-	-7.3	-43.9	10.8	-32.6	2.5	3.0	18.7	19.1			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	133.0	0.4	5.5	1	-	8.1	0.0	-	-	-	-7.3	-43.9	0.0	-32.6	2.5	3.0	8.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	129.3	1.6	5.3	12	3.3	8.0	-0.1	-	-	-	-7.1	-38.2	10.8	-32.6	2.5	3.0	24.4	29.7			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	136.9	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-7.4	-34.5	10.8	-32.6	2.5	3.0	27.9				
		Intercity through train to Hung Hom		86.5	129.3	1.6	5.3	1	3.3	8.0	-0.1	-	-	-	-7.1	-38.2	0.0	-32.6	2.5	3.0	14.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	131.5	17.2	16.7	8	3.5	7.7	-0.2	-	-	-	-7.2	-17.7	9.0	-32.6	2.5	3.0	41.9	47.6			
		ER Lok Ma Chau to Hung Hom		85.1	133.7	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-7.3	-17.5	6.0	-32.6	2.5	3.0	39.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	135.6	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-7.3	-17.7	10.8	-32.6	2.5	3.0	44.8				
		Intercity through train to Hung Hom		86.5	131.5	17.2	16.7	1	3.5	7.7	-0.2	-	-	-	-7.2	-17.7	0.0	-32.6	2.5	3.0	34.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	132.9	6.8	28.6	8	3.0	7.4	-1.0	-	-	-	-7.3	-17.6	9.0	-32.6	2.5	3.0	41.1	47.3			
		ER Lok Ma Chau to Hung Hom		85.1	135.6	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-7.3	-17.6	6.0	-32.6	2.5	3.0	39.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	137.1	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-7.4	-17.6	10.8	-32.6	2.5	3.0	44.9				
		Intercity through train to Hung Hom		86.5	132.9	6.8	28.6	1	3.0	7.4	-1.0	-	-	-	-7.3	-17.6	0.0	-32.6	2.5	3.0	33.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	131.8	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-7.2	-1.9	9.0	-32.6	2.5	3.0	57.9	63.4			
		ER Lok Ma Chau to Hung Hom		85.1	135.7	74.7	69.3	4	2.3	5.2	-1.1	1.1	-	-	-7.3	-1.9	6.0	-32.6	2.5	3.0	54.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	135.8	74.7	69.4	12	2.1	7.4	0.0	0.0	-	-	-7.3	-1.9	10.8	-32.6	2.5	3.0	60.6				
		Intercity through train to Hung Hom		86.5	131.8	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-7.2	-1.9	0.0	-32.6	2.5	3.0	50.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
42	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	135.6	0.4	5.5	12	-	8.1	0.0	-	-	-	-7.3	-43.9	10.8	-32.6	2.5	3.0	18.6	19.0			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	135.6	0.4	5.5	1	-	8.1	0.0	-	-	-	-7.3	-43.9	0.0	-32.6	2.5	3.0	8.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	131.9	1.6	5.3	12	3.3	8.0	-0.1	-	-	-	-7.2	-38.2	10.8	-32.6	2.5	3.0	24.4	29.6			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	139.4	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-7.5	-34.5	10.8	-32.6	2.5	3.0	27.9				
		Intercity through train to Hung Hom		86.5	131.9	1.6	5.3	1	3.3	8.0	-0.1	-	-	-	-7.2	-38.2	0.0	-32.6	2.5	3.0	14.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	134.2	17.2	16.7	8	3.5	7.7	-0.1	-	-	-	-7.3	-17.7	9.0	-32.6	2.5	3.0	41.9	47.5			
		ER Lok Ma Chau to Hung Hom		85.1	136.3	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-7.4	-17.5	6.0	-32.6	2.5	3.0	39.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	138.1	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-7.4	-17.7	10.8	-32.6	2.5	3.0	44.7				
		Intercity through train to Hung Hom		86.5	134.2	17.2	16.7	1	3.5	7.7	-0.1	-	-	-	-7.3	-17.7	0.0	-32.6	2.5	3.0	34.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	135.5	6.8	28.6	8	3.0	7.4	-0.9	-	-	-	-7.3	-17.6	9.0	-32.6	2.5	3.0	41.1	47.3			
		ER Lok Ma Chau to Hung Hom		85.1	138.2	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-7.4	-17.6	6.0	-32.6	2.5	3.0	39.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	139.6	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-7.5	-17.6	10.8	-32.6	2.5	3.0	44.8				
		Intercity through train to Hung Hom		86.5	135.5	6.8	28.6	1	3.0	7.4	-0.9	-	-	-	-7.3	-17.6	0.0	-32.6	2.5	3.0	33.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	134.4	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-7.3	-1.9	9.0	-32.6	2.5	3.0	57.8	63.3			
		ER Lok Ma Chau to Hung Hom		85.1	138.3	74.7	69.3	4	2.3	5.2	-1.0	1.0	-	-	-7.4	-1.9	6.0	-32.6	2.5	3.0	54.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	138.3	74.7	69.4	12	2.1	7.4	0.0	0.0	-	-	-7.4	-1.9	10.8	-32.6	2.5	3.0	60.5				
		Intercity through train to Hung Hom		86.5	134.4	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-7.3	-1.9	0.0	-32.6	2.5	3.0	50.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
43	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	138.2	0.4	5.5	12	-	8.1	0.0	-	-	-	-7.4	-43.9	10.8	-32.6	2.5	3.0	18.5	18.9			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	138.2	0.4	5.5	1	-	8.1	0.0	-	-	-	-7.4	-43.9	0.0	-32.6	2.5	3.0	8.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	134.6	1.6	5.3	12	3.3	8.0	-0.1	-	-	-	-7.3	-38.2	10.8	-32.6	2.5	3.0	24.3	29.5			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	141.9	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-7.5	-34.5	10.8	-32.6	2.5	3.0	27.8				
		Intercity through train to Hung Hom		86.5	134.6	1.6	5.3	1	3.3	8.0	-0.1	-	-	-	-7.3	-38.2	0.0	-32.6	2.5	3.0	13.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	136.8	17.2	16.7	8	3.5	7.7	-0.1	-	-	-	-7.4	-17.7	9.0	-32.6	2.5	3.0	41.8	47.4			
		ER Lok Ma Chau to Hung Hom		85.1	138.9	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-7.4	-17.5	6.0	-32.6	2.5	3.0	39.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	140.7	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-7.5	-17.7	10.8	-32.6	2.5	3.0	44.7				
		Intercity through train to Hung Hom		86.5	136.8	17.2	16.7	1	3.5	7.7	-0.1	-	-	-	-7.4	-17.7	0.0	-32.6	2.5	3.0	34.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	138.1	6.8	28.6	8	3.0	7.4	-0.9	-	-	-	-7.4	-17.6	9.0	-32.6	2.5	3.0	41.1	47.2			
		ER Lok Ma Chau to Hung Hom		85.1	140.8	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-7.5	-17.6	6.0	-32.6	2.5	3.0	38.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	142.2	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-7.5	-17.6	10.8	-32.6	2.5	3.0	44.7				
		Intercity through train to Hung Hom		86.5	138.1	6.8	28.6	1	3.0	7.4	-0.9	-	-	-	-7.4	-17.6	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	137.0	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-7.4	-1.9	9.0	-32.6	2.5	3.0	57.7	63.2			
		ER Lok Ma Chau to Hung Hom		85.1	140.9	74.7	69.3	4	2.3	5.2	-1.0	1.0	-	-	-7.5	-1.9	6.0	-32.6	2.5	3.0	54.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	140.9	74.7	69.4	12	2.1	7.4	0.0	0.0	-	-	-7.5	-1.9	10.8	-32.6	2.5	3.0	60.4				
		Intercity through train to Hung Hom		86.5	137.0	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-7.4	-1.9	0.0	-32.6	2.5	3.0	50.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
44	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	140.8	0.4	5.5	12	-	8.1	0.0	-	-	-	-7.5	-43.9	10.8	-32.6	2.5	3.0	18.4	18.8			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	140.8	0.4	5.5	1	-	8.1	0.0	-	-	-	-7.5	-43.9	0.0	-32.6	2.5	3.0	8.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	137.3	1.6	5.3	12	3.3	8.0	0.0	-	-	-	-7.4	-38.2	10.8	-32.6	2.5	3.0	24.2	29.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	144.5	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-7.6	-34.5	10.8	-32.6	2.5	3.0	27.7				
		Intercity through train to Hung Hom		86.5	137.3	1.6	5.3	1	3.3	8.0	0.0	-	-	-	-7.4	-38.2	0.0	-32.6	2.5	3.0	13.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	139.4	17.2	16.7	8	3.5	7.7	-0.1	-	-	-	-7.5	-17.7	9.0	-32.6	2.5	3.0	41.8	47.4			
		ER Lok Ma Chau to Hung Hom		85.1	141.5	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-7.5	-17.5	6.0	-32.6	2.5	3.0	39.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	143.2	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-7.6	-17.7	10.8	-32.6	2.5	3.0	44.6				
		Intercity through train to Hung Hom		86.5	139.4	17.2	16.7	1	3.5	7.7	-0.1	-	-	-	-7.5	-17.7	0.0	-32.6	2.5	3.0	34.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	140.7	6.8	28.6	8	3.0	7.4	-0.8	-	-	-	-7.5	-17.6	9.0	-32.6	2.5	3.0	41.1	47.1			
		ER Lok Ma Chau to Hung Hom		85.1	143.4	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-7.6	-17.6	6.0	-32.6	2.5	3.0	38.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	144.7	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-7.6	-17.6	10.8	-32.6	2.5	3.0	44.6				
		Intercity through train to Hung Hom		86.5	140.7	6.8	28.6	1	3.0	7.4	-0.8	-	-	-	-7.5	-17.6	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	139.7	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-7.5	-1.9	9.0	-32.6	2.5	3.0	57.6	63.1			
		ER Lok Ma Chau to Hung Hom		85.1	143.5	74.7	69.3	4	2.3	5.2	-0.9	0.9	-	-	-7.6	-1.9	6.0	-32.6	2.5	3.0	54.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	143.5	74.7	69.4	12	2.1	7.4	0.0	0.0	-	-	-7.6	-1.9	10.8	-32.6	2.5	3.0	60.3				
		Intercity through train to Hung Hom		86.5	139.7	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-7.5	-1.9	0.0	-32.6	2.5	3.0	50.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
45	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	143.4	0.4	5.5	12	-	8.1	0.0	-	-	-	-7.6	-43.9	10.8	-32.6	2.5	3.0	18.4	18.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	143.4	0.4	5.5	1	-	8.1	0.0	-	-	-	-7.6	-43.9	0.0	-32.6	2.5	3.0	8.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	139.9	1.6	5.3	12	3.3	8.0	0.0	-	-	-	-7.5	-38.2	10.8	-32.6	2.5	3.0	24.2	29.4			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	147.0	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-7.7	-34.5	10.8	-32.6	2.5	3.0	27.6				
		Intercity through train to Hung Hom		86.5	139.9	1.6	5.3	1	3.3	8.0	0.0	-	-	-	-7.5	-38.2	0.0	-32.6	2.5	3.0	13.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	142.1	17.2	16.7	8	3.5	7.7	0.0	-	-	-	-7.5	-17.7	9.0	-32.6	2.5	3.0	41.7	47.3			
		ER Lok Ma Chau to Hung Hom		85.1	144.1	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-7.6	-17.5	6.0	-32.6	2.5	3.0	38.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	145.8	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-7.7	-17.7	10.8	-32.6	2.5	3.0	44.5				
		Intercity through train to Hung Hom		86.5	142.1	17.2	16.7	1	3.5	7.7	0.0	-	-	-	-7.5	-17.7	0.0	-32.6	2.5	3.0	34.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	143.3	6.8	28.6	8	3.0	7.4	-0.8	-	-	-	-7.6	-17.6	9.0	-32.6	2.5	3.0	41.0	47.1			
		ER Lok Ma Chau to Hung Hom		85.1	146.0	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-7.7	-17.6	6.0	-32.6	2.5	3.0	38.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	147.3	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-7.7	-17.6	10.8	-32.6	2.5	3.0	44.5				
		Intercity through train to Hung Hom		86.5	143.3	6.8	28.6	1	3.0	7.4	-0.8	-	-	-	-7.6	-17.6	0.0	-32.6	2.5	3.0	33.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	142.3	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-7.6	-1.9	9.0	-32.6	2.5	3.0	57.6	63.0			
		ER Lok Ma Chau to Hung Hom		85.1	146.1	74.7	69.3	4	2.3	5.2	-0.9	0.9	-	-	-7.7	-1.9	6.0	-32.6	2.5	3.0	54.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	146.0	74.7	69.4	12	2.1	7.4	0.0	0.0	-	-	-7.7	-1.9	10.8	-32.6	2.5	3.0	60.3				
		Intercity through train to Hung Hom		86.5	142.3	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-7.6	-1.9	0.0	-32.6	2.5	3.0	50.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
46	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	86.1	146.0	0.4	5.5	12	-	8.1	0.0	-	-	-	-7.7	-43.9	10.8	-32.6	2.5	3.0	18.3	18.7			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		86.5	146.0	0.4	5.5	1	-	8.1	0.0	-	-	-	-7.7	-43.9	0.0	-32.6	2.5	3.0	7.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	86.1	142.6	1.6	5.3	12	3.3	8.0	0.0	0.0	-	-	-7.6	-38.2	10.8	-32.6	2.5	3.0	24.1	29.3			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	149.6	1.6	8.1	12	8.1	8.0	0.0	-	-	-	-7.8	-34.5	10.8	-32.6	2.5	3.0	27.5				
		Intercity through train to Hung Hom		86.5	142.6	1.6	5.3	1	3.3	8.0	0.0	0.0	-	-	-7.6	-38.2	0.0	-32.6	2.5	3.0	13.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	144.7	17.2	16.7	8	3.5	7.7	0.0	-	-	-	-7.6	-17.7	9.0	-32.6	2.5	3.0	41.7	47.2			
		ER Lok Ma Chau to Hung Hom		85.1	146.7	17.2	17.2	4	8.7	7.3	0.0	-	-	-	-7.7	-17.5	6.0	-32.6	2.5	3.0	38.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	148.4	17.2	16.8	12	14.6	7.7	0.0	-	-	-	-7.7	-17.7	10.8	-32.6	2.5	3.0	44.4				
		Intercity through train to Hung Hom		86.5	144.7	17.2	16.7	1	3.5	7.7	0.0	-	-	-	-7.6	-17.7	0.0	-32.6	2.5	3.0	34.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	146.0	6.8	28.6	8	3.0	7.4	-0.8	-	-	-	-7.7	-17.6	9.0	-32.6	2.5	3.0	41.0	47.0			
		ER Lok Ma Chau to Hung Hom		85.1	148.5	6.8	28.6	4	2.3	6.6	0.0	0.0	-	-	-7.7	-17.6	6.0	-32.6	2.5	3.0	38.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	149.8	6.8	28.7	12	14.6	7.4	0.0	-	-	-	-7.8	-17.6	10.8	-32.6	2.5	3.0	44.5				
		Intercity through train to Hung Hom		86.5	146.0	6.8	28.6	1	3.0	7.4	-0.8	-	-	-	-7.7	-17.6	0.0	-32.6	2.5	3.0	33.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	144.9	74.7	69.4	8	4.1	7.4	0.0	0.0	-	-	-7.6	-1.9	9.0	-32.6	2.5	3.0	57.5	63.0			
		ER Lok Ma Chau to Hung Hom		85.1	148.7	74.7	69.3	4	2.3	5.2	-0.8	0.8	-	-	-7.7	-1.9	6.0	-32.6	2.5	3.0	54.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	148.6	74.7	69.4	12	2.1	7.4	0.0	0.0	-	-	-7.7	-1.9	10.8	-32.6	2.5	3.0	60.2				
		Intercity through train to Hung Hom		86.5	144.9	74.7	69.4	1	4.1	7.4	0.0	0.0	-	-	-7.6	-1.9	0.0	-32.6	2.5	3.0	49.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

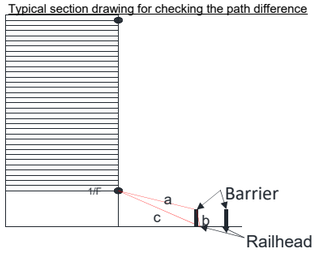
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2117c
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location			Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A)										Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
					Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]				Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration					
																					Max predicted noise impact $L_{eq\ 30min}$		67	60	N

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction
[16] 24/F is the refuge floor, so it is not included in the assessment.

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
3	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	80.8	16.8	84.8	10	2.6	7.4	-9.8	4.4	-	-	-5.1	-7.4	10.0	-32.6	2.5	3.0	50.1	54.2			
		ER Lok Ma Chau to Hung Hom		85.1	87.0	16.8	84.7	5	1.8	3.7	-20.7	4.6	2.5	-	-5.4	-7.4	7.0	-32.6	2.5	3.0	38.5				
		ER Hung Hom to Lo Wu		86.1	91.0	16.8	83.3	10	2.2	7.4	-11.5	4.5	-	-	-5.6	-7.4	10.0	-32.6	2.5	3.0	49.0				
		ER Hung Hom to Lok Ma Chau		86.1	92.2	16.8	84.8	5	3.0	7.4	-9.5	4.3	-	-	-5.7	-7.4	7.0	-32.6	2.5	3.0	47.7				
		Intercity through train to Hung Hom		86.5	80.8	16.8	84.8	1	2.6	7.4	-9.8	4.4	-	-	-5.1	-7.4	0.0	-32.6	2.5	3.0	41.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	81.6	16.8	84.8	10	2.6	7.4	-9.0	4.4	-	-	-5.1	-7.4	10.0	-32.6	2.5	3.0	50.8	54.8			
		ER Lok Ma Chau to Hung Hom		85.1	87.8	16.8	84.7	5	1.8	3.7	-20.5	4.6	2.5	-	-5.5	-7.4	7.0	-32.6	2.5	3.0	38.7				
		ER Hung Hom to Lo Wu		86.1	91.7	16.8	83.3	10	2.2	7.4	-10.9	4.5	-	-	-5.6	-7.4	10.0	-32.6	2.5	3.0	49.5				
		ER Hung Hom to Lok Ma Chau		86.1	92.8	16.8	84.8	5	3.0	7.4	-8.8	4.3	-	-	-5.7	-7.4	7.0	-32.6	2.5	3.0	48.4				
		Intercity through train to Hung Hom		86.5	81.6	16.8	84.8	1	2.6	7.4	-9.0	4.4	-	-	-5.1	-7.4	0.0	-32.6	2.5	3.0	42.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	82.4	16.8	84.8	10	2.6	7.4	-8.2	4.4	-	-	-5.2	-7.4	10.0	-32.6	2.5	3.0	51.6	55.5			
		ER Lok Ma Chau to Hung Hom		85.1	88.7	16.8	84.7	5	1.8	3.7	-20.3	4.6	2.5	-	-5.5	-7.4	7.0	-32.6	2.5	3.0	38.8				
		ER Hung Hom to Lo Wu		86.1	92.4	16.8	83.3	10	2.2	7.4	-10.4	4.5	-	-	-5.7	-7.4	10.0	-32.6	2.5	3.0	50.1				
		ER Hung Hom to Lok Ma Chau		86.1	93.6	16.8	84.8	5	3.0	7.4	-8.0	4.3	-	-	-5.7	-7.4	7.0	-32.6	2.5	3.0	49.2				
		Intercity through train to Hung Hom		86.5	82.4	16.8	84.8	1	2.6	7.4	-8.2	4.4	-	-	-5.2	-7.4	0.0	-32.6	2.5	3.0	43.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	83.3	16.8	84.8	10	2.6	7.4	-7.4	4.4	-	-	-5.2	-7.4	10.0	-32.6	2.5	3.0	52.3	56.2			
		ER Lok Ma Chau to Hung Hom		85.1	89.6	16.8	84.7	5	1.8	3.7	-20.1	4.6	2.5	-	-5.5	-7.4	7.0	-32.6	2.5	3.0	39.0				
		ER Hung Hom to Lo Wu		86.1	93.2	16.8	83.3	10	2.2	7.4	-9.8	4.5	-	-	-5.7	-7.4	10.0	-32.6	2.5	3.0	50.6				
		ER Hung Hom to Lok Ma Chau		86.1	94.4	16.8	84.8	5	3.0	7.4	-7.3	4.3	-	-	-5.8	-7.4	7.0	-32.6	2.5	3.0	49.9				
		Intercity through train to Hung Hom		86.5	83.3	16.8	84.8	1	2.6	7.4	-7.4	4.4	-	-	-5.2	-7.4	0.0	-32.6	2.5	3.0	43.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	84.3	16.8	84.8	10	2.6	7.4	-6.7	4.4	-	-	-5.3	-7.4	10.0	-32.6	2.5	3.0	53.0	56.8			
		ER Lok Ma Chau to Hung Hom		85.1	90.7	16.8	84.7	5	1.8	3.7	-19.9	4.6	2.5	-	-5.6	-7.4	7.0	-32.6	2.5	3.0	39.1				
		ER Hung Hom to Lo Wu		86.1	94.1	16.8	83.3	10	2.2	7.4	-9.1	4.5	-	-	-5.8	-7.4	10.0	-32.6	2.5	3.0	51.2				
		ER Hung Hom to Lok Ma Chau		86.1	95.2	16.8	84.8	5	3.0	7.4	-6.6	4.3	-	-	-5.8	-7.4	7.0	-32.6	2.5	3.0	50.5				
		Intercity through train to Hung Hom		86.5	84.3	16.8	84.8	1	2.6	7.4	-6.7	4.4	-	-	-5.3	-7.4	0.0	-32.6	2.5	3.0	44.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	85.3	16.8	84.8	10	2.6	7.4	-6.0	4.4	-	-	-5.3	-7.4	10.0	-32.6	2.5	3.0	53.6	57.4			
		ER Lok Ma Chau to Hung Hom		85.1	91.8	16.8	84.7	5	1.8	3.7	-19.7	4.6	2.5	-	-5.6	-7.4	7.0	-32.6	2.5	3.0	39.3				
		ER Hung Hom to Lo Wu		86.1	95.0	16.8	83.3	10	2.2	7.4	-8.5	4.5	-	-	-5.8	-7.4	10.0	-32.6	2.5	3.0	51.8				
		ER Hung Hom to Lok Ma Chau		86.1	96.2	16.8	84.8	5	3.0	7.4	-6.0	4.3	-	-	-5.9	-7.4	7.0	-32.6	2.5	3.0	51.1				
		Intercity through train to Hung Hom		86.5	85.3	16.8	84.8	1	2.6	7.4	-6.0	4.4	-	-	-5.3	-7.4	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	86.5	16.8	84.8	10	2.6	7.4	-5.6	4.4	-	-	-5.4	-7.4	10.0	-32.6	2.5	3.0	53.9	57.8			
		ER Lok Ma Chau to Hung Hom		85.1	92.9	16.8	84.7	5	1.8	3.7	-19.5	4.6	2.5	-	-5.7	-7.4	7.0	-32.6	2.5	3.0	39.5				
		ER Hung Hom to Lo Wu		86.1	96.1	16.8	83.3	10	2.2	7.4	-7.9	4.5	-	-	-5.8	-7.4	10.0	-32.6	2.5	3.0	52.4				
		ER Hung Hom to Lok Ma Chau		86.1	97.2	16.8	84.8	5	3.0	7.4	-5.6	4.3	-	-	-5.9	-7.4	7.0	-32.6	2.5	3.0	51.4				
		Intercity through train to Hung Hom		86.5	86.5	16.8	84.8	1	2.6	7.4	-5.6	4.4	-	-	-5.4	-7.4	0.0	-32.6	2.5	3.0	45.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	87.7	16.8	84.8	10	2.6	7.4	-5.5	4.4	-	-	-5.4	-7.4	10.0	-32.6	2.5	3.0	54.0	58.0			
		ER Lok Ma Chau to Hung Hom		85.1	94.2	16.8	84.7	5	1.8	3.7	-19.3	4.6	2.5	-	-5.8	-7.4	7.0	-32.6	2.5	3.0	39.6				
		ER Hung Hom to Lo Wu		86.1	97.2	16.8	83.3	10	2.2	7.4	-7.2	4.5	-	-	-5.9	-7.4	10.0	-32.6	2.5	3.0	53.0				
		ER Hung Hom to Lok Ma Chau		86.1	98.3	16.8	84.8	5	3.0	7.4	-5.5	4.3	-	-	-5.9	-7.4	7.0	-32.6	2.5	3.0	51.5				
		Intercity through train to Hung Hom		86.5	87.7	16.8	84.8	1	2.6	7.4	-5.5	4.4	-	-	-5.4	-7.4	0.0	-32.6	2.5	3.0	45.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	89.0	16.8	84.8	10	2.6	7.4	-4.6	4.4	-	-	-5.5	-7.4	10.0	-32.6	2.5	3.0	54.8	58.7			
		ER Lok Ma Chau to Hung Hom		85.1	95.5	16.8	84.7	5	1.8	3.7	-19.1	4.6	2.5	-	-5.8	-7.4	7.0	-32.6	2.5	3.0	39.8				
		ER Hung Hom to Lo Wu		86.1	98.3	16.8	83.3	10	2.2	7.4	-6.7	4.5	-	-	-5.9	-7.4	10.0	-32.6	2.5	3.0	53.5				
		ER Hung Hom to Lok Ma Chau		86.1	99.4	16.8	84.8	5	3.0	7.4	-4.6	4.3	-	-	-6.0	-7.4	7.0	-32.6	2.5	3.0	52.3				
		Intercity through train to Hung Hom		86.5	89.0	16.8	84.8	1	2.6	7.4	-4.6	4.4	-	-	-5.5	-7.4	0.0	-32.6	2.5	3.0	46.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	90.3	16.8	84.8	10	2.6	7.4	-3.8	3.8	-	-	-5.6	-7.4	10.0	-32.6	2.5	3.0	55.0	59.1			
		ER Lok Ma Chau to Hung Hom		85.1	96.8	16.8	84.7	5	1.8	3.7	-18.8	4.6	2.5	-	-5.9	-7.4	7.0	-32.6	2.5	3.0	39.9				
		ER Hung Hom to Lo Wu		86.1	99.5	16.8	83.3	10	2.2	7.4	-6.2	4.5	-	-	-6.0	-7.4	10.0	-32.6	2.5	3.0	53.9				
		ER Hung Hom to Lok Ma Chau		86.1	100.6	16.8	84.8	5	3.0	7.4	-3.8	3.8	-	-	-6.0	-7.4	7.0	-32.6	2.5	3.0	52.6				
		Intercity through train to Hung Hom		86.5	90.3	16.8	84.8	1	2.6	7.4	-3.8	3.8	-	-	-5.6	-7.4	0.0	-32.6	2.5	3.0	46.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	91.7	16.8	84.8	10	2.6	7.4	-3.2	3.2	-	-	-5.6	-7.4	10.0	-32.6	2.5	3.0	55.0	59.1			
		ER Lok Ma Chau to Hung Hom		85.1	98.2	16.8	84.7	5	1.8	3.7	-18.6	4.6	2.5	-	-5.9	-7.4	7.0	-32.6	2.5	3.0	40.1				
		ER Hung Hom to Lo Wu		86.1	100.8	16.8	83.3	10	2.2	7.4	-5.8	4.5	-	-	-6.1	-7.4	10.0	-32.6	2.5	3.0	54.3				
		ER Hung Hom to Lok Ma Chau		86.1	101.9	16.8	84.8	5	3.0	7.4	-3.2	3.2	-	-	-6.1	-7.4	7.0	-32.6	2.5	3.0	52.6				
		Intercity through train to Hung Hom		86.5	91.7	16.8	84.8	1	2.6	7.4	-3.2	3.2	-	-	-5.6	-7.4	0.0	-32.6	2.5	3.0	46.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	93.2	16.8	84.8	10	2.6	7.4	-2.8	2.8	-	-	-5.7	-7.4	10.0	-32.6	2.5	3.0	54.9	59.1			
		ER Lok Ma Chau to Hung Hom		85.1	99.7	16.8	84.7	5	1.8	3.7	-18.4	4.6	2.5	-	-6.0	-7.4	7.0	-32.6	2.5	3.0	40.3				
		ER Hung Hom to Lo Wu		86.1	102.1	16.8	83.3	10	2.2	7.4	-5.6	4.5	-	-	-6.1	-7.4	10.0	-32.6	2.5	3.0	54.4				
		ER Hung Hom to Lok Ma Chau		86.1	103.2	16.8	84.8	5	3.0	7.4	-2.8	2.8	-	-	-6.2	-7.4	7.0	-32.6	2.5	3.0	52.5				
		Intercity through train to Hung Hom		86.5	93.2	16.8	84.8	1	2.6	7.4	-2.8	2.8	-	-	-5.7	-7.4	0.0	-32.6	2.5	3.0	46.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	94.7	16.8	84.8	10	2.6	7.4	-2.4	2.4	-	-	-5.8	-7.4	10.0	-32.6	2.5	3.0	54.8	59.1			
		ER Lok Ma Chau to Hung Hom		85.1	101.2	16.8	84.7	5	1.8	3.7	-18.2	4.6	2.5	-	-6.1	-7.4	7.0	-32.6	2.5	3.0	40.4				
		ER Hung Hom to Lo Wu		86.1	103.5	16.8	83.3	10	2.2	7.4	-5.5	4.5	-	-	-6.2	-7.4	10.0	-32.6	2.5	3.0	54.5				
		ER Hung Hom to Lok Ma Chau		86.1	104.6	16.8	84.8	5	3.0	7.4	-2.4	2.4	-	-	-6.2	-7.4	7.0	-32.6	2.5	3.0	52.5				
		Intercity through train to Hung Hom		86.5	94.7	16.8	84.8	1	2.6	7.4	-2.4	2.4	-	-	-5.8	-7.4	0.0	-32.6	2.5	3.0	46.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	96.3	16.8	84.8	10	2.6	7.4	-2.1	2.1	-	-	-5.9	-7.4	10.0	-32.6	2.5	3.0	54.8	59.3			
		ER Lok Ma Chau to Hung Hom		85.1	102.8	16.8	84.7	5	1.8	3.7	-17.9	4.6	2.5	-	-6.1	-7.4	7.0	-32.6	2.5	3.0	40.6				
		ER Hung Hom to Lo Wu		86.1	105.0	16.8	83.3	10	2.2	7.4	-4.8	4.5	-	-	-6.2	-7.4	10.0	-32.6	2.5	3.0	55.1				
		ER Hung Hom to Lok Ma Chau		86.1	106.0	16.8	84.8	5	3.0	7.4	-2.1	2.1	-	-	-6.3	-7.4	7.0	-32.6	2.5	3.0	52.4				
		Intercity through train to Hung Hom		86.5	96.3	16.8	84.8	1	2.6	7.4	-2.1	2.1	-	-	-5.9	-7.4	0.0	-32.6	2.5	3.0	46.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
17	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	97.9	16.8	84.8	10	2.6	7.4	-1.9	1.9	-	-	-5.9	-7.4	10.0	-32.6	2.5	3.0	54.7	59.4			
		ER Lok Ma Chau to Hung Hom		85.1	104.4	16.8	84.7	5	1.8	3.7	-17.7	4.6	2.5	-	-6.2	-7.4	7.0	-32.6	2.5	3.0	40.8				
		ER Hung Hom to Lo Wu		86.1	106.5	16.8	83.3	10	2.2	7.4	-4.1	4.1	-	-	-6.3	-7.4	10.0	-32.6	2.5	3.0	55.4				
		ER Hung Hom to Lok Ma Chau		86.1	107.5	16.8	84.8	5	3.0	7.4	-1.9	1.9	-	-	-6.3	-7.4	7.0	-32.6	2.5	3.0	52.3				
		Intercity through train to Hung Hom		86.5	97.9	16.8	84.8	1	2.6	7.4	-1.9	1.9	-	-	-5.9	-7.4	0.0	-32.6	2.5	3.0	46.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
18	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	99.6	16.8	84.8	10	2.6	7.4	-1.7	1.7	-	-	-6.0	-7.4	10.0	-32.6	2.5	3.0	54.6	59.3			
		ER Lok Ma Chau to Hung Hom		85.1	106.1	16.8	84.7	5	1.8	3.7	-17.5	4.6	2.5	-	-6.3	-7.4	7.0	-32.6	2.5	3.0	40.9				
		ER Hung Hom to Lo Wu		86.1	108.0	16.8	83.3	10	2.2	7.4	-3.6	3.6	-	-	-6.4	-7.4	10.0	-32.6	2.5	3.0	55.3				
		ER Hung Hom to Lok Ma Chau		86.1	109.0	16.8	84.8	5	3.0	7.4	-1.7	1.7	-	-	-6.4	-7.4	7.0	-32.6	2.5	3.0	52.3				
		Intercity through train to Hung Hom		86.5	99.6	16.8	84.8	1	2.6	7.4	-1.7	1.7	-	-	-6.0	-7.4	0.0	-32.6	2.5	3.0	46.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
19	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	101.3	16.8	84.8	10	2.6	7.4	-1.5	1.5	-	-	-6.1	-7.4	10.0	-32.6	2.5	3.0	54.5	59.2			
		ER Lok Ma Chau to Hung Hom		85.1	107.8	16.8	84.7	5	1.8	3.7	-17.2	4.6	2.5	-	-6.3	-7.4	7.0	-32.6	2.5	3.0	41.1				
		ER Hung Hom to Lo Wu		86.1	109.6	16.8	83.3	10	2.2	7.4	-3.2	3.2	-	-	-6.4	-7.4	10.0	-32.6	2.5	3.0	55.2				
		ER Hung Hom to Lok Ma Chau		86.1	110.6	16.8	84.8	5	3.0	7.4	-1.5	1.5	-	-	-6.5	-7.4	7.0	-32.6	2.5	3.0	52.2				
		Intercity through train to Hung Hom		86.5	101.3	16.8	84.8	1	2.6	7.4	-1.5	1.5	-	-	-6.1	-7.4	0.0	-32.6	2.5	3.0	46.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
20	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	103.1	16.8	84.8	10	2.6	7.4	-1.3	1.3	-	-	-6.2	-7.4	10.0	-32.6	2.5	3.0	54.5	59.2			
		ER Lok Ma Chau to Hung Hom		85.1	109.6	16.8	84.7	5	1.8	3.7	-17.0	4.6	2.5	-	-6.4	-7.4	7.0	-32.6	2.5	3.0	41.2				
		ER Hung Hom to Lo Wu		86.1	111.3	16.8	83.3	10	2.2	7.4	-2.9	2.9	-	-	-6.5	-7.4	10.0	-32.6	2.5	3.0	55.2				
		ER Hung Hom to Lok Ma Chau		86.1	112.2	16.8	84.8	5	3.0	7.4	-1.3	1.3	-	-	-6.5	-7.4	7.0	-32.6	2.5	3.0	52.1				
		Intercity through train to Hung Hom		86.5	103.1	16.8	84.8	1	2.6	7.4	-1.3	1.3	-	-	-6.2	-7.4	0.0	-32.6	2.5	3.0	46.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
21	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	104.9	16.8	84.8	10	2.6	7.4	-1.2	1.2	-	-	-6.2	-7.4	10.0	-32.6	2.5	3.0	54.4	59.1			
		ER Lok Ma Chau to Hung Hom		85.1	111.4	16.8	84.7	5	1.8	3.7	-16.8	4.6	2.5	-	-6.5	-7.4	7.0	-32.6	2.5	3.0	41.4				
		ER Hung Hom to Lo Wu		86.1	112.9	16.8	83.3	10	2.2	7.4	-2.6	2.6	-	-	-6.5	-7.4	10.0	-32.6	2.5	3.0	55.1				
		ER Hung Hom to Lok Ma Chau		86.1	113.9	16.8	84.8	5	3.0	7.4	-1.2	1.2	-	-	-6.6	-7.4	7.0	-32.6	2.5	3.0	52.1				
		Intercity through train to Hung Hom		86.5	104.9	16.8	84.8	1	2.6	7.4	-1.2	1.2	-	-	-6.2	-7.4	0.0	-32.6	2.5	3.0	45.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
22	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	106.7	16.8	84.8	10	2.6	7.4	-1.1	1.1	-	-	-6.3	-7.4	10.0	-32.6	2.5	3.0	54.3	59.0			
		ER Lok Ma Chau to Hung Hom		85.1	113.2	16.8	84.7	5	1.8	3.7	-16.5	4.6	2.5	-	-6.6	-7.4	7.0	-32.6	2.5	3.0	41.6				
		ER Hung Hom to Lo Wu		86.1	114.7	16.8	83.3	10	2.2	7.4	-2.3	2.3	-	-	-6.6	-7.4	10.0	-32.6	2.5	3.0	55.0				
		ER Hung Hom to Lok Ma Chau		86.1	115.6	16.8	84.8	5	3.0	7.4	-1.1	1.1	-	-	-6.6	-7.4	7.0	-32.6	2.5	3.0	52.0				
		Intercity through train to Hung Hom		86.5	106.7	16.8	84.8	1	2.6	7.4	-1.1	1.1	-	-	-6.3	-7.4	0.0	-32.6	2.5	3.0	45.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
23	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	108.6	16.8	84.8	10	2.6	7.4	-1.0	1.0	-	-	-6.4	-7.4	10.0	-32.6	2.5	3.0	54.2	59.0			
		ER Lok Ma Chau to Hung Hom		85.1	115.1	16.8	84.7	5	1.8	3.7	-16.3	4.6	2.5	-	-6.6	-7.4	7.0	-32.6	2.5	3.0	41.7				
		ER Hung Hom to Lo Wu		86.1	116.4	16.8	83.3	10	2.2	7.4	-2.1	2.1	-	-	-6.7	-7.4	10.0	-32.6	2.5	3.0	55.0				
		ER Hung Hom to Lok Ma Chau		86.1	117.3	16.8	84.8	5	3.0	7.4	-0.9	0.9	-	-	-6.7	-7.4	7.0	-32.6	2.5	3.0	52.0				
		Intercity through train to Hung Hom		86.5	108.6	16.8	84.8	1	2.6	7.4	-1.0	1.0	-	-	-6.4	-7.4	0.0	-32.6	2.5	3.0	45.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
25	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	113.0	16.8	84.8	10	2.6	7.4	-0.7	0.7	-	-	-6.6	-7.4	10.0	-32.6	2.5	3.0	54.1	58.8			
		ER Lok Ma Chau to Hung Hom		85.1	119.4	16.8	84.7	5	1.8	3.7	-15.7	4.6	2.5	-	-6.8	-7.4	7.0	-32.6	2.5	3.0	42.1				
		ER Hung Hom to Lo Wu		86.1	120.5	16.8	83.3	10	2.2	7.4	-1.8	1.8	-	-	-6.8	-7.4	10.0	-32.6	2.5	3.0	54.8				
		ER Hung Hom to Lok Ma Chau		86.1	121.4	16.8	84.8	5	3.0	7.4	-0.7	0.7	-	-	-6.9	-7.4	7.0	-32.6	2.5	3.0	51.8				
		Intercity through train to Hung Hom		86.5	113.0	16.8	84.8	1	2.6	7.4	-0.7	0.7	-	-	-6.6	-7.4	0.0	-32.6	2.5	3.0	45.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
26	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	115.0	16.8	84.8	10	2.6	7.4	-0.7	0.7	-	-	-6.6	-7.4	10.0	-32.6	2.5	3.0	54.0	58.8			
		ER Lok Ma Chau to Hung Hom		85.1	121.4	16.8	84.7	5	1.8	3.7	-15.5	4.6	2.5	-	-6.9	-7.4	7.0	-32.6	2.5	3.0	42.3				
		ER Hung Hom to Lo Wu		86.1	122.4	16.8	83.3	10	2.2	7.4	-1.6	1.6	-	-	-6.9	-7.4	10.0	-32.6	2.5	3.0	54.8				
		ER Hung Hom to Lok Ma Chau		86.1	123.3	16.8	84.8	5	3.0	7.4	-0.6	0.6	-	-	-6.9	-7.4	7.0	-32.6	2.5	3.0	51.7				
		Intercity through train to Hung Hom		86.5	115.0	16.8	84.8	1	2.6	7.4	-0.7	0.7	-	-	-6.6	-7.4	0.0	-32.6	2.5	3.0	45.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
27	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	117.1	16.8	84.8	10	2.6	7.4	-0.6	0.6	-	-	-6.7	-7.4	10.0	-32.6	2.5	3.0	53.9	58.7			
		ER Lok Ma Chau to Hung Hom		85.1	123.4	16.8	84.7	5	1.8	3.7	-15.3	4.6	2.5	-	-6.9	-7.4	7.0	-32.6	2.5	3.0	42.5				
		ER Hung Hom to Lo Wu		86.1	124.3	16.8	83.3	10	2.2	7.4	-1.5	1.5	-	-	-7.0	-7.4	10.0	-32.6	2.5	3.0	54.7				
		ER Hung Hom to Lok Ma Chau		86.1	125.2	16.8	84.8	5	3.0	7.4	-0.5	0.5	-	-	-7.0	-7.4	7.0	-32.6	2.5	3.0	51.7				
		Intercity through train to Hung Hom		86.5	117.1	16.8	84.8	1	2.6	7.4	-0.6	0.6	-	-	-6.7	-7.4	0.0	-32.6	2.5	3.0	45.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
28	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	119.1	16.8	84.8	10	2.6	7.4	-0.5	0.5	-	-	-6.8	-7.4	10.0	-32.6	2.5	3.0	53.8	58.6			
		ER Lok Ma Chau to Hung Hom		85.1	125.5	16.8	84.7	5	1.8	3.7	-15.0	4.6	2.5	-	-7.0	-7.4	7.0	-32.6	2.5	3.0	42.6				
		ER Hung Hom to Lo Wu		86.1	126.3	16.8	83.3	10	2.2	7.4	-1.4	1.4	-	-	-7.0	-7.4	10.0	-32.6	2.5	3.0	54.6				
		ER Hung Hom to Lok Ma Chau		86.1	127.1	16.8	84.8	5	3.0	7.4	-0.5	0.5	-	-	-7.1	-7.4	7.0	-32.6	2.5	3.0	51.6				
		Intercity through train to Hung Hom		86.5	119.1	16.8	84.8	1	2.6	7.4	-0.5	0.5	-	-	-6.8	-7.4	0.0	-32.6	2.5	3.0	45.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
29	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	121.2	16.8	84.8	10	2.6	7.4	-0.4	0.4	-	-	-6.9	-7.4	10.0	-32.6	2.5	3.0	53.8	58.6			
		ER Lok Ma Chau to Hung Hom		85.1	127.5	16.8	84.7	5	1.8	3.7	-14.8	4.6	2.5	-	-7.1	-7.4	7.0	-32.6	2.5	3.0	42.8				
		ER Hung Hom to Lo Wu		86.1	128.2	16.8	83.3	10	2.2	7.4	-1.3	1.3	-	-	-7.1	-7.4	10.0	-32.6	2.5	3.0	54.6				
		ER Hung Hom to Lok Ma Chau		86.1	129.1	16.8	84.8	5	3.0	7.4	-0.4	0.4	-	-	-7.1	-7.4	7.0	-32.6	2.5	3.0	51.5				
		Intercity through train to Hung Hom		86.5	121.2	16.8	84.8	1	2.6	7.4	-0.4	0.4	-	-	-6.9	-7.4	0.0	-32.6	2.5	3.0	45.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
30	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	123.3	16.8	84.8	10	2.6	7.4	-0.4	0.4	-	-	-6.9	-7.4	10.0	-32.6	2.5	3.0	53.7	58.5			
		ER Lok Ma Chau to Hung Hom		85.1	129.6	16.8	84.7	5	1.8	3.7	-14.6	4.6	2.5	-	-7.1	-7.4	7.0	-32.6	2.5	3.0	43.0				
		ER Hung Hom to Lo Wu		86.1	130.2	16.8	83.3	10	2.2	7.4	-1.2	1.2	-	-	-7.2	-7.4	10.0	-32.6	2.5	3.0	54.5				
		ER Hung Hom to Lok Ma Chau		86.1	131.0	16.8	84.8	5	3.0	7.4	-0.3	0.3	-	-	-7.2	-7.4	7.0	-32.6	2.5	3.0	51.5				
		Intercity through train to Hung Hom		86.5	123.3	16.8	84.8	1	2.6	7.4	-0.4	0.4	-	-	-6.9	-7.4	0.0	-32.6	2.5	3.0	45.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
31	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	125.5	16.8	84.8	10	2.6	7.4	-0.3	0.3	-	-	-7.0	-7.4	10.0	-32.6	2.5	3.0	53.6	58.4			
		ER Lok Ma Chau to Hung Hom		85.1	131.7	16.8	84.7	5	1.8	3.7	-14.3	4.6	2.5	-	-7.2	-7.4	7.0	-32.6	2.5	3.0	43.1				
		ER Hung Hom to Lo Wu		86.1	132.3	16.8	83.3	10	2.2	7.4	-1.1	1.1	-	-	-7.2	-7.4	10.0	-32.6	2.5	3.0	54.4				
		ER Hung Hom to Lok Ma Chau		86.1	133.1	16.8	84.8	5	3.0	7.4	-0.3	0.3	-	-	-7.3	-7.4	7.0	-32.6	2.5	3.0	51.4				
		Intercity through train to Hung Hom		86.5	125.5	16.8	84.8	1	2.6	7.4	-0.3	0.3	-	-	-7.0	-7.4	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
32	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	127.6	16.8	84.8	10	2.6	7.4	-0.3	0.3	-	-	-7.1	-7.4	10.0	-32.6	2.5	3.0	53.5	58.4			
		ER Lok Ma Chau to Hung Hom		85.1	133.9	16.8	84.7	5	1.8	3.7	-14.1	4.6	2.5	-	-7.3	-7.4	7.0	-32.6	2.5	3.0	43.3				
		ER Hung Hom to Lo Wu		86.1	134.3	16.8	83.3	10	2.2	7.4	-1.0	1.0	-	-	-7.3	-7.4	10.0	-32.6	2.5	3.0	54.4				
		ER Hung Hom to Lok Ma Chau		86.1	135.1	16.8	84.8	5	3.0	7.4	-0.2	0.2	-	-	-7.3	-7.4	7.0	-32.6	2.5	3.0	51.3				
		Intercity through train to Hung Hom		86.5	127.6	16.8	84.8	1	2.6	7.4	-0.3	0.3	-	-	-7.1	-7.4	0.0	-32.6	2.5	3.0	45.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
33	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	129.8	16.8	84.8	10	2.6	7.4	-0.2	0.2	-	-	-7.2	-7.4	10.0	-32.6	2.5	3.0	53.5	58.3			
		ER Lok Ma Chau to Hung Hom		85.1	136.0	16.8	84.7	5	1.8	3.7	-13.8	4.6	2.5	-	-7.4	-7.4	7.0	-32.6	2.5	3.0	43.5				
		ER Hung Hom to Lo Wu		86.1	136.4	16.8	83.3	10	2.2	7.4	-0.9	0.9	-	-	-7.4	-7.4	10.0	-32.6	2.5	3.0	54.3				
		ER Hung Hom to Lok Ma Chau		86.1	137.2	16.8	84.8	5	3.0	7.4	-0.2	0.2	-	-	-7.4	-7.4	7.0	-32.6	2.5	3.0	51.3				
		Intercity through train to Hung Hom		86.5	129.8	16.8	84.8	1	2.6	7.4	-0.2	0.2	-	-	-7.2	-7.4	0.0	-32.6	2.5	3.0	45.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
34	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	132.0	16.8	84.8	10	2.6	7.4	-0.2	0.2	-	-	-7.2	-7.4	10.0	-32.6	2.5	3.0	53.4	58.3			
		ER Lok Ma Chau to Hung Hom		85.1	138.2	16.8	84.7	5	1.8	3.7	-13.6	4.6	2.5	-	-7.4	-7.4	7.0	-32.6	2.5	3.0	43.6				
		ER Hung Hom to Lo Wu		86.1	138.5	16.8	83.3	10	2.2	7.4	-0.9	0.9	-	-	-7.4	-7.4	10.0	-32.6	2.5	3.0	54.2				
		ER Hung Hom to Lok Ma Chau		86.1	139.3	16.8	84.8	5	3.0	7.4	-0.1	0.1	-	-	-7.5	-7.4	7.0	-32.6	2.5	3.0	51.2				
		Intercity through train to Hung Hom		86.5	132.0	16.8	84.8	1	2.6	7.4	-0.2	0.2	-	-	-7.2	-7.4	0.0	-32.6	2.5	3.0	44.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
35	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	134.2	16.8	84.8	10	2.6	7.4	-0.1	0.1	-	-	-7.3	-7.4	10.0	-32.6	2.5	3.0	53.3	58.2			
		ER Lok Ma Chau to Hung Hom		85.1	140.4	16.8	84.7	5	1.8	3.7	-13.3	4.6	2.5	-	-7.5	-7.4	7.0	-32.6	2.5	3.0	43.8				
		ER Hung Hom to Lo Wu		86.1	140.6	16.8	83.3	10	2.2	7.4	-0.8	0.8	-	-	-7.5	-7.4	10.0	-32.6	2.5	3.0	54.2				
		ER Hung Hom to Lok Ma Chau		86.1	141.4	16.8	84.8	5	3.0	7.4	-0.1	0.1	-	-	-7.5	-7.4	7.0	-32.6	2.5	3.0	51.1				
		Intercity through train to Hung Hom		86.5	134.2	16.8	84.8	1	2.6	7.4	-0.1	0.1	-	-	-7.3	-7.4	0.0	-32.6	2.5	3.0	44.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
36	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	136.5	16.8	84.8	10	2.6	7.4	-0.1	0.1	-	-	-7.4	-7.4	10.0	-32.6	2.5	3.0	53.2	58.1			
		ER Lok Ma Chau to Hung Hom		85.1	142.6	16.8	84.7	5	1.8	3.7	-13.1	4.6	2.5	-	-7.6	-7.4	7.0	-32.6	2.5	3.0	44.0				
		ER Hung Hom to Lo Wu		86.1	142.8	16.8	83.3	10	2.2	7.4	-0.7	0.7	-	-	-7.6	-7.4	10.0	-32.6	2.5	3.0	54.1				
		ER Hung Hom to Lok Ma Chau		86.1	143.5	16.8	84.8	5	3.0	7.4	0.0	0.0	-	-	-7.6	-7.4	7.0	-32.6	2.5	3.0	51.1				
		Intercity through train to Hung Hom		86.5	136.5	16.8	84.8	1	2.6	7.4	-0.1	0.1	-	-	-7.4	-7.4	0.0	-32.6	2.5	3.0	44.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
37	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	138.7	16.8	84.8	10	2.6	7.4	0.0	0.0	-	-	-7.4	-7.4	10.0	-32.6	2.5	3.0	53.2	58.1			
		ER Lok Ma Chau to Hung Hom		85.1	144.9	16.8	84.7	5	1.8	3.7	-12.9	4.6	2.5	-	-7.6	-7.4	7.0	-32.6	2.5	3.0	44.2				
		ER Hung Hom to Lo Wu		86.1	144.9	16.8	83.3	10	2.2	7.4	-0.7	0.7	-	-	-7.6	-7.4	10.0	-32.6	2.5	3.0	54.0				
		ER Hung Hom to Lok Ma Chau		86.1	145.7	16.8	84.8	5	3.0	7.4	0.0	0.0	-	-	-7.7	-7.4	7.0	-32.6	2.5	3.0	51.0				
		Intercity through train to Hung Hom		86.5	138.7	16.8	84.8	1	2.6	7.4	0.0	0.0	-	-	-7.4	-7.4	0.0	-32.6	2.5	3.0	44.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
38	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	141.0	16.8	84.8	10	2.6	7.4	0.0	0.0	-	-	-7.5	-7.4	10.0	-32.6	2.5	3.0	53.1	58.0			
		ER Lok Ma Chau to Hung Hom		85.1	147.1	16.8	84.7	5	1.8	3.7	-12.6	4.6	2.5	-	-7.7	-7.4	7.0	-32.6	2.5	3.0	44.3				
		ER Hung Hom to Lo Wu		86.1	147.1	16.8	83.3	10	2.2	7.4	-0.6	0.6	-	-	-7.7	-7.4	10.0	-32.6	2.5	3.0	54.0				
		ER Hung Hom to Lok Ma Chau		86.1	147.8	16.8	84.8	5	3.0	7.4	0.0	0.0	-	-	-7.7	-7.4	7.0	-32.6	2.5	3.0	51.0				
		Intercity through train to Hung Hom		86.5	141.0	16.8	84.8	1	2.6	7.4	0.0	0.0	-	-	-7.5	-7.4	0.0	-32.6	2.5	3.0	44.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
39	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	143.3	16.8	84.8	10	2.6	7.4	0.0	0.0	-	-	-7.6	-7.4	10.0	-32.6	2.5	3.0	53.0	58.0			
		ER Lok Ma Chau to Hung Hom		85.1	149.4	16.8	84.7	5	1.8	3.7	-12.4	4.6	2.5	-	-7.8	-7.4	7.0	-32.6	2.5	3.0	44.5				
		ER Hung Hom to Lo Wu		86.1	149.3	16.8	83.3	10	2.2	7.4	-0.6	0.6	-	-	-7.8	-7.4	10.0	-32.6	2.5	3.0	53.9				
		ER Hung Hom to Lok Ma Chau		86.1	150.0	16.8	84.8	5	3.0	7.4	0.0	0.0	-	-	-7.8	-7.4	7.0	-32.6	2.5	3.0	50.9				
		Intercity through train to Hung Hom		86.5	143.3	16.8	84.8	1	2.6	7.4	0.0	0.0	-	-	-7.6	-7.4	0.0	-32.6	2.5	3.0	44.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
40	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	145.6	16.8	84.8	10	2.6	7.4	0.0	0.0	-	-	-7.7	-7.4	10.0	-32.6	2.5	3.0	53.0	57.9			
		ER Lok Ma Chau to Hung Hom		85.1	151.7	16.8	84.7	5	1.8	3.7	-12.1	4.6	2.5	-	-7.8	-7.4	7.0	-32.6	2.5	3.0	44.7				
		ER Hung Hom to Lo Wu		86.1	151.5	16.8	83.3	10	2.2	7.4	-0.5	0.5	-	-	-7.8	-7.4	10.0	-32.6	2.5	3.0	53.8				
		ER Hung Hom to Lok Ma Chau		86.1	152.2	16.8	84.8	5	3.0	7.4	0.0	0.0	-	-	-7.8	-7.4	7.0	-32.6	2.5	3.0	50.8				
		Intercity through train to Hung Hom		86.5	145.6	16.8	84.8	1	2.6	7.4	0.0	0.0	-	-	-7.7	-7.4	0.0	-32.6	2.5	3.0	44.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
41	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	148.0	16.8	84.8	10	2.6	7.4	0.0	0.0	-	-	-7.7	-7.4	10.0	-32.6	2.5	3.0	52.9	57.9			
		ER Lok Ma Chau to Hung Hom		85.1	154.0	16.8	84.7	5	1.8	3.7	-11.9	4.6	2.5	-	-7.9	-7.4	7.0	-32.6	2.5	3.0	44.9				
		ER Hung Hom to Lo Wu		86.1	153.8	16.8	83.3	10	2.2	7.4	-0.5	0.5	-	-	-7.9	-7.4	10.0	-32.6	2.5	3.0	53.8				
		ER Hung Hom to Lok Ma Chau		86.1	154.5	16.8	84.8	5	3.0	7.4	0.0	0.0	-	-	-7.9	-7.4	7.0	-32.6	2.5	3.0	50.8				
		Intercity through train to Hung Hom		86.5	148.0	16.8	84.8	1	2.6	7.4	0.0	0.0	-	-	-7.7	-7.4	0.0	-32.6	2.5	3.0	44.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
42	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	150.3	16.8	84.8	10	2.6	7.4	0.0	0.0	-	-	-7.8	-7.4	10.0	-32.6	2.5	3.0	52.8	57.8			
		ER Lok Ma Chau to Hung Hom		85.1	156.3	16.8	84.7	5	1.8	3.7	-11.6	4.6	2.5	-	-8.0	-7.4	7.0	-32.6	2.5	3.0	45.0				
		ER Hung Hom to Lo Wu		86.1	156.0	16.8	83.3	10	2.2	7.4	-0.4	0.4	-	-	-8.0	-7.4	10.0	-32.6	2.5	3.0	53.7				
		ER Hung Hom to Lok Ma Chau		86.1	156.7	16.8	84.8	5	3.0	7.4	0.0	0.0	-	-	-8.0	-7.4	7.0	-32.6	2.5	3.0	50.7				
		Intercity through train to Hung Hom		86.5	150.3	16.8	84.8	1	2.6	7.4	0.0	0.0	-	-	-7.8	-7.4	0.0	-32.6	2.5	3.0	44.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
43	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	152.7	16.8	84.8	10	2.6	7.4	0.0	0.0	-	-	-7.9	-7.4	10.0	-32.6	2.5	3.0	52.8	57.8			
		ER Lok Ma Chau to Hung Hom		85.1	158.6	16.8	84.7	5	1.8	3.7	-11.4	4.6	2.5	-	-8.0	-7.4	7.0	-32.6	2.5	3.0	45.2				
		ER Hung Hom to Lo Wu		86.1	158.3	16.8	83.3	10	2.2	7.4	-0.4	0.4	-	-	-8.0	-7.4	10.0	-32.6	2.5	3.0	53.6				
		ER Hung Hom to Lok Ma Chau		86.1	159.0	16.8	84.8	5	3.0	7.4	0.0	0.0	-	-	-8.0	-7.4	7.0	-32.6	2.5	3.0	50.6				
		Intercity through train to Hung Hom		86.5	152.7	16.8	84.8	1	2.6	7.4	0.0	0.0	-	-	-7.9	-7.4	0.0	-32.6	2.5	3.0	44.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
44	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	155.0	16.8	84.8	10	2.6	7.4	0.0	0.0	-	-	-7.9	-7.4	10.0	-32.6	2.5	3.0	52.7	57.7			
		ER Lok Ma Chau to Hung Hom		85.1	161.0	16.8	84.7	5	1.8	3.7	-11.2	4.6	2.5	-	-8.1	-7.4	7.0	-32.6	2.5	3.0	45.4				
		ER Hung Hom to Lo Wu		86.1	160.6	16.8	83.3	10	2.2	7.4	-0.4	0.4	-	-	-8.1	-7.4	10.0	-32.6	2.5	3.0	53.6				
		ER Hung Hom to Lok Ma Chau		86.1	161.2	16.8	84.8	5	3.0	7.4	0.0	0.0	-	-	-8.1	-7.4	7.0	-32.6	2.5	3.0	50.6				
		Intercity through train to Hung Hom		86.5	155.0	16.8	84.8	1	2.6	7.4	0.0	0.0	-	-	-7.9	-7.4	0.0	-32.6	2.5	3.0	44.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

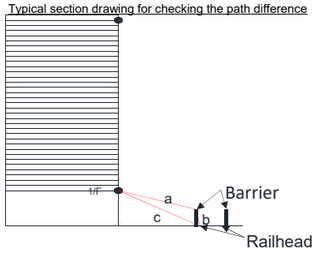
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location			Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A)										Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
					Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]				Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration					
																					Max predicted noise impact $L_{eq\ 30min}$		59	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction
[16] 24/F is the refuge floor, so it is not included in the assessment.

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
3	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	80.8	16.8	84.8	8	2.6	7.4	-9.8	4.4	-	-	-5.1	-7.4	9.0	-32.6	2.5	3.0	49.1	53.3			
		ER Lok Ma Chau to Hung Hom		85.1	87.0	16.8	84.7	4	1.8	3.7	-20.7	4.6	2.5	-	-5.4	-7.4	6.0	-32.6	2.5	3.0	37.5				
		ER Hung Hom to Lo Wu		86.1	91.0	16.8	83.3	8	2.2	7.4	-11.5	4.5	-	-	-5.6	-7.4	9.0	-32.6	2.5	3.0	48.1				
		ER Hung Hom to Lok Ma Chau		86.1	92.2	16.8	84.8	4	3.0	7.4	-9.5	4.3	-	-	-5.7	-7.4	6.0	-32.6	2.5	3.0	46.7				
		Intercity through train to Hung Hom		86.5	80.8	16.8	84.8	1	2.6	7.4	-9.8	4.4	-	-	-5.1	-7.4	0.0	-32.6	2.5	3.0	41.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	81.6	16.8	84.8	8	2.6	7.4	-9.0	4.4	-	-	-5.1	-7.4	9.0	-32.6	2.5	3.0	49.8	53.9			
		ER Lok Ma Chau to Hung Hom		85.1	87.8	16.8	84.7	4	1.8	3.7	-20.5	4.6	2.5	-	-5.5	-7.4	6.0	-32.6	2.5	3.0	37.7				
		ER Hung Hom to Lo Wu		86.1	91.7	16.8	83.3	8	2.2	7.4	-10.9	4.5	-	-	-5.6	-7.4	9.0	-32.6	2.5	3.0	48.6				
		ER Hung Hom to Lok Ma Chau		86.1	92.8	16.8	84.8	4	3.0	7.4	-8.8	4.3	-	-	-5.7	-7.4	6.0	-32.6	2.5	3.0	47.5				
		Intercity through train to Hung Hom		86.5	81.6	16.8	84.8	1	2.6	7.4	-9.0	4.4	-	-	-5.1	-7.4	0.0	-32.6	2.5	3.0	42.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	82.4	16.8	84.8	8	2.6	7.4	-8.2	4.4	-	-	-5.2	-7.4	9.0	-32.6	2.5	3.0	50.6	54.6			
		ER Lok Ma Chau to Hung Hom		85.1	88.7	16.8	84.7	4	1.8	3.7	-20.3	4.6	2.5	-	-5.5	-7.4	6.0	-32.6	2.5	3.0	37.8				
		ER Hung Hom to Lo Wu		86.1	92.4	16.8	83.3	8	2.2	7.4	-10.4	4.5	-	-	-5.7	-7.4	9.0	-32.6	2.5	3.0	49.1				
		ER Hung Hom to Lok Ma Chau		86.1	93.6	16.8	84.8	4	3.0	7.4	-8.0	4.3	-	-	-5.7	-7.4	6.0	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	82.4	16.8	84.8	1	2.6	7.4	-8.2	4.4	-	-	-5.2	-7.4	0.0	-32.6	2.5	3.0	43.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	83.3	16.8	84.8	8	2.6	7.4	-7.4	4.4	-	-	-5.2	-7.4	9.0	-32.6	2.5	3.0	51.4	55.3			
		ER Lok Ma Chau to Hung Hom		85.1	89.6	16.8	84.7	4	1.8	3.7	-20.1	4.6	2.5	-	-5.5	-7.4	6.0	-32.6	2.5	3.0	38.0				
		ER Hung Hom to Lo Wu		86.1	93.2	16.8	83.3	8	2.2	7.4	-9.8	4.5	-	-	-5.7	-7.4	9.0	-32.6	2.5	3.0	49.7				
		ER Hung Hom to Lok Ma Chau		86.1	94.4	16.8	84.8	4	3.0	7.4	-7.3	4.3	-	-	-5.8	-7.4	6.0	-32.6	2.5	3.0	48.9				
		Intercity through train to Hung Hom		86.5	83.3	16.8	84.8	1	2.6	7.4	-7.4	4.4	-	-	-5.2	-7.4	0.0	-32.6	2.5	3.0	43.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	84.3	16.8	84.8	8	2.6	7.4	-6.7	4.4	-	-	-5.3	-7.4	9.0	-32.6	2.5	3.0	52.1	55.9			
		ER Lok Ma Chau to Hung Hom		85.1	90.7	16.8	84.7	4	1.8	3.7	-19.9	4.6	2.5	-	-5.6	-7.4	6.0	-32.6	2.5	3.0	38.2				
		ER Hung Hom to Lo Wu		86.1	94.1	16.8	83.3	8	2.2	7.4	-9.1	4.5	-	-	-5.8	-7.4	9.0	-32.6	2.5	3.0	50.2				
		ER Hung Hom to Lok Ma Chau		86.1	95.2	16.8	84.8	4	3.0	7.4	-6.6	4.3	-	-	-5.8	-7.4	6.0	-32.6	2.5	3.0	49.6				
		Intercity through train to Hung Hom		86.5	84.3	16.8	84.8	1	2.6	7.4	-6.7	4.4	-	-	-5.3	-7.4	0.0	-32.6	2.5	3.0	44.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	85.3	16.8	84.8	8	2.6	7.4	-6.0	4.4	-	-	-5.3	-7.4	9.0	-32.6	2.5	3.0	52.6	56.5			
		ER Lok Ma Chau to Hung Hom		85.1	91.8	16.8	84.7	4	1.8	3.7	-19.7	4.6	2.5	-	-5.6	-7.4	6.0	-32.6	2.5	3.0	38.3				
		ER Hung Hom to Lo Wu		86.1	95.0	16.8	83.3	8	2.2	7.4	-8.5	4.5	-	-	-5.8	-7.4	9.0	-32.6	2.5	3.0	50.8				
		ER Hung Hom to Lok Ma Chau		86.1	96.2	16.8	84.8	4	3.0	7.4	-6.0	4.3	-	-	-5.9	-7.4	6.0	-32.6	2.5	3.0	50.1				
		Intercity through train to Hung Hom		86.5	85.3	16.8	84.8	1	2.6	7.4	-6.0	4.4	-	-	-5.3	-7.4	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	86.5	16.8	84.8	8	2.6	7.4	-5.6	4.4	-	-	-5.4	-7.4	9.0	-32.6	2.5	3.0	53.0	56.9			
		ER Lok Ma Chau to Hung Hom		85.1	92.9	16.8	84.7	4	1.8	3.7	-19.5	4.6	2.5	-	-5.7	-7.4	6.0	-32.6	2.5	3.0	38.5				
		ER Hung Hom to Lo Wu		86.1	96.1	16.8	83.3	8	2.2	7.4	-7.9	4.5	-	-	-5.8	-7.4	9.0	-32.6	2.5	3.0	51.4				
		ER Hung Hom to Lok Ma Chau		86.1	97.2	16.8	84.8	4	3.0	7.4	-5.6	4.3	-	-	-5.9	-7.4	6.0	-32.6	2.5	3.0	50.4				
		Intercity through train to Hung Hom		86.5	86.5	16.8	84.8	1	2.6	7.4	-5.6	4.4	-	-	-5.4	-7.4	0.0	-32.6	2.5	3.0	45.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	87.7	16.8	84.8	8	2.6	7.4	-5.5	4.4	-	-	-5.4	-7.4	9.0	-32.6	2.5	3.0	53.1	57.1			
		ER Lok Ma Chau to Hung Hom		85.1	94.2	16.8	84.7	4	1.8	3.7	-19.3	4.6	2.5	-	-5.8	-7.4	6.0	-32.6	2.5	3.0	38.7				
		ER Hung Hom to Lo Wu		86.1	97.2	16.8	83.3	8	2.2	7.4	-7.2	4.5	-	-	-5.9	-7.4	9.0	-32.6	2.5	3.0	52.0				
		ER Hung Hom to Lok Ma Chau		86.1	98.3	16.8	84.8	4	3.0	7.4	-5.5	4.3	-	-	-5.9	-7.4	6.0	-32.6	2.5	3.0	50.5				
		Intercity through train to Hung Hom		86.5	87.7	16.8	84.8	1	2.6	7.4	-5.5	4.4	-	-	-5.4	-7.4	0.0	-32.6	2.5	3.0	45.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	89.0	16.8	84.8	8	2.6	7.4	-4.6	4.4	-	-	-5.5	-7.4	9.0	-32.6	2.5	3.0	53.9	57.8			
		ER Lok Ma Chau to Hung Hom		85.1	95.5	16.8	84.7	4	1.8	3.7	-19.1	4.6	2.5	-	-5.8	-7.4	6.0	-32.6	2.5	3.0	38.8				
		ER Hung Hom to Lo Wu		86.1	98.3	16.8	83.3	8	2.2	7.4	-6.7	4.5	-	-	-5.9	-7.4	9.0	-32.6	2.5	3.0	52.5				
		ER Hung Hom to Lok Ma Chau		86.1	99.4	16.8	84.8	4	3.0	7.4	-4.6	4.3	-	-	-6.0	-7.4	6.0	-32.6	2.5	3.0	51.3				
		Intercity through train to Hung Hom		86.5	89.0	16.8	84.8	1	2.6	7.4	-4.6	4.4	-	-	-5.5	-7.4	0.0	-32.6	2.5	3.0	46.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	90.3	16.8	84.8	8	2.6	7.4	-3.8	3.8	-	-	-5.6	-7.4	9.0	-32.6	2.5	3.0	54.1	58.1			
		ER Lok Ma Chau to Hung Hom		85.1	96.8	16.8	84.7	4	1.8	3.7	-18.8	4.6	2.5	-	-5.9	-7.4	6.0	-32.6	2.5	3.0	39.0				
		ER Hung Hom to Lo Wu		86.1	99.5	16.8	83.3	8	2.2	7.4	-6.2	4.5	-	-	-6.0	-7.4	9.0	-32.6	2.5	3.0	53.0				
		ER Hung Hom to Lok Ma Chau		86.1	100.6	16.8	84.8	4	3.0	7.4	-3.8	3.8	-	-	-6.0	-7.4	6.0	-32.6	2.5	3.0	51.7				
		Intercity through train to Hung Hom		86.5	90.3	16.8	84.8	1	2.6	7.4	-3.8	3.8	-	-	-5.6	-7.4	0.0	-32.6	2.5	3.0	46.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	91.7	16.8	84.8	8	2.6	7.4	-3.2	3.2	-	-	-5.6	-7.4	9.0	-32.6	2.5	3.0	54.0	58.2			
		ER Lok Ma Chau to Hung Hom		85.1	98.2	16.8	84.7	4	1.8	3.7	-18.6	4.6	2.5	-	-5.9	-7.4	6.0	-32.6	2.5	3.0	39.1				
		ER Hung Hom to Lo Wu		86.1	100.8	16.8	83.3	8	2.2	7.4	-5.8	4.5	-	-	-6.1	-7.4	9.0	-32.6	2.5	3.0	53.3				
		ER Hung Hom to Lok Ma Chau		86.1	101.9	16.8	84.8	4	3.0	7.4	-3.2	3.2	-	-	-6.1	-7.4	6.0	-32.6	2.5	3.0	51.6				
		Intercity through train to Hung Hom		86.5	91.7	16.8	84.8	1	2.6	7.4	-3.2	3.2	-	-	-5.6	-7.4	0.0	-32.6	2.5	3.0	46.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	93.2	16.8	84.8	8	2.6	7.4	-2.8	2.8	-	-	-5.7	-7.4	9.0	-32.6	2.5	3.0	53.9	58.2			
		ER Lok Ma Chau to Hung Hom		85.1	99.7	16.8	84.7	4	1.8	3.7	-18.4	4.6	2.5	-	-6.0	-7.4	6.0	-32.6	2.5	3.0	39.3				
		ER Hung Hom to Lo Wu		86.1	102.1	16.8	83.3	8	2.2	7.4	-5.6	4.5	-	-	-6.1	-7.4	9.0	-32.6	2.5	3.0	53.4				
		ER Hung Hom to Lok Ma Chau		86.1	103.2	16.8	84.8	4	3.0	7.4	-2.8	2.8	-	-	-6.2	-7.4	6.0	-32.6	2.5	3.0	51.5				
		Intercity through train to Hung Hom		86.5	93.2	16.8	84.8	1	2.6	7.4	-2.8	2.8	-	-	-5.7	-7.4	0.0	-32.6	2.5	3.0	46.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	94.7	16.8	84.8	8	2.6	7.4	-2.4	2.4	-	-	-5.8	-7.4	9.0	-32.6	2.5	3.0	53.9	58.2			
		ER Lok Ma Chau to Hung Hom		85.1	101.2	16.8	84.7	4	1.8	3.7	-18.2	4.6	2.5	-	-6.1	-7.4	6.0	-32.6	2.5	3.0	39.5				
		ER Hung Hom to Lo Wu		86.1	103.5	16.8	83.3	8	2.2	7.4	-5.5	4.5	-	-	-6.2	-7.4	9.0	-32.6	2.5	3.0	53.5				
		ER Hung Hom to Lok Ma Chau		86.1	104.6	16.8	84.8	4	3.0	7.4	-2.4	2.4	-	-	-6.2	-7.4	6.0	-32.6	2.5	3.0	51.5				
		Intercity through train to Hung Hom		86.5	94.7	16.8	84.8	1	2.6	7.4	-2.4	2.4	-	-	-5.8	-7.4	0.0	-32.6	2.5	3.0	46.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	96.3	16.8	84.8	8	2.6	7.4	-2.1	2.1	-	-	-5.9	-7.4	9.0	-32.6	2.5	3.0	53.8	58.4			
		ER Lok Ma Chau to Hung Hom		85.1	102.8	16.8	84.7	4	1.8	3.7	-17.9	4.6	2.5	-	-6.1	-7.4	6.0	-32.6	2.5	3.0	39.6				
		ER Hung Hom to Lo Wu		86.1	105.0	16.8	83.3	8	2.2	7.4	-4.8	4.5	-	-	-6.2	-7.4	9.0	-32.6	2.5	3.0	54.1				
		ER Hung Hom to Lok Ma Chau		86.1	106.0	16.8	84.8	4	3.0	7.4	-2.1	2.1	-	-	-6.3	-7.4	6.0	-32.6	2.5	3.0	51.4				
		Intercity through train to Hung Hom		86.5	96.3	16.8	84.8	1	2.6	7.4	-2.1	2.1	-	-	-5.9	-7.4	0.0	-32.6	2.5	3.0	46.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
17	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	97.9	16.8	84.8	8	2.6	7.4	-1.9	1.9	-	-	-5.9	-7.4	9.0	-32.6	2.5	3.0	53.7	58.4			
		ER Lok Ma Chau to Hung Hom		85.1	104.4	16.8	84.7	4	1.8	3.7	-17.7	4.6	2.5	-	-6.2	-7.4	6.0	-32.6	2.5	3.0	39.8				
		ER Hung Hom to Lo Wu		86.1	106.5	16.8	83.3	8	2.2	7.4	-4.1	4.1	-	-	-6.3	-7.4	9.0	-32.6	2.5	3.0	54.4				
		ER Hung Hom to Lok Ma Chau		86.1	107.5	16.8	84.8	4	3.0	7.4	-1.9	1.9	-	-	-6.3	-7.4	6.0	-32.6	2.5	3.0	51.4				
		Intercity through train to Hung Hom		86.5	97.9	16.8	84.8	1	2.6	7.4	-1.9	1.9	-	-	-5.9	-7.4	0.0	-32.6	2.5	3.0	46.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
18	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	99.6	16.8	84.8	8	2.6	7.4	-1.7	1.7	-	-	-6.0	-7.4	9.0	-32.6	2.5	3.0	53.6	58.4			
		ER Lok Ma Chau to Hung Hom		85.1	106.1	16.8	84.7	4	1.8	3.7	-17.5	4.6	2.5	-	-6.3	-7.4	6.0	-32.6	2.5	3.0	39.9				
		ER Hung Hom to Lo Wu		86.1	108.0	16.8	83.3	8	2.2	7.4	-3.6	3.6	-	-	-6.4	-7.4	9.0	-32.6	2.5	3.0	54.3				
		ER Hung Hom to Lok Ma Chau		86.1	109.0	16.8	84.8	4	3.0	7.4	-1.7	1.7	-	-	-6.4	-7.4	6.0	-32.6	2.5	3.0	51.3				
		Intercity through train to Hung Hom		86.5	99.6	16.8	84.8	1	2.6	7.4	-1.7	1.7	-	-	-6.0	-7.4	0.0	-32.6	2.5	3.0	46.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
19	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	101.3	16.8	84.8	8	2.6	7.4	-1.5	1.5	-	-	-6.1	-7.4	9.0	-32.6	2.5	3.0	53.6	58.3			
		ER Lok Ma Chau to Hung Hom		85.1	107.8	16.8	84.7	4	1.8	3.7	-17.2	4.6	2.5	-	-6.3	-7.4	6.0	-32.6	2.5	3.0	40.1				
		ER Hung Hom to Lo Wu		86.1	109.6	16.8	83.3	8	2.2	7.4	-3.2	3.2	-	-	-6.4	-7.4	9.0	-32.6	2.5	3.0	54.3				
		ER Hung Hom to Lok Ma Chau		86.1	110.6	16.8	84.8	4	3.0	7.4	-1.5	1.5	-	-	-6.5	-7.4	6.0	-32.6	2.5	3.0	51.2				
		Intercity through train to Hung Hom		86.5	101.3	16.8	84.8	1	2.6	7.4	-1.5	1.5	-	-	-6.1	-7.4	0.0	-32.6	2.5	3.0	46.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
20	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	103.1	16.8	84.8	8	2.6	7.4	-1.3	1.3	-	-	-6.2	-7.4	9.0	-32.6	2.5	3.0	53.5	58.2			
		ER Lok Ma Chau to Hung Hom		85.1	109.6	16.8	84.7	4	1.8	3.7	-17.0	4.6	2.5	-	-6.4	-7.4	6.0	-32.6	2.5	3.0	40.3				
		ER Hung Hom to Lo Wu		86.1	111.3	16.8	83.3	8	2.2	7.4	-2.9	2.9	-	-	-6.5	-7.4	9.0	-32.6	2.5	3.0	54.2				
		ER Hung Hom to Lok Ma Chau		86.1	112.2	16.8	84.8	4	3.0	7.4	-1.3	1.3	-	-	-6.5	-7.4	6.0	-32.6	2.5	3.0	51.2				
		Intercity through train to Hung Hom		86.5	103.1	16.8	84.8	1	2.6	7.4	-1.3	1.3	-	-	-6.2	-7.4	0.0	-32.6	2.5	3.0	46.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
21	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	104.9	16.8	84.8	8	2.6	7.4	-1.2	1.2	-	-	-6.2	-7.4	9.0	-32.6	2.5	3.0	53.4	58.2			
		ER Lok Ma Chau to Hung Hom		85.1	111.4	16.8	84.7	4	1.8	3.7	-16.8	4.6	2.5	-	-6.5	-7.4	6.0	-32.6	2.5	3.0	40.4				
		ER Hung Hom to Lo Wu		86.1	112.9	16.8	83.3	8	2.2	7.4	-2.6	2.6	-	-	-6.5	-7.4	9.0	-32.6	2.5	3.0	54.1				
		ER Hung Hom to Lok Ma Chau		86.1	113.9	16.8	84.8	4	3.0	7.4	-1.2	1.2	-	-	-6.6	-7.4	6.0	-32.6	2.5	3.0	51.1				
		Intercity through train to Hung Hom		86.5	104.9	16.8	84.8	1	2.6	7.4	-1.2	1.2	-	-	-6.2	-7.4	0.0	-32.6	2.5	3.0	45.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
22	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	106.7	16.8	84.8	8	2.6	7.4	-1.1	1.1	-	-	-6.3	-7.4	9.0	-32.6	2.5	3.0	53.3	58.1			
		ER Lok Ma Chau to Hung Hom		85.1	113.2	16.8	84.7	4	1.8	3.7	-16.5	4.6	2.5	-	-6.6	-7.4	6.0	-32.6	2.5	3.0	40.6				
		ER Hung Hom to Lo Wu		86.1	114.7	16.8	83.3	8	2.2	7.4	-2.3	2.3	-	-	-6.6	-7.4	9.0	-32.6	2.5	3.0	54.1				
		ER Hung Hom to Lok Ma Chau		86.1	115.6	16.8	84.8	4	3.0	7.4	-1.1	1.1	-	-	-6.6	-7.4	6.0	-32.6	2.5	3.0	51.1				
		Intercity through train to Hung Hom		86.5	106.7	16.8	84.8	1	2.6	7.4	-1.1	1.1	-	-	-6.3	-7.4	0.0	-32.6	2.5	3.0	45.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
23	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	108.6	16.8	84.8	8	2.6	7.4	-1.0	1.0	-	-	-6.4	-7.4	9.0	-32.6	2.5	3.0	53.3	58.1			
		ER Lok Ma Chau to Hung Hom		85.1	115.1	16.8	84.7	4	1.8	3.7	-16.3	4.6	2.5	-	-6.6	-7.4	6.0	-32.6	2.5	3.0	40.8				
		ER Hung Hom to Lo Wu		86.1	116.4	16.8	83.3	8	2.2	7.4	-2.1	2.1	-	-	-6.7	-7.4	9.0	-32.6	2.5	3.0	54.0				
		ER Hung Hom to Lok Ma Chau		86.1	117.3	16.8	84.8	4	3.0	7.4	-0.9	0.9	-	-	-6.7	-7.4	6.0	-32.6	2.5	3.0	51.0				
		Intercity through train to Hung Hom		86.5	108.6	16.8	84.8	1	2.6	7.4	-1.0	1.0	-	-	-6.4	-7.4	0.0	-32.6	2.5	3.0	45.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
25	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	113.0	16.8	84.8	8	2.6	7.4	-0.7	0.7	-	-	-6.6	-7.4	9.0	-32.6	2.5	3.0	53.1	57.9			
		ER Lok Ma Chau to Hung Hom		85.1	119.4	16.8	84.7	4	1.8	3.7	-15.7	4.6	2.5	-	-6.8	-7.4	6.0	-32.6	2.5	3.0	41.1				
		ER Hung Hom to Lo Wu		86.1	120.5	16.8	83.3	8	2.2	7.4	-1.8	1.8	-	-	-6.8	-7.4	9.0	-32.6	2.5	3.0	53.9				
		ER Hung Hom to Lok Ma Chau		86.1	121.4	16.8	84.8	4	3.0	7.4	-0.7	0.7	-	-	-6.9	-7.4	6.0	-32.6	2.5	3.0	50.8				
		Intercity through train to Hung Hom		86.5	113.0	16.8	84.8	1	2.6	7.4	-0.7	0.7	-	-	-6.6	-7.4	0.0	-32.6	2.5	3.0	45.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
26	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	115.0	16.8	84.8	8	2.6	7.4	-0.7	0.7	-	-	-6.6	-7.4	9.0	-32.6	2.5	3.0	53.0	57.8			
		ER Lok Ma Chau to Hung Hom		85.1	121.4	16.8	84.7	4	1.8	3.7	-15.5	4.6	2.5	-	-6.9	-7.4	6.0	-32.6	2.5	3.0	41.3				
		ER Hung Hom to Lo Wu		86.1	122.4	16.8	83.3	8	2.2	7.4	-1.6	1.6	-	-	-6.9	-7.4	9.0	-32.6	2.5	3.0	53.8				
		ER Hung Hom to Lok Ma Chau		86.1	123.3	16.8	84.8	4	3.0	7.4	-0.6	0.6	-	-	-6.9	-7.4	6.0	-32.6	2.5	3.0	50.8				
		Intercity through train to Hung Hom		86.5	115.0	16.8	84.8	1	2.6	7.4	-0.7	0.7	-	-	-6.6	-7.4	0.0	-32.6	2.5	3.0	45.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
27	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	117.1	16.8	84.8	8	2.6	7.4	-0.6	0.6	-	-	-6.7	-7.4	9.0	-32.6	2.5	3.0	52.9	57.8			
		ER Lok Ma Chau to Hung Hom		85.1	123.4	16.8	84.7	4	1.8	3.7	-15.3	4.6	2.5	-	-6.9	-7.4	6.0	-32.6	2.5	3.0	41.5				
		ER Hung Hom to Lo Wu		86.1	124.3	16.8	83.3	8	2.2	7.4	-1.5	1.5	-	-	-7.0	-7.4	9.0	-32.6	2.5	3.0	53.7				
		ER Hung Hom to Lok Ma Chau		86.1	125.2	16.8	84.8	4	3.0	7.4	-0.5	0.5	-	-	-7.0	-7.4	6.0	-32.6	2.5	3.0	50.7				
		Intercity through train to Hung Hom		86.5	117.1	16.8	84.8	1	2.6	7.4	-0.6	0.6	-	-	-6.7	-7.4	0.0	-32.6	2.5	3.0	45.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
28	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	119.1	16.8	84.8	8	2.6	7.4	-0.5	0.5	-	-	-6.8	-7.4	9.0	-32.6	2.5	3.0	52.9	57.7			
		ER Lok Ma Chau to Hung Hom		85.1	125.5	16.8	84.7	4	1.8	3.7	-15.0	4.6	2.5	-	-7.0	-7.4	6.0	-32.6	2.5	3.0	41.6				
		ER Hung Hom to Lo Wu		86.1	126.3	16.8	83.3	8	2.2	7.4	-1.4	1.4	-	-	-7.0	-7.4	9.0	-32.6	2.5	3.0	53.7				
		ER Hung Hom to Lok Ma Chau		86.1	127.1	16.8	84.8	4	3.0	7.4	-0.5	0.5	-	-	-7.1	-7.4	6.0	-32.6	2.5	3.0	50.6				
		Intercity through train to Hung Hom		86.5	119.1	16.8	84.8	1	2.6	7.4	-0.5	0.5	-	-	-6.8	-7.4	0.0	-32.6	2.5	3.0	45.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
29	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	121.2	16.8	84.8	8	2.6	7.4	-0.4	0.4	-	-	-6.9	-7.4	9.0	-32.6	2.5	3.0	52.8	57.6			
		ER Lok Ma Chau to Hung Hom		85.1	127.5	16.8	84.7	4	1.8	3.7	-14.8	4.6	2.5	-	-7.1	-7.4	6.0	-32.6	2.5	3.0	41.8				
		ER Hung Hom to Lo Wu		86.1	128.2	16.8	83.3	8	2.2	7.4	-1.3	1.3	-	-	-7.1	-7.4	9.0	-32.6	2.5	3.0	53.6				
		ER Hung Hom to Lok Ma Chau		86.1	129.1	16.8	84.8	4	3.0	7.4	-0.4	0.4	-	-	-7.1	-7.4	6.0	-32.6	2.5	3.0	50.6				
		Intercity through train to Hung Hom		86.5	121.2	16.8	84.8	1	2.6	7.4	-0.4	0.4	-	-	-6.9	-7.4	0.0	-32.6	2.5	3.0	45.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
30	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	123.3	16.8	84.8	8	2.6	7.4	-0.4	0.4	-	-	-6.9	-7.4	9.0	-32.6	2.5	3.0	52.7	57.6			
		ER Lok Ma Chau to Hung Hom		85.1	129.6	16.8	84.7	4	1.8	3.7	-14.6	4.6	2.5	-	-7.1	-7.4	6.0	-32.6	2.5	3.0	42.0				
		ER Hung Hom to Lo Wu		86.1	130.2	16.8	83.3	8	2.2	7.4	-1.2	1.2	-	-	-7.2	-7.4	9.0	-32.6	2.5	3.0	53.5				
		ER Hung Hom to Lok Ma Chau		86.1	131.0	16.8	84.8	4	3.0	7.4	-0.3	0.3	-	-	-7.2	-7.4	6.0	-32.6	2.5	3.0	50.5				
		Intercity through train to Hung Hom		86.5	123.3	16.8	84.8	1	2.6	7.4	-0.4	0.4	-	-	-6.9	-7.4	0.0	-32.6	2.5	3.0	45.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
31	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	125.5	16.8	84.8	8	2.6	7.4	-0.3	0.3	-	-	-7.0	-7.4	9.0	-32.6	2.5	3.0	52.6	57.5			
		ER Lok Ma Chau to Hung Hom		85.1	131.7	16.8	84.7	4	1.8	3.7	-14.3	4.6	2.5	-	-7.2	-7.4	6.0	-32.6	2.5	3.0	42.2				
		ER Hung Hom to Lo Wu		86.1	132.3	16.8	83.3	8	2.2	7.4	-1.1	1.1	-	-	-7.2	-7.4	9.0	-32.6	2.5	3.0	53.5				
		ER Hung Hom to Lok Ma Chau		86.1	133.1	16.8	84.8	4	3.0	7.4	-0.3	0.3	-	-	-7.3	-7.4	6.0	-32.6	2.5	3.0	50.4				
		Intercity through train to Hung Hom		86.5	125.5	16.8	84.8	1	2.6	7.4	-0.3	0.3	-	-	-7.0	-7.4	0.0	-32.6	2.5	3.0	45.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
32	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	127.6	16.8	84.8	8	2.6	7.4	-0.3	0.3	-	-	-7.1	-7.4	9.0	-32.6	2.5	3.0	52.6	57.5			
		ER Lok Ma Chau to Hung Hom		85.1	133.9	16.8	84.7	4	1.8	3.7	-14.1	4.6	2.5	-	-7.3	-7.4	6.0	-32.6	2.5	3.0	42.3				
		ER Hung Hom to Lo Wu		86.1	134.3	16.8	83.3	8	2.2	7.4	-1.0	1.0	-	-	-7.3	-7.4	9.0	-32.6	2.5	3.0	53.4				
		ER Hung Hom to Lok Ma Chau		86.1	135.1	16.8	84.8	4	3.0	7.4	-0.2	0.2	-	-	-7.3	-7.4	6.0	-32.6	2.5	3.0	50.4				
		Intercity through train to Hung Hom		86.5	127.6	16.8	84.8	1	2.6	7.4	-0.3	0.3	-	-	-7.1	-7.4	0.0	-32.6	2.5	3.0	45.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
33	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	129.8	16.8	84.8	8	2.6	7.4	-0.2	0.2	-	-	-7.2	-7.4	9.0	-32.6	2.5	3.0	52.5	57.4			
		ER Lok Ma Chau to Hung Hom		85.1	136.0	16.8	84.7	4	1.8	3.7	-13.8	4.6	2.5	-	-7.4	-7.4	6.0	-32.6	2.5	3.0	42.5				
		ER Hung Hom to Lo Wu		86.1	136.4	16.8	83.3	8	2.2	7.4	-0.9	0.9	-	-	-7.4	-7.4	9.0	-32.6	2.5	3.0	53.3				
		ER Hung Hom to Lok Ma Chau		86.1	137.2	16.8	84.8	4	3.0	7.4	-0.2	0.2	-	-	-7.4	-7.4	6.0	-32.6	2.5	3.0	50.3				
		Intercity through train to Hung Hom		86.5	129.8	16.8	84.8	1	2.6	7.4	-0.2	0.2	-	-	-7.2	-7.4	0.0	-32.6	2.5	3.0	45.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
34	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	132.0	16.8	84.8	8	2.6	7.4	-0.2	0.2	-	-	-7.2	-7.4	9.0	-32.6	2.5	3.0	52.4	57.3			
		ER Lok Ma Chau to Hung Hom		85.1	138.2	16.8	84.7	4	1.8	3.7	-13.6	4.6	2.5	-	-7.4	-7.4	6.0	-32.6	2.5	3.0	42.7				
		ER Hung Hom to Lo Wu		86.1	138.5	16.8	83.3	8	2.2	7.4	-0.9	0.9	-	-	-7.4	-7.4	9.0	-32.6	2.5	3.0	53.3				
		ER Hung Hom to Lok Ma Chau		86.1	139.3	16.8	84.8	4	3.0	7.4	-0.1	0.1	-	-	-7.5	-7.4	6.0	-32.6	2.5	3.0	50.2				
		Intercity through train to Hung Hom		86.5	132.0	16.8	84.8	1	2.6	7.4	-0.2	0.2	-	-	-7.2	-7.4	0.0	-32.6	2.5	3.0	44.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
35	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	134.2	16.8	84.8	8	2.6	7.4	-0.1	0.1	-	-	-7.3	-7.4	9.0	-32.6	2.5	3.0	52.3	57.3			
		ER Lok Ma Chau to Hung Hom		85.1	140.4	16.8	84.7	4	1.8	3.7	-13.3	4.6	2.5	-	-7.5	-7.4	6.0	-32.6	2.5	3.0	42.8				
		ER Hung Hom to Lo Wu		86.1	140.6	16.8	83.3	8	2.2	7.4	-0.8	0.8	-	-	-7.5	-7.4	9.0	-32.6	2.5	3.0	53.2				
		ER Hung Hom to Lok Ma Chau		86.1	141.4	16.8	84.8	4	3.0	7.4	-0.1	0.1	-	-	-7.5	-7.4	6.0	-32.6	2.5	3.0	50.2				
		Intercity through train to Hung Hom		86.5	134.2	16.8	84.8	1	2.6	7.4	-0.1	0.1	-	-	-7.3	-7.4	0.0	-32.6	2.5	3.0	44.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
36	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	136.5	16.8	84.8	8	2.6	7.4	-0.1	0.1	-	-	-7.4	-7.4	9.0	-32.6	2.5	3.0	52.3	57.2			
		ER Lok Ma Chau to Hung Hom		85.1	142.6	16.8	84.7	4	1.8	3.7	-13.1	4.6	2.5	-	-7.6	-7.4	6.0	-32.6	2.5	3.0	43.0				
		ER Hung Hom to Lo Wu		86.1	142.8	16.8	83.3	8	2.2	7.4	-0.7	0.7	-	-	-7.6	-7.4	9.0	-32.6	2.5	3.0	53.1				
		ER Hung Hom to Lok Ma Chau		86.1	143.5	16.8	84.8	4	3.0	7.4	0.0	0.0	-	-	-7.6	-7.4	6.0	-32.6	2.5	3.0	50.1				
		Intercity through train to Hung Hom		86.5	136.5	16.8	84.8	1	2.6	7.4	-0.1	0.1	-	-	-7.4	-7.4	0.0	-32.6	2.5	3.0	44.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
37	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	138.7	16.8	84.8	8	2.6	7.4	0.0	0.0	-	-	-7.4	-7.4	9.0	-32.6	2.5	3.0	52.2	57.2			
		ER Lok Ma Chau to Hung Hom		85.1	144.9	16.8	84.7	4	1.8	3.7	-12.9	4.6	2.5	-	-7.6	-7.4	6.0	-32.6	2.5	3.0	43.2				
		ER Hung Hom to Lo Wu		86.1	144.9	16.8	83.3	8	2.2	7.4	-0.7	0.7	-	-	-7.6	-7.4	9.0	-32.6	2.5	3.0	53.1				
		ER Hung Hom to Lok Ma Chau		86.1	145.7	16.8	84.8	4	3.0	7.4	0.0	0.0	-	-	-7.7	-7.4	6.0	-32.6	2.5	3.0	50.0				
		Intercity through train to Hung Hom		86.5	138.7	16.8	84.8	1	2.6	7.4	0.0	0.0	-	-	-7.4	-7.4	0.0	-32.6	2.5	3.0	44.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
38	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	141.0	16.8	84.8	8	2.6	7.4	0.0	0.0	-	-	-7.5	-7.4	9.0	-32.6	2.5	3.0	52.1	57.1			
		ER Lok Ma Chau to Hung Hom		85.1	147.1	16.8	84.7	4	1.8	3.7	-12.6	4.6	2.5	-	-7.7	-7.4	6.0	-32.6	2.5	3.0	43.4				
		ER Hung Hom to Lo Wu		86.1	147.1	16.8	83.3	8	2.2	7.4	-0.6	0.6	-	-	-7.7	-7.4	9.0	-32.6	2.5	3.0	53.0				
		ER Hung Hom to Lok Ma Chau		86.1	147.8	16.8	84.8	4	3.0	7.4	0.0	0.0	-	-	-7.7	-7.4	6.0	-32.6	2.5	3.0	50.0				
		Intercity through train to Hung Hom		86.5	141.0	16.8	84.8	1	2.6	7.4	0.0	0.0	-	-	-7.5	-7.4	0.0	-32.6	2.5	3.0	44.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
39	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	143.3	16.8	84.8	8	2.6	7.4	0.0	0.0	-	-	-7.6	-7.4	9.0	-32.6	2.5	3.0	52.1	57.0			
		ER Lok Ma Chau to Hung Hom		85.1	149.4	16.8	84.7	4	1.8	3.7	-12.4	4.6	2.5	-	-7.8	-7.4	6.0	-32.6	2.5	3.0	43.5				
		ER Hung Hom to Lo Wu		86.1	149.3	16.8	83.3	8	2.2	7.4	-0.6	0.6	-	-	-7.8	-7.4	9.0	-32.6	2.5	3.0	52.9				
		ER Hung Hom to Lok Ma Chau		86.1	150.0	16.8	84.8	4	3.0	7.4	0.0	0.0	-	-	-7.8	-7.4	6.0	-32.6	2.5	3.0	49.9				
		Intercity through train to Hung Hom		86.5	143.3	16.8	84.8	1	2.6	7.4	0.0	0.0	-	-	-7.6	-7.4	0.0	-32.6	2.5	3.0	44.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
40	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	145.6	16.8	84.8	8	2.6	7.4	0.0	0.0	-	-	-7.7	-7.4	9.0	-32.6	2.5	3.0	52.0	57.0			
		ER Lok Ma Chau to Hung Hom		85.1	151.7	16.8	84.7	4	1.8	3.7	-12.1	4.6	2.5	-	-7.8	-7.4	6.0	-32.6	2.5	3.0	43.7				
		ER Hung Hom to Lo Wu		86.1	151.5	16.8	83.3	8	2.2	7.4	-0.5	0.5	-	-	-7.8	-7.4	9.0	-32.6	2.5	3.0	52.9				
		ER Hung Hom to Lok Ma Chau		86.1	152.2	16.8	84.8	4	3.0	7.4	0.0	0.0	-	-	-7.8	-7.4	6.0	-32.6	2.5	3.0	49.9				
		Intercity through train to Hung Hom		86.5	145.6	16.8	84.8	1	2.6	7.4	0.0	0.0	-	-	-7.7	-7.4	0.0	-32.6	2.5	3.0	44.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
41	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	148.0	16.8	84.8	8	2.6	7.4	0.0	0.0	-	-	-7.7	-7.4	9.0	-32.6	2.5	3.0	51.9	56.9			
		ER Lok Ma Chau to Hung Hom		85.1	154.0	16.8	84.7	4	1.8	3.7	-11.9	4.6	2.5	-	-7.9	-7.4	6.0	-32.6	2.5	3.0	43.9				
		ER Hung Hom to Lo Wu		86.1	153.8	16.8	83.3	8	2.2	7.4	-0.5	0.5	-	-	-7.9	-7.4	9.0	-32.6	2.5	3.0	52.8				
		ER Hung Hom to Lok Ma Chau		86.1	154.5	16.8	84.8	4	3.0	7.4	0.0	0.0	-	-	-7.9	-7.4	6.0	-32.6	2.5	3.0	49.8				
		Intercity through train to Hung Hom		86.5	148.0	16.8	84.8	1	2.6	7.4	0.0	0.0	-	-	-7.7	-7.4	0.0	-32.6	2.5	3.0	44.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
42	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	150.3	16.8	84.8	8	2.6	7.4	0.0	0.0	-	-	-7.8	-7.4	9.0	-32.6	2.5	3.0	51.9	56.9			
		ER Lok Ma Chau to Hung Hom		85.1	156.3	16.8	84.7	4	1.8	3.7	-11.6	4.6	2.5	-	-8.0	-7.4	6.0	-32.6	2.5	3.0	44.1				
		ER Hung Hom to Lo Wu		86.1	156.0	16.8	83.3	8	2.2	7.4	-0.4	0.4	-	-	-8.0	-7.4	9.0	-32.6	2.5	3.0	52.7				
		ER Hung Hom to Lok Ma Chau		86.1	156.7	16.8	84.8	4	3.0	7.4	0.0	0.0	-	-	-8.0	-7.4	6.0	-32.6	2.5	3.0	49.7				
		Intercity through train to Hung Hom		86.5	150.3	16.8	84.8	1	2.6	7.4	0.0	0.0	-	-	-7.8	-7.4	0.0	-32.6	2.5	3.0	44.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
43	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	152.7	16.8	84.8	8	2.6	7.4	0.0	0.0	-	-	-7.9	-7.4	9.0	-32.6	2.5	3.0	51.8	56.8			
		ER Lok Ma Chau to Hung Hom		85.1	158.6	16.8	84.7	4	1.8	3.7	-11.4	4.6	2.5	-	-8.0	-7.4	6.0	-32.6	2.5	3.0	44.3				
		ER Hung Hom to Lo Wu		86.1	158.3	16.8	83.3	8	2.2	7.4	-0.4	0.4	-	-	-8.0	-7.4	9.0	-32.6	2.5	3.0	52.7				
		ER Hung Hom to Lok Ma Chau		86.1	159.0	16.8	84.8	4	3.0	7.4	0.0	0.0	-	-	-8.0	-7.4	6.0	-32.6	2.5	3.0	49.7				
		Intercity through train to Hung Hom		86.5	152.7	16.8	84.8	1	2.6	7.4	0.0	0.0	-	-	-7.9	-7.4	0.0	-32.6	2.5	3.0	44.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
44	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	155.0	16.8	84.8	8	2.6	7.4	0.0	0.0	-	-	-7.9	-7.4	9.0	-32.6	2.5	3.0	51.7	56.8			
		ER Lok Ma Chau to Hung Hom		85.1	161.0	16.8	84.7	4	1.8	3.7	-11.2	4.6	2.5	-	-8.1	-7.4	6.0	-32.6	2.5	3.0	44.4				
		ER Hung Hom to Lo Wu		86.1	160.6	16.8	83.3	8	2.2	7.4	-0.4	0.4	-	-	-8.1	-7.4	9.0	-32.6	2.5	3.0	52.6				
		ER Hung Hom to Lok Ma Chau		86.1	161.2	16.8	84.8	4	3.0	7.4	0.0	0.0	-	-	-8.1	-7.4	6.0	-32.6	2.5	3.0	49.6				
		Intercity through train to Hung Hom		86.5	155.0	16.8	84.8	1	2.6	7.4	0.0	0.0	-	-	-7.9	-7.4	0.0	-32.6	2.5	3.0	44.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

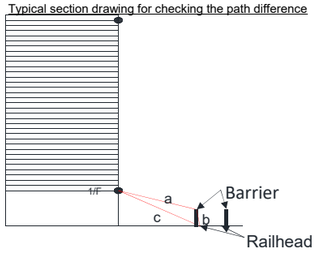
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2206a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location			Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A)										Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
					Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]				Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration					
																					Max predicted noise impact $L_{eq\ 30min}$		58	60	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction
[16] 24/F is the refuge floor, so it is not included in the assessment.

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
3	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	82.1	9.6	65.2	10	4.3	7.4	-6.1	3.9	-	-	-5.2	-10.6	10.0	-32.6	2.5	3.0	50.1	52.8			
		ER Lok Ma Chau to Hung Hom		85.1	88.1	9.6	65.1	5	1.8	3.9	-20.6	4.6	2.5	-	-5.5	-10.6	7.0	-32.6	2.5	3.0	35.4				
		ER Hung Hom to Lo Wu		86.1	93.4	9.6	63.8	10	2.6	7.4	-10.6	4.4	-	-	-5.7	-10.7	10.0	-32.6	2.5	3.0	46.4				
		ER Hung Hom to Lok Ma Chau		86.1	93.4	9.6	65.3	5	3.0	7.4	-9.6	4.3	-	-	-5.7	-10.6	7.0	-32.6	2.5	3.0	44.4				
		Intercity through train to Hung Hom		86.5	82.1	9.6	65.2	1	4.3	7.4	-6.1	3.9	-	-	-5.2	-10.6	0.0	-32.6	2.5	3.0	41.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	82.8	9.6	65.2	10	4.3	7.4	-5.6	3.9	-	-	-5.2	-10.6	10.0	-32.6	2.5	3.0	50.5	53.3			
		ER Lok Ma Chau to Hung Hom		85.1	88.9	9.6	65.1	5	1.8	3.9	-20.4	4.6	2.5	-	-5.5	-10.6	7.0	-32.6	2.5	3.0	35.6				
		ER Hung Hom to Lo Wu		86.1	94.0	9.6	63.8	10	2.6	7.4	-9.9	4.4	-	-	-5.8	-10.7	10.0	-32.6	2.5	3.0	47.0				
		ER Hung Hom to Lok Ma Chau		86.1	94.0	9.6	65.3	5	3.0	7.4	-8.9	4.3	-	-	-5.8	-10.6	7.0	-32.6	2.5	3.0	45.1				
		Intercity through train to Hung Hom		86.5	82.8	9.6	65.2	1	4.3	7.4	-5.6	3.9	-	-	-5.2	-10.6	0.0	-32.6	2.5	3.0	42.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	83.6	9.6	65.2	10	4.3	7.4	-4.9	3.9	-	-	-5.2	-10.6	10.0	-32.6	2.5	3.0	51.2	54.0			
		ER Lok Ma Chau to Hung Hom		85.1	89.8	9.6	65.1	5	1.8	3.9	-20.2	4.6	2.5	-	-5.6	-10.6	7.0	-32.6	2.5	3.0	35.7				
		ER Hung Hom to Lo Wu		86.1	94.7	9.6	63.8	10	2.6	7.4	-9.3	4.4	-	-	-5.8	-10.7	10.0	-32.6	2.5	3.0	47.6				
		ER Hung Hom to Lok Ma Chau		86.1	94.7	9.6	65.3	5	3.0	7.4	-8.1	4.3	-	-	-5.8	-10.6	7.0	-32.6	2.5	3.0	45.8				
		Intercity through train to Hung Hom		86.5	83.6	9.6	65.2	1	4.3	7.4	-4.9	3.9	-	-	-5.2	-10.6	0.0	-32.6	2.5	3.0	42.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	84.5	9.6	65.2	10	4.3	7.4	-3.7	3.7	-	-	-5.3	-10.6	10.0	-32.6	2.5	3.0	52.1	54.8			
		ER Lok Ma Chau to Hung Hom		85.1	90.7	9.6	65.1	5	1.8	3.9	-20.0	4.6	2.5	-	-5.6	-10.6	7.0	-32.6	2.5	3.0	35.9				
		ER Hung Hom to Lo Wu		86.1	95.5	9.6	63.8	10	2.6	7.4	-8.6	4.4	-	-	-5.8	-10.7	10.0	-32.6	2.5	3.0	48.3				
		ER Hung Hom to Lok Ma Chau		86.1	95.5	9.6	65.3	5	3.0	7.4	-7.4	4.3	-	-	-5.8	-10.6	7.0	-32.6	2.5	3.0	46.5				
		Intercity through train to Hung Hom		86.5	84.5	9.6	65.2	1	4.3	7.4	-3.7	3.7	-	-	-5.3	-10.6	0.0	-32.6	2.5	3.0	43.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	85.5	9.6	65.2	10	4.3	7.4	-2.9	2.9	-	-	-5.3	-10.6	10.0	-32.6	2.5	3.0	52.1	55.0			
		ER Lok Ma Chau to Hung Hom		85.1	91.7	9.6	65.1	5	1.8	3.9	-19.7	4.6	2.5	-	-5.6	-10.6	7.0	-32.6	2.5	3.0	36.0				
		ER Hung Hom to Lo Wu		86.1	96.4	9.6	63.8	10	2.6	7.4	-7.9	4.4	-	-	-5.9	-10.7	10.0	-32.6	2.5	3.0	49.0				
		ER Hung Hom to Lok Ma Chau		86.1	96.4	9.6	65.3	5	3.0	7.4	-6.7	4.3	-	-	-5.9	-10.6	7.0	-32.6	2.5	3.0	47.2				
		Intercity through train to Hung Hom		86.5	85.5	9.6	65.2	1	4.3	7.4	-2.9	2.9	-	-	-5.3	-10.6	0.0	-32.6	2.5	3.0	43.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	86.5	9.6	65.2	10	4.3	7.4	-2.4	2.4	-	-	-5.4	-10.6	10.0	-32.6	2.5	3.0	52.0	55.3			
		ER Lok Ma Chau to Hung Hom		85.1	92.8	9.6	65.1	5	1.8	3.9	-19.5	4.6	2.5	-	-5.7	-10.6	7.0	-32.6	2.5	3.0	36.2				
		ER Hung Hom to Lo Wu		86.1	97.3	9.6	63.8	10	2.6	7.4	-7.2	4.4	-	-	-5.9	-10.7	10.0	-32.6	2.5	3.0	49.6				
		ER Hung Hom to Lok Ma Chau		86.1	97.3	9.6	65.3	5	3.0	7.4	-6.1	4.3	-	-	-5.9	-10.6	7.0	-32.6	2.5	3.0	47.7				
		Intercity through train to Hung Hom		86.5	86.5	9.6	65.2	1	4.3	7.4	-2.4	2.4	-	-	-5.4	-10.6	0.0	-32.6	2.5	3.0	43.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	87.6	9.6	65.2	10	4.3	7.4	-1.9	1.9	-	-	-5.4	-10.6	10.0	-32.6	2.5	3.0	52.0	55.5			
		ER Lok Ma Chau to Hung Hom		85.1	93.9	9.6	65.1	5	1.8	3.9	-19.3	4.6	2.5	-	-5.7	-10.6	7.0	-32.6	2.5	3.0	36.4				
		ER Hung Hom to Lo Wu		86.1	98.3	9.6	63.8	10	2.6	7.4	-6.6	4.4	-	-	-5.9	-10.7	10.0	-32.6	2.5	3.0	50.2				
		ER Hung Hom to Lok Ma Chau		86.1	98.3	9.6	65.3	5	3.0	7.4	-5.7	4.3	-	-	-5.9	-10.6	7.0	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	87.6	9.6	65.2	1	4.3	7.4	-1.9	1.9	-	-	-5.4	-10.6	0.0	-32.6	2.5	3.0	43.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	88.8	9.6	65.2	10	4.3	7.4	-1.6	1.6	-	-	-5.5	-10.6	10.0	-32.6	2.5	3.0	51.9	55.6			
		ER Lok Ma Chau to Hung Hom		85.1	95.1	9.6	65.1	5	1.8	3.9	-19.1	4.6	2.5	-	-5.8	-10.6	7.0	-32.6	2.5	3.0	36.5				
		ER Hung Hom to Lo Wu		86.1	99.4	9.6	63.8	10	2.6	7.4	-6.1	4.4	-	-	-6.0	-10.7	10.0	-32.6	2.5	3.0	50.7				
		ER Hung Hom to Lok Ma Chau		86.1	99.4	9.6	65.3	5	3.0	7.4	-5.5	4.3	-	-	-6.0	-10.6	7.0	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	88.8	9.6	65.2	1	4.3	7.4	-1.6	1.6	-	-	-5.5	-10.6	0.0	-32.6	2.5	3.0	43.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	90.1	9.6	65.2	10	4.3	7.4	-1.3	1.3	-	-	-5.6	-10.6	10.0	-32.6	2.5	3.0	51.8	55.8			
		ER Lok Ma Chau to Hung Hom		85.1	96.4	9.6	65.1	5	1.8	3.9	-18.9	4.6	2.5	-	-5.9	-10.6	7.0	-32.6	2.5	3.0	36.7				
		ER Hung Hom to Lo Wu		86.1	100.5	9.6	63.8	10	2.6	7.4	-5.7	4.4	-	-	-6.0	-10.7	10.0	-32.6	2.5	3.0	51.0				
		ER Hung Hom to Lok Ma Chau		86.1	100.5	9.6	65.3	5	3.0	7.4	-4.8	4.3	-	-	-6.0	-10.6	7.0	-32.6	2.5	3.0	48.9				
		Intercity through train to Hung Hom		86.5	90.1	9.6	65.2	1	4.3	7.4	-1.3	1.3	-	-	-5.6	-10.6	0.0	-32.6	2.5	3.0	43.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	91.4	9.6	65.2	10	4.3	7.4	-1.1	1.1	-	-	-5.6	-10.6	10.0	-32.6	2.5	3.0	51.8	55.9			
		ER Lok Ma Chau to Hung Hom		85.1	97.8	9.6	65.1	5	1.8	3.9	-18.7	4.6	2.5	-	-5.9	-10.6	7.0	-32.6	2.5	3.0	36.9				
		ER Hung Hom to Lo Wu		86.1	101.7	9.6	63.8	10	2.6	7.4	-5.6	4.4	-	-	-6.1	-10.7	10.0	-32.6	2.5	3.0	51.1				
		ER Hung Hom to Lok Ma Chau		86.1	101.7	9.6	65.3	5	3.0	7.4	-4.0	4.0	-	-	-6.1	-10.6	7.0	-32.6	2.5	3.0	49.4				
		Intercity through train to Hung Hom		86.5	91.4	9.6	65.2	1	4.3	7.4	-1.1	1.1	-	-	-5.6	-10.6	0.0	-32.6	2.5	3.0	43.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	92.8	9.6	65.2	10	4.3	7.4	-0.9	0.9	-	-	-5.7	-10.6	10.0	-32.6	2.5	3.0	51.7	56.0			
		ER Lok Ma Chau to Hung Hom		85.1	99.2	9.6	65.1	5	1.8	3.9	-18.4	4.6	2.5	-	-6.0	-10.6	7.0	-32.6	2.5	3.0	37.0				
		ER Hung Hom to Lo Wu		86.1	102.9	9.6	63.8	10	2.6	7.4	-5.1	4.4	-	-	-6.1	-10.7	10.0	-32.6	2.5	3.0	51.5				
		ER Hung Hom to Lok Ma Chau		86.1	102.9	9.6	65.3	5	3.0	7.4	-3.4	3.4	-	-	-6.1	-10.6	7.0	-32.6	2.5	3.0	49.3				
		Intercity through train to Hung Hom		86.5	92.8	9.6	65.2	1	4.3	7.4	-0.9	0.9	-	-	-5.7	-10.6	0.0	-32.6	2.5	3.0	43.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	94.3	9.6	65.2	10	4.3	7.4	-0.7	0.7	-	-	-5.8	-10.6	10.0	-32.6	2.5	3.0	51.6	56.2			
		ER Lok Ma Chau to Hung Hom		85.1	100.6	9.6	65.1	5	1.8	3.9	-18.2	4.6	2.5	-	-6.0	-10.6	7.0	-32.6	2.5	3.0	37.2				
		ER Hung Hom to Lo Wu		86.1	104.2	9.6	63.8	10	2.6	7.4	-4.3	4.3	-	-	-6.2	-10.7	10.0	-32.6	2.5	3.0	52.2				
		ER Hung Hom to Lok Ma Chau		86.1	104.2	9.6	65.3	5	3.0	7.4	-2.9	2.9	-	-	-6.2	-10.6	7.0	-32.6	2.5	3.0	49.3				
		Intercity through train to Hung Hom		86.5	94.3	9.6	65.2	1	4.3	7.4	-0.7	0.7	-	-	-5.8	-10.6	0.0	-32.6	2.5	3.0	43.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	95.8	9.6	65.2	10	4.3	7.4	-0.6	0.6	-	-	-5.8	-10.6	10.0	-32.6	2.5	3.0	51.6	56.2			
		ER Lok Ma Chau to Hung Hom		85.1	102.1	9.6	65.1	5	1.8	3.9	-18.0	4.6	2.5	-	-6.1	-10.6	7.0	-32.6	2.5	3.0	37.3				
		ER Hung Hom to Lo Wu		86.1	105.6	9.6	63.8	10	2.6	7.4	-3.7	3.7	-	-	-6.3	-10.7	10.0	-32.6	2.5	3.0	52.1				
		ER Hung Hom to Lok Ma Chau		86.1	105.6	9.6	65.3	5	3.0	7.4	-2.5	2.5	-	-	-6.3	-10.6	7.0	-32.6	2.5	3.0	49.2				
		Intercity through train to Hung Hom		86.5	95.8	9.6	65.2	1	4.3	7.4	-0.6	0.6	-	-	-5.8	-10.6	0.0	-32.6	2.5	3.0	43.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	97.3	9.6	65.2	10	4.3	7.4	-0.4	0.4	-	-	-5.9	-10.6	10.0	-32.6	2.5	3.0	51.5	56.1			
		ER Lok Ma Chau to Hung Hom		85.1	103.7	9.6	65.1	5	1.8	3.9	-17.7	4.6	2.5	-	-6.2	-10.6	7.0	-32.6	2.5	3.0	37.5				
		ER Hung Hom to Lo Wu		86.1	107.0	9.6	63.8	10	2.6	7.4	-3.2	3.2	-	-	-6.3	-10.7	10.0	-32.6	2.5	3.0	52.1				
		ER Hung Hom to Lok Ma Chau		86.1	107.0	9.6	65.3	5	3.0	7.4	-2.2	2.2	-	-	-6.3	-10.6	7.0	-32.6	2.5	3.0	49.1				
		Intercity through train to Hung Hom		86.5	97.3	9.6	65.2	1	4.3	7.4	-0.4	0.4	-	-	-5.9	-10.6	0.0	-32.6	2.5	3.0	43.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
17	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	98.9	9.6	65.2	10	4.3	7.4	-0.3	0.3	-	-	-6.0	-10.6	10.0	-32.6	2.5	3.0	51.4	56.1			
		ER Lok Ma Chau to Hung Hom		85.1	105.3	9.6	65.1	5	1.8	3.9	-17.5	4.6	2.5	-	-6.2	-10.6	7.0	-32.6	2.5	3.0	37.7				
		ER Hung Hom to Lo Wu		86.1	108.5	9.6	63.8	10	2.6	7.4	-2.8	2.8	-	-	-6.4	-10.7	10.0	-32.6	2.5	3.0	52.0				
		ER Hung Hom to Lok Ma Chau		86.1	108.5	9.6	65.3	5	3.0	7.4	-2.0	2.0	-	-	-6.4	-10.6	7.0	-32.6	2.5	3.0	49.1				
		Intercity through train to Hung Hom		86.5	98.9	9.6	65.2	1	4.3	7.4	-0.3	0.3	-	-	-6.0	-10.6	0.0	-32.6	2.5	3.0	42.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
18	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	100.6	9.6	65.2	10	4.3	7.4	-0.2	0.2	-	-	-6.0	-10.6	10.0	-32.6	2.5	3.0	51.4	56.0			
		ER Lok Ma Chau to Hung Hom		85.1	106.9	9.6	65.1	5	1.8	3.9	-17.3	4.6	2.5	-	-6.3	-10.6	7.0	-32.6	2.5	3.0	37.8				
		ER Hung Hom to Lo Wu		86.1	110.0	9.6	63.8	10	2.6	7.4	-2.5	2.5	-	-	-6.4	-10.7	10.0	-32.6	2.5	3.0	51.9				
		ER Hung Hom to Lok Ma Chau		86.1	110.0	9.6	65.3	5	3.0	7.4	-1.7	1.7	-	-	-6.4	-10.6	7.0	-32.6	2.5	3.0	49.0				
		Intercity through train to Hung Hom		86.5	100.6	9.6	65.2	1	4.3	7.4	-0.2	0.2	-	-	-6.0	-10.6	0.0	-32.6	2.5	3.0	42.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
19	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	102.3	9.6	65.2	10	4.3	7.4	-0.1	0.1	-	-	-6.1	-10.6	10.0	-32.6	2.5	3.0	51.3	55.9			
		ER Lok Ma Chau to Hung Hom		85.1	108.6	9.6	65.1	5	1.8	3.9	-17.0	4.6	2.5	-	-6.4	-10.6	7.0	-32.6	2.5	3.0	38.0				
		ER Hung Hom to Lo Wu		86.1	111.6	9.6	63.8	10	2.6	7.4	-2.2	2.2	-	-	-6.5	-10.7	10.0	-32.6	2.5	3.0	51.9				
		ER Hung Hom to Lok Ma Chau		86.1	111.6	9.6	65.3	5	3.0	7.4	-1.6	1.6	-	-	-6.5	-10.6	7.0	-32.6	2.5	3.0	49.0				
		Intercity through train to Hung Hom		86.5	102.3	9.6	65.2	1	4.3	7.4	-0.1	0.1	-	-	-6.1	-10.6	0.0	-32.6	2.5	3.0	42.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
20	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	104.1	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-6.2	-10.6	10.0	-32.6	2.5	3.0	51.2	55.9			
		ER Lok Ma Chau to Hung Hom		85.1	110.4	9.6	65.1	5	1.8	3.9	-16.8	4.6	2.5	-	-6.4	-10.6	7.0	-32.6	2.5	3.0	38.2				
		ER Hung Hom to Lo Wu		86.1	113.2	9.6	63.8	10	2.6	7.4	-2.0	2.0	-	-	-6.6	-10.7	10.0	-32.6	2.5	3.0	51.8				
		ER Hung Hom to Lok Ma Chau		86.1	113.2	9.6	65.3	5	3.0	7.4	-1.4	1.4	-	-	-6.6	-10.6	7.0	-32.6	2.5	3.0	48.9				
		Intercity through train to Hung Hom		86.5	104.1	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-6.2	-10.6	0.0	-32.6	2.5	3.0	42.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
21	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	105.9	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-6.3	-10.6	10.0	-32.6	2.5	3.0	51.1	55.8			
		ER Lok Ma Chau to Hung Hom		85.1	112.2	9.6	65.1	5	1.8	3.9	-16.6	4.6	2.5	-	-6.5	-10.6	7.0	-32.6	2.5	3.0	38.3				
		ER Hung Hom to Lo Wu		86.1	114.8	9.6	63.8	10	2.6	7.4	-1.8	1.8	-	-	-6.6	-10.7	10.0	-32.6	2.5	3.0	51.7				
		ER Hung Hom to Lok Ma Chau		86.1	114.8	9.6	65.3	5	3.0	7.4	-1.2	1.2	-	-	-6.6	-10.6	7.0	-32.6	2.5	3.0	48.8				
		Intercity through train to Hung Hom		86.5	105.9	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-6.3	-10.6	0.0	-32.6	2.5	3.0	42.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
22	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	107.7	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-6.3	-10.6	10.0	-32.6	2.5	3.0	51.1	55.7			
		ER Lok Ma Chau to Hung Hom		85.1	114.0	9.6	65.1	5	1.8	3.9	-16.3	4.6	2.5	-	-6.6	-10.6	7.0	-32.6	2.5	3.0	38.5				
		ER Hung Hom to Lo Wu		86.1	116.5	9.6	63.8	10	2.6	7.4	-1.6	1.6	-	-	-6.7	-10.7	10.0	-32.6	2.5	3.0	51.7				
		ER Hung Hom to Lok Ma Chau		86.1	116.5	9.6	65.3	5	3.0	7.4	-1.1	1.1	-	-	-6.7	-10.6	7.0	-32.6	2.5	3.0	48.8				
		Intercity through train to Hung Hom		86.5	107.7	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-6.3	-10.6	0.0	-32.6	2.5	3.0	42.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
23	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	109.6	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-6.4	-10.6	10.0	-32.6	2.5	3.0	51.0	55.7			
		ER Lok Ma Chau to Hung Hom		85.1	115.8	9.6	65.1	5	1.8	3.9	-16.1	4.6	2.5	-	-6.7	-10.6	7.0	-32.6	2.5	3.0	38.7				
		ER Hung Hom to Lo Wu		86.1	118.3	9.6	63.8	10	2.6	7.4	-1.5	1.5	-	-	-6.7	-10.7	10.0	-32.6	2.5	3.0	51.6				
		ER Hung Hom to Lok Ma Chau		86.1	118.3	9.6	65.3	5	3.0	7.4	-1.0	1.0	-	-	-6.7	-10.6	7.0	-32.6	2.5	3.0	48.7				
		Intercity through train to Hung Hom		86.5	109.6	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-6.4	-10.6	0.0	-32.6	2.5	3.0	42.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
25	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	113.9	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-6.6	-10.6	10.0	-32.6	2.5	3.0	50.8	55.5			
		ER Lok Ma Chau to Hung Hom		85.1	120.1	9.6	65.1	5	1.8	3.9	-15.6	4.6	2.5	-	-6.8	-10.6	7.0	-32.6	2.5	3.0	39.1				
		ER Hung Hom to Lo Wu		86.1	122.3	9.6	63.8	10	2.6	7.4	-1.2	1.2	-	-	-6.9	-10.7	10.0	-32.6	2.5	3.0	51.5				
		ER Hung Hom to Lok Ma Chau		86.1	122.3	9.6	65.3	5	3.0	7.4	-0.8	0.8	-	-	-6.9	-10.6	7.0	-32.6	2.5	3.0	48.6				
		Intercity through train to Hung Hom		86.5	113.9	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-6.6	-10.6	0.0	-32.6	2.5	3.0	42.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
26	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	115.9	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-6.7	-10.6	10.0	-32.6	2.5	3.0	50.7	55.5			
		ER Lok Ma Chau to Hung Hom		85.1	122.1	9.6	65.1	5	1.8	3.9	-15.3	4.6	2.5	-	-6.9	-10.6	7.0	-32.6	2.5	3.0	39.2				
		ER Hung Hom to Lo Wu		86.1	124.2	9.6	63.8	10	2.6	7.4	-1.1	1.1	-	-	-7.0	-10.7	10.0	-32.6	2.5	3.0	51.4				
		ER Hung Hom to Lok Ma Chau		86.1	124.2	9.6	65.3	5	3.0	7.4	-0.7	0.7	-	-	-7.0	-10.6	7.0	-32.6	2.5	3.0	48.5				
		Intercity through train to Hung Hom		86.5	115.9	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-6.7	-10.6	0.0	-32.6	2.5	3.0	42.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
27	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	117.9	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-6.7	-10.6	10.0	-32.6	2.5	3.0	50.7	55.4			
		ER Lok Ma Chau to Hung Hom		85.1	124.1	9.6	65.1	5	1.8	3.9	-15.1	4.6	2.5	-	-7.0	-10.6	7.0	-32.6	2.5	3.0	39.4				
		ER Hung Hom to Lo Wu		86.1	126.0	9.6	63.8	10	2.6	7.4	-1.0	1.0	-	-	-7.0	-10.7	10.0	-32.6	2.5	3.0	51.3				
		ER Hung Hom to Lok Ma Chau		86.1	126.0	9.6	65.3	5	3.0	7.4	-0.6	0.6	-	-	-7.0	-10.6	7.0	-32.6	2.5	3.0	48.4				
		Intercity through train to Hung Hom		86.5	117.9	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-6.7	-10.6	0.0	-32.6	2.5	3.0	42.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
28	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	120.0	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-6.8	-10.6	10.0	-32.6	2.5	3.0	50.6	55.3			
		ER Lok Ma Chau to Hung Hom		85.1	126.1	9.6	65.1	5	1.8	3.9	-14.8	4.6	2.5	-	-7.0	-10.6	7.0	-32.6	2.5	3.0	39.6				
		ER Hung Hom to Lo Wu		86.1	128.0	9.6	63.8	10	2.6	7.4	-0.9	0.9	-	-	-7.1	-10.7	10.0	-32.6	2.5	3.0	51.3				
		ER Hung Hom to Lok Ma Chau		86.1	128.0	9.6	65.3	5	3.0	7.4	-0.5	0.5	-	-	-7.1	-10.6	7.0	-32.6	2.5	3.0	48.4				
		Intercity through train to Hung Hom		86.5	120.0	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-6.8	-10.6	0.0	-32.6	2.5	3.0	42.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
29	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	122.0	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-6.9	-10.6	10.0	-32.6	2.5	3.0	50.5	55.3			
		ER Lok Ma Chau to Hung Hom		85.1	128.2	9.6	65.1	5	1.8	3.9	-14.6	4.6	2.5	-	-7.1	-10.6	7.0	-32.6	2.5	3.0	39.8				
		ER Hung Hom to Lo Wu		86.1	129.9	9.6	63.8	10	2.6	7.4	-0.8	0.8	-	-	-7.2	-10.7	10.0	-32.6	2.5	3.0	51.2				
		ER Hung Hom to Lok Ma Chau		86.1	129.9	9.6	65.3	5	3.0	7.4	-0.4	0.4	-	-	-7.2	-10.6	7.0	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	122.0	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-6.9	-10.6	0.0	-32.6	2.5	3.0	42.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
30	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	124.1	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-7.0	-10.6	10.0	-32.6	2.5	3.0	50.4	55.2			
		ER Lok Ma Chau to Hung Hom		85.1	130.2	9.6	65.1	5	1.8	3.9	-14.3	4.6	2.5	-	-7.2	-10.6	7.0	-32.6	2.5	3.0	39.9				
		ER Hung Hom to Lo Wu		86.1	131.9	9.6	63.8	10	2.6	7.4	-0.7	0.7	-	-	-7.2	-10.7	10.0	-32.6	2.5	3.0	51.1				
		ER Hung Hom to Lok Ma Chau		86.1	131.9	9.6	65.3	5	3.0	7.4	-0.4	0.4	-	-	-7.2	-10.6	7.0	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	124.1	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.0	-10.6	0.0	-32.6	2.5	3.0	41.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
31	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	126.3	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-7.0	-10.6	10.0	-32.6	2.5	3.0	50.4	55.2			
		ER Lok Ma Chau to Hung Hom		85.1	132.3	9.6	65.1	5	1.8	3.9	-14.1	4.6	2.5	-	-7.2	-10.6	7.0	-32.6	2.5	3.0	40.1				
		ER Hung Hom to Lo Wu		86.1	133.9	9.6	63.8	10	2.6	7.4	-0.7	0.7	-	-	-7.3	-10.7	10.0	-32.6	2.5	3.0	51.1				
		ER Hung Hom to Lok Ma Chau		86.1	133.9	9.6	65.3	5	3.0	7.4	-0.3	0.3	-	-	-7.3	-10.6	7.0	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	126.3	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.0	-10.6	0.0	-32.6	2.5	3.0	41.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
32	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	128.4	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-7.1	-10.6	10.0	-32.6	2.5	3.0	50.3	55.1			
		ER Lok Ma Chau to Hung Hom		85.1	134.5	9.6	65.1	5	1.8	3.9	-13.9	4.6	2.5	-	-7.3	-10.6	7.0	-32.6	2.5	3.0	40.3				
		ER Hung Hom to Lo Wu		86.1	135.9	9.6	63.8	10	2.6	7.4	-0.6	0.6	-	-	-7.4	-10.7	10.0	-32.6	2.5	3.0	51.0				
		ER Hung Hom to Lok Ma Chau		86.1	135.9	9.6	65.3	5	3.0	7.4	-0.2	0.2	-	-	-7.4	-10.6	7.0	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	128.4	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.1	-10.6	0.0	-32.6	2.5	3.0	41.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
33	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	130.6	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-7.2	-10.6	10.0	-32.6	2.5	3.0	50.2	55.0			
		ER Lok Ma Chau to Hung Hom		85.1	136.6	9.6	65.1	5	1.8	3.9	-13.6	4.6	2.5	-	-7.4	-10.6	7.0	-32.6	2.5	3.0	40.5				
		ER Hung Hom to Lo Wu		86.1	138.0	9.6	63.8	10	2.6	7.4	-0.5	0.5	-	-	-7.4	-10.7	10.0	-32.6	2.5	3.0	50.9				
		ER Hung Hom to Lok Ma Chau		86.1	138.0	9.6	65.3	5	3.0	7.4	-0.2	0.2	-	-	-7.4	-10.6	7.0	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	130.6	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.2	-10.6	0.0	-32.6	2.5	3.0	41.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
34	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	132.8	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-7.3	-10.6	10.0	-32.6	2.5	3.0	50.2	55.0			
		ER Lok Ma Chau to Hung Hom		85.1	138.8	9.6	65.1	5	1.8	3.9	-13.4	4.6	2.5	-	-7.4	-10.6	7.0	-32.6	2.5	3.0	40.6				
		ER Hung Hom to Lo Wu		86.1	140.0	9.6	63.8	10	2.6	7.4	-0.5	0.5	-	-	-7.5	-10.7	10.0	-32.6	2.5	3.0	50.9				
		ER Hung Hom to Lok Ma Chau		86.1	140.0	9.6	65.3	5	3.0	7.4	-0.1	0.1	-	-	-7.5	-10.6	7.0	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	132.8	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.3	-10.6	0.0	-32.6	2.5	3.0	41.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
35	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	135.0	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-7.3	-10.6	10.0	-32.6	2.5	3.0	50.1	54.9			
		ER Lok Ma Chau to Hung Hom		85.1	141.0	9.6	65.1	5	1.8	3.9	-13.1	4.6	2.5	-	-7.5	-10.6	7.0	-32.6	2.5	3.0	40.8				
		ER Hung Hom to Lo Wu		86.1	142.1	9.6	63.8	10	2.6	7.4	-0.4	0.4	-	-	-7.5	-10.7	10.0	-32.6	2.5	3.0	50.8				
		ER Hung Hom to Lok Ma Chau		86.1	142.1	9.6	65.3	5	3.0	7.4	-0.1	0.1	-	-	-7.5	-10.6	7.0	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	135.0	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.3	-10.6	0.0	-32.6	2.5	3.0	41.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
36	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	137.2	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-7.4	-10.6	10.0	-32.6	2.5	3.0	50.0	54.9			
		ER Lok Ma Chau to Hung Hom		85.1	143.2	9.6	65.1	5	1.8	3.9	-12.9	4.6	2.5	-	-7.6	-10.6	7.0	-32.6	2.5	3.0	41.0				
		ER Hung Hom to Lo Wu		86.1	144.3	9.6	63.8	10	2.6	7.4	-0.4	0.4	-	-	-7.6	-10.7	10.0	-32.6	2.5	3.0	50.8				
		ER Hung Hom to Lok Ma Chau		86.1	144.3	9.6	65.3	5	3.0	7.4	0.0	0.0	-	-	-7.6	-10.6	7.0	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	137.2	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.4	-10.6	0.0	-32.6	2.5	3.0	41.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
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First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
37	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	139.5	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-7.5	-10.6	10.0	-32.6	2.5	3.0	49.9	54.8			
		ER Lok Ma Chau to Hung Hom		85.1	145.4	9.6	65.1	5	1.8	3.9	-12.6	4.6	2.5	-	-7.6	-10.6	7.0	-32.6	2.5	3.0	41.2				
		ER Hung Hom to Lo Wu		86.1	146.4	9.6	63.8	10	2.6	7.4	-0.3	0.3	-	-	-7.7	-10.7	10.0	-32.6	2.5	3.0	50.7				
		ER Hung Hom to Lok Ma Chau		86.1	146.4	9.6	65.3	5	3.0	7.4	0.0	0.0	-	-	-7.7	-10.6	7.0	-32.6	2.5	3.0	47.8				
		Intercity through train to Hung Hom		86.5	139.5	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.5	-10.6	0.0	-32.6	2.5	3.0	41.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
38	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	141.7	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-7.5	-10.6	10.0	-32.6	2.5	3.0	49.9	54.8			
		ER Lok Ma Chau to Hung Hom		85.1	147.6	9.6	65.1	5	1.8	3.9	-12.4	4.6	2.5	-	-7.7	-10.6	7.0	-32.6	2.5	3.0	41.3				
		ER Hung Hom to Lo Wu		86.1	148.6	9.6	63.8	10	2.6	7.4	-0.3	0.3	-	-	-7.7	-10.7	10.0	-32.6	2.5	3.0	50.6				
		ER Hung Hom to Lok Ma Chau		86.1	148.6	9.6	65.3	5	3.0	7.4	0.0	0.0	-	-	-7.7	-10.6	7.0	-32.6	2.5	3.0	47.7				
		Intercity through train to Hung Hom		86.5	141.7	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.5	-10.6	0.0	-32.6	2.5	3.0	41.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
39	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	144.0	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-7.6	-10.6	10.0	-32.6	2.5	3.0	49.8	54.7			
		ER Lok Ma Chau to Hung Hom		85.1	149.9	9.6	65.1	5	1.8	3.9	-12.1	4.6	2.5	-	-7.8	-10.6	7.0	-32.6	2.5	3.0	41.5				
		ER Hung Hom to Lo Wu		86.1	150.7	9.6	63.8	10	2.6	7.4	-0.2	0.2	-	-	-7.8	-10.7	10.0	-32.6	2.5	3.0	50.6				
		ER Hung Hom to Lok Ma Chau		86.1	150.7	9.6	65.3	5	3.0	7.4	0.0	0.0	-	-	-7.8	-10.6	7.0	-32.6	2.5	3.0	47.7				
		Intercity through train to Hung Hom		86.5	144.0	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.6	-10.6	0.0	-32.6	2.5	3.0	41.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
40	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	146.3	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-7.7	-10.6	10.0	-32.6	2.5	3.0	49.7	54.7			
		ER Lok Ma Chau to Hung Hom		85.1	152.2	9.6	65.1	5	1.8	3.9	-11.9	4.6	2.5	-	-7.8	-10.6	7.0	-32.6	2.5	3.0	41.7				
		ER Hung Hom to Lo Wu		86.1	152.9	9.6	63.8	10	2.6	7.4	-0.2	0.2	-	-	-7.9	-10.7	10.0	-32.6	2.5	3.0	50.5				
		ER Hung Hom to Lok Ma Chau		86.1	152.9	9.6	65.3	5	3.0	7.4	0.0	0.0	-	-	-7.9	-10.6	7.0	-32.6	2.5	3.0	47.6				
		Intercity through train to Hung Hom		86.5	146.3	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.7	-10.6	0.0	-32.6	2.5	3.0	41.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
41	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	148.6	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-7.7	-10.6	10.0	-32.6	2.5	3.0	49.7	54.6			
		ER Lok Ma Chau to Hung Hom		85.1	154.5	9.6	65.1	5	1.8	3.9	-11.6	4.6	2.5	-	-7.9	-10.6	7.0	-32.6	2.5	3.0	41.9				
		ER Hung Hom to Lo Wu		86.1	155.2	9.6	63.8	10	2.6	7.4	-0.1	0.1	-	-	-7.9	-10.7	10.0	-32.6	2.5	3.0	50.4				
		ER Hung Hom to Lok Ma Chau		86.1	155.2	9.6	65.3	5	3.0	7.4	0.0	0.0	-	-	-7.9	-10.6	7.0	-32.6	2.5	3.0	47.5				
		Intercity through train to Hung Hom		86.5	148.6	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.7	-10.6	0.0	-32.6	2.5	3.0	41.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
42	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	151.0	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-7.8	-10.6	10.0	-32.6	2.5	3.0	49.6	54.5			
		ER Lok Ma Chau to Hung Hom		85.1	156.8	9.6	65.1	5	1.8	3.9	-11.4	4.6	2.5	-	-8.0	-10.6	7.0	-32.6	2.5	3.0	42.1				
		ER Hung Hom to Lo Wu		86.1	157.4	9.6	63.8	10	2.6	7.4	-0.1	0.1	-	-	-8.0	-10.7	10.0	-32.6	2.5	3.0	50.4				
		ER Hung Hom to Lok Ma Chau		86.1	157.4	9.6	65.3	5	3.0	7.4	0.0	0.0	-	-	-8.0	-10.6	7.0	-32.6	2.5	3.0	47.5				
		Intercity through train to Hung Hom		86.5	151.0	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.8	-10.6	0.0	-32.6	2.5	3.0	41.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
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First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
43	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	153.3	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-7.9	-10.6	10.0	-32.6	2.5	3.0	49.5	54.5			
		ER Lok Ma Chau to Hung Hom		85.1	159.1	9.6	65.1	5	1.8	3.9	-11.1	4.6	2.5	-	-8.0	-10.6	7.0	-32.6	2.5	3.0	42.3				
		ER Hung Hom to Lo Wu		86.1	159.6	9.6	63.8	10	2.6	7.4	-0.1	0.1	-	-	-8.1	-10.7	10.0	-32.6	2.5	3.0	50.3				
		ER Hung Hom to Lok Ma Chau		86.1	159.6	9.6	65.3	5	3.0	7.4	0.0	0.0	-	-	-8.1	-10.6	7.0	-32.6	2.5	3.0	47.4				
		Intercity through train to Hung Hom		86.5	153.3	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.9	-10.6	0.0	-32.6	2.5	3.0	41.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
44	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	155.7	9.6	65.2	10	4.3	7.4	0.0	0.0	-	-	-7.9	-10.6	10.0	-32.6	2.5	3.0	49.5	54.5			
		ER Lok Ma Chau to Hung Hom		85.1	161.4	9.6	65.1	5	1.8	3.9	-10.9	4.6	2.5	-	-8.1	-10.6	7.0	-32.6	2.5	3.0	42.4				
		ER Hung Hom to Lo Wu		86.1	161.9	9.6	63.8	10	2.6	7.4	0.0	0.0	-	-	-8.1	-10.7	10.0	-32.6	2.5	3.0	50.3				
		ER Hung Hom to Lok Ma Chau		86.1	161.9	9.6	65.3	5	3.0	7.4	0.0	0.0	-	-	-8.1	-10.6	7.0	-32.6	2.5	3.0	47.4				
		Intercity through train to Hung Hom		86.5	155.7	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.9	-10.6	0.0	-32.6	2.5	3.0	41.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

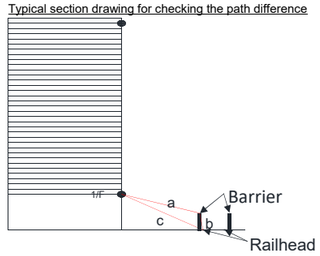
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location			Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A)										Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
					Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]				Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration					
																					Max predicted noise impact $L_{eq\ 30min}$		56	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction
[16] 24/F is the refuge floor, so it is not included in the assessment.

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
3	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	82.1	9.6	65.2	8	4.3	7.4	-6.1	3.9	-	-	-5.2	-10.6	9.0	-32.6	2.5	3.0	49.1	51.9			
		ER Lok Ma Chau to Hung Hom		85.1	88.1	9.6	65.1	4	1.8	3.9	-20.6	4.6	2.5	-	-5.5	-10.6	6.0	-32.6	2.5	3.0	34.4				
		ER Hung Hom to Lo Wu		86.1	93.4	9.6	63.8	8	2.6	7.4	-10.6	4.4	-	-	-5.7	-10.7	9.0	-32.6	2.5	3.0	45.5				
		ER Hung Hom to Lok Ma Chau		86.1	93.4	9.6	65.3	4	3.0	7.4	-9.6	4.3	-	-	-5.7	-10.6	6.0	-32.6	2.5	3.0	43.4				
		Intercity through train to Hung Hom		86.5	82.1	9.6	65.2	1	4.3	7.4	-6.1	3.9	-	-	-5.2	-10.6	0.0	-32.6	2.5	3.0	41.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	82.8	9.6	65.2	8	4.3	7.4	-5.6	3.9	-	-	-5.2	-10.6	9.0	-32.6	2.5	3.0	49.6	52.4			
		ER Lok Ma Chau to Hung Hom		85.1	88.9	9.6	65.1	4	1.8	3.9	-20.4	4.6	2.5	-	-5.5	-10.6	6.0	-32.6	2.5	3.0	34.6				
		ER Hung Hom to Lo Wu		86.1	94.0	9.6	63.8	8	2.6	7.4	-9.9	4.4	-	-	-5.8	-10.7	9.0	-32.6	2.5	3.0	46.1				
		ER Hung Hom to Lok Ma Chau		86.1	94.0	9.6	65.3	4	3.0	7.4	-8.9	4.3	-	-	-5.8	-10.6	6.0	-32.6	2.5	3.0	44.1				
		Intercity through train to Hung Hom		86.5	82.8	9.6	65.2	1	4.3	7.4	-5.6	3.9	-	-	-5.2	-10.6	0.0	-32.6	2.5	3.0	42.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
5	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	83.6	9.6	65.2	8	4.3	7.4	-4.9	3.9	-	-	-5.2	-10.6	9.0	-32.6	2.5	3.0	50.3	53.1			
		ER Lok Ma Chau to Hung Hom		85.1	89.8	9.6	65.1	4	1.8	3.9	-20.2	4.6	2.5	-	-5.6	-10.6	6.0	-32.6	2.5	3.0	34.8				
		ER Hung Hom to Lo Wu		86.1	94.7	9.6	63.8	8	2.6	7.4	-9.3	4.4	-	-	-5.8	-10.7	9.0	-32.6	2.5	3.0	46.7				
		ER Hung Hom to Lok Ma Chau		86.1	94.7	9.6	65.3	4	3.0	7.4	-8.1	4.3	-	-	-5.8	-10.6	6.0	-32.6	2.5	3.0	44.8				
		Intercity through train to Hung Hom		86.5	83.6	9.6	65.2	1	4.3	7.4	-4.9	3.9	-	-	-5.2	-10.6	0.0	-32.6	2.5	3.0	42.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
6	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	84.5	9.6	65.2	8	4.3	7.4	-3.7	3.7	-	-	-5.3	-10.6	9.0	-32.6	2.5	3.0	51.1	53.9			
		ER Lok Ma Chau to Hung Hom		85.1	90.7	9.6	65.1	4	1.8	3.9	-20.0	4.6	2.5	-	-5.6	-10.6	6.0	-32.6	2.5	3.0	34.9				
		ER Hung Hom to Lo Wu		86.1	95.5	9.6	63.8	8	2.6	7.4	-8.6	4.4	-	-	-5.8	-10.7	9.0	-32.6	2.5	3.0	47.3				
		ER Hung Hom to Lok Ma Chau		86.1	95.5	9.6	65.3	4	3.0	7.4	-7.4	4.3	-	-	-5.8	-10.6	6.0	-32.6	2.5	3.0	45.6				
		Intercity through train to Hung Hom		86.5	84.5	9.6	65.2	1	4.3	7.4	-3.7	3.7	-	-	-5.3	-10.6	0.0	-32.6	2.5	3.0	43.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
7	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	85.5	9.6	65.2	8	4.3	7.4	-2.9	2.9	-	-	-5.3	-10.6	9.0	-32.6	2.5	3.0	51.1	54.1			
		ER Lok Ma Chau to Hung Hom		85.1	91.7	9.6	65.1	4	1.8	3.9	-19.7	4.6	2.5	-	-5.6	-10.6	6.0	-32.6	2.5	3.0	35.1				
		ER Hung Hom to Lo Wu		86.1	96.4	9.6	63.8	8	2.6	7.4	-7.9	4.4	-	-	-5.9	-10.7	9.0	-32.6	2.5	3.0	48.0				
		ER Hung Hom to Lok Ma Chau		86.1	96.4	9.6	65.3	4	3.0	7.4	-6.7	4.3	-	-	-5.9	-10.6	6.0	-32.6	2.5	3.0	46.2				
		Intercity through train to Hung Hom		86.5	85.5	9.6	65.2	1	4.3	7.4	-2.9	2.9	-	-	-5.3	-10.6	0.0	-32.6	2.5	3.0	43.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
8	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	86.5	9.6	65.2	8	4.3	7.4	-2.4	2.4	-	-	-5.4	-10.6	9.0	-32.6	2.5	3.0	51.0	54.4			
		ER Lok Ma Chau to Hung Hom		85.1	92.8	9.6	65.1	4	1.8	3.9	-19.5	4.6	2.5	-	-5.7	-10.6	6.0	-32.6	2.5	3.0	35.2				
		ER Hung Hom to Lo Wu		86.1	97.3	9.6	63.8	8	2.6	7.4	-7.2	4.4	-	-	-5.9	-10.7	9.0	-32.6	2.5	3.0	48.6				
		ER Hung Hom to Lok Ma Chau		86.1	97.3	9.6	65.3	4	3.0	7.4	-6.1	4.3	-	-	-5.9	-10.6	6.0	-32.6	2.5	3.0	46.8				
		Intercity through train to Hung Hom		86.5	86.5	9.6	65.2	1	4.3	7.4	-2.4	2.4	-	-	-5.4	-10.6	0.0	-32.6	2.5	3.0	43.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
9	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	87.6	9.6	65.2	8	4.3	7.4	-1.9	1.9	-	-	-5.4	-10.6	9.0	-32.6	2.5	3.0	51.0	54.6			
		ER Lok Ma Chau to Hung Hom		85.1	93.9	9.6	65.1	4	1.8	3.9	-19.3	4.6	2.5	-	-5.7	-10.6	6.0	-32.6	2.5	3.0	35.4				
		ER Hung Hom to Lo Wu		86.1	98.3	9.6	63.8	8	2.6	7.4	-6.6	4.4	-	-	-5.9	-10.7	9.0	-32.6	2.5	3.0	49.2				
		ER Hung Hom to Lok Ma Chau		86.1	98.3	9.6	65.3	4	3.0	7.4	-5.7	4.3	-	-	-5.9	-10.6	6.0	-32.6	2.5	3.0	47.1				
		Intercity through train to Hung Hom		86.5	87.6	9.6	65.2	1	4.3	7.4	-1.9	1.9	-	-	-5.4	-10.6	0.0	-32.6	2.5	3.0	43.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
10	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	88.8	9.6	65.2	8	4.3	7.4	-1.6	1.6	-	-	-5.5	-10.6	9.0	-32.6	2.5	3.0	50.9	54.7			
		ER Lok Ma Chau to Hung Hom		85.1	95.1	9.6	65.1	4	1.8	3.9	-19.1	4.6	2.5	-	-5.8	-10.6	6.0	-32.6	2.5	3.0	35.6				
		ER Hung Hom to Lo Wu		86.1	99.4	9.6	63.8	8	2.6	7.4	-6.1	4.4	-	-	-6.0	-10.7	9.0	-32.6	2.5	3.0	49.7				
		ER Hung Hom to Lok Ma Chau		86.1	99.4	9.6	65.3	4	3.0	7.4	-5.5	4.3	-	-	-6.0	-10.6	6.0	-32.6	2.5	3.0	47.2				
		Intercity through train to Hung Hom		86.5	88.8	9.6	65.2	1	4.3	7.4	-1.6	1.6	-	-	-5.5	-10.6	0.0	-32.6	2.5	3.0	43.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
11	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	90.1	9.6	65.2	8	4.3	7.4	-1.3	1.3	-	-	-5.6	-10.6	9.0	-32.6	2.5	3.0	50.9	54.9			
		ER Lok Ma Chau to Hung Hom		85.1	96.4	9.6	65.1	4	1.8	3.9	-18.9	4.6	2.5	-	-5.9	-10.6	6.0	-32.6	2.5	3.0	35.7				
		ER Hung Hom to Lo Wu		86.1	100.5	9.6	63.8	8	2.6	7.4	-5.7	4.4	-	-	-6.0	-10.7	9.0	-32.6	2.5	3.0	50.0				
		ER Hung Hom to Lok Ma Chau		86.1	100.5	9.6	65.3	4	3.0	7.4	-4.8	4.3	-	-	-6.0	-10.6	6.0	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	90.1	9.6	65.2	1	4.3	7.4	-1.3	1.3	-	-	-5.6	-10.6	0.0	-32.6	2.5	3.0	43.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
12	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	91.4	9.6	65.2	8	4.3	7.4	-1.1	1.1	-	-	-5.6	-10.6	9.0	-32.6	2.5	3.0	50.8	55.0			
		ER Lok Ma Chau to Hung Hom		85.1	97.8	9.6	65.1	4	1.8	3.9	-18.7	4.6	2.5	-	-5.9	-10.6	6.0	-32.6	2.5	3.0	35.9				
		ER Hung Hom to Lo Wu		86.1	101.7	9.6	63.8	8	2.6	7.4	-5.6	4.4	-	-	-6.1	-10.7	9.0	-32.6	2.5	3.0	50.1				
		ER Hung Hom to Lok Ma Chau		86.1	101.7	9.6	65.3	4	3.0	7.4	-4.0	4.0	-	-	-6.1	-10.6	6.0	-32.6	2.5	3.0	48.4				
		Intercity through train to Hung Hom		86.5	91.4	9.6	65.2	1	4.3	7.4	-1.1	1.1	-	-	-5.6	-10.6	0.0	-32.6	2.5	3.0	43.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
13	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	92.8	9.6	65.2	8	4.3	7.4	-0.9	0.9	-	-	-5.7	-10.6	9.0	-32.6	2.5	3.0	50.7	55.1			
		ER Lok Ma Chau to Hung Hom		85.1	99.2	9.6	65.1	4	1.8	3.9	-18.4	4.6	2.5	-	-6.0	-10.6	6.0	-32.6	2.5	3.0	36.1				
		ER Hung Hom to Lo Wu		86.1	102.9	9.6	63.8	8	2.6	7.4	-5.1	4.4	-	-	-6.1	-10.7	9.0	-32.6	2.5	3.0	50.5				
		ER Hung Hom to Lok Ma Chau		86.1	102.9	9.6	65.3	4	3.0	7.4	-3.4	3.4	-	-	-6.1	-10.6	6.0	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	92.8	9.6	65.2	1	4.3	7.4	-0.9	0.9	-	-	-5.7	-10.6	0.0	-32.6	2.5	3.0	43.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
14	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	94.3	9.6	65.2	8	4.3	7.4	-0.7	0.7	-	-	-5.8	-10.6	9.0	-32.6	2.5	3.0	50.7	55.3			
		ER Lok Ma Chau to Hung Hom		85.1	100.6	9.6	65.1	4	1.8	3.9	-18.2	4.6	2.5	-	-6.0	-10.6	6.0	-32.6	2.5	3.0	36.2				
		ER Hung Hom to Lo Wu		86.1	104.2	9.6	63.8	8	2.6	7.4	-4.3	4.3	-	-	-6.2	-10.7	9.0	-32.6	2.5	3.0	51.2				
		ER Hung Hom to Lok Ma Chau		86.1	104.2	9.6	65.3	4	3.0	7.4	-2.9	2.9	-	-	-6.2	-10.6	6.0	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	94.3	9.6	65.2	1	4.3	7.4	-0.7	0.7	-	-	-5.8	-10.6	0.0	-32.6	2.5	3.0	43.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
15	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	95.8	9.6	65.2	8	4.3	7.4	-0.6	0.6	-	-	-5.8	-10.6	9.0	-32.6	2.5	3.0	50.6	55.3			
		ER Lok Ma Chau to Hung Hom		85.1	102.1	9.6	65.1	4	1.8	3.9	-18.0	4.6	2.5	-	-6.1	-10.6	6.0	-32.6	2.5	3.0	36.4				
		ER Hung Hom to Lo Wu		86.1	105.6	9.6	63.8	8	2.6	7.4	-3.7	3.7	-	-	-6.3	-10.7	9.0	-32.6	2.5	3.0	51.1				
		ER Hung Hom to Lok Ma Chau		86.1	105.6	9.6	65.3	4	3.0	7.4	-2.5	2.5	-	-	-6.3	-10.6	6.0	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	95.8	9.6	65.2	1	4.3	7.4	-0.6	0.6	-	-	-5.8	-10.6	0.0	-32.6	2.5	3.0	43.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
16	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	97.3	9.6	65.2	8	4.3	7.4	-0.4	0.4	-	-	-5.9	-10.6	9.0	-32.6	2.5	3.0	50.5	55.2			
		ER Lok Ma Chau to Hung Hom		85.1	103.7	9.6	65.1	4	1.8	3.9	-17.7	4.6	2.5	-	-6.2	-10.6	6.0	-32.6	2.5	3.0	36.5				
		ER Hung Hom to Lo Wu		86.1	107.0	9.6	63.8	8	2.6	7.4	-3.2	3.2	-	-	-6.3	-10.7	9.0	-32.6	2.5	3.0	51.1				
		ER Hung Hom to Lok Ma Chau		86.1	107.0	9.6	65.3	4	3.0	7.4	-2.2	2.2	-	-	-6.3	-10.6	6.0	-32.6	2.5	3.0	48.2				
		Intercity through train to Hung Hom		86.5	97.3	9.6	65.2	1	4.3	7.4	-0.4	0.4	-	-	-5.9	-10.6	0.0	-32.6	2.5	3.0	43.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
17	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	98.9	9.6	65.2	8	4.3	7.4	-0.3	0.3	-	-	-6.0	-10.6	9.0	-32.6	2.5	3.0	50.5	55.1			
		ER Lok Ma Chau to Hung Hom		85.1	105.3	9.6	65.1	4	1.8	3.9	-17.5	4.6	2.5	-	-6.2	-10.6	6.0	-32.6	2.5	3.0	36.7				
		ER Hung Hom to Lo Wu		86.1	108.5	9.6	63.8	8	2.6	7.4	-2.8	2.8	-	-	-6.4	-10.7	9.0	-32.6	2.5	3.0	51.0				
		ER Hung Hom to Lok Ma Chau		86.1	108.5	9.6	65.3	4	3.0	7.4	-2.0	2.0	-	-	-6.4	-10.6	6.0	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	98.9	9.6	65.2	1	4.3	7.4	-0.3	0.3	-	-	-6.0	-10.6	0.0	-32.6	2.5	3.0	42.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
18	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	100.6	9.6	65.2	8	4.3	7.4	-0.2	0.2	-	-	-6.0	-10.6	9.0	-32.6	2.5	3.0	50.4	55.1			
		ER Lok Ma Chau to Hung Hom		85.1	106.9	9.6	65.1	4	1.8	3.9	-17.3	4.6	2.5	-	-6.3	-10.6	6.0	-32.6	2.5	3.0	36.9				
		ER Hung Hom to Lo Wu		86.1	110.0	9.6	63.8	8	2.6	7.4	-2.5	2.5	-	-	-6.4	-10.7	9.0	-32.6	2.5	3.0	51.0				
		ER Hung Hom to Lok Ma Chau		86.1	110.0	9.6	65.3	4	3.0	7.4	-1.7	1.7	-	-	-6.4	-10.6	6.0	-32.6	2.5	3.0	48.1				
		Intercity through train to Hung Hom		86.5	100.6	9.6	65.2	1	4.3	7.4	-0.2	0.2	-	-	-6.0	-10.6	0.0	-32.6	2.5	3.0	42.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
19	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	102.3	9.6	65.2	8	4.3	7.4	-0.1	0.1	-	-	-6.1	-10.6	9.0	-32.6	2.5	3.0	50.3	55.0			
		ER Lok Ma Chau to Hung Hom		85.1	108.6	9.6	65.1	4	1.8	3.9	-17.0	4.6	2.5	-	-6.4	-10.6	6.0	-32.6	2.5	3.0	37.0				
		ER Hung Hom to Lo Wu		86.1	111.6	9.6	63.8	8	2.6	7.4	-2.2	2.2	-	-	-6.5	-10.7	9.0	-32.6	2.5	3.0	50.9				
		ER Hung Hom to Lok Ma Chau		86.1	111.6	9.6	65.3	4	3.0	7.4	-1.6	1.6	-	-	-6.5	-10.6	6.0	-32.6	2.5	3.0	48.0				
		Intercity through train to Hung Hom		86.5	102.3	9.6	65.2	1	4.3	7.4	-0.1	0.1	-	-	-6.1	-10.6	0.0	-32.6	2.5	3.0	42.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
20	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	104.1	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-6.2	-10.6	9.0	-32.6	2.5	3.0	50.2	55.0			
		ER Lok Ma Chau to Hung Hom		85.1	110.4	9.6	65.1	4	1.8	3.9	-16.8	4.6	2.5	-	-6.4	-10.6	6.0	-32.6	2.5	3.0	37.2				
		ER Hung Hom to Lo Wu		86.1	113.2	9.6	63.8	8	2.6	7.4	-2.0	2.0	-	-	-6.6	-10.7	9.0	-32.6	2.5	3.0	50.8				
		ER Hung Hom to Lok Ma Chau		86.1	113.2	9.6	65.3	4	3.0	7.4	-1.4	1.4	-	-	-6.6	-10.6	6.0	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	104.1	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-6.2	-10.6	0.0	-32.6	2.5	3.0	42.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
21	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	105.9	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-6.3	-10.6	9.0	-32.6	2.5	3.0	50.2	54.9			
		ER Lok Ma Chau to Hung Hom		85.1	112.2	9.6	65.1	4	1.8	3.9	-16.6	4.6	2.5	-	-6.5	-10.6	6.0	-32.6	2.5	3.0	37.4				
		ER Hung Hom to Lo Wu		86.1	114.8	9.6	63.8	8	2.6	7.4	-1.8	1.8	-	-	-6.6	-10.7	9.0	-32.6	2.5	3.0	50.8				
		ER Hung Hom to Lok Ma Chau		86.1	114.8	9.6	65.3	4	3.0	7.4	-1.2	1.2	-	-	-6.6	-10.6	6.0	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	105.9	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-6.3	-10.6	0.0	-32.6	2.5	3.0	42.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
22	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	107.7	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-6.3	-10.6	9.0	-32.6	2.5	3.0	50.1	54.8			
		ER Lok Ma Chau to Hung Hom		85.1	114.0	9.6	65.1	4	1.8	3.9	-16.3	4.6	2.5	-	-6.6	-10.6	6.0	-32.6	2.5	3.0	37.5				
		ER Hung Hom to Lo Wu		86.1	116.5	9.6	63.8	8	2.6	7.4	-1.6	1.6	-	-	-6.7	-10.7	9.0	-32.6	2.5	3.0	50.7				
		ER Hung Hom to Lok Ma Chau		86.1	116.5	9.6	65.3	4	3.0	7.4	-1.1	1.1	-	-	-6.7	-10.6	6.0	-32.6	2.5	3.0	47.8				
		Intercity through train to Hung Hom		86.5	107.7	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-6.3	-10.6	0.0	-32.6	2.5	3.0	42.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
23	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	109.6	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-6.4	-10.6	9.0	-32.6	2.5	3.0	50.0	54.8			
		ER Lok Ma Chau to Hung Hom		85.1	115.8	9.6	65.1	4	1.8	3.9	-16.1	4.6	2.5	-	-6.7	-10.6	6.0	-32.6	2.5	3.0	37.7				
		ER Hung Hom to Lo Wu		86.1	118.3	9.6	63.8	8	2.6	7.4	-1.5	1.5	-	-	-6.7	-10.7	9.0	-32.6	2.5	3.0	50.6				
		ER Hung Hom to Lok Ma Chau		86.1	118.3	9.6	65.3	4	3.0	7.4	-1.0	1.0	-	-	-6.7	-10.6	6.0	-32.6	2.5	3.0	47.7				
		Intercity through train to Hung Hom		86.5	109.6	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-6.4	-10.6	0.0	-32.6	2.5	3.0	42.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
25	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	113.9	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-6.6	-10.6	9.0	-32.6	2.5	3.0	49.8	54.6			
		ER Lok Ma Chau to Hung Hom		85.1	120.1	9.6	65.1	4	1.8	3.9	-15.6	4.6	2.5	-	-6.8	-10.6	6.0	-32.6	2.5	3.0	38.1				
		ER Hung Hom to Lo Wu		86.1	122.3	9.6	63.8	8	2.6	7.4	-1.2	1.2	-	-	-6.9	-10.7	9.0	-32.6	2.5	3.0	50.5				
		ER Hung Hom to Lok Ma Chau		86.1	122.3	9.6	65.3	4	3.0	7.4	-0.8	0.8	-	-	-6.9	-10.6	6.0	-32.6	2.5	3.0	47.6				
		Intercity through train to Hung Hom		86.5	113.9	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-6.6	-10.6	0.0	-32.6	2.5	3.0	42.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
26	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	115.9	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-6.7	-10.6	9.0	-32.6	2.5	3.0	49.8	54.6			
		ER Lok Ma Chau to Hung Hom		85.1	122.1	9.6	65.1	4	1.8	3.9	-15.3	4.6	2.5	-	-6.9	-10.6	6.0	-32.6	2.5	3.0	38.3				
		ER Hung Hom to Lo Wu		86.1	124.2	9.6	63.8	8	2.6	7.4	-1.1	1.1	-	-	-7.0	-10.7	9.0	-32.6	2.5	3.0	50.4				
		ER Hung Hom to Lok Ma Chau		86.1	124.2	9.6	65.3	4	3.0	7.4	-0.7	0.7	-	-	-7.0	-10.6	6.0	-32.6	2.5	3.0	47.5				
		Intercity through train to Hung Hom		86.5	115.9	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-6.7	-10.6	0.0	-32.6	2.5	3.0	42.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
27	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	117.9	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-6.7	-10.6	9.0	-32.6	2.5	3.0	49.7	54.5			
		ER Lok Ma Chau to Hung Hom		85.1	124.1	9.6	65.1	4	1.8	3.9	-15.1	4.6	2.5	-	-7.0	-10.6	6.0	-32.6	2.5	3.0	38.4				
		ER Hung Hom to Lo Wu		86.1	126.0	9.6	63.8	8	2.6	7.4	-1.0	1.0	-	-	-7.0	-10.7	9.0	-32.6	2.5	3.0	50.4				
		ER Hung Hom to Lok Ma Chau		86.1	126.0	9.6	65.3	4	3.0	7.4	-0.6	0.6	-	-	-7.0	-10.6	6.0	-32.6	2.5	3.0	47.5				
		Intercity through train to Hung Hom		86.5	117.9	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-6.7	-10.6	0.0	-32.6	2.5	3.0	42.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
28	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	120.0	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-6.8	-10.6	9.0	-32.6	2.5	3.0	49.6	54.4			
		ER Lok Ma Chau to Hung Hom		85.1	126.1	9.6	65.1	4	1.8	3.9	-14.8	4.6	2.5	-	-7.0	-10.6	6.0	-32.6	2.5	3.0	38.6				
		ER Hung Hom to Lo Wu		86.1	128.0	9.6	63.8	8	2.6	7.4	-0.9	0.9	-	-	-7.1	-10.7	9.0	-32.6	2.5	3.0	50.3				
		ER Hung Hom to Lok Ma Chau		86.1	128.0	9.6	65.3	4	3.0	7.4	-0.5	0.5	-	-	-7.1	-10.6	6.0	-32.6	2.5	3.0	47.4				
		Intercity through train to Hung Hom		86.5	120.0	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-6.8	-10.6	0.0	-32.6	2.5	3.0	42.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
29	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	122.0	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-6.9	-10.6	9.0	-32.6	2.5	3.0	49.5	54.4			
		ER Lok Ma Chau to Hung Hom		85.1	128.2	9.6	65.1	4	1.8	3.9	-14.6	4.6	2.5	-	-7.1	-10.6	6.0	-32.6	2.5	3.0	38.8				
		ER Hung Hom to Lo Wu		86.1	129.9	9.6	63.8	8	2.6	7.4	-0.8	0.8	-	-	-7.2	-10.7	9.0	-32.6	2.5	3.0	50.2				
		ER Hung Hom to Lok Ma Chau		86.1	129.9	9.6	65.3	4	3.0	7.4	-0.4	0.4	-	-	-7.2	-10.6	6.0	-32.6	2.5	3.0	47.3				
		Intercity through train to Hung Hom		86.5	122.0	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-6.9	-10.6	0.0	-32.6	2.5	3.0	42.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
30	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	124.1	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-7.0	-10.6	9.0	-32.6	2.5	3.0	49.5	54.3			
		ER Lok Ma Chau to Hung Hom		85.1	130.2	9.6	65.1	4	1.8	3.9	-14.3	4.6	2.5	-	-7.2	-10.6	6.0	-32.6	2.5	3.0	39.0				
		ER Hung Hom to Lo Wu		86.1	131.9	9.6	63.8	8	2.6	7.4	-0.7	0.7	-	-	-7.2	-10.7	9.0	-32.6	2.5	3.0	50.2				
		ER Hung Hom to Lok Ma Chau		86.1	131.9	9.6	65.3	4	3.0	7.4	-0.4	0.4	-	-	-7.2	-10.6	6.0	-32.6	2.5	3.0	47.3				
		Intercity through train to Hung Hom		86.5	124.1	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.0	-10.6	0.0	-32.6	2.5	3.0	41.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
31	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	126.3	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-7.0	-10.6	9.0	-32.6	2.5	3.0	49.4	54.2			
		ER Lok Ma Chau to Hung Hom		85.1	132.3	9.6	65.1	4	1.8	3.9	-14.1	4.6	2.5	-	-7.2	-10.6	6.0	-32.6	2.5	3.0	39.1				
		ER Hung Hom to Lo Wu		86.1	133.9	9.6	63.8	8	2.6	7.4	-0.7	0.7	-	-	-7.3	-10.7	9.0	-32.6	2.5	3.0	50.1				
		ER Hung Hom to Lok Ma Chau		86.1	133.9	9.6	65.3	4	3.0	7.4	-0.3	0.3	-	-	-7.3	-10.6	6.0	-32.6	2.5	3.0	47.2				
		Intercity through train to Hung Hom		86.5	126.3	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.0	-10.6	0.0	-32.6	2.5	3.0	41.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
32	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	128.4	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-7.1	-10.6	9.0	-32.6	2.5	3.0	49.3	54.2			
		ER Lok Ma Chau to Hung Hom		85.1	134.5	9.6	65.1	4	1.8	3.9	-13.9	4.6	2.5	-	-7.3	-10.6	6.0	-32.6	2.5	3.0	39.3				
		ER Hung Hom to Lo Wu		86.1	135.9	9.6	63.8	8	2.6	7.4	-0.6	0.6	-	-	-7.4	-10.7	9.0	-32.6	2.5	3.0	50.0				
		ER Hung Hom to Lok Ma Chau		86.1	135.9	9.6	65.3	4	3.0	7.4	-0.2	0.2	-	-	-7.4	-10.6	6.0	-32.6	2.5	3.0	47.1				
		Intercity through train to Hung Hom		86.5	128.4	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.1	-10.6	0.0	-32.6	2.5	3.0	41.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
33	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	130.6	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-7.2	-10.6	9.0	-32.6	2.5	3.0	49.3	54.1			
		ER Lok Ma Chau to Hung Hom		85.1	136.6	9.6	65.1	4	1.8	3.9	-13.6	4.6	2.5	-	-7.4	-10.6	6.0	-32.6	2.5	3.0	39.5				
		ER Hung Hom to Lo Wu		86.1	138.0	9.6	63.8	8	2.6	7.4	-0.5	0.5	-	-	-7.4	-10.7	9.0	-32.6	2.5	3.0	50.0				
		ER Hung Hom to Lok Ma Chau		86.1	138.0	9.6	65.3	4	3.0	7.4	-0.2	0.2	-	-	-7.4	-10.6	6.0	-32.6	2.5	3.0	47.1				
		Intercity through train to Hung Hom		86.5	130.6	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.2	-10.6	0.0	-32.6	2.5	3.0	41.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
34	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	132.8	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-7.3	-10.6	9.0	-32.6	2.5	3.0	49.2	54.1			
		ER Lok Ma Chau to Hung Hom		85.1	138.8	9.6	65.1	4	1.8	3.9	-13.4	4.6	2.5	-	-7.4	-10.6	6.0	-32.6	2.5	3.0	39.7				
		ER Hung Hom to Lo Wu		86.1	140.0	9.6	63.8	8	2.6	7.4	-0.5	0.5	-	-	-7.5	-10.7	9.0	-32.6	2.5	3.0	49.9				
		ER Hung Hom to Lok Ma Chau		86.1	140.0	9.6	65.3	4	3.0	7.4	-0.1	0.1	-	-	-7.5	-10.6	6.0	-32.6	2.5	3.0	47.0				
		Intercity through train to Hung Hom		86.5	132.8	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.3	-10.6	0.0	-32.6	2.5	3.0	41.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
35	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	135.0	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-7.3	-10.6	9.0	-32.6	2.5	3.0	49.1	54.0			
		ER Lok Ma Chau to Hung Hom		85.1	141.0	9.6	65.1	4	1.8	3.9	-13.1	4.6	2.5	-	-7.5	-10.6	6.0	-32.6	2.5	3.0	39.8				
		ER Hung Hom to Lo Wu		86.1	142.1	9.6	63.8	8	2.6	7.4	-0.4	0.4	-	-	-7.5	-10.7	9.0	-32.6	2.5	3.0	49.8				
		ER Hung Hom to Lok Ma Chau		86.1	142.1	9.6	65.3	4	3.0	7.4	-0.1	0.1	-	-	-7.5	-10.6	6.0	-32.6	2.5	3.0	46.9				
		Intercity through train to Hung Hom		86.5	135.0	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.3	-10.6	0.0	-32.6	2.5	3.0	41.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
36	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	137.2	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-7.4	-10.6	9.0	-32.6	2.5	3.0	49.0	53.9			
		ER Lok Ma Chau to Hung Hom		85.1	143.2	9.6	65.1	4	1.8	3.9	-12.9	4.6	2.5	-	-7.6	-10.6	6.0	-32.6	2.5	3.0	40.0				
		ER Hung Hom to Lo Wu		86.1	144.3	9.6	63.8	8	2.6	7.4	-0.4	0.4	-	-	-7.6	-10.7	9.0	-32.6	2.5	3.0	49.8				
		ER Hung Hom to Lok Ma Chau		86.1	144.3	9.6	65.3	4	3.0	7.4	0.0	0.0	-	-	-7.6	-10.6	6.0	-32.6	2.5	3.0	46.9				
		Intercity through train to Hung Hom		86.5	137.2	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.4	-10.6	0.0	-32.6	2.5	3.0	41.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
37	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	139.5	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-7.5	-10.6	9.0	-32.6	2.5	3.0	49.0	53.9			
		ER Lok Ma Chau to Hung Hom		85.1	145.4	9.6	65.1	4	1.8	3.9	-12.6	4.6	2.5	-	-7.6	-10.6	6.0	-32.6	2.5	3.0	40.2				
		ER Hung Hom to Lo Wu		86.1	146.4	9.6	63.8	8	2.6	7.4	-0.3	0.3	-	-	-7.7	-10.7	9.0	-32.6	2.5	3.0	49.7				
		ER Hung Hom to Lok Ma Chau		86.1	146.4	9.6	65.3	4	3.0	7.4	0.0	0.0	-	-	-7.7	-10.6	6.0	-32.6	2.5	3.0	46.8				
		Intercity through train to Hung Hom		86.5	139.5	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.5	-10.6	0.0	-32.6	2.5	3.0	41.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
38	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	141.7	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-7.5	-10.6	9.0	-32.6	2.5	3.0	48.9	53.8			
		ER Lok Ma Chau to Hung Hom		85.1	147.6	9.6	65.1	4	1.8	3.9	-12.4	4.6	2.5	-	-7.7	-10.6	6.0	-32.6	2.5	3.0	40.4				
		ER Hung Hom to Lo Wu		86.1	148.6	9.6	63.8	8	2.6	7.4	-0.3	0.3	-	-	-7.7	-10.7	9.0	-32.6	2.5	3.0	49.7				
		ER Hung Hom to Lok Ma Chau		86.1	148.6	9.6	65.3	4	3.0	7.4	0.0	0.0	-	-	-7.7	-10.6	6.0	-32.6	2.5	3.0	46.8				
		Intercity through train to Hung Hom		86.5	141.7	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.5	-10.6	0.0	-32.6	2.5	3.0	41.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
39	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	144.0	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-7.6	-10.6	9.0	-32.6	2.5	3.0	48.8	53.8			
		ER Lok Ma Chau to Hung Hom		85.1	149.9	9.6	65.1	4	1.8	3.9	-12.1	4.6	2.5	-	-7.8	-10.6	6.0	-32.6	2.5	3.0	40.6				
		ER Hung Hom to Lo Wu		86.1	150.7	9.6	63.8	8	2.6	7.4	-0.2	0.2	-	-	-7.8	-10.7	9.0	-32.6	2.5	3.0	49.6				
		ER Hung Hom to Lok Ma Chau		86.1	150.7	9.6	65.3	4	3.0	7.4	0.0	0.0	-	-	-7.8	-10.6	6.0	-32.6	2.5	3.0	46.7				
		Intercity through train to Hung Hom		86.5	144.0	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.6	-10.6	0.0	-32.6	2.5	3.0	41.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
40	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	146.3	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-7.7	-10.6	9.0	-32.6	2.5	3.0	48.8	53.7			
		ER Lok Ma Chau to Hung Hom		85.1	152.2	9.6	65.1	4	1.8	3.9	-11.9	4.6	2.5	-	-7.8	-10.6	6.0	-32.6	2.5	3.0	40.7				
		ER Hung Hom to Lo Wu		86.1	152.9	9.6	63.8	8	2.6	7.4	-0.2	0.2	-	-	-7.9	-10.7	9.0	-32.6	2.5	3.0	49.5				
		ER Hung Hom to Lok Ma Chau		86.1	152.9	9.6	65.3	4	3.0	7.4	0.0	0.0	-	-	-7.9	-10.6	6.0	-32.6	2.5	3.0	46.6				
		Intercity through train to Hung Hom		86.5	146.3	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.7	-10.6	0.0	-32.6	2.5	3.0	41.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
41	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	148.6	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-7.7	-10.6	9.0	-32.6	2.5	3.0	48.7	53.7			
		ER Lok Ma Chau to Hung Hom		85.1	154.5	9.6	65.1	4	1.8	3.9	-11.6	4.6	2.5	-	-7.9	-10.6	6.0	-32.6	2.5	3.0	40.9				
		ER Hung Hom to Lo Wu		86.1	155.2	9.6	63.8	8	2.6	7.4	-0.1	0.1	-	-	-7.9	-10.7	9.0	-32.6	2.5	3.0	49.5				
		ER Hung Hom to Lok Ma Chau		86.1	155.2	9.6	65.3	4	3.0	7.4	0.0	0.0	-	-	-7.9	-10.6	6.0	-32.6	2.5	3.0	46.6				
		Intercity through train to Hung Hom		86.5	148.6	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.7	-10.6	0.0	-32.6	2.5	3.0	41.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
42	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	151.0	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-7.8	-10.6	9.0	-32.6	2.5	3.0	48.6	53.6			
		ER Lok Ma Chau to Hung Hom		85.1	156.8	9.6	65.1	4	1.8	3.9	-11.4	4.6	2.5	-	-8.0	-10.6	6.0	-32.6	2.5	3.0	41.1				
		ER Hung Hom to Lo Wu		86.1	157.4	9.6	63.8	8	2.6	7.4	-0.1	0.1	-	-	-8.0	-10.7	9.0	-32.6	2.5	3.0	49.4				
		ER Hung Hom to Lok Ma Chau		86.1	157.4	9.6	65.3	4	3.0	7.4	0.0	0.0	-	-	-8.0	-10.6	6.0	-32.6	2.5	3.0	46.5				
		Intercity through train to Hung Hom		86.5	151.0	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.8	-10.6	0.0	-32.6	2.5	3.0	41.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
43	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	153.3	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-7.9	-10.6	9.0	-32.6	2.5	3.0	48.6	53.6			
		ER Lok Ma Chau to Hung Hom		85.1	159.1	9.6	65.1	4	1.8	3.9	-11.1	4.6	2.5	-	-8.0	-10.6	6.0	-32.6	2.5	3.0	41.3				
		ER Hung Hom to Lo Wu		86.1	159.6	9.6	63.8	8	2.6	7.4	-0.1	0.1	-	-	-8.1	-10.7	9.0	-32.6	2.5	3.0	49.3				
		ER Hung Hom to Lok Ma Chau		86.1	159.6	9.6	65.3	4	3.0	7.4	0.0	0.0	-	-	-8.1	-10.6	6.0	-32.6	2.5	3.0	46.4				
		Intercity through train to Hung Hom		86.5	153.3	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.9	-10.6	0.0	-32.6	2.5	3.0	41.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
44	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	155.7	9.6	65.2	8	4.3	7.4	0.0	0.0	-	-	-7.9	-10.6	9.0	-32.6	2.5	3.0	48.5	53.5			
		ER Lok Ma Chau to Hung Hom		85.1	161.4	9.6	65.1	4	1.8	3.9	-10.9	4.6	2.5	-	-8.1	-10.6	6.0	-32.6	2.5	3.0	41.5				
		ER Hung Hom to Lo Wu		86.1	161.9	9.6	63.8	8	2.6	7.4	0.0	0.0	-	-	-8.1	-10.7	9.0	-32.6	2.5	3.0	49.3				
		ER Hung Hom to Lok Ma Chau		86.1	161.9	9.6	65.3	4	3.0	7.4	0.0	0.0	-	-	-8.1	-10.6	6.0	-32.6	2.5	3.0	46.4				
		Intercity through train to Hung Hom		86.5	155.7	9.6	65.2	1	4.3	7.4	0.0	0.0	-	-	-7.9	-10.6	0.0	-32.6	2.5	3.0	41.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

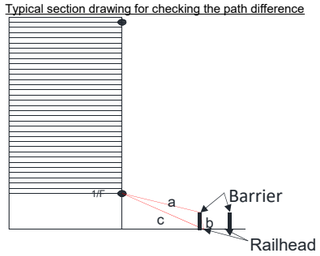
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: R2207a
First Floor Level (mPD) 26.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location			Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A)										Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
					Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]				Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration					
																					Max predicted noise impact $L_{eq\ 30min}$		55	60	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction
[16] 24/F is the refuge floor, so it is not included in the assessment.

Typical section drawing for checking the path difference



Appendix 5.4

Calculation of Predicted L_{max} for Residential Block

Project no: 276006-03

Project name: Sheung Shui Area 30 EAS

Title: Calculation of L_{max}

NSR: R1101a

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	148	-15.4	3.0	2.5	67.8
ER Hung Hom to Lo Wu	79.6	25	141	-15.0	3.0	2.5	70.1
ER Hung Hom to Lok Ma Chau	79.6	25	136	-14.7	3.0	2.5	70.4
Intercity through train to Hung Hom	79.9	25	148	-15.4	3.0	2.5	70.0
Intercity through train to China	79.9	25	141	-15.0	3.0	2.5	70.4

Note:

[1] ER: East Rail EMU

[2] L_{max} in reference location

[3] Reference distance from the track

[4] Nearest horizontal distance from the track to receiver.

[5] A distance correction of -20 x log (d/d') for L_{max} is applied

[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

[7] The receiver has no line of sight to ER Lok Ma Chau to Hung Hom.

Project no: 276006-03

Project name: Sheung Shui Area 30 EAS

Title: Calculation of L_{max}

NSR: R1101b

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	154	-15.8	3.0	2.5	67.4
ER Hung Hom to Lo Wu	79.6	25	148	-15.4	3.0	2.5	69.7
ER Hung Hom to Lok Ma Chau	79.6	25	134	-14.6	3.0	2.5	70.5
Intercity through train to Hung Hom	79.9	25	154	-15.8	3.0	2.5	69.6
Intercity through train to China	79.9	25	148	-15.4	3.0	2.5	70.0

Note:

[1] ER: East Rail EMU

[2] L_{max} in reference location

[3] Reference distance from the track

[4] Nearest horizontal distance from the track to receiver.

[5] A distance correction of -20 x log (d/d') for L_{max} is applied

[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

[7] The receiver has no line of sight to ER Lok Ma Chau to Hung Hom.

Project no: 276006-03

Project name: Sheung Shui Area 30 EAS

Title: Calculation of L_{max}

NSR: R1105b

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	146	-15.3	3.0	2.5	67.9
ER Hung Hom to Lo Wu	79.6	25	137	-14.8	3.0	2.5	70.3
ER Hung Hom to Lok Ma Chau	79.6	25	135	-14.6	3.0	2.5	70.5
Intercity through train to Hung Hom	79.9	25	146	-15.3	3.0	2.5	70.1
Intercity through train to China	79.9	25	137	-14.8	3.0	2.5	70.6

Note:

[1] ER: East Rail EMU

[2] L_{max} in reference location

[3] Reference distance from the track

[4] Nearest horizontal distance from the track to receiver.

[5] A distance correction of -20 x log (d/d') for L_{max} is applied

[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

[7] The receiver has no line of sight to ER Lok Ma Chau to Hung Hom.

Project no: 276006-03

Project name: Sheung Shui Area 30 EAS

Title: Calculation of L_{max}

NSR: R1111b

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	189	-17.6	3.0	2.5	65.6
ER Lok Ma Chau to Hung Hom	77.7	25	183	-17.3	3.0	2.5	65.9
ER Hung Hom to Lo Wu	79.6	25	177	-17.0	3.0	2.5	68.1
ER Hung Hom to Lok Ma Chau	79.6	25	177	-17.0	3.0	2.5	68.1
Intercity through train to Hung Hom	79.9	25	189	-17.6	3.0	2.5	67.8
Intercity through train to China	79.9	25	177	-17.0	3.0	2.5	68.4

Note:

[1] ER: East Rail EMU

[2] L_{max} in reference location

[3] Reference distance from the track

[4] Nearest horizontal distance from the track to receiver.

[5] A distance correction of -20 x log (d/d') for L_{max} is applied

[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

Project no: 276006-03

Project name: Sheung Shui Area 30 EAS

Title: Calculation of L_{max}

NSR: R1201a

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	151	-15.6	3.0	2.5	67.6
ER Lok Ma Chau to Hung Hom	77.7	25	146	-15.3	3.0	2.5	67.9
ER Hung Hom to Lo Wu	79.6	25	140	-15.0	3.0	2.5	70.1
ER Hung Hom to Lok Ma Chau	79.6	25	140	-15.0	3.0	2.5	70.1
Intercity through train to Hung Hom	79.9	25	151	-15.6	3.0	2.5	69.8
Intercity through train to China	79.9	25	140	-15.0	3.0	2.5	70.4

Note:

[1] ER: East Rail EMU

[2] L_{max} in reference location

[3] Reference distance from the track

[4] Nearest horizontal distance from the track to receiver.

[5] A distance correction of -20 x log (d/d') for L_{max} is applied

[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

Project no: 276006-03

Project name: Sheung Shui Area 30 EAS

Title: Calculation of L_{max}

NSR: R1206b

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	178	-17.0	3.0	2.5	66.2
ER Lok Ma Chau to Hung Hom	77.7	25	172	-16.8	3.0	2.5	66.4
ER Hung Hom to Lo Wu	79.6	25	166	-16.5	3.0	2.5	68.6
ER Hung Hom to Lok Ma Chau	79.6	25	166	-16.5	3.0	2.5	68.6
Intercity through train to Hung Hom	79.9	25	178	-17.0	3.0	2.5	68.4
Intercity through train to China	79.9	25	166	-16.5	3.0	2.5	68.9

Note:

[1] ER: East Rail EMU

[2] L_{max} in reference location

[3] Reference distance from the track

[4] Nearest horizontal distance from the track to receiver.

[5] A distance correction of -20 x log (d/d') for L_{max} is applied

[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

Project no: 276006-03

Project name: Sheung Shui Area 30 EAS

Title: Calculation of L_{max}

NSR: R1217a

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	178	-17.0	3.0	2.5	66.2
ER Hung Hom to Lo Wu	79.6	25	168	-16.5	3.0	2.5	68.6
ER Hung Hom to Lok Ma Chau	79.6	25	166	-16.5	3.0	2.5	68.6
Intercity through train to Hung Hom	79.9	25	178	-17.0	3.0	2.5	68.4
Intercity through train to China	79.9	25	168	-16.5	3.0	2.5	68.9

Note:

[1] ER: East Rail EMU

[2] L_{max} in reference location

[3] Reference distance from the track

[4] Nearest horizontal distance from the track to receiver.

[5] A distance correction of -20 x log (d/d') for L_{max} is applied

[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

[7] The receiver has no line of sight to ER Lok Ma Chau to Hung Hom.

Project no: 276006-03

Project name: Sheung Shui Area 30 EAS

Title: Calculation of L_{max}

NSR: R1301a

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	144	-15.2	3.0	2.5	68.0
ER Lok Ma Chau to Hung Hom	77.7	25	138	-14.9	3.0	2.5	68.3
ER Hung Hom to Lo Wu	79.6	25	133	-14.5	3.0	2.5	70.6
ER Hung Hom to Lok Ma Chau	79.6	25	133	-14.5	3.0	2.5	70.6
Intercity through train to Hung Hom	79.9	25	144	-15.2	3.0	2.5	70.2
Intercity through train to China	79.9	25	133	-14.5	3.0	2.5	70.9

Note:

[1] ER: East Rail EMU

[2] L_{max} in reference location

[3] Reference distance from the track

[4] Nearest horizontal distance from the track to receiver.

[5] A distance correction of -20 x log (d/d') for L_{max} is applied

[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

Project no: 276006-03

Project name: Sheung Shui Area 30 EAS

Title: Calculation of L_{max}

NSR: R1304b

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	132	-14.5	3.0	2.5	68.7
ER Lok Ma Chau to Hung Hom	77.7	25	126	-14.0	3.0	2.5	69.2
ER Hung Hom to Lo Wu	79.6	25	119	-13.5	3.0	2.5	71.6
ER Hung Hom to Lok Ma Chau	79.6	25	120	-13.6	3.0	2.5	71.5
Intercity through train to Hung Hom	79.9	25	132	-14.5	3.0	2.5	70.9
Intercity through train to China	79.9	25	119	-13.5	3.0	2.5	71.9

Note:

[1] ER: East Rail EMU

[2] L_{max} in reference location

[3] Reference distance from the track

[4] Nearest horizontal distance from the track to receiver.

[5] A distance correction of -20 x log (d/d') for L_{max} is applied

[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

Project no: 276006-03

Project name: Sheung Shui Area 30 EAS

Title: Calculation of L_{max}

NSR: R1311b

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	174	-16.8	3.0	2.5	66.4
ER Lok Ma Chau to Hung Hom	77.7	25	168	-16.6	3.0	2.5	66.6
ER Hung Hom to Lo Wu	79.6	25	162	-16.2	3.0	2.5	68.9
ER Hung Hom to Lok Ma Chau	79.6	25	162	-16.2	3.0	2.5	68.9
Intercity through train to Hung Hom	79.9	25	174	-16.8	3.0	2.5	68.6
Intercity through train to China	79.9	25	162	-16.2	3.0	2.5	69.2

Note:

[1] ER: East Rail EMU

[2] L_{max} in reference location

[3] Reference distance from the track

[4] Nearest horizontal distance from the track to receiver.

[5] A distance correction of -20 x log (d/d') for L_{max} is applied

[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

Project no: 276006-03

Project name: Sheung Shui Area 30 EAS

Title: Calculation of L_{max}

NSR: R2116c

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	43	-4.7	3.0	2.5	78.5
ER Lok Ma Chau to Hung Hom	77.7	25	43	-4.7	3.0	2.5	78.5
ER Hung Hom to Lo Wu	79.6	25	50	-6.0	3.0	2.5	79.1
ER Hung Hom to Lok Ma Chau	79.6	25	50	-6.0	3.0	2.5	79.1
Intercity through train to Hung Hom	79.9	25	43	-4.7	3.0	2.5	80.7
Intercity through train to China	79.9	25	50	-6.0	3.0	2.5	79.4

Note:

[1] ER: East Rail EMU

[2] L_{max} in reference location

[3] Reference distance from the track

[4] Nearest horizontal distance from the track to receiver.

[5] A distance correction of -20 x log (d/d') for L_{max} is applied

[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

Project no: 276006-03

Project name: Sheung Shui Area 30 EAS

Title: Calculation of L_{max}

NSR: R2117b

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	36	-3.1	3.0	2.5	80.1
ER Lok Ma Chau to Hung Hom	77.7	25	36	-3.1	3.0	2.5	80.1
ER Hung Hom to Lo Wu	79.6	25	55	-6.8	3.0	2.5	78.3
ER Hung Hom to Lok Ma Chau	79.6	25	55	-6.8	3.0	2.5	78.3
Intercity through train to Hung Hom	79.9	25	36	-3.1	3.0	2.5	82.3
Intercity through train to China	79.9	25	55	-6.8	3.0	2.5	78.6

Note:

[1] ER: East Rail EMU

[2] L_{max} in reference location

[3] Reference distance from the track

[4] Nearest horizontal distance from the track to receiver.

[5] A distance correction of -20 x log (d/d') for L_{max} is applied

[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

Project no: 276006-03

Project name: Sheung Shui Area 30 EAS

Title: Calculation of L_{max}

NSR: R2117c

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	75	-9.5	3.0	2.5	73.7
ER Lok Ma Chau to Hung Hom	77.7	25	80	-10.1	3.0	2.5	73.1
ER Hung Hom to Lo Wu	79.6	25	85	-10.6	3.0	2.5	74.5
ER Hung Hom to Lok Ma Chau	79.6	25	86	-10.8	3.0	2.5	74.3
Intercity through train to Hung Hom	79.9	25	75	-9.5	3.0	2.5	75.9
Intercity through train to China	79.9	25	85	-10.6	3.0	2.5	74.8

Note:

[1] ER: East Rail EMU

[2] L_{max} in reference location

[3] Reference distance from the track

[4] Nearest horizontal distance from the track to receiver.

[5] A distance correction of -20 x log (d/d') for L_{max} is applied

[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

Project no: 276006-03

Project name: Sheung Shui Area 30 EAS

Title: Calculation of L_{max}

NSR: R2206a

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	78	-9.9	3.0	2.5	73.3
ER Lok Ma Chau to Hung Hom	77.7	25	84	-10.5	3.0	2.5	72.7
ER Hung Hom to Lo Wu	79.6	25	89	-11.0	3.0	2.5	74.1
ER Hung Hom to Lok Ma Chau	79.6	25	90	-11.1	3.0	2.5	74.0
Intercity through train to Hung Hom	79.9	25	78	-9.9	3.0	2.5	75.5
Intercity through train to China	79.9	25	89	-11.0	3.0	2.5	74.4

Note:

[1] ER: East Rail EMU

[2] L_{max} in reference location

[3] Reference distance from the track

[4] Nearest horizontal distance from the track to receiver.

[5] A distance correction of -20 x log (d/d') for L_{max} is applied

[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

Project no: 276006-03

Project name: Sheung Shui Area 30 EAS

Title: Calculation of L_{max}

NSR: R2207a

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	80	-10.0	3.0	2.5	73.2
ER Lok Ma Chau to Hung Hom	77.7	25	85	-10.6	3.0	2.5	72.6
ER Hung Hom to Lo Wu	79.6	25	91	-11.2	3.0	2.5	73.9
ER Hung Hom to Lok Ma Chau	79.6	25	91	-11.2	3.0	2.5	73.9
Intercity through train to Hung Hom	79.9	25	80	-10.0	3.0	2.5	75.4
Intercity through train to China	79.9	25	91	-11.2	3.0	2.5	74.2

Note:

[1] ER: East Rail EMU

[2] L_{max} in reference location

[3] Reference distance from the track

[4] Nearest horizontal distance from the track to receiver.

[5] A distance correction of -20 x log (d/d') for L_{max} is applied

[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

Appendix 5.5

Calculation of Predicted Rail Noise Levels for AFB

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: AFB103
First Floor Level (mPD) 21.3

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
P	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	85.6	28.0	28.3	10	12.6	7.7	-14.5	-	-	-	-5.3	-11.4	10.0	-32.6	2.5	3.0	36.8	39.4			
		ER Lok Ma Chau to Hung Hom		85.1	80.9	28.0	28.3	5	7.0	7.2	-18.4	-	-	-	-5.1	-11.4	7.0	-32.6	2.5	3.0	30.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	74.4	28.0	28.3	15	1.0	7.6	-21.0	-	-	-	-4.7	-11.4	11.8	-32.6	2.5	3.0	33.7				
		Intercity through train to Hung Hom		86.5	85.6	28.0	28.3	1	12.6	7.7	-14.5	-	-	-	-5.3	-11.4	0.0	-32.6	2.5	3.0	28.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	85.5	8.3	46.5	10	14.6	7.4	-1.6	1.4	-	-	-5.3	-13.2	10.0	-32.6	2.5	3.0	49.3	52.1			
		ER Lok Ma Chau to Hung Hom		85.1	80.1	8.3	46.4	5	8.8	6.2	-7.9	2.8	-	-	-5.1	-13.2	7.0	-32.6	2.5	3.0	41.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	74.1	8.3	46.4	15	2.9	7.4	-10.2	4.3	-	-	-4.7	-13.2	11.8	-32.6	2.5	3.0	47.0				
		Intercity through train to Hung Hom		86.5	85.5	8.3	46.5	1	14.6	7.4	-1.6	1.4	-	-	-5.3	-13.2	0.0	-32.6	2.5	3.0	40.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	85.4	37.2	69.1	10	2.0	7.4	-12.8	4.5	-	-	-5.3	-4.6	10.0	-32.6	2.5	3.0	49.8	56.9			
		ER Lok Ma Chau to Hung Hom		85.1	80.2	37.2	69.3	5	2.3	5.3	-18.5	4.4	2.0	-	-5.1	-4.6	7.0	-32.6	2.5	3.0	43.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	74.0	37.2	69.1	15	2.9	7.4	-10.2	4.3	-	-	-4.7	-4.6	11.8	-32.6	2.5	3.0	55.6				
		Intercity through train to Hung Hom		86.5	85.4	37.2	69.1	1	2.0	7.4	-12.8	4.5	-	-	-5.3	-4.6	0.0	-32.6	2.5	3.0	41.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	85.4	41.6	71.4	10	2.2	7.4	-12.3	4.5	-	-	-5.3	-4.0	10.0	-32.6	2.5	3.0	50.8	57.9			
		ER Lok Ma Chau to Hung Hom		85.1	79.0	41.6	71.3	5	1.8	4.0	-20.7	4.6	2.5	-	-5.0	-4.0	7.0	-32.6	2.5	3.0	42.3				
		ER Hung Hom to Lo Wu		86.1	74.0	41.6	71.0	10	3.2	7.4	-9.6	4.2	-	-	-4.7	-4.0	10.0	-32.6	2.5	3.0	55.0				
		ER Hung Hom to Lok Ma Chau		86.1	74.0	41.6	71.5	5	3.0	7.4	-10.0	4.3	-	-	-4.7	-4.0	7.0	-32.6	2.5	3.0	51.6				
		Intercity through train to Hung Hom		86.5	85.4	41.6	71.4	1	2.2	7.4	-12.3	4.5	-	-	-5.3	-4.0	0.0	-32.6	2.5	3.0	42.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	85.5	29.2	36.2	10	14.5	7.5	-1.5	1.4	-	-	-5.3	-9.4	10.0	-32.6	2.5	3.0	53.1	56.4			
		ER Hung Hom to Lo Wu		86.1	74.1	29.2	33.8	10	6.0	7.5	-5.4	3.5	-	-	-4.7	-9.9	10.0	-32.6	2.5	3.0	52.5				
		ER Hung Hom to Lok Ma Chau		86.1	74.3	29.2	36.1	5	3.0	6.8	-13.3	4.3	1.0	-	-4.7	-9.4	7.0	-32.6	2.5	3.0	43.9				
		Intercity through train to Hung Hom		86.5	85.5	29.2	36.2	1	14.5	7.5	-1.5	1.4	-	-	-5.3	-9.4	0.0	-32.6	2.5	3.0	44.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	85.5	11.3	16.4	10	44.4	7.5	-20.1	0.0	-	-	-5.3	-19.9	10.0	-32.6	2.5	3.0	22.7	27.6			
		ER Hung Hom to Lo Wu		86.1	78.8	11.3	15.7	10	38.2	7.5	-20.7	0.0	-	-	-5.0	-20.2	10.0	-32.6	2.5	3.0	23.2				
		ER Hung Hom to Lok Ma Chau		86.1	74.9	11.3	15.7	5	32.4	4.8	-21.0	0.0	2.0	-	-4.8	-20.2	7.0	-32.6	2.5	3.0	22.1				
		Intercity through train to Hung Hom		86.5	85.5	11.3	16.4	1	44.4	7.5	-20.1	0.0	-	-	-5.3	-19.9	0.0	-32.6	2.5	3.0	14.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	94.9	0.7	11.7	10	260.0	7.3	0.0	0.0	-	-	-5.8	-35.0	10.0	-32.6	2.5	3.0	27.2	31.3			
		ER Hung Hom to Lo Wu		86.1	84.4	0.7	11.7	10	235.6	7.3	0.0	0.0	-	-	-5.3	-35.0	10.0	-32.6	2.5	3.0	28.8				
		Intercity through train to Hung Hom		86.5	94.9	0.7	11.7	1	260.0	7.3	0.0	0.0	-	-	-5.8	-35.0	0.0	-32.6	2.5	3.0	18.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
1	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	86.8	28.0	28.3	10	12.6	7.7	-12.1	-	-	-	-5.4	-11.4	10.0	-32.6	2.5	3.0	39.1	41.1			
		ER Lok Ma Chau to Hung Hom		85.1	82.2	28.0	28.3	5	7.0	7.2	-17.3	-	-	-	-5.2	-11.4	7.0	-32.6	2.5	3.0	31.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	75.8	28.0	28.3	15	1.0	7.6	-21.0	-	-	-	-4.8	-11.4	11.8	-32.6	2.5	3.0	33.6				
		Intercity through train to Hung Hom		86.5	86.8	28.0	28.3	1	12.6	7.7	-12.1	-	-	-	-5.4	-11.4	0.0	-32.6	2.5	3.0	30.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	86.8	8.3	46.5	10	14.6	7.4	-0.5	0.5	-	-	-5.4	-13.2	10.0	-32.6	2.5	3.0	49.4	53.0			
		ER Lok Ma Chau to Hung Hom		85.1	81.5	8.3	46.4	5	8.8	6.2	-5.5	2.8	-	-	-5.1	-13.2	7.0	-32.6	2.5	3.0	43.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	75.5	8.3	46.4	15	2.9	7.4	-8.3	4.3	-	-	-4.8	-13.2	11.8	-32.6	2.5	3.0	48.9				
		Intercity through train to Hung Hom		86.5	86.8	8.3	46.5	1	14.6	7.4	-0.5	0.5	-	-	-5.4	-13.2	0.0	-32.6	2.5	3.0	40.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	86.7	37.2	69.1	10	2.0	7.4	-11.7	4.5	-	-	-5.4	-4.6	10.0	-32.6	2.5	3.0	50.8	58.6			
		ER Lok Ma Chau to Hung Hom		85.1	81.7	37.2	69.3	5	2.3	5.3	-17.9	4.4	2.0	-	-5.1	-4.6	7.0	-32.6	2.5	3.0	43.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	75.4	37.2	69.1	15	2.9	7.4	-8.2	4.3	-	-	-4.8	-4.6	11.8	-32.6	2.5	3.0	57.5				
		Intercity through train to Hung Hom		86.5	86.7	37.2	69.1	1	2.0	7.4	-11.7	4.5	-	-	-5.4	-4.6	0.0	-32.6	2.5	3.0	42.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	86.7	41.6	71.4	10	2.2	7.4	-11.1	4.5	-	-	-5.4	-4.0	10.0	-32.6	2.5	3.0	51.9	59.7			
		ER Lok Ma Chau to Hung Hom		85.1	80.6	41.6	71.3	5	1.8	4.0	-20.2	4.6	2.5	-	-5.1	-4.0	7.0	-32.6	2.5	3.0	42.7				
		ER Hung Hom to Lo Wu		86.1	75.4	41.6	71.0	10	3.2	7.4	-7.4	4.2	-	-	-4.8	-4.0	10.0	-32.6	2.5	3.0	57.0				
		ER Hung Hom to Lok Ma Chau		86.1	75.4	41.6	71.5	5	3.0	7.4	-8.0	4.3	-	-	-4.8	-4.0	7.0	-32.6	2.5	3.0	53.5				
		Intercity through train to Hung Hom		86.5	86.7	41.6	71.4	1	2.2	7.4	-11.1	4.5	-	-	-5.4	-4.0	0.0	-32.6	2.5	3.0	43.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	86.8	29.2	36.2	10	14.5	7.5	-0.5	0.5	-	-	-5.4	-9.4	10.0	-32.6	2.5	3.0	53.2	57.4			
		ER Hung Hom to Lo Wu		86.1	75.6	29.2	33.8	10	6.0	7.5	-2.6	2.6	-	-	-4.8	-9.9	10.0	-32.6	2.5	3.0	54.4				
		ER Hung Hom to Lok Ma Chau		86.1	75.8	29.2	36.1	5	3.0	6.8	-11.8	4.3	1.0	-	-4.8	-9.4	7.0	-32.6	2.5	3.0	45.2				
		Intercity through train to Hung Hom		86.5	86.8	29.2	36.2	1	14.5	7.5	-0.5	0.5	-	-	-5.4	-9.4	0.0	-32.6	2.5	3.0	44.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	86.8	11.3	16.4	10	44.4	7.5	-17.2	0.0	-	-	-5.4	-19.9	10.0	-32.6	2.5	3.0	25.5	29.8			
		ER Hung Hom to Lo Wu		86.1	80.1	11.3	15.7	10	38.2	7.5	-18.1	0.0	-	-	-5.1	-20.2	10.0	-32.6	2.5	3.0	25.6				
		ER Hung Hom to Lok Ma Chau		86.1	76.6	11.3	15.7	5	32.4	4.8	-20.3	0.0	2.0	-	-4.9	-20.2	7.0	-32.6	2.5	3.0	22.7				
		Intercity through train to Hung Hom		86.5	86.8	11.3	16.4	1	44.4	7.5	-17.2	0.0	-	-	-5.4	-19.9	0.0	-32.6	2.5	3.0	17.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	96.1	0.7	11.7	10	260.0	7.3	0.0	0.0	-	-	-5.8	-35.0	10.0	-32.6	2.5	3.0	27.2	31.3			
		ER Hung Hom to Lo Wu		86.1	85.7	0.7	11.7	10	235.6	7.3	0.0	0.0	-	-	-5.3	-35.0	10.0	-32.6	2.5	3.0	28.7				
		Intercity through train to Hung Hom		86.5	96.1	0.7	11.7	1	260.0	7.3	0.0	0.0	-	-	-5.8	-35.0	0.0	-32.6	2.5	3.0	18.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: AFB103
First Floor Level (mPD) 21.3

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
2	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	87.8	28.0	28.3	10	12.6	7.7	-10.2	-	-	-	-5.5	-11.4	10.0	-32.6	2.5	3.0	40.9	42.5			
		ER Lok Ma Chau to Hung Hom		85.1	83.2	28.0	28.3	5	7.0	7.2	-16.6	-	-	-	-5.2	-11.4	7.0	-32.6	2.5	3.0	31.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	76.9	28.0	28.3	15	1.0	7.6	-21.0	-	-	-	-4.9	-11.4	11.8	-32.6	2.5	3.0	33.6				
		Intercity through train to Hung Hom		86.5	87.8	28.0	28.3	1	12.6	7.7	-10.2	-	-	-	-5.5	-11.4	0.0	-32.6	2.5	3.0	32.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	87.8	8.3	46.5	10	14.6	7.4	-0.1	0.1	-	-	-5.5	-13.2	10.0	-32.6	2.5	3.0	49.4	53.8			
		ER Lok Ma Chau to Hung Hom		85.1	82.6	8.3	46.4	5	8.8	6.2	-3.4	2.8	-	-	-5.2	-13.2	7.0	-32.6	2.5	3.0	46.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	76.6	8.3	46.4	15	2.9	7.4	-7.0	4.3	-	-	-4.9	-13.2	11.8	-32.6	2.5	3.0	50.0				
		Intercity through train to Hung Hom		86.5	87.8	8.3	46.5	1	14.6	7.4	-0.1	0.1	-	-	-5.5	-13.2	0.0	-32.6	2.5	3.0	40.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	87.7	37.2	69.1	10	2.0	7.4	-11.0	4.5	-	-	-5.4	-4.6	10.0	-32.6	2.5	3.0	51.5	59.6			
		ER Lok Ma Chau to Hung Hom		85.1	82.8	37.2	69.3	5	2.3	5.3	-17.5	4.4	2.0	-	-5.2	-4.6	7.0	-32.6	2.5	3.0	44.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	76.5	37.2	69.1	15	2.9	7.4	-7.0	4.3	-	-	-4.9	-4.6	11.8	-32.6	2.5	3.0	58.6				
		Intercity through train to Hung Hom		86.5	87.7	37.2	69.1	1	2.0	7.4	-11.0	4.5	-	-	-5.4	-4.6	0.0	-32.6	2.5	3.0	43.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	87.7	41.6	71.4	10	2.2	7.4	-10.3	4.5	-	-	-5.4	-4.0	10.0	-32.6	2.5	3.0	52.7	60.7			
		ER Lok Ma Chau to Hung Hom		85.1	81.8	41.6	71.3	5	1.8	4.0	-19.9	4.6	2.5	-	-5.1	-4.0	7.0	-32.6	2.5	3.0	42.9				
		ER Hung Hom to Lo Wu		86.1	76.5	41.6	71.0	10	3.2	7.4	-6.2	4.2	-	-	-4.9	-4.0	10.0	-32.6	2.5	3.0	58.1				
		ER Hung Hom to Lok Ma Chau		86.1	76.5	41.6	71.5	5	3.0	7.4	-6.7	4.3	-	-	-4.9	-4.0	7.0	-32.6	2.5	3.0	54.7				
		Intercity through train to Hung Hom		86.5	87.7	41.6	71.4	1	2.2	7.4	-10.3	4.5	-	-	-5.4	-4.0	0.0	-32.6	2.5	3.0	44.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	87.7	29.2	36.2	10	14.5	7.5	-0.1	0.1	-	-	-5.5	-9.4	10.0	-32.6	2.5	3.0	53.1	57.4			
		ER Hung Hom to Lo Wu		86.1	76.7	29.2	33.8	10	6.0	7.5	-1.8	1.8	-	-	-4.9	-9.9	10.0	-32.6	2.5	3.0	54.3				
		ER Hung Hom to Lok Ma Chau		86.1	76.9	29.2	36.1	5	3.0	6.8	-10.8	4.3	1.0	-	-4.9	-9.4	7.0	-32.6	2.5	3.0	46.2				
		Intercity through train to Hung Hom		86.5	87.7	29.2	36.2	1	14.5	7.5	-0.1	0.1	-	-	-5.5	-9.4	0.0	-32.6	2.5	3.0	44.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	87.7	11.3	16.4	10	44.4	7.5	-14.7	0.0	-	-	-5.5	-19.9	10.0	-32.6	2.5	3.0	28.0	32.0			
		ER Hung Hom to Lo Wu		86.1	81.2	11.3	15.7	10	38.2	7.5	-16.0	0.0	-	-	-5.1	-20.2	10.0	-32.6	2.5	3.0	27.7				
		ER Hung Hom to Lok Ma Chau		86.1	77.8	11.3	15.7	5	32.4	4.8	-18.8	0.0	2.0	-	-4.9	-20.2	7.0	-32.6	2.5	3.0	24.1				
		Intercity through train to Hung Hom		86.5	87.7	11.3	16.4	1	44.4	7.5	-14.7	0.0	-	-	-5.5	-19.9	0.0	-32.6	2.5	3.0	19.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	96.9	0.7	11.7	10	260.0	7.3	0.0	0.0	-	-	-5.9	-35.0	10.0	-32.6	2.5	3.0	27.1	31.2			
		ER Hung Hom to Lo Wu		86.1	86.6	0.7	11.7	10	235.6	7.3	0.0	0.0	-	-	-5.4	-35.0	10.0	-32.6	2.5	3.0	28.7				
		Intercity through train to Hung Hom		86.5	96.9	0.7	11.7	1	260.0	7.3	0.0	0.0	-	-	-5.9	-35.0	0.0	-32.6	2.5	3.0	18.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
3	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	88.9	28.0	28.3	10	12.6	7.7	-8.0	-	-	-	-5.5	-11.4	10.0	-32.6	2.5	3.0	43.1	44.4			
		ER Lok Ma Chau to Hung Hom		85.1	84.4	28.0	28.3	5	7.0	7.2	-15.8	-	-	-	-5.3	-11.4	7.0	-32.6	2.5	3.0	32.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	78.2	28.0	28.3	15	1.0	7.6	-21.0	-	-	-	-5.0	-11.4	11.8	-32.6	2.5	3.0	33.5				
		Intercity through train to Hung Hom		86.5	88.9	28.0	28.3	1	12.6	7.7	-8.0	-	-	-	-5.5	-11.4	0.0	-32.6	2.5	3.0	34.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	88.9	8.3	46.5	10	14.6	7.4	0.0	0.0	-	-	-5.5	-13.2	10.0	-32.6	2.5	3.0	49.3	54.3			
		ER Lok Ma Chau to Hung Hom		85.1	83.8	8.3	46.4	5	8.8	6.2	-2.2	2.2	-	-	-5.3	-13.2	7.0	-32.6	2.5	3.0	46.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	77.9	8.3	46.4	15	2.9	7.4	-6.0	4.3	-	-	-4.9	-13.2	11.8	-32.6	2.5	3.0	51.0				
		Intercity through train to Hung Hom		86.5	88.9	8.3	46.5	1	14.6	7.4	0.0	0.0	-	-	-5.5	-13.2	0.0	-32.6	2.5	3.0	40.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	88.8	37.2	69.1	10	2.0	7.4	-10.2	4.5	-	-	-5.5	-4.6	10.0	-32.6	2.5	3.0	52.2	60.5			
		ER Lok Ma Chau to Hung Hom		85.1	84.0	37.2	69.3	5	2.3	5.3	-17.1	4.4	2.0	-	-5.3	-4.6	7.0	-32.6	2.5	3.0	44.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	77.8	37.2	69.1	15	2.9	7.4	-6.0	4.3	-	-	-4.9	-4.6	11.8	-32.6	2.5	3.0	59.6				
		Intercity through train to Hung Hom		86.5	88.8	37.2	69.1	1	2.0	7.4	-10.2	4.5	-	-	-5.5	-4.6	0.0	-32.6	2.5	3.0	43.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	88.8	41.6	71.4	10	2.2	7.4	-9.5	4.5	-	-	-5.5	-4.0	10.0	-32.6	2.5	3.0	53.5	61.4			
		ER Lok Ma Chau to Hung Hom		85.1	83.1	41.6	71.3	5	1.8	4.0	-19.6	4.6	2.5	-	-5.2	-4.0	7.0	-32.6	2.5	3.0	43.2				
		ER Hung Hom to Lo Wu		86.1	77.8	41.6	71.0	10	3.2	7.4	-5.6	4.2	-	-	-4.9	-4.0	10.0	-32.6	2.5	3.0	58.7				
		ER Hung Hom to Lok Ma Chau		86.1	77.8	41.6	71.5	5	3.0	7.4	-5.8	4.3	-	-	-4.9	-4.0	7.0	-32.6	2.5	3.0	55.6				
		Intercity through train to Hung Hom		86.5	88.8	41.6	71.4	1	2.2	7.4	-9.5	4.5	-	-	-5.5	-4.0	0.0	-32.6	2.5	3.0	44.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	88.8	29.2	36.2	10	14.5	7.5	0.0	0.0	-	-	-5.5	-9.4	10.0	-32.6	2.5	3.0	53.1	57.4			
		ER Hung Hom to Lo Wu		86.1	77.9	29.2	33.8	10	6.0	7.5	-1.2	1.2	-	-	-4.9	-9.9	10.0	-32.6	2.5	3.0	54.2				
		ER Hung Hom to Lok Ma Chau		86.1	78.2	29.2	36.1	5	3.0	6.8	-9.7	4.3	1.0	-	-5.0	-9.4	7.0	-32.6	2.5	3.0	47.2				
		Intercity through train to Hung Hom		86.5	88.8	29.2	36.2	1	14.5	7.5	0.0	0.0	-	-	-5.5	-9.4	0.0	-32.6	2.5	3.0	44.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	88.8	11.3	16.4	10	44.4	7.5	-10.9	0.0	-	-	-5.5	-19.9	10.0	-32.6	2.5	3.0	31.8	35.1			
		ER Hung Hom to Lo Wu		86.1	82.3	11.3	15.7	10	38.2	7.5	-13.0	0.0	-	-	-5.2	-20.2	10.0	-32.6	2.5	3.0	30.6				
		ER Hung Hom to Lok Ma Chau		86.1	79.1	11.3	15.7	5	32.4	4.8	-17.1	0.0	2.0	-	-5.0	-20.2	7.0	-32.6	2.5	3.0	25.7				
		Intercity through train to Hung Hom		86.5	88.8	11.3	16.4	1	44.4	7.5	-10.9	0.0	-	-	-5.5	-19.9	0.0	-32.6	2.5	3.0	23.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	97.9	0.7	11.7	10	260.0	7.3	0.0	0.0	-	-	-5.9	-35.0	10.0	-32.6	2.5	3.0	27.1	31.2			
		ER Hung Hom to Lo Wu		86.1	87.8	0.7	11.7	10	235.6	7.3	0.0	0.0	-	-	-5.5	-35.0	10.0	-32.6	2.5	3.0	28.6				
		Intercity through train to Hung Hom		86.5	97.9	0.7	11.7	1	260.0	7.3	0.0	0.0	-	-	-5.9	-35.0	0.0	-32.6	2.5	3.0	18.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

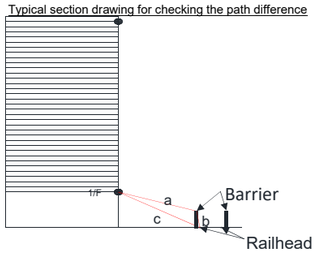
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: AFB103
First Floor Level (mPD) 21.3

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	90.1	28.0	28.3	10	12.6	7.7	-6.0	-	-	-	-5.6	-11.4	10.0	-32.6	2.5	3.0	45.1	46.2			
		ER Lok Ma Chau to Hung Hom		85.1	85.7	28.0	28.3	5	7.0	7.2	-15.0	-	-	-	-5.4	-11.4	7.0	-32.6	2.5	3.0	33.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	79.6	28.0	28.3	15	1.0	7.6	-20.8	-	-	-	-5.0	-11.4	11.8	-32.6	2.5	3.0	33.6				
		Intercity through train to Hung Hom		86.5	90.1	28.0	28.3	1	12.6	7.7	-6.0	-	-	-	-5.6	-11.4	0.0	-32.6	2.5	3.0	36.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	90.1	8.3	46.5	10	14.6	7.4	0.0	0.0	-	-	-5.6	-13.2	10.0	-32.6	2.5	3.0	49.3	54.4			
		ER Lok Ma Chau to Hung Hom		85.1	85.2	8.3	46.4	5	8.8	6.2	-1.5	1.5	-	-	-5.3	-13.2	7.0	-32.6	2.5	3.0	46.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	79.3	8.3	46.4	15	2.9	7.4	-5.6	4.3	-	-	-5.0	-13.2	11.8	-32.6	2.5	3.0	51.3				
		Intercity through train to Hung Hom		86.5	90.1	8.3	46.5	1	14.6	7.4	0.0	0.0	-	-	-5.6	-13.2	0.0	-32.6	2.5	3.0	40.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	90.0	37.2	69.1	10	2.0	7.4	-9.4	4.5	-	-	-5.6	-4.6	10.0	-32.6	2.5	3.0	52.9	61.0			
		ER Lok Ma Chau to Hung Hom		85.1	85.4	37.2	69.3	5	2.3	5.3	-16.6	4.4	2.0	-	-5.3	-4.6	7.0	-32.6	2.5	3.0	44.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	79.2	37.2	69.1	15	2.9	7.4	-5.6	4.3	-	-	-5.0	-4.6	11.8	-32.6	2.5	3.0	60.0				
		Intercity through train to Hung Hom		86.5	90.0	37.2	69.1	1	2.0	7.4	-9.4	4.5	-	-	-5.6	-4.6	0.0	-32.6	2.5	3.0	44.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	90.0	41.6	71.4	10	2.2	7.4	-8.6	4.5	-	-	-5.6	-4.0	10.0	-32.6	2.5	3.0	54.3	62.1			
		ER Lok Ma Chau to Hung Hom		85.1	84.6	41.6	71.3	5	1.8	4.0	-19.3	4.6	2.5	-	-5.3	-4.0	7.0	-32.6	2.5	3.0	43.4				
		ER Hung Hom to Lo Wu		86.1	79.2	41.6	71.0	10	3.2	7.4	-4.6	4.2	-	-	-5.0	-4.0	10.0	-32.6	2.5	3.0	59.6				
		ER Hung Hom to Lok Ma Chau		86.1	79.2	41.6	71.5	5	3.0	7.4	-5.4	4.3	-	-	-5.0	-4.0	7.0	-32.6	2.5	3.0	55.8				
		Intercity through train to Hung Hom		86.5	90.0	41.6	71.4	1	2.2	7.4	-8.6	4.5	-	-	-5.6	-4.0	0.0	-32.6	2.5	3.0	45.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	90.1	29.2	36.2	10	14.5	7.5	0.0	0.0	-	-	-5.6	-9.4	10.0	-32.6	2.5	3.0	53.0	57.5			
		ER Hung Hom to Lo Wu		86.1	79.3	29.2	33.8	10	6.0	7.5	-0.8	0.8	-	-	-5.0	-9.9	10.0	-32.6	2.5	3.0	54.2				
		ER Hung Hom to Lok Ma Chau		86.1	79.6	29.2	36.1	5	3.0	6.8	-8.6	4.3	1.0	-	-5.0	-9.4	7.0	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	90.1	29.2	36.2	1	14.5	7.5	0.0	0.0	-	-	-5.6	-9.4	0.0	-32.6	2.5	3.0	44.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	90.1	11.3	16.4	10	44.4	7.5	-5.7	0.0	-	-	-5.6	-19.9	10.0	-32.6	2.5	3.0	36.8	39.7			
		ER Hung Hom to Lo Wu		86.1	83.7	11.3	15.7	10	38.2	7.5	-8.5	0.0	-	-	-5.2	-20.2	10.0	-32.6	2.5	3.0	35.1				
		ER Hung Hom to Lok Ma Chau		86.1	80.6	11.3	15.7	5	32.4	4.8	-14.9	0.0	2.0	-	-5.1	-20.2	7.0	-32.6	2.5	3.0	27.8				
		Intercity through train to Hung Hom		86.5	90.1	11.3	16.4	1	44.4	7.5	-5.7	0.0	-	-	-5.6	-19.9	0.0	-32.6	2.5	3.0	28.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	99.1	0.7	11.7	10	260.0	7.3	0.0	0.0	-	-	-6.0	-35.0	10.0	-32.6	2.5	3.0	27.0	31.1			
		ER Hung Hom to Lo Wu		86.1	89.0	0.7	11.7	10	235.6	7.3	0.0	0.0	-	-	-5.5	-35.0	10.0	-32.6	2.5	3.0	28.6				
		Intercity through train to Hung Hom		86.5	99.1	0.7	11.7	1	260.0	7.3	0.0	0.0	-	-	-6.0	-35.0	0.0	-32.6	2.5	3.0	18.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																					Max predicted noise impact $L_{eq\ 30min}$	66	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: AFB103
First Floor Level (mPD) 21.3

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
P	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	85.6	28.0	28.3	8	12.6	7.7	-14.5	-	-	-	-5.3	-11.4	9.0	-32.6	2.5	3.0	35.8	38.6			
		ER Lok Ma Chau to Hung Hom		85.1	80.9	28.0	28.3	4	7.0	7.2	-18.4	-	-	-	-5.1	-11.4	6.0	-32.6	2.5	3.0	29.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	74.4	28.0	28.3	12	1.0	7.6	-21.0	-	-	-	-4.7	-11.4	10.8	-32.6	2.5	3.0	32.7				
		Intercity through train to Hung Hom		86.5	85.6	28.0	28.3	1	12.6	7.7	-14.5	-	-	-	-5.3	-11.4	0.0	-32.6	2.5	3.0	28.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	85.5	8.3	46.5	8	14.6	7.4	-1.6	1.4	-	-	-5.3	-13.2	9.0	-32.6	2.5	3.0	48.3	51.2			
		ER Lok Ma Chau to Hung Hom		85.1	80.1	8.3	46.4	4	8.8	6.2	-7.9	2.8	-	-	-5.1	-13.2	6.0	-32.6	2.5	3.0	40.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	74.1	8.3	46.4	12	2.9	7.4	-10.2	4.3	-	-	-4.7	-13.2	10.8	-32.6	2.5	3.0	46.0				
		Intercity through train to Hung Hom		86.5	85.5	8.3	46.5	1	14.6	7.4	-1.6	1.4	-	-	-5.3	-13.2	0.0	-32.6	2.5	3.0	40.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	85.4	37.2	69.1	8	2.0	7.4	-12.8	4.5	-	-	-5.3	-4.6	9.0	-32.6	2.5	3.0	48.9	56.0			
		ER Lok Ma Chau to Hung Hom		85.1	80.2	37.2	69.3	4	2.3	5.3	-18.5	4.4	2.0	-	-5.1	-4.6	6.0	-32.6	2.5	3.0	42.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	74.0	37.2	69.1	12	2.9	7.4	-10.2	4.3	-	-	-4.7	-4.6	10.8	-32.6	2.5	3.0	54.6				
		Intercity through train to Hung Hom		86.5	85.4	37.2	69.1	1	2.0	7.4	-12.8	4.5	-	-	-5.3	-4.6	0.0	-32.6	2.5	3.0	41.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	85.4	41.6	71.4	8	2.2	7.4	-12.3	4.5	-	-	-5.3	-4.0	9.0	-32.6	2.5	3.0	49.8	56.9			
		ER Lok Ma Chau to Hung Hom		85.1	79.0	41.6	71.3	4	1.8	4.0	-20.7	4.6	2.5	-	-5.0	-4.0	6.0	-32.6	2.5	3.0	41.3				
		ER Hung Hom to Lo Wu		86.1	74.0	41.6	71.0	8	3.2	7.4	-9.6	4.2	-	-	-4.7	-4.0	9.0	-32.6	2.5	3.0	54.0				
		ER Hung Hom to Lok Ma Chau		86.1	74.0	41.6	71.5	4	3.0	7.4	-10.0	4.3	-	-	-4.7	-4.0	6.0	-32.6	2.5	3.0	50.6				
		Intercity through train to Hung Hom		86.5	85.4	41.6	71.4	1	2.2	7.4	-12.3	4.5	-	-	-5.3	-4.0	0.0	-32.6	2.5	3.0	42.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	85.5	29.2	36.2	8	14.5	7.5	-1.5	1.4	-	-	-5.3	-9.4	9.0	-32.6	2.5	3.0	52.2	55.5			
		ER Hung Hom to Lo Wu		86.1	74.1	29.2	33.8	8	6.0	7.5	-5.4	3.5	-	-	-4.7	-9.9	9.0	-32.6	2.5	3.0	51.6				
		ER Hung Hom to Lok Ma Chau		86.1	74.3	29.2	36.1	4	3.0	6.8	-13.3	4.3	1.0	-	-4.7	-9.4	6.0	-32.6	2.5	3.0	42.9				
		Intercity through train to Hung Hom		86.5	85.5	29.2	36.2	1	14.5	7.5	-1.5	1.4	-	-	-5.3	-9.4	0.0	-32.6	2.5	3.0	44.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	85.5	11.3	16.4	8	44.4	7.5	-20.1	0.0	-	-	-5.3	-19.9	9.0	-32.6	2.5	3.0	21.7	26.7			
		ER Hung Hom to Lo Wu		86.1	78.8	11.3	15.7	8	38.2	7.5	-20.7	0.0	-	-	-5.0	-20.2	9.0	-32.6	2.5	3.0	22.2				
		ER Hung Hom to Lok Ma Chau		86.1	74.9	11.3	15.7	4	32.4	4.8	-21.0	0.0	2.0	-	-4.8	-20.2	6.0	-32.6	2.5	3.0	21.1				
		Intercity through train to Hung Hom		86.5	85.5	11.3	16.4	1	44.4	7.5	-20.1	0.0	-	-	-5.3	-19.9	0.0	-32.6	2.5	3.0	14.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	94.9	0.7	11.7	8	260.0	7.3	0.0	0.0	-	-	-5.8	-35.0	9.0	-32.6	2.5	3.0	26.3	30.4			
		ER Hung Hom to Lo Wu		86.1	84.4	0.7	11.7	8	235.6	7.3	0.0	0.0	-	-	-5.3	-35.0	9.0	-32.6	2.5	3.0	27.8				
		Intercity through train to Hung Hom		86.5	94.9	0.7	11.7	1	260.0	7.3	0.0	0.0	-	-	-5.8	-35.0	0.0	-32.6	2.5	3.0	18.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
1	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	86.8	28.0	28.3	8	12.6	7.7	-12.1	-	-	-	-5.4	-11.4	9.0	-32.6	2.5	3.0	38.1	40.2			
		ER Lok Ma Chau to Hung Hom		85.1	82.2	28.0	28.3	4	7.0	7.2	-17.3	-	-	-	-5.2	-11.4	6.0	-32.6	2.5	3.0	30.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	75.8	28.0	28.3	12	1.0	7.6	-21.0	-	-	-	-4.8	-11.4	10.8	-32.6	2.5	3.0	32.7				
		Intercity through train to Hung Hom		86.5	86.8	28.0	28.3	1	12.6	7.7	-12.1	-	-	-	-5.4	-11.4	0.0	-32.6	2.5	3.0	30.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	86.8	8.3	46.5	8	14.6	7.4	-0.5	0.5	-	-	-5.4	-13.2	9.0	-32.6	2.5	3.0	48.5	52.1			
		ER Lok Ma Chau to Hung Hom		85.1	81.5	8.3	46.4	4	8.8	6.2	-5.5	2.8	-	-	-5.1	-13.2	6.0	-32.6	2.5	3.0	43.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	75.5	8.3	46.4	12	2.9	7.4	-8.3	4.3	-	-	-4.8	-13.2	10.8	-32.6	2.5	3.0	47.9				
		Intercity through train to Hung Hom		86.5	86.8	8.3	46.5	1	14.6	7.4	-0.5	0.5	-	-	-5.4	-13.2	0.0	-32.6	2.5	3.0	40.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	86.7	37.2	69.1	8	2.0	7.4	-11.7	4.5	-	-	-5.4	-4.6	9.0	-32.6	2.5	3.0	49.9	57.6			
		ER Lok Ma Chau to Hung Hom		85.1	81.7	37.2	69.3	4	2.3	5.3	-17.9	4.4	2.0	-	-5.1	-4.6	6.0	-32.6	2.5	3.0	42.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	75.4	37.2	69.1	12	2.9	7.4	-8.2	4.3	-	-	-4.8	-4.6	10.8	-32.6	2.5	3.0	56.5				
		Intercity through train to Hung Hom		86.5	86.7	37.2	69.1	1	2.0	7.4	-11.7	4.5	-	-	-5.4	-4.6	0.0	-32.6	2.5	3.0	42.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	86.7	41.6	71.4	8	2.2	7.4	-11.1	4.5	-	-	-5.4	-4.0	9.0	-32.6	2.5	3.0	51.0	58.7			
		ER Lok Ma Chau to Hung Hom		85.1	80.6	41.6	71.3	4	1.8	4.0	-20.2	4.6	2.5	-	-5.1	-4.0	6.0	-32.6	2.5	3.0	41.7				
		ER Hung Hom to Lo Wu		86.1	75.4	41.6	71.0	8	3.2	7.4	-7.4	4.2	-	-	-4.8	-4.0	9.0	-32.6	2.5	3.0	56.1				
		ER Hung Hom to Lok Ma Chau		86.1	75.4	41.6	71.5	4	3.0	7.4	-8.0	4.3	-	-	-4.8	-4.0	6.0	-32.6	2.5	3.0	52.6				
		Intercity through train to Hung Hom		86.5	86.7	41.6	71.4	1	2.2	7.4	-11.1	4.5	-	-	-5.4	-4.0	0.0	-32.6	2.5	3.0	43.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	86.8	29.2	36.2	8	14.5	7.5	-0.5	0.5	-	-	-5.4	-9.4	9.0	-32.6	2.5	3.0	52.2	56.4			
		ER Hung Hom to Lo Wu		86.1	75.6	29.2	33.8	8	6.0	7.5	-2.6	2.6	-	-	-4.8	-9.9	9.0	-32.6	2.5	3.0	53.4				
		ER Hung Hom to Lok Ma Chau		86.1	75.8	29.2	36.1	4	3.0	6.8	-11.8	4.3	1.0	-	-4.8	-9.4	6.0	-32.6	2.5	3.0	44.3				
		Intercity through train to Hung Hom		86.5	86.8	29.2	36.2	1	14.5	7.5	-0.5	0.5	-	-	-5.4	-9.4	0.0	-32.6	2.5	3.0	44.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	86.8	11.3	16.4	8	44.4	7.5	-17.2	0.0	-	-	-5.4	-19.9	9.0	-32.6	2.5	3.0	24.5	28.9			
		ER Hung Hom to Lo Wu		86.1	80.1	11.3	15.7	8	38.2	7.5	-18.1	0.0	-	-	-5.1	-20.2	9.0	-32.6	2.5	3.0	24.7				
		ER Hung Hom to Lok Ma Chau		86.1	76.6	11.3	15.7	4	32.4	4.8	-20.3	0.0	2.0	-	-4.9	-20.2	6.0	-32.6	2.5	3.0	21.7				
		Intercity through train to Hung Hom		86.5	86.8	11.3	16.4	1	44.4	7.5	-17.2	0.0	-	-	-5.4	-19.9	0.0	-32.6	2.5	3.0	17.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	96.1	0.7	11.7	8	260.0	7.3	0.0	0.0	-	-	-5.8	-35.0	9.0	-32.6	2.5	3.0	26.2	30.4			
		ER Hung Hom to Lo Wu		86.1	85.7	0.7	11.7	8	235.6	7.3	0.0	0.0	-	-	-5.3	-35.0	9.0	-32.6	2.5	3.0	27.8				
		Intercity through train to Hung Hom		86.5	96.1	0.7	11.7	1	260.0	7.3	0.0	0.0	-	-	-5.8	-35.0	0.0	-32.6	2.5	3.0	18.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: AFB103
First Floor Level (mPD) 21.3

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
2	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	87.8	28.0	28.3	8	12.6	7.7	-10.2	-	-	-	-5.5	-11.4	9.0	-32.6	2.5	3.0	40.0	41.7			
		ER Lok Ma Chau to Hung Hom		85.1	83.2	28.0	28.3	4	7.0	7.2	-16.6	-	-	-	-5.2	-11.4	6.0	-32.6	2.5	3.0	30.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	76.9	28.0	28.3	12	1.0	7.6	-21.0	-	-	-	-4.9	-11.4	10.8	-32.6	2.5	3.0	32.6				
		Intercity through train to Hung Hom		86.5	87.8	28.0	28.3	1	12.6	7.7	-10.2	-	-	-	-5.5	-11.4	0.0	-32.6	2.5	3.0	32.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	87.8	8.3	46.5	8	14.6	7.4	-0.1	0.1	-	-	-5.5	-13.2	9.0	-32.6	2.5	3.0	48.4	52.9			
		ER Lok Ma Chau to Hung Hom		85.1	82.6	8.3	46.4	4	8.8	6.2	-3.4	2.8	-	-	-5.2	-13.2	6.0	-32.6	2.5	3.0	45.1				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	76.6	8.3	46.4	12	2.9	7.4	-7.0	4.3	-	-	-4.9	-13.2	10.8	-32.6	2.5	3.0	49.1				
		Intercity through train to Hung Hom		86.5	87.8	8.3	46.5	1	14.6	7.4	-0.1	0.1	-	-	-5.5	-13.2	0.0	-32.6	2.5	3.0	40.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	87.7	37.2	69.1	8	2.0	7.4	-11.0	4.5	-	-	-5.4	-4.6	9.0	-32.6	2.5	3.0	50.5	58.7			
		ER Lok Ma Chau to Hung Hom		85.1	82.8	37.2	69.3	4	2.3	5.3	-17.5	4.4	2.0	-	-5.2	-4.6	6.0	-32.6	2.5	3.0	43.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	76.5	37.2	69.1	12	2.9	7.4	-7.0	4.3	-	-	-4.9	-4.6	10.8	-32.6	2.5	3.0	57.7				
		Intercity through train to Hung Hom		86.5	87.7	37.2	69.1	1	2.0	7.4	-11.0	4.5	-	-	-5.4	-4.6	0.0	-32.6	2.5	3.0	43.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	87.7	41.6	71.4	8	2.2	7.4	-10.3	4.5	-	-	-5.4	-4.0	9.0	-32.6	2.5	3.0	51.7	59.8			
		ER Lok Ma Chau to Hung Hom		85.1	81.8	41.6	71.3	4	1.8	4.0	-19.9	4.6	2.5	-	-5.1	-4.0	6.0	-32.6	2.5	3.0	42.0				
		ER Hung Hom to Lo Wu		86.1	76.5	41.6	71.0	8	3.2	7.4	-6.2	4.2	-	-	-4.9	-4.0	9.0	-32.6	2.5	3.0	57.2				
		ER Hung Hom to Lok Ma Chau		86.1	76.5	41.6	71.5	4	3.0	7.4	-6.7	4.3	-	-	-4.9	-4.0	6.0	-32.6	2.5	3.0	53.7				
		Intercity through train to Hung Hom		86.5	87.7	41.6	71.4	1	2.2	7.4	-10.3	4.5	-	-	-5.4	-4.0	0.0	-32.6	2.5	3.0	44.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	87.7	29.2	36.2	8	14.5	7.5	-0.1	0.1	-	-	-5.5	-9.4	9.0	-32.6	2.5	3.0	52.2	56.5			
		ER Hung Hom to Lo Wu		86.1	76.7	29.2	33.8	8	6.0	7.5	-1.8	1.8	-	-	-4.9	-9.9	9.0	-32.6	2.5	3.0	53.3				
		ER Hung Hom to Lok Ma Chau		86.1	76.9	29.2	36.1	4	3.0	6.8	-10.8	4.3	1.0	-	-4.9	-9.4	6.0	-32.6	2.5	3.0	45.2				
		Intercity through train to Hung Hom		86.5	87.7	29.2	36.2	1	14.5	7.5	-0.1	0.1	-	-	-5.5	-9.4	0.0	-32.6	2.5	3.0	44.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	87.7	11.3	16.4	8	44.4	7.5	-14.7	0.0	-	-	-5.5	-19.9	9.0	-32.6	2.5	3.0	27.0	31.0			
		ER Hung Hom to Lo Wu		86.1	81.2	11.3	15.7	8	38.2	7.5	-16.0	0.0	-	-	-5.1	-20.2	9.0	-32.6	2.5	3.0	26.8				
		ER Hung Hom to Lok Ma Chau		86.1	77.8	11.3	15.7	4	32.4	4.8	-18.8	0.0	2.0	-	-4.9	-20.2	6.0	-32.6	2.5	3.0	23.1				
		Intercity through train to Hung Hom		86.5	87.7	11.3	16.4	1	44.4	7.5	-14.7	0.0	-	-	-5.5	-19.9	0.0	-32.6	2.5	3.0	19.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	96.9	0.7	11.7	8	260.0	7.3	0.0	0.0	-	-	-5.9	-35.0	9.0	-32.6	2.5	3.0	26.2	30.3			
		ER Hung Hom to Lo Wu		86.1	86.6	0.7	11.7	8	235.6	7.3	0.0	0.0	-	-	-5.4	-35.0	9.0	-32.6	2.5	3.0	27.7				
		Intercity through train to Hung Hom		86.5	96.9	0.7	11.7	1	260.0	7.3	0.0	0.0	-	-	-5.9	-35.0	0.0	-32.6	2.5	3.0	18.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
3	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	88.9	28.0	28.3	8	12.6	7.7	-8.0	-	-	-	-5.5	-11.4	9.0	-32.6	2.5	3.0	42.1	43.5			
		ER Lok Ma Chau to Hung Hom		85.1	84.4	28.0	28.3	4	7.0	7.2	-15.8	-	-	-	-5.3	-11.4	6.0	-32.6	2.5	3.0	31.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	78.2	28.0	28.3	12	1.0	7.6	-21.0	-	-	-	-5.0	-11.4	10.8	-32.6	2.5	3.0	32.5				
		Intercity through train to Hung Hom		86.5	88.9	28.0	28.3	1	12.6	7.7	-8.0	-	-	-	-5.5	-11.4	0.0	-32.6	2.5	3.0	34.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	88.9	8.3	46.5	8	14.6	7.4	0.0	0.0	-	-	-5.5	-13.2	9.0	-32.6	2.5	3.0	48.4	53.4			
		ER Lok Ma Chau to Hung Hom		85.1	83.8	8.3	46.4	4	8.8	6.2	-2.2	2.2	-	-	-5.3	-13.2	6.0	-32.6	2.5	3.0	45.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	77.9	8.3	46.4	12	2.9	7.4	-6.0	4.3	-	-	-4.9	-13.2	10.8	-32.6	2.5	3.0	50.0				
		Intercity through train to Hung Hom		86.5	88.9	8.3	46.5	1	14.6	7.4	0.0	0.0	-	-	-5.5	-13.2	0.0	-32.6	2.5	3.0	40.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	88.8	37.2	69.1	8	2.0	7.4	-10.2	4.5	-	-	-5.5	-4.6	9.0	-32.6	2.5	3.0	51.2	59.6			
		ER Lok Ma Chau to Hung Hom		85.1	84.0	37.2	69.3	4	2.3	5.3	-17.1	4.4	2.0	-	-5.3	-4.6	6.0	-32.6	2.5	3.0	43.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	77.8	37.2	69.1	12	2.9	7.4	-6.0	4.3	-	-	-4.9	-4.6	10.8	-32.6	2.5	3.0	58.6				
		Intercity through train to Hung Hom		86.5	88.8	37.2	69.1	1	2.0	7.4	-10.2	4.5	-	-	-5.5	-4.6	0.0	-32.6	2.5	3.0	43.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	88.8	41.6	71.4	8	2.2	7.4	-9.5	4.5	-	-	-5.5	-4.0	9.0	-32.6	2.5	3.0	52.5	60.4			
		ER Lok Ma Chau to Hung Hom		85.1	83.1	41.6	71.3	4	1.8	4.0	-19.6	4.6	2.5	-	-5.2	-4.0	6.0	-32.6	2.5	3.0	42.2				
		ER Hung Hom to Lo Wu		86.1	77.8	41.6	71.0	8	3.2	7.4	-5.6	4.2	-	-	-4.9	-4.0	9.0	-32.6	2.5	3.0	57.7				
		ER Hung Hom to Lok Ma Chau		86.1	77.8	41.6	71.5	4	3.0	7.4	-5.8	4.3	-	-	-4.9	-4.0	6.0	-32.6	2.5	3.0	54.6				
		Intercity through train to Hung Hom		86.5	88.8	41.6	71.4	1	2.2	7.4	-9.5	4.5	-	-	-5.5	-4.0	0.0	-32.6	2.5	3.0	44.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	88.8	29.2	36.2	8	14.5	7.5	0.0	0.0	-	-	-5.5	-9.4	9.0	-32.6	2.5	3.0	52.1	56.5			
		ER Hung Hom to Lo Wu		86.1	77.9	29.2	33.8	8	6.0	7.5	-1.2	1.2	-	-	-4.9	-9.9	9.0	-32.6	2.5	3.0	53.3				
		ER Hung Hom to Lok Ma Chau		86.1	78.2	29.2	36.1	4	3.0	6.8	-9.7	4.3	1.0	-	-5.0	-9.4	6.0	-32.6	2.5	3.0	46.2				
		Intercity through train to Hung Hom		86.5	88.8	29.2	36.2	1	14.5	7.5	0.0	0.0	-	-	-5.5	-9.4	0.0	-32.6	2.5	3.0	44.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	88.8	11.3	16.4	8	44.4	7.5	-10.9	0.0	-	-	-5.5	-19.9	9.0	-32.6	2.5	3.0	30.8	34.2			
		ER Hung Hom to Lo Wu		86.1	82.3	11.3	15.7	8	38.2	7.5	-13.0	0.0	-	-	-5.2	-20.2	9.0	-32.6	2.5	3.0	29.7				
		ER Hung Hom to Lok Ma Chau		86.1	79.1	11.3	15.7	4	32.4	4.8	-17.1	0.0	2.0	-	-5.0	-20.2	6.0	-32.6	2.5	3.0	24.7				
		Intercity through train to Hung Hom		86.5	88.8	11.3	16.4	1	44.4	7.5	-10.9	0.0	-	-	-5.5	-19.9	0.0	-32.6	2.5	3.0	23.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	97.9	0.7	11.7	8	260.0	7.3	0.0	0.0	-	-	-5.9	-35.0	9.0	-32.6	2.5	3.0	26.1	30.3			
		ER Hung Hom to Lo Wu		86.1	87.8	0.7	11.7	8	235.6	7.3	0.0	0.0	-	-	-5.5	-35.0	9.0	-32.6	2.5	3.0	27.7				
		Intercity through train to Hung Hom		86.5	97.9	0.7	11.7	1	260.0	7.3	0.0	0.0	-	-	-5.9	-35.0	0.0	-32.6	2.5	3.0	18.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

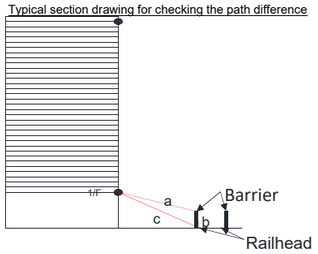
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: AFB103
First Floor Level (mPD) 21.3

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	90.1	28.0	28.3	8	12.6	7.7	-6.0	-	-	-	-5.6	-11.4	9.0	-32.6	2.5	3.0	44.1	45.3			
		ER Lok Ma Chau to Hung Hom		85.1	85.7	28.0	28.3	4	7.0	7.2	-15.0	-	-	-	-5.4	-11.4	6.0	-32.6	2.5	3.0	32.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	79.6	28.0	28.3	12	1.0	7.6	-20.8	-	-	-	-5.0	-11.4	10.8	-32.6	2.5	3.0	32.6				
		Intercity through train to Hung Hom		86.5	90.1	28.0	28.3	1	12.6	7.7	-6.0	-	-	-	-5.6	-11.4	0.0	-32.6	2.5	3.0	36.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	90.1	8.3	46.5	8	14.6	7.4	0.0	0.0	-	-	-5.6	-13.2	9.0	-32.6	2.5	3.0	48.3	53.5			
		ER Lok Ma Chau to Hung Hom		85.1	85.2	8.3	46.4	4	8.8	6.2	-1.5	1.5	-	-	-5.3	-13.2	6.0	-32.6	2.5	3.0	45.5				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	79.3	8.3	46.4	12	2.9	7.4	-5.6	4.3	-	-	-5.0	-13.2	10.8	-32.6	2.5	3.0	50.4				
		Intercity through train to Hung Hom		86.5	90.1	8.3	46.5	1	14.6	7.4	0.0	0.0	-	-	-5.6	-13.2	0.0	-32.6	2.5	3.0	40.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	90.0	37.2	69.1	8	2.0	7.4	-9.4	4.5	-	-	-5.6	-4.6	9.0	-32.6	2.5	3.0	52.0	60.0			
		ER Lok Ma Chau to Hung Hom		85.1	85.4	37.2	69.3	4	2.3	5.3	-16.6	4.4	2.0	-	-5.3	-4.6	6.0	-32.6	2.5	3.0	43.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	79.2	37.2	69.1	12	2.9	7.4	-5.6	4.3	-	-	-5.0	-4.6	10.8	-32.6	2.5	3.0	59.0				
		Intercity through train to Hung Hom		86.5	90.0	37.2	69.1	1	2.0	7.4	-9.4	4.5	-	-	-5.6	-4.6	0.0	-32.6	2.5	3.0	44.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	90.0	41.6	71.4	8	2.2	7.4	-8.6	4.5	-	-	-5.6	-4.0	9.0	-32.6	2.5	3.0	53.3	61.2			
		ER Lok Ma Chau to Hung Hom		85.1	84.6	41.6	71.3	4	1.8	4.0	-19.3	4.6	2.5	-	-5.3	-4.0	6.0	-32.6	2.5	3.0	42.4				
		ER Hung Hom to Lo Wu		86.1	79.2	41.6	71.0	8	3.2	7.4	-4.6	4.2	-	-	-5.0	-4.0	9.0	-32.6	2.5	3.0	58.6				
		ER Hung Hom to Lok Ma Chau		86.1	79.2	41.6	71.5	4	3.0	7.4	-5.4	4.3	-	-	-5.0	-4.0	6.0	-32.6	2.5	3.0	54.9				
		Intercity through train to Hung Hom		86.5	90.0	41.6	71.4	1	2.2	7.4	-8.6	4.5	-	-	-5.6	-4.0	0.0	-32.6	2.5	3.0	45.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	90.1	29.2	36.2	8	14.5	7.5	0.0	0.0	-	-	-5.6	-9.4	9.0	-32.6	2.5	3.0	52.1	56.5			
		ER Hung Hom to Lo Wu		86.1	79.3	29.2	33.8	8	6.0	7.5	-0.8	0.8	-	-	-5.0	-9.9	9.0	-32.6	2.5	3.0	53.2				
		ER Hung Hom to Lok Ma Chau		86.1	79.6	29.2	36.1	4	3.0	6.8	-8.6	4.3	1.0	-	-5.0	-9.4	6.0	-32.6	2.5	3.0	47.3				
		Intercity through train to Hung Hom		86.5	90.1	29.2	36.2	1	14.5	7.5	0.0	0.0	-	-	-5.6	-9.4	0.0	-32.6	2.5	3.0	44.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	90.1	11.3	16.4	8	44.4	7.5	-5.7	0.0	-	-	-5.6	-19.9	9.0	-32.6	2.5	3.0	35.8	38.8			
		ER Hung Hom to Lo Wu		86.1	83.7	11.3	15.7	8	38.2	7.5	-8.5	0.0	-	-	-5.2	-20.2	9.0	-32.6	2.5	3.0	34.1				
		ER Hung Hom to Lok Ma Chau		86.1	80.6	11.3	15.7	4	32.4	4.8	-14.9	0.0	2.0	-	-5.1	-20.2	6.0	-32.6	2.5	3.0	26.9				
		Intercity through train to Hung Hom		86.5	90.1	11.3	16.4	1	44.4	7.5	-5.7	0.0	-	-	-5.6	-19.9	0.0	-32.6	2.5	3.0	28.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	99.1	0.7	11.7	8	260.0	7.3	0.0	0.0	-	-	-6.0	-35.0	9.0	-32.6	2.5	3.0	26.1	30.2			
		ER Hung Hom to Lo Wu		86.1	89.0	0.7	11.7	8	235.6	7.3	0.0	0.0	-	-	-5.5	-35.0	9.0	-32.6	2.5	3.0	27.6				
		Intercity through train to Hung Hom		86.5	99.1	0.7	11.7	1	260.0	7.3	0.0	0.0	-	-	-6.0	-35.0	0.0	-32.6	2.5	3.0	18.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																						Max predicted noise impact $L_{eq\ 30min}$	65	60	N

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: AFB118
First Floor Level (mPD) 21.3

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
P	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	102.8	26.6	79.9	10	2.1	7.4	-13.0	4.5	-	-	-6.1	-5.5	10.0	-32.6	2.5	3.0	47.8	54.9			
		ER Lok Ma Chau to Hung Hom		85.1	98.1	26.6	79.8	5	1.8	3.9	-21.0	4.6	2.5	-	-5.9	-5.5	7.0	-32.6	2.5	3.0	39.6				
		ER Hung Hom to Lo Wu		86.1	91.4	26.6	78.5	10	3.6	7.4	-9.8	4.1	-	-	-5.6	-5.6	10.0	-32.6	2.5	3.0	52.2				
		ER Hung Hom to Lok Ma Chau		86.1	91.4	26.6	80.0	5	3.0	7.4	-10.9	4.3	-	-	-5.6	-5.5	7.0	-32.6	2.5	3.0	48.3				
		Intercity through train to Hung Hom		86.5	102.8	26.6	79.9	1	2.1	7.4	-13.0	4.5	-	-	-6.1	-5.5	0.0	-32.6	2.5	3.0	39.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	102.9	39.3	47.1	10	43.9	7.5	-20.5	0.0	-	-	-6.1	-6.4	10.0	-32.6	2.5	3.0	35.0	40.1			
		ER Hung Hom to Lo Wu		86.1	92.8	39.3	44.6	10	35.6	7.5	-21.0	0.0	-	-	-5.7	-6.7	10.0	-32.6	2.5	3.0	35.7				
		ER Hung Hom to Lok Ma Chau		86.1	91.5	39.3	47.2	5	32.2	6.7	-21.0	0.0	1.5	-	-5.6	-6.3	7.0	-32.6	2.5	3.0	34.6				
		Intercity through train to Hung Hom		86.5	102.9	39.3	47.1	1	43.9	7.5	-20.5	0.0	-	-	-6.1	-6.4	0.0	-32.6	2.5	3.0	26.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	102.5	12.1	19.0	10	44.4	7.5	-20.5	0.0	-	-	-6.1	-18.4	10.0	-32.6	2.5	3.0	23.0	28.3			
		ER Hung Hom to Lo Wu		86.1	96.1	12.1	18.4	10	38.2	7.5	-21.0	0.0	-	-	-5.8	-18.6	10.0	-32.6	2.5	3.0	23.6				
		ER Hung Hom to Lok Ma Chau		86.1	91.2	12.1	18.4	5	32.4	4.7	-21.0	0.0	2.5	-	-5.6	-18.6	7.0	-32.6	2.5	3.0	23.3				
		Intercity through train to Hung Hom		86.5	102.5	12.1	19.0	1	44.4	7.5	-20.5	0.0	-	-	-6.1	-18.4	0.0	-32.6	2.5	3.0	14.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	117.5	1.4	14.9	10	247.8	7.3	0.0	0.0	-	-	-6.7	-29.9	10.0	-32.6	2.5	3.0	31.4	35.5			
		ER Hung Hom to Lo Wu		86.1	104.9	1.4	14.9	10	230.6	7.3	0.0	0.0	-	-	-6.2	-29.9	10.0	-32.6	2.5	3.0	32.9				
		Intercity through train to Hung Hom		86.5	117.5	1.4	14.9	1	247.8	7.3	0.0	0.0	-	-	-6.7	-29.9	0.0	-32.6	2.5	3.0	22.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
1	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	103.9	26.6	79.9	10	2.1	7.4	-12.1	4.5	-	-	-6.2	-5.5	10.0	-32.6	2.5	3.0	48.7	56.4			
		ER Lok Ma Chau to Hung Hom		85.1	99.4	26.6	79.8	5	1.8	3.9	-20.7	4.6	2.5	-	-6.0	-5.5	7.0	-32.6	2.5	3.0	39.8				
		ER Hung Hom to Lo Wu		86.1	92.5	26.6	78.5	10	3.6	7.4	-8.0	4.1	-	-	-5.7	-5.6	10.0	-32.6	2.5	3.0	53.9				
		ER Hung Hom to Lok Ma Chau		86.1	92.5	26.6	80.0	5	3.0	7.4	-9.4	4.3	-	-	-5.7	-5.5	7.0	-32.6	2.5	3.0	49.7				
		Intercity through train to Hung Hom		86.5	103.9	26.6	79.9	1	2.1	7.4	-12.1	4.5	-	-	-6.2	-5.5	0.0	-32.6	2.5	3.0	40.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	103.9	39.3	47.1	10	43.9	7.5	-18.6	0.0	-	-	-6.2	-6.4	10.0	-32.6	2.5	3.0	36.9	41.4			
		ER Hung Hom to Lo Wu		86.1	94.0	39.3	44.6	10	35.6	7.5	-19.6	0.0	-	-	-5.8	-6.7	10.0	-32.6	2.5	3.0	37.0				
		ER Hung Hom to Lok Ma Chau		86.1	92.7	39.3	47.2	5	32.2	6.7	-20.6	0.0	1.5	-	-5.7	-6.3	7.0	-32.6	2.5	3.0	35.0				
		Intercity through train to Hung Hom		86.5	103.9	39.3	47.1	1	43.9	7.5	-18.6	0.0	-	-	-6.2	-6.4	0.0	-32.6	2.5	3.0	28.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	103.6	12.1	19.0	10	44.4	7.5	-18.5	0.0	-	-	-6.2	-18.4	10.0	-32.6	2.5	3.0	25.0	29.6			
		ER Hung Hom to Lo Wu		86.1	97.2	12.1	18.4	10	38.2	7.5	-19.3	0.0	-	-	-5.9	-18.6	10.0	-32.6	2.5	3.0	25.2				
		ER Hung Hom to Lok Ma Chau		86.1	92.5	12.1	18.4	5	32.4	4.7	-21.0	0.0	2.5	-	-5.7	-18.6	7.0	-32.6	2.5	3.0	23.2				
		Intercity through train to Hung Hom		86.5	103.6	12.1	19.0	1	44.4	7.5	-18.5	0.0	-	-	-6.2	-18.4	0.0	-32.6	2.5	3.0	16.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	118.4	1.4	14.9	10	247.8	7.3	0.0	0.0	-	-	-6.8	-29.9	10.0	-32.6	2.5	3.0	31.3	35.4			
		ER Hung Hom to Lo Wu		86.1	106.0	1.4	14.9	10	230.6	7.3	0.0	0.0	-	-	-6.3	-29.9	10.0	-32.6	2.5	3.0	32.9				
		Intercity through train to Hung Hom		86.5	118.4	1.4	14.9	1	247.8	7.3	0.0	0.0	-	-	-6.8	-29.9	0.0	-32.6	2.5	3.0	22.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: AFB118
First Floor Level (mPD) 21.3

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
2	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	104.7	26.6	79.9	10	2.1	7.4	-11.5	4.5	-	-	-6.2	-5.5	10.0	-32.6	2.5	3.0	49.2	57.3			
		ER Lok Ma Chau to Hung Hom		85.1	100.4	26.6	79.8	5	1.8	3.9	-20.5	4.6	2.5	-	-6.0	-5.5	7.0	-32.6	2.5	3.0	40.0				
		ER Hung Hom to Lo Wu		86.1	93.4	26.6	78.5	10	3.6	7.4	-6.9	4.1	-	-	-5.7	-5.6	10.0	-32.6	2.5	3.0	55.0				
		ER Hung Hom to Lok Ma Chau		86.1	93.4	26.6	80.0	5	3.0	7.4	-8.4	4.3	-	-	-5.7	-5.5	7.0	-32.6	2.5	3.0	50.7				
		Intercity through train to Hung Hom		86.5	104.7	26.6	79.9	1	2.1	7.4	-11.5	4.5	-	-	-6.2	-5.5	0.0	-32.6	2.5	3.0	40.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	104.7	39.3	47.1	10	43.9	7.5	-17.1	0.0	-	-	-6.2	-6.4	10.0	-32.6	2.5	3.0	38.4	42.6			
		ER Hung Hom to Lo Wu		86.1	94.9	39.3	44.6	10	35.6	7.5	-18.4	0.0	-	-	-5.8	-6.7	10.0	-32.6	2.5	3.0	38.2				
		ER Hung Hom to Lok Ma Chau		86.1	93.6	39.3	47.2	5	32.2	6.7	-19.6	0.0	1.5	-	-5.7	-6.3	7.0	-32.6	2.5	3.0	35.9				
		Intercity through train to Hung Hom		86.5	104.7	39.3	47.1	1	43.9	7.5	-17.1	0.0	-	-	-6.2	-6.4	0.0	-32.6	2.5	3.0	29.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	104.4	12.1	19.0	10	44.4	7.5	-16.9	0.0	-	-	-6.2	-18.4	10.0	-32.6	2.5	3.0	26.5	30.8			
		ER Hung Hom to Lo Wu		86.1	98.1	12.1	18.4	10	38.2	7.5	-18.0	0.0	-	-	-5.9	-18.6	10.0	-32.6	2.5	3.0	26.5				
		ER Hung Hom to Lok Ma Chau		86.1	93.5	12.1	18.4	5	32.4	4.7	-20.3	0.0	2.5	-	-5.7	-18.6	7.0	-32.6	2.5	3.0	23.9				
		Intercity through train to Hung Hom		86.5	104.4	12.1	19.0	1	44.4	7.5	-16.9	0.0	-	-	-6.2	-18.4	0.0	-32.6	2.5	3.0	18.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	119.1	1.4	14.9	10	247.8	7.3	0.0	0.0	-	-	-6.8	-29.9	10.0	-32.6	2.5	3.0	31.3	35.4			
		ER Hung Hom to Lo Wu		86.1	106.7	1.4	14.9	10	230.6	7.3	0.0	0.0	-	-	-6.3	-29.9	10.0	-32.6	2.5	3.0	32.9				
		Intercity through train to Hung Hom		86.5	119.1	1.4	14.9	1	247.8	7.3	0.0	0.0	-	-	-6.8	-29.9	0.0	-32.6	2.5	3.0	22.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
3	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	105.6	26.6	79.9	10	2.1	7.4	-10.9	4.5	-	-	-6.3	-5.5	10.0	-32.6	2.5	3.0	49.8	58.1			
		ER Lok Ma Chau to Hung Hom		85.1	101.4	26.6	79.8	5	1.8	3.9	-20.2	4.6	2.5	-	-6.1	-5.5	7.0	-32.6	2.5	3.0	40.2				
		ER Hung Hom to Lo Wu		86.1	94.5	26.6	78.5	10	3.6	7.4	-6.0	4.1	-	-	-5.8	-5.6	10.0	-32.6	2.5	3.0	55.9				
		ER Hung Hom to Lok Ma Chau		86.1	94.5	26.6	80.0	5	3.0	7.4	-7.4	4.3	-	-	-5.8	-5.5	7.0	-32.6	2.5	3.0	51.6				
		Intercity through train to Hung Hom		86.5	105.6	26.6	79.9	1	2.1	7.4	-10.9	4.5	-	-	-6.3	-5.5	0.0	-32.6	2.5	3.0	41.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	105.7	39.3	47.1	10	43.9	7.5	-15.2	0.0	-	-	-6.3	-6.4	10.0	-32.6	2.5	3.0	40.2	44.2			
		ER Hung Hom to Lo Wu		86.1	95.9	39.3	44.6	10	35.6	7.5	-16.9	0.0	-	-	-5.8	-6.7	10.0	-32.6	2.5	3.0	39.6				
		ER Hung Hom to Lok Ma Chau		86.1	94.7	39.3	47.2	5	32.2	6.7	-18.4	0.0	1.5	-	-5.8	-6.3	7.0	-32.6	2.5	3.0	37.0				
		Intercity through train to Hung Hom		86.5	105.7	39.3	47.1	1	43.9	7.5	-15.2	0.0	-	-	-6.3	-6.4	0.0	-32.6	2.5	3.0	31.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	105.3	12.1	19.0	10	44.4	7.5	-15.0	0.0	-	-	-6.2	-18.4	10.0	-32.6	2.5	3.0	28.4	32.4			
		ER Hung Hom to Lo Wu		86.1	99.0	12.1	18.4	10	38.2	7.5	-16.4	0.0	-	-	-6.0	-18.6	10.0	-32.6	2.5	3.0	28.0				
		ER Hung Hom to Lok Ma Chau		86.1	94.7	12.1	18.4	5	32.4	4.7	-19.2	0.0	2.5	-	-5.8	-18.6	7.0	-32.6	2.5	3.0	24.9				
		Intercity through train to Hung Hom		86.5	105.3	12.1	19.0	1	44.4	7.5	-15.0	0.0	-	-	-6.2	-18.4	0.0	-32.6	2.5	3.0	19.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	119.9	1.4	14.9	10	247.8	7.3	0.0	0.0	-	-	-6.8	-29.9	10.0	-32.6	2.5	3.0	31.3	35.4			
		ER Hung Hom to Lo Wu		86.1	107.7	1.4	14.9	10	230.6	7.3	0.0	0.0	-	-	-6.3	-29.9	10.0	-32.6	2.5	3.0	32.8				
		Intercity through train to Hung Hom		86.5	119.9	1.4	14.9	1	247.8	7.3	0.0	0.0	-	-	-6.8	-29.9	0.0	-32.6	2.5	3.0	22.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

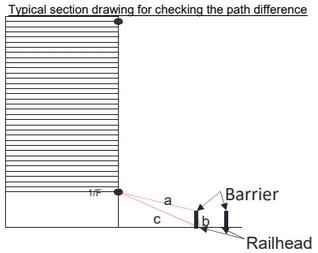
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: AFB118
First Floor Level (mPD) 21.3

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	106.6	26.6	79.9	10	2.1	7.4	-10.3	4.5	-	-	-6.3	-5.5	10.0	-32.6	2.5	3.0	50.4	58.6			
		ER Lok Ma Chau to Hung Hom		85.1	102.7	26.6	79.8	5	1.8	3.9	-20.0	4.6	2.5	-	-6.1	-5.5	7.0	-32.6	2.5	3.0	40.4				
		ER Hung Hom to Lo Wu		86.1	95.6	26.6	78.5	10	3.6	7.4	-5.6	4.1	-	-	-5.8	-5.6	10.0	-32.6	2.5	3.0	56.2				
		ER Hung Hom to Lok Ma Chau		86.1	95.6	26.6	80.0	5	3.0	7.4	-6.4	4.3	-	-	-5.8	-5.5	7.0	-32.6	2.5	3.0	52.5				
		Intercity through train to Hung Hom		86.5	106.6	26.6	79.9	1	2.1	7.4	-10.3	4.5	-	-	-6.3	-5.5	0.0	-32.6	2.5	3.0	41.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	106.7	39.3	47.1	10	43.9	7.5	-12.7	0.0	-	-	-6.3	-6.4	10.0	-32.6	2.5	3.0	42.6	46.2			
		ER Hung Hom to Lo Wu		86.1	97.0	39.3	44.6	10	35.6	7.5	-15.1	0.0	-	-	-5.9	-6.7	10.0	-32.6	2.5	3.0	41.3				
		ER Hung Hom to Lok Ma Chau		86.1	95.9	39.3	47.2	5	32.2	6.7	-17.0	0.0	1.5	-	-5.8	-6.3	7.0	-32.6	2.5	3.0	38.3				
		Intercity through train to Hung Hom		86.5	106.7	39.3	47.1	1	43.9	7.5	-12.7	0.0	-	-	-6.3	-6.4	0.0	-32.6	2.5	3.0	34.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	106.3	12.1	19.0	10	44.4	7.5	-12.4	0.0	-	-	-6.3	-18.4	10.0	-32.6	2.5	3.0	30.9	34.5			
		ER Hung Hom to Lo Wu		86.1	100.1	12.1	18.4	10	38.2	7.5	-14.5	0.0	-	-	-6.0	-18.6	10.0	-32.6	2.5	3.0	29.9				
		ER Hung Hom to Lok Ma Chau		86.1	95.9	12.1	18.4	5	32.4	4.7	-18.0	0.0	2.5	-	-5.8	-18.6	7.0	-32.6	2.5	3.0	26.1				
		Intercity through train to Hung Hom		86.5	106.3	12.1	19.0	1	44.4	7.5	-12.4	0.0	-	-	-6.3	-18.4	0.0	-32.6	2.5	3.0	22.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	120.9	1.4	14.9	10	247.8	7.3	0.0	0.0	-	-	-6.8	-29.9	10.0	-32.6	2.5	3.0	31.3	35.3			
		ER Hung Hom to Lo Wu		86.1	108.7	1.4	14.9	10	230.6	7.3	0.0	0.0	-	-	-6.4	-29.9	10.0	-32.6	2.5	3.0	32.8				
		Intercity through train to Hung Hom		86.5	120.9	1.4	14.9	1	247.8	7.3	0.0	0.0	-	-	-6.8	-29.9	0.0	-32.6	2.5	3.0	22.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																						Max predicted noise impact $L_{eq\ 30min}$	59	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: AFB118
First Floor Level (mPD) 21.3

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
P	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	102.8	26.6	79.9	8	2.1	7.4	-13.0	4.5	-	-	-6.1	-5.5	9.0	-32.6	2.5	3.0	46.9	54.0			
		ER Lok Ma Chau to Hung Hom		85.1	98.1	26.6	79.8	4	1.8	3.9	-21.0	4.6	2.5	-	-5.9	-5.5	6.0	-32.6	2.5	3.0	38.6				
		ER Hung Hom to Lo Wu		86.1	91.4	26.6	78.5	8	3.6	7.4	-9.8	4.1	-	-	-5.6	-5.6	9.0	-32.6	2.5	3.0	51.2				
		ER Hung Hom to Lok Ma Chau		86.1	91.4	26.6	80.0	4	3.0	7.4	-10.9	4.3	-	-	-5.6	-5.5	6.0	-32.6	2.5	3.0	47.3				
		Intercity through train to Hung Hom		86.5	102.8	26.6	79.9	1	2.1	7.4	-13.0	4.5	-	-	-6.1	-5.5	0.0	-32.6	2.5	3.0	39.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	102.9	39.3	47.1	8	43.9	7.5	-20.5	0.0	-	-	-6.1	-6.4	9.0	-32.6	2.5	3.0	34.0	39.2			
		ER Hung Hom to Lo Wu		86.1	92.8	39.3	44.6	8	35.6	7.5	-21.0	0.0	-	-	-5.7	-6.7	9.0	-32.6	2.5	3.0	34.7				
		ER Hung Hom to Lok Ma Chau		86.1	91.5	39.3	47.2	4	32.2	6.7	-21.0	0.0	1.5	-	-5.6	-6.3	6.0	-32.6	2.5	3.0	33.6				
		Intercity through train to Hung Hom		86.5	102.9	39.3	47.1	1	43.9	7.5	-20.5	0.0	-	-	-6.1	-6.4	0.0	-32.6	2.5	3.0	26.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	102.5	12.1	19.0	8	44.4	7.5	-20.5	0.0	-	-	-6.1	-18.4	9.0	-32.6	2.5	3.0	22.1	27.4			
		ER Hung Hom to Lo Wu		86.1	96.1	12.1	18.4	8	38.2	7.5	-21.0	0.0	-	-	-5.8	-18.6	9.0	-32.6	2.5	3.0	22.6				
		ER Hung Hom to Lok Ma Chau		86.1	91.2	12.1	18.4	4	32.4	4.7	-21.0	0.0	2.5	-	-5.6	-18.6	6.0	-32.6	2.5	3.0	22.3				
		Intercity through train to Hung Hom		86.5	102.5	12.1	19.0	1	44.4	7.5	-20.5	0.0	-	-	-6.1	-18.4	0.0	-32.6	2.5	3.0	14.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	117.5	1.4	14.9	8	247.8	7.3	0.0	0.0	-	-	-6.7	-29.9	9.0	-32.6	2.5	3.0	30.4	34.6			
		ER Hung Hom to Lo Wu		86.1	104.9	1.4	14.9	8	230.6	7.3	0.0	0.0	-	-	-6.2	-29.9	9.0	-32.6	2.5	3.0	32.0				
		Intercity through train to Hung Hom		86.5	117.5	1.4	14.9	1	247.8	7.3	0.0	0.0	-	-	-6.7	-29.9	0.0	-32.6	2.5	3.0	22.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
1	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	103.9	26.6	79.9	8	2.1	7.4	-12.1	4.5	-	-	-6.2	-5.5	9.0	-32.6	2.5	3.0	47.7	55.4			
		ER Lok Ma Chau to Hung Hom		85.1	99.4	26.6	79.8	4	1.8	3.9	-20.7	4.6	2.5	-	-6.0	-5.5	6.0	-32.6	2.5	3.0	38.8				
		ER Hung Hom to Lo Wu		86.1	92.5	26.6	78.5	8	3.6	7.4	-8.0	4.1	-	-	-5.7	-5.6	9.0	-32.6	2.5	3.0	53.0				
		ER Hung Hom to Lok Ma Chau		86.1	92.5	26.6	80.0	4	3.0	7.4	-9.4	4.3	-	-	-5.7	-5.5	6.0	-32.6	2.5	3.0	48.8				
		Intercity through train to Hung Hom		86.5	103.9	26.6	79.9	1	2.1	7.4	-12.1	4.5	-	-	-6.2	-5.5	0.0	-32.6	2.5	3.0	40.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	103.9	39.3	47.1	8	43.9	7.5	-18.6	0.0	-	-	-6.2	-6.4	9.0	-32.6	2.5	3.0	35.9	40.5			
		ER Hung Hom to Lo Wu		86.1	94.0	39.3	44.6	8	35.6	7.5	-19.6	0.0	-	-	-5.8	-6.7	9.0	-32.6	2.5	3.0	36.0				
		ER Hung Hom to Lok Ma Chau		86.1	92.7	39.3	47.2	4	32.2	6.7	-20.6	0.0	1.5	-	-5.7	-6.3	6.0	-32.6	2.5	3.0	34.0				
		Intercity through train to Hung Hom		86.5	103.9	39.3	47.1	1	43.9	7.5	-18.6	0.0	-	-	-6.2	-6.4	0.0	-32.6	2.5	3.0	28.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	103.6	12.1	19.0	8	44.4	7.5	-18.5	0.0	-	-	-6.2	-18.4	9.0	-32.6	2.5	3.0	24.0	28.6			
		ER Hung Hom to Lo Wu		86.1	97.2	12.1	18.4	8	38.2	7.5	-19.3	0.0	-	-	-5.9	-18.6	9.0	-32.6	2.5	3.0	24.3				
		ER Hung Hom to Lok Ma Chau		86.1	92.5	12.1	18.4	4	32.4	4.7	-21.0	0.0	2.5	-	-5.7	-18.6	6.0	-32.6	2.5	3.0	22.3				
		Intercity through train to Hung Hom		86.5	103.6	12.1	19.0	1	44.4	7.5	-18.5	0.0	-	-	-6.2	-18.4	0.0	-32.6	2.5	3.0	16.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	118.4	1.4	14.9	8	247.8	7.3	0.0	0.0	-	-	-6.8	-29.9	9.0	-32.6	2.5	3.0	30.4	34.5			
		ER Hung Hom to Lo Wu		86.1	106.0	1.4	14.9	8	230.6	7.3	0.0	0.0	-	-	-6.3	-29.9	9.0	-32.6	2.5	3.0	31.9				
		Intercity through train to Hung Hom		86.5	118.4	1.4	14.9	1	247.8	7.3	0.0	0.0	-	-	-6.8	-29.9	0.0	-32.6	2.5	3.0	22.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: AFB118
First Floor Level (mPD) 21.3

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
2	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	104.7	26.6	79.9	8	2.1	7.4	-11.5	4.5	-	-	-6.2	-5.5	9.0	-32.6	2.5	3.0	48.2	56.4			
		ER Lok Ma Chau to Hung Hom		85.1	100.4	26.6	79.8	4	1.8	3.9	-20.5	4.6	2.5	-	-6.0	-5.5	6.0	-32.6	2.5	3.0	39.0				
		ER Hung Hom to Lo Wu		86.1	93.4	26.6	78.5	8	3.6	7.4	-6.9	4.1	-	-	-5.7	-5.6	9.0	-32.6	2.5	3.0	54.0				
		ER Hung Hom to Lok Ma Chau		86.1	93.4	26.6	80.0	4	3.0	7.4	-8.4	4.3	-	-	-5.7	-5.5	6.0	-32.6	2.5	3.0	49.7				
		Intercity through train to Hung Hom		86.5	104.7	26.6	79.9	1	2.1	7.4	-11.5	4.5	-	-	-6.2	-5.5	0.0	-32.6	2.5	3.0	40.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	104.7	39.3	47.1	8	43.9	7.5	-17.1	0.0	-	-	-6.2	-6.4	9.0	-32.6	2.5	3.0	37.4	41.7			
		ER Hung Hom to Lo Wu		86.1	94.9	39.3	44.6	8	35.6	7.5	-18.4	0.0	-	-	-5.8	-6.7	9.0	-32.6	2.5	3.0	37.2				
		ER Hung Hom to Lok Ma Chau		86.1	93.6	39.3	47.2	4	32.2	6.7	-19.6	0.0	1.5	-	-5.7	-6.3	6.0	-32.6	2.5	3.0	35.0				
		Intercity through train to Hung Hom		86.5	104.7	39.3	47.1	1	43.9	7.5	-17.1	0.0	-	-	-6.2	-6.4	0.0	-32.6	2.5	3.0	29.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	104.4	12.1	19.0	8	44.4	7.5	-16.9	0.0	-	-	-6.2	-18.4	9.0	-32.6	2.5	3.0	25.5	29.9			
		ER Hung Hom to Lo Wu		86.1	98.1	12.1	18.4	8	38.2	7.5	-18.0	0.0	-	-	-5.9	-18.6	9.0	-32.6	2.5	3.0	25.5				
		ER Hung Hom to Lok Ma Chau		86.1	93.5	12.1	18.4	4	32.4	4.7	-20.3	0.0	2.5	-	-5.7	-18.6	6.0	-32.6	2.5	3.0	22.9				
		Intercity through train to Hung Hom		86.5	104.4	12.1	19.0	1	44.4	7.5	-16.9	0.0	-	-	-6.2	-18.4	0.0	-32.6	2.5	3.0	18.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	119.1	1.4	14.9	8	247.8	7.3	0.0	0.0	-	-	-6.8	-29.9	9.0	-32.6	2.5	3.0	30.3	34.5			
		ER Hung Hom to Lo Wu		86.1	106.7	1.4	14.9	8	230.6	7.3	0.0	0.0	-	-	-6.3	-29.9	9.0	-32.6	2.5	3.0	31.9				
		Intercity through train to Hung Hom		86.5	119.1	1.4	14.9	1	247.8	7.3	0.0	0.0	-	-	-6.8	-29.9	0.0	-32.6	2.5	3.0	22.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
3	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	105.6	26.6	79.9	8	2.1	7.4	-10.9	4.5	-	-	-6.3	-5.5	9.0	-32.6	2.5	3.0	48.8	57.2			
		ER Lok Ma Chau to Hung Hom		85.1	101.4	26.6	79.8	4	1.8	3.9	-20.2	4.6	2.5	-	-6.1	-5.5	6.0	-32.6	2.5	3.0	39.2				
		ER Hung Hom to Lo Wu		86.1	94.5	26.6	78.5	8	3.6	7.4	-6.0	4.1	-	-	-5.8	-5.6	9.0	-32.6	2.5	3.0	54.9				
		ER Hung Hom to Lok Ma Chau		86.1	94.5	26.6	80.0	4	3.0	7.4	-7.4	4.3	-	-	-5.8	-5.5	6.0	-32.6	2.5	3.0	50.7				
		Intercity through train to Hung Hom		86.5	105.6	26.6	79.9	1	2.1	7.4	-10.9	4.5	-	-	-6.3	-5.5	0.0	-32.6	2.5	3.0	41.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	105.7	39.3	47.1	8	43.9	7.5	-15.2	0.0	-	-	-6.3	-6.4	9.0	-32.6	2.5	3.0	39.2	43.2			
		ER Hung Hom to Lo Wu		86.1	95.9	39.3	44.6	8	35.6	7.5	-16.9	0.0	-	-	-5.8	-6.7	9.0	-32.6	2.5	3.0	38.6				
		ER Hung Hom to Lok Ma Chau		86.1	94.7	39.3	47.2	4	32.2	6.7	-18.4	0.0	1.5	-	-5.8	-6.3	6.0	-32.6	2.5	3.0	36.1				
		Intercity through train to Hung Hom		86.5	105.7	39.3	47.1	1	43.9	7.5	-15.2	0.0	-	-	-6.3	-6.4	0.0	-32.6	2.5	3.0	31.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	105.3	12.1	19.0	8	44.4	7.5	-15.0	0.0	-	-	-6.2	-18.4	9.0	-32.6	2.5	3.0	27.4	31.5			
		ER Hung Hom to Lo Wu		86.1	99.0	12.1	18.4	8	38.2	7.5	-16.4	0.0	-	-	-6.0	-18.6	9.0	-32.6	2.5	3.0	27.0				
		ER Hung Hom to Lok Ma Chau		86.1	94.7	12.1	18.4	4	32.4	4.7	-19.2	0.0	2.5	-	-5.8	-18.6	6.0	-32.6	2.5	3.0	23.9				
		Intercity through train to Hung Hom		86.5	105.3	12.1	19.0	1	44.4	7.5	-15.0	0.0	-	-	-6.2	-18.4	0.0	-32.6	2.5	3.0	19.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	119.9	1.4	14.9	8	247.8	7.3	0.0	0.0	-	-	-6.8	-29.9	9.0	-32.6	2.5	3.0	30.3	34.5			
		ER Hung Hom to Lo Wu		86.1	107.7	1.4	14.9	8	230.6	7.3	0.0	0.0	-	-	-6.3	-29.9	9.0	-32.6	2.5	3.0	31.9				
		Intercity through train to Hung Hom		86.5	119.9	1.4	14.9	1	247.8	7.3	0.0	0.0	-	-	-6.8	-29.9	0.0	-32.6	2.5	3.0	22.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

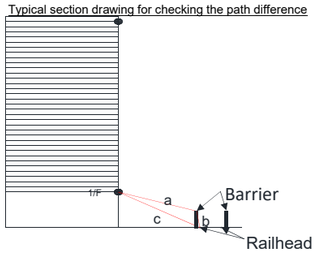
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: AFB118
First Floor Level (mPD) 21.3

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	106.6	26.6	79.9	8	2.1	7.4	-10.3	4.5	-	-	-6.3	-5.5	9.0	-32.6	2.5	3.0	49.4	57.7			
		ER Lok Ma Chau to Hung Hom		85.1	102.7	26.6	79.8	4	1.8	3.9	-20.0	4.6	2.5	-	-6.1	-5.5	6.0	-32.6	2.5	3.0	39.4				
		ER Hung Hom to Lo Wu		86.1	95.6	26.6	78.5	8	3.6	7.4	-5.6	4.1	-	-	-5.8	-5.6	9.0	-32.6	2.5	3.0	55.2				
		ER Hung Hom to Lok Ma Chau		86.1	95.6	26.6	80.0	4	3.0	7.4	-6.4	4.3	-	-	-5.8	-5.5	6.0	-32.6	2.5	3.0	51.6				
		Intercity through train to Hung Hom		86.5	106.6	26.6	79.9	1	2.1	7.4	-10.3	4.5	-	-	-6.3	-5.5	0.0	-32.6	2.5	3.0	41.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	106.7	39.3	47.1	8	43.9	7.5	-12.7	0.0	-	-	-6.3	-6.4	9.0	-32.6	2.5	3.0	41.6	45.3			
		ER Hung Hom to Lo Wu		86.1	97.0	39.3	44.6	8	35.6	7.5	-15.1	0.0	-	-	-5.9	-6.7	9.0	-32.6	2.5	3.0	40.4				
		ER Hung Hom to Lok Ma Chau		86.1	95.9	39.3	47.2	4	32.2	6.7	-17.0	0.0	1.5	-	-5.8	-6.3	6.0	-32.6	2.5	3.0	37.4				
		Intercity through train to Hung Hom		86.5	106.7	39.3	47.1	1	43.9	7.5	-12.7	0.0	-	-	-6.3	-6.4	0.0	-32.6	2.5	3.0	34.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	106.3	12.1	19.0	8	44.4	7.5	-12.4	0.0	-	-	-6.3	-18.4	9.0	-32.6	2.5	3.0	30.0	33.6			
		ER Hung Hom to Lo Wu		86.1	100.1	12.1	18.4	8	38.2	7.5	-14.5	0.0	-	-	-6.0	-18.6	9.0	-32.6	2.5	3.0	29.0				
		ER Hung Hom to Lok Ma Chau		86.1	95.9	12.1	18.4	4	32.4	4.7	-18.0	0.0	2.5	-	-5.8	-18.6	6.0	-32.6	2.5	3.0	25.1				
		Intercity through train to Hung Hom		86.5	106.3	12.1	19.0	1	44.4	7.5	-12.4	0.0	-	-	-6.3	-18.4	0.0	-32.6	2.5	3.0	22.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	120.9	1.4	14.9	8	247.8	7.3	0.0	0.0	-	-	-6.8	-29.9	9.0	-32.6	2.5	3.0	30.3	34.4			
		ER Hung Hom to Lo Wu		86.1	108.7	1.4	14.9	8	230.6	7.3	0.0	0.0	-	-	-6.4	-29.9	9.0	-32.6	2.5	3.0	31.8				
		Intercity through train to Hung Hom		86.5	120.9	1.4	14.9	1	247.8	7.3	0.0	0.0	-	-	-6.8	-29.9	0.0	-32.6	2.5	3.0	22.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																						Max predicted noise impact $L_{eq\ 30min}$	58	60	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: AFB119
First Floor Level (mPD) 21.3

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
P	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	90.3	44.1	85.2	10	2.1	7.4	-12.7	4.5	-	-	-5.6	-3.4	10.0	-32.6	2.5	3.0	50.9	58.2			
		ER Lok Ma Chau to Hung Hom		85.1	85.6	44.1	85.1	5	1.8	3.9	-20.9	4.6	2.5	-	-5.3	-3.4	7.0	-32.6	2.5	3.0	42.4				
		ER Hung Hom to Lo Wu		86.1	78.9	44.1	83.8	10	3.5	7.4	-9.3	4.1	-	-	-5.0	-3.4	10.0	-32.6	2.5	3.0	55.5				
		ER Hung Hom to Lok Ma Chau		86.1	78.9	44.1	85.2	5	3.0	7.4	-10.3	4.3	-	-	-5.0	-3.4	7.0	-32.6	2.5	3.0	51.6				
		Intercity through train to Hung Hom		86.5	90.3	44.1	85.2	1	2.1	7.4	-12.7	4.5	-	-	-5.6	-3.4	0.0	-32.6	2.5	3.0	42.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	90.4	39.4	43.6	10	43.9	7.5	-20.3	0.0	-	-	-5.6	-6.8	10.0	-32.6	2.5	3.0	35.3	40.3			
		ER Hung Hom to Lo Wu		86.1	80.3	39.4	41.1	10	35.5	7.5	-21.0	0.0	-	-	-5.1	-7.2	10.0	-32.6	2.5	3.0	35.8				
		ER Hung Hom to Lok Ma Chau		86.1	79.1	39.4	43.7	5	32.2	6.7	-21.0	0.0	1.5	-	-5.0	-6.8	7.0	-32.6	2.5	3.0	34.7				
		Intercity through train to Hung Hom		86.5	90.4	39.4	43.6	1	43.9	7.5	-20.3	0.0	-	-	-5.6	-6.8	0.0	-32.6	2.5	3.0	26.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	90.0	12.1	19.0	10	44.4	7.5	-20.2	0.0	-	-	-5.6	-18.4	10.0	-32.6	2.5	3.0	23.8	29.0			
		ER Hung Hom to Lo Wu		86.1	84.0	12.1	18.4	10	38.3	7.5	-20.8	0.0	-	-	-5.3	-18.6	10.0	-32.6	2.5	3.0	24.4				
		ER Hung Hom to Lok Ma Chau		86.1	79.6	12.1	18.4	5	32.4	4.7	-21.0	0.0	2.5	-	-5.0	-18.6	7.0	-32.6	2.5	3.0	23.9				
		Intercity through train to Hung Hom		86.5	90.0	12.1	19.0	1	44.4	7.5	-20.2	0.0	-	-	-5.6	-18.4	0.0	-32.6	2.5	3.0	15.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	99.0	1.0	13.1	10	253.6	7.3	0.0	0.0	-	-	-6.0	-32.5	10.0	-32.6	2.5	3.0	29.6	33.5			
		ER Hung Hom to Lo Wu		86.1	94.5	1.0	13.1	10	253.6	7.3	0.0	0.0	-	-	-5.8	-32.5	10.0	-32.6	2.5	3.0	30.8				
		Intercity through train to Hung Hom		86.5	99.0	1.0	13.1	1	253.6	7.3	0.0	0.0	-	-	-6.0	-32.5	0.0	-32.6	2.5	3.0	21.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
1	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	91.5	44.1	85.2	10	2.1	7.4	-11.6	4.5	-	-	-5.6	-3.4	10.0	-32.6	2.5	3.0	51.9	59.9			
		ER Lok Ma Chau to Hung Hom		85.1	87.1	44.1	85.1	5	1.8	3.9	-20.5	4.6	2.5	-	-5.4	-3.4	7.0	-32.6	2.5	3.0	42.8				
		ER Hung Hom to Lo Wu		86.1	80.2	44.1	83.8	10	3.5	7.4	-7.2	4.1	-	-	-5.1	-3.4	10.0	-32.6	2.5	3.0	57.6				
		ER Hung Hom to Lok Ma Chau		86.1	80.2	44.1	85.2	5	3.0	7.4	-8.4	4.3	-	-	-5.1	-3.4	7.0	-32.6	2.5	3.0	53.4				
		Intercity through train to Hung Hom		86.5	91.5	44.1	85.2	1	2.1	7.4	-11.6	4.5	-	-	-5.6	-3.4	0.0	-32.6	2.5	3.0	43.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	91.5	39.4	43.6	10	43.9	7.5	-17.8	0.0	-	-	-5.6	-6.8	10.0	-32.6	2.5	3.0	37.8	42.2			
		ER Hung Hom to Lo Wu		86.1	81.6	39.4	41.1	10	35.5	7.5	-18.9	0.0	-	-	-5.1	-7.2	10.0	-32.6	2.5	3.0	37.8				
		ER Hung Hom to Lok Ma Chau		86.1	80.5	39.4	43.7	5	32.2	6.7	-19.9	0.0	1.5	-	-5.1	-6.8	7.0	-32.6	2.5	3.0	35.7				
		Intercity through train to Hung Hom		86.5	91.5	39.4	43.6	1	43.9	7.5	-17.8	0.0	-	-	-5.6	-6.8	0.0	-32.6	2.5	3.0	29.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	91.2	12.1	19.0	10	44.4	7.5	-17.6	0.0	-	-	-5.6	-18.4	10.0	-32.6	2.5	3.0	26.4	30.8			
		ER Hung Hom to Lo Wu		86.1	85.2	12.1	18.4	10	38.3	7.5	-18.6	0.0	-	-	-5.3	-18.6	10.0	-32.6	2.5	3.0	26.5				
		ER Hung Hom to Lok Ma Chau		86.1	81.2	12.1	18.4	5	32.4	4.7	-20.6	0.0	2.5	-	-5.1	-18.6	7.0	-32.6	2.5	3.0	24.2				
		Intercity through train to Hung Hom		86.5	91.2	12.1	19.0	1	44.4	7.5	-17.6	0.0	-	-	-5.6	-18.4	0.0	-32.6	2.5	3.0	17.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	100.1	1.0	13.1	10	253.6	7.3	0.0	0.0	-	-	-6.0	-32.5	10.0	-32.6	2.5	3.0	29.5	33.5			
		ER Hung Hom to Lo Wu		86.1	95.7	1.0	13.1	10	253.6	7.3	0.0	0.0	-	-	-5.8	-32.5	10.0	-32.6	2.5	3.0	30.8				
		Intercity through train to Hung Hom		86.5	100.1	1.0	13.1	1	253.6	7.3	0.0	0.0	-	-	-6.0	-32.5	0.0	-32.6	2.5	3.0	21.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: AFB119
First Floor Level (mPD) 21.3

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
2	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	92.4	44.1	85.2	10	2.1	7.4	-10.9	4.5	-	-	-5.7	-3.4	10.0	-32.6	2.5	3.0	52.5	60.9			
		ER Lok Ma Chau to Hung Hom		85.1	88.2	44.1	85.1	5	1.8	3.9	-20.2	4.6	2.5	-	-5.5	-3.4	7.0	-32.6	2.5	3.0	43.0				
		ER Hung Hom to Lo Wu		86.1	81.3	44.1	83.8	10	3.5	7.4	-6.1	4.1	-	-	-5.1	-3.4	10.0	-32.6	2.5	3.0	58.6				
		ER Hung Hom to Lok Ma Chau		86.1	81.3	44.1	85.2	5	3.0	7.4	-7.2	4.3	-	-	-5.1	-3.4	7.0	-32.6	2.5	3.0	54.6				
		Intercity through train to Hung Hom		86.5	92.4	44.1	85.2	1	2.1	7.4	-10.9	4.5	-	-	-5.7	-3.4	0.0	-32.6	2.5	3.0	44.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	92.4	39.4	43.6	10	43.9	7.5	-15.7	0.0	-	-	-5.7	-6.8	10.0	-32.6	2.5	3.0	39.8	43.9			
		ER Hung Hom to Lo Wu		86.1	82.7	39.4	41.1	10	35.5	7.5	-17.2	0.0	-	-	-5.2	-7.2	10.0	-32.6	2.5	3.0	39.4				
		ER Hung Hom to Lok Ma Chau		86.1	81.6	39.4	43.7	5	32.2	6.7	-18.6	0.0	1.5	-	-5.1	-6.8	7.0	-32.6	2.5	3.0	37.0				
		Intercity through train to Hung Hom		86.5	92.4	39.4	43.6	1	43.9	7.5	-15.7	0.0	-	-	-5.7	-6.8	0.0	-32.6	2.5	3.0	31.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	92.1	12.1	19.0	10	44.4	7.5	-15.5	0.0	-	-	-5.7	-18.4	10.0	-32.6	2.5	3.0	28.5	32.6			
		ER Hung Hom to Lo Wu		86.1	86.2	12.1	18.4	10	38.3	7.5	-16.8	0.0	-	-	-5.4	-18.6	10.0	-32.6	2.5	3.0	28.3				
		ER Hung Hom to Lok Ma Chau		86.1	82.3	12.1	18.4	5	32.4	4.7	-19.4	0.0	2.5	-	-5.2	-18.6	7.0	-32.6	2.5	3.0	25.3				
		Intercity through train to Hung Hom		86.5	92.1	12.1	19.0	1	44.4	7.5	-15.5	0.0	-	-	-5.7	-18.4	0.0	-32.6	2.5	3.0	20.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	100.9	1.0	13.1	10	253.6	7.3	0.0	0.0	-	-	-6.1	-32.5	10.0	-32.6	2.5	3.0	29.5	33.4			
		ER Hung Hom to Lo Wu		86.1	96.6	1.0	13.1	10	253.6	7.3	0.0	0.0	-	-	-5.9	-32.5	10.0	-32.6	2.5	3.0	30.7				
		Intercity through train to Hung Hom		86.5	100.9	1.0	13.1	1	253.6	7.3	0.0	0.0	-	-	-6.1	-32.5	0.0	-32.6	2.5	3.0	21.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
3	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	93.4	44.1	85.2	10	2.1	7.4	-10.2	4.5	-	-	-5.7	-3.4	10.0	-32.6	2.5	3.0	53.2	61.5			
		ER Lok Ma Chau to Hung Hom		85.1	89.5	44.1	85.1	5	1.8	3.9	-19.9	4.6	2.5	-	-5.5	-3.4	7.0	-32.6	2.5	3.0	43.2				
		ER Hung Hom to Lo Wu		86.1	82.4	44.1	83.8	10	3.5	7.4	-5.6	4.1	-	-	-5.2	-3.4	10.0	-32.6	2.5	3.0	59.1				
		ER Hung Hom to Lok Ma Chau		86.1	82.4	44.1	85.2	5	3.0	7.4	-6.2	4.3	-	-	-5.2	-3.4	7.0	-32.6	2.5	3.0	55.5				
		Intercity through train to Hung Hom		86.5	93.4	44.1	85.2	1	2.1	7.4	-10.2	4.5	-	-	-5.7	-3.4	0.0	-32.6	2.5	3.0	44.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	93.5	39.4	43.6	10	43.9	7.5	-12.8	0.0	-	-	-5.7	-6.8	10.0	-32.6	2.5	3.0	42.7	46.3			
		ER Hung Hom to Lo Wu		86.1	83.8	39.4	41.1	10	35.5	7.5	-15.0	0.0	-	-	-5.3	-7.2	10.0	-32.6	2.5	3.0	41.6				
		ER Hung Hom to Lok Ma Chau		86.1	82.8	39.4	43.7	5	32.2	6.7	-16.9	0.0	1.5	-	-5.2	-6.8	7.0	-32.6	2.5	3.0	38.6				
		Intercity through train to Hung Hom		86.5	93.5	39.4	43.6	1	43.9	7.5	-12.8	0.0	-	-	-5.7	-6.8	0.0	-32.6	2.5	3.0	34.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	93.1	12.1	19.0	10	44.4	7.5	-12.4	0.0	-	-	-5.7	-18.4	10.0	-32.6	2.5	3.0	31.5	35.1			
		ER Hung Hom to Lo Wu		86.1	87.3	12.1	18.4	10	38.3	7.5	-14.4	0.0	-	-	-5.4	-18.6	10.0	-32.6	2.5	3.0	30.6				
		ER Hung Hom to Lok Ma Chau		86.1	83.6	12.1	18.4	5	32.4	4.7	-18.0	0.0	2.5	-	-5.2	-18.6	7.0	-32.6	2.5	3.0	26.7				
		Intercity through train to Hung Hom		86.5	93.1	12.1	19.0	1	44.4	7.5	-12.4	0.0	-	-	-5.7	-18.4	0.0	-32.6	2.5	3.0	23.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	101.9	1.0	13.1	10	253.6	7.3	0.0	0.0	-	-	-6.1	-32.5	10.0	-32.6	2.5	3.0	29.4	33.4			
		ER Hung Hom to Lo Wu		86.1	97.6	1.0	13.1	10	253.6	7.3	0.0	0.0	-	-	-5.9	-32.5	10.0	-32.6	2.5	3.0	30.7				
		Intercity through train to Hung Hom		86.5	101.9	1.0	13.1	1	253.6	7.3	0.0	0.0	-	-	-6.1	-32.5	0.0	-32.6	2.5	3.0	20.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

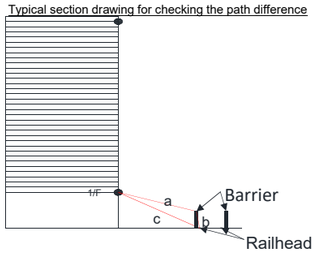
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: AFB119
First Floor Level (mPD) 21.3

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	94.6	44.1	85.2	10	2.1	7.4	-9.4	4.5	-	-	-5.8	-3.4	10.0	-32.6	2.5	3.0	53.9	62.5			
		ER Lok Ma Chau to Hung Hom		85.1	90.8	44.1	85.1	5	1.8	3.9	-19.7	4.6	2.5	-	-5.6	-3.4	7.0	-32.6	2.5	3.0	43.4				
		ER Hung Hom to Lo Wu		86.1	83.8	44.1	83.8	10	3.5	7.4	-4.3	4.1	-	-	-5.3	-3.4	10.0	-32.6	2.5	3.0	60.2				
		ER Hung Hom to Lok Ma Chau		86.1	83.8	44.1	85.2	5	3.0	7.4	-5.6	4.3	-	-	-5.3	-3.4	7.0	-32.6	2.5	3.0	56.1				
		Intercity through train to Hung Hom		86.5	94.6	44.1	85.2	1	2.1	7.4	-9.4	4.5	-	-	-5.8	-3.4	0.0	-32.6	2.5	3.0	45.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	94.7	39.4	43.6	10	43.9	7.5	-8.4	0.0	-	-	-5.8	-6.8	10.0	-32.6	2.5	3.0	47.0	49.8			
		ER Hung Hom to Lo Wu		86.1	85.1	39.4	41.1	10	35.5	7.5	-12.0	0.0	-	-	-5.3	-7.2	10.0	-32.6	2.5	3.0	44.5				
		ER Hung Hom to Lok Ma Chau		86.1	84.2	39.4	43.7	5	32.2	6.7	-14.9	0.0	1.5	-	-5.3	-6.8	7.0	-32.6	2.5	3.0	40.6				
		Intercity through train to Hung Hom		86.5	94.7	39.4	43.6	1	43.9	7.5	-8.4	0.0	-	-	-5.8	-6.8	0.0	-32.6	2.5	3.0	38.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	94.3	12.1	19.0	10	44.4	7.5	-7.8	0.0	-	-	-5.8	-18.4	10.0	-32.6	2.5	3.0	36.1	38.9			
		ER Hung Hom to Lo Wu		86.1	88.6	12.1	18.4	10	38.3	7.5	-11.0	0.0	-	-	-5.5	-18.6	10.0	-32.6	2.5	3.0	33.9				
		ER Hung Hom to Lok Ma Chau		86.1	85.0	12.1	18.4	5	32.4	4.7	-16.2	0.0	2.5	-	-5.3	-18.6	7.0	-32.6	2.5	3.0	28.4				
		Intercity through train to Hung Hom		86.5	94.3	12.1	19.0	1	44.4	7.5	-7.8	0.0	-	-	-5.8	-18.4	0.0	-32.6	2.5	3.0	27.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	103.0	1.0	13.1	10	253.6	7.3	0.0	0.0	-	-	-6.1	-32.5	10.0	-32.6	2.5	3.0	29.4	33.3			
		ER Hung Hom to Lo Wu		86.1	98.7	1.0	13.1	10	253.6	7.3	0.0	0.0	-	-	-6.0	-32.5	10.0	-32.6	2.5	3.0	30.6				
		Intercity through train to Hung Hom		86.5	103.0	1.0	13.1	1	253.6	7.3	0.0	0.0	-	-	-6.1	-32.5	0.0	-32.6	2.5	3.0	20.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																						Max predicted noise impact $L_{eq\ 30min}$	63	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: AFB119
First Floor Level (mPD) 21.3

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
P	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	90.3	44.1	85.2	8	2.1	7.4	-12.7	4.5	-	-	-5.6	-3.4	9.0	-32.6	2.5	3.0	49.9	57.3			
		ER Lok Ma Chau to Hung Hom		85.1	85.6	44.1	85.1	4	1.8	3.9	-20.9	4.6	2.5	-	-5.3	-3.4	6.0	-32.6	2.5	3.0	41.4				
		ER Hung Hom to Lo Wu		86.1	78.9	44.1	83.8	8	3.5	7.4	-9.3	4.1	-	-	-5.0	-3.4	9.0	-32.6	2.5	3.0	54.6				
		ER Hung Hom to Lok Ma Chau		86.1	78.9	44.1	85.2	4	3.0	7.4	-10.3	4.3	-	-	-5.0	-3.4	6.0	-32.6	2.5	3.0	50.7				
		Intercity through train to Hung Hom		86.5	90.3	44.1	85.2	1	2.1	7.4	-12.7	4.5	-	-	-5.6	-3.4	0.0	-32.6	2.5	3.0	42.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	90.4	39.4	43.6	8	43.9	7.5	-20.3	0.0	-	-	-5.6	-6.8	9.0	-32.6	2.5	3.0	34.4	39.4			
		ER Hung Hom to Lo Wu		86.1	80.3	39.4	41.1	8	35.5	7.5	-21.0	0.0	-	-	-5.1	-7.2	9.0	-32.6	2.5	3.0	34.8				
		ER Hung Hom to Lok Ma Chau		86.1	79.1	39.4	43.7	4	32.2	6.7	-21.0	0.0	1.5	-	-5.0	-6.8	6.0	-32.6	2.5	3.0	33.8				
		Intercity through train to Hung Hom		86.5	90.4	39.4	43.6	1	43.9	7.5	-20.3	0.0	-	-	-5.6	-6.8	0.0	-32.6	2.5	3.0	26.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	90.0	12.1	19.0	8	44.4	7.5	-20.2	0.0	-	-	-5.6	-18.4	9.0	-32.6	2.5	3.0	22.9	28.1			
		ER Hung Hom to Lo Wu		86.1	84.0	12.1	18.4	8	38.3	7.5	-20.8	0.0	-	-	-5.3	-18.6	9.0	-32.6	2.5	3.0	23.4				
		ER Hung Hom to Lok Ma Chau		86.1	79.6	12.1	18.4	4	32.4	4.7	-21.0	0.0	2.5	-	-5.0	-18.6	6.0	-32.6	2.5	3.0	22.9				
		Intercity through train to Hung Hom		86.5	90.0	12.1	19.0	1	44.4	7.5	-20.2	0.0	-	-	-5.6	-18.4	0.0	-32.6	2.5	3.0	15.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	99.0	1.0	13.1	8	253.6	7.3	0.0	0.0	-	-	-6.0	-32.5	9.0	-32.6	2.5	3.0	28.6	32.6			
		ER Hung Hom to Lo Wu		86.1	94.5	1.0	13.1	8	253.6	7.3	0.0	0.0	-	-	-5.8	-32.5	9.0	-32.6	2.5	3.0	29.9				
		Intercity through train to Hung Hom		86.5	99.0	1.0	13.1	1	253.6	7.3	0.0	0.0	-	-	-6.0	-32.5	0.0	-32.6	2.5	3.0	21.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
1	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	91.5	44.1	85.2	8	2.1	7.4	-11.6	4.5	-	-	-5.6	-3.4	9.0	-32.6	2.5	3.0	50.9	59.0			
		ER Lok Ma Chau to Hung Hom		85.1	87.1	44.1	85.1	4	1.8	3.9	-20.5	4.6	2.5	-	-5.4	-3.4	6.0	-32.6	2.5	3.0	41.8				
		ER Hung Hom to Lo Wu		86.1	80.2	44.1	83.8	8	3.5	7.4	-7.2	4.1	-	-	-5.1	-3.4	9.0	-32.6	2.5	3.0	56.6				
		ER Hung Hom to Lok Ma Chau		86.1	80.2	44.1	85.2	4	3.0	7.4	-8.4	4.3	-	-	-5.1	-3.4	6.0	-32.6	2.5	3.0	52.5				
		Intercity through train to Hung Hom		86.5	91.5	44.1	85.2	1	2.1	7.4	-11.6	4.5	-	-	-5.6	-3.4	0.0	-32.6	2.5	3.0	43.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	91.5	39.4	43.6	8	43.9	7.5	-17.8	0.0	-	-	-5.6	-6.8	9.0	-32.6	2.5	3.0	36.8	41.3			
		ER Hung Hom to Lo Wu		86.1	81.6	39.4	41.1	8	35.5	7.5	-18.9	0.0	-	-	-5.1	-7.2	9.0	-32.6	2.5	3.0	36.8				
		ER Hung Hom to Lok Ma Chau		86.1	80.5	39.4	43.7	4	32.2	6.7	-19.9	0.0	1.5	-	-5.1	-6.8	6.0	-32.6	2.5	3.0	34.8				
		Intercity through train to Hung Hom		86.5	91.5	39.4	43.6	1	43.9	7.5	-17.8	0.0	-	-	-5.6	-6.8	0.0	-32.6	2.5	3.0	29.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	91.2	12.1	19.0	8	44.4	7.5	-17.6	0.0	-	-	-5.6	-18.4	9.0	-32.6	2.5	3.0	25.4	29.9			
		ER Hung Hom to Lo Wu		86.1	85.2	12.1	18.4	8	38.3	7.5	-18.6	0.0	-	-	-5.3	-18.6	9.0	-32.6	2.5	3.0	25.6				
		ER Hung Hom to Lok Ma Chau		86.1	81.2	12.1	18.4	4	32.4	4.7	-20.6	0.0	2.5	-	-5.1	-18.6	6.0	-32.6	2.5	3.0	23.2				
		Intercity through train to Hung Hom		86.5	91.2	12.1	19.0	1	44.4	7.5	-17.6	0.0	-	-	-5.6	-18.4	0.0	-32.6	2.5	3.0	17.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	100.1	1.0	13.1	8	253.6	7.3	0.0	0.0	-	-	-6.0	-32.5	9.0	-32.6	2.5	3.0	28.5	32.5			
		ER Hung Hom to Lo Wu		86.1	95.7	1.0	13.1	8	253.6	7.3	0.0	0.0	-	-	-5.8	-32.5	9.0	-32.6	2.5	3.0	29.8				
		Intercity through train to Hung Hom		86.5	100.1	1.0	13.1	1	253.6	7.3	0.0	0.0	-	-	-6.0	-32.5	0.0	-32.6	2.5	3.0	21.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: AFB119
First Floor Level (mPD) 21.3

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
2	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	92.4	44.1	85.2	8	2.1	7.4	-10.9	4.5	-	-	-5.7	-3.4	9.0	-32.6	2.5	3.0	51.5	60.0			
		ER Lok Ma Chau to Hung Hom		85.1	88.2	44.1	85.1	4	1.8	3.9	-20.2	4.6	2.5	-	-5.5	-3.4	6.0	-32.6	2.5	3.0	42.0				
		ER Hung Hom to Lo Wu		86.1	81.3	44.1	83.8	8	3.5	7.4	-6.1	4.1	-	-	-5.1	-3.4	9.0	-32.6	2.5	3.0	57.7				
		ER Hung Hom to Lok Ma Chau		86.1	81.3	44.1	85.2	4	3.0	7.4	-7.2	4.3	-	-	-5.1	-3.4	6.0	-32.6	2.5	3.0	53.6				
		Intercity through train to Hung Hom		86.5	92.4	44.1	85.2	1	2.1	7.4	-10.9	4.5	-	-	-5.7	-3.4	0.0	-32.6	2.5	3.0	44.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	92.4	39.4	43.6	8	43.9	7.5	-15.7	0.0	-	-	-5.7	-6.8	9.0	-32.6	2.5	3.0	38.9	43.0			
		ER Hung Hom to Lo Wu		86.1	82.7	39.4	41.1	8	35.5	7.5	-17.2	0.0	-	-	-5.2	-7.2	9.0	-32.6	2.5	3.0	38.5				
		ER Hung Hom to Lok Ma Chau		86.1	81.6	39.4	43.7	4	32.2	6.7	-18.6	0.0	1.5	-	-5.1	-6.8	6.0	-32.6	2.5	3.0	36.1				
		Intercity through train to Hung Hom		86.5	92.4	39.4	43.6	1	43.9	7.5	-15.7	0.0	-	-	-5.7	-6.8	0.0	-32.6	2.5	3.0	31.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	92.1	12.1	19.0	8	44.4	7.5	-15.5	0.0	-	-	-5.7	-18.4	9.0	-32.6	2.5	3.0	27.5	31.7			
		ER Hung Hom to Lo Wu		86.1	86.2	12.1	18.4	8	38.3	7.5	-16.8	0.0	-	-	-5.4	-18.6	9.0	-32.6	2.5	3.0	27.3				
		ER Hung Hom to Lok Ma Chau		86.1	82.3	12.1	18.4	4	32.4	4.7	-19.4	0.0	2.5	-	-5.2	-18.6	6.0	-32.6	2.5	3.0	24.4				
		Intercity through train to Hung Hom		86.5	92.1	12.1	19.0	1	44.4	7.5	-15.5	0.0	-	-	-5.7	-18.4	0.0	-32.6	2.5	3.0	20.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	100.9	1.0	13.1	8	253.6	7.3	0.0	0.0	-	-	-6.1	-32.5	9.0	-32.6	2.5	3.0	28.5	32.5			
		ER Hung Hom to Lo Wu		86.1	96.6	1.0	13.1	8	253.6	7.3	0.0	0.0	-	-	-5.9	-32.5	9.0	-32.6	2.5	3.0	29.8				
		Intercity through train to Hung Hom		86.5	100.9	1.0	13.1	1	253.6	7.3	0.0	0.0	-	-	-6.1	-32.5	0.0	-32.6	2.5	3.0	21.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
3	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	93.4	44.1	85.2	8	2.1	7.4	-10.2	4.5	-	-	-5.7	-3.4	9.0	-32.6	2.5	3.0	52.2	60.6			
		ER Lok Ma Chau to Hung Hom		85.1	89.5	44.1	85.1	4	1.8	3.9	-19.9	4.6	2.5	-	-5.5	-3.4	6.0	-32.6	2.5	3.0	42.2				
		ER Hung Hom to Lo Wu		86.1	82.4	44.1	83.8	8	3.5	7.4	-5.6	4.1	-	-	-5.2	-3.4	9.0	-32.6	2.5	3.0	58.1				
		ER Hung Hom to Lok Ma Chau		86.1	82.4	44.1	85.2	4	3.0	7.4	-6.2	4.3	-	-	-5.2	-3.4	6.0	-32.6	2.5	3.0	54.6				
		Intercity through train to Hung Hom		86.5	93.4	44.1	85.2	1	2.1	7.4	-10.2	4.5	-	-	-5.7	-3.4	0.0	-32.6	2.5	3.0	44.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	93.5	39.4	43.6	8	43.9	7.5	-12.8	0.0	-	-	-5.7	-6.8	9.0	-32.6	2.5	3.0	41.7	45.4			
		ER Hung Hom to Lo Wu		86.1	83.8	39.4	41.1	8	35.5	7.5	-15.0	0.0	-	-	-5.3	-7.2	9.0	-32.6	2.5	3.0	40.6				
		ER Hung Hom to Lok Ma Chau		86.1	82.8	39.4	43.7	4	32.2	6.7	-16.9	0.0	1.5	-	-5.2	-6.8	6.0	-32.6	2.5	3.0	37.6				
		Intercity through train to Hung Hom		86.5	93.5	39.4	43.6	1	43.9	7.5	-12.8	0.0	-	-	-5.7	-6.8	0.0	-32.6	2.5	3.0	34.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	93.1	12.1	19.0	8	44.4	7.5	-12.4	0.0	-	-	-5.7	-18.4	9.0	-32.6	2.5	3.0	30.5	34.2			
		ER Hung Hom to Lo Wu		86.1	87.3	12.1	18.4	8	38.3	7.5	-14.4	0.0	-	-	-5.4	-18.6	9.0	-32.6	2.5	3.0	29.6				
		ER Hung Hom to Lok Ma Chau		86.1	83.6	12.1	18.4	4	32.4	4.7	-18.0	0.0	2.5	-	-5.2	-18.6	6.0	-32.6	2.5	3.0	25.7				
		Intercity through train to Hung Hom		86.5	93.1	12.1	19.0	1	44.4	7.5	-12.4	0.0	-	-	-5.7	-18.4	0.0	-32.6	2.5	3.0	23.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	101.9	1.0	13.1	8	253.6	7.3	0.0	0.0	-	-	-6.1	-32.5	9.0	-32.6	2.5	3.0	28.5	32.5			
		ER Hung Hom to Lo Wu		86.1	97.6	1.0	13.1	8	253.6	7.3	0.0	0.0	-	-	-5.9	-32.5	9.0	-32.6	2.5	3.0	29.7				
		Intercity through train to Hung Hom		86.5	101.9	1.0	13.1	1	253.6	7.3	0.0	0.0	-	-	-6.1	-32.5	0.0	-32.6	2.5	3.0	20.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

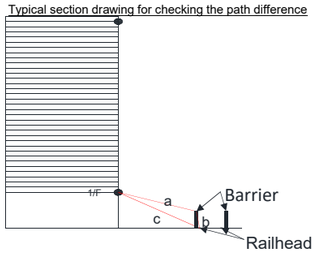
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: AFB119
First Floor Level (mPD) 21.3

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
4	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	60	N
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	94.6	44.1	85.2	8	2.1	7.4	-9.4	4.5	-	-	-5.8	-3.4	9.0	-32.6	2.5	3.0	53.0	61.5			
		ER Lok Ma Chau to Hung Hom		85.1	90.8	44.1	85.1	4	1.8	3.9	-19.7	4.6	2.5	-	-5.6	-3.4	6.0	-32.6	2.5	3.0	42.4				
		ER Hung Hom to Lo Wu		86.1	83.8	44.1	83.8	8	3.5	7.4	-4.3	4.1	-	-	-5.3	-3.4	9.0	-32.6	2.5	3.0	59.2				
		ER Hung Hom to Lok Ma Chau		86.1	83.8	44.1	85.2	4	3.0	7.4	-5.6	4.3	-	-	-5.3	-3.4	6.0	-32.6	2.5	3.0	55.1				
		Intercity through train to Hung Hom		86.5	94.6	44.1	85.2	1	2.1	7.4	-9.4	4.5	-	-	-5.8	-3.4	0.0	-32.6	2.5	3.0	45.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	94.7	39.4	43.6	8	43.9	7.5	-8.4	0.0	-	-	-5.8	-6.8	9.0	-32.6	2.5	3.0	46.0	49.0			
		ER Hung Hom to Lo Wu		86.1	85.1	39.4	41.1	8	35.5	7.5	-12.0	0.0	-	-	-5.3	-7.2	9.0	-32.6	2.5	3.0	43.5				
		ER Hung Hom to Lok Ma Chau		86.1	84.2	39.4	43.7	4	32.2	6.7	-14.9	0.0	1.5	-	-5.3	-6.8	6.0	-32.6	2.5	3.0	39.6				
		Intercity through train to Hung Hom		86.5	94.7	39.4	43.6	1	43.9	7.5	-8.4	0.0	-	-	-5.8	-6.8	0.0	-32.6	2.5	3.0	38.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	94.3	12.1	19.0	8	44.4	7.5	-7.8	0.0	-	-	-5.8	-18.4	9.0	-32.6	2.5	3.0	35.1	38.0			
		ER Hung Hom to Lo Wu		86.1	88.6	12.1	18.4	8	38.3	7.5	-11.0	0.0	-	-	-5.5	-18.6	9.0	-32.6	2.5	3.0	32.9				
		ER Hung Hom to Lok Ma Chau		86.1	85.0	12.1	18.4	4	32.4	4.7	-16.2	0.0	2.5	-	-5.3	-18.6	6.0	-32.6	2.5	3.0	27.4				
		Intercity through train to Hung Hom		86.5	94.3	12.1	19.0	1	44.4	7.5	-7.8	0.0	-	-	-5.8	-18.4	0.0	-32.6	2.5	3.0	27.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	103.0	1.0	13.1	8	253.6	7.3	0.0	0.0	-	-	-6.1	-32.5	9.0	-32.6	2.5	3.0	28.4	32.4			
		ER Hung Hom to Lo Wu		86.1	98.7	1.0	13.1	8	253.6	7.3	0.0	0.0	-	-	-6.0	-32.5	9.0	-32.6	2.5	3.0	29.7				
		Intercity through train to Hung Hom		86.5	103.0	1.0	13.1	1	253.6	7.3	0.0	0.0	-	-	-6.1	-32.5	0.0	-32.6	2.5	3.0	20.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																						Max predicted noise impact $L_{eq\ 30min}$	62	60	N

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Appendix 5.6

Calculation of Predicted L_{max} for AFB

Project no: 276006-03

Project name: Sheung Shui Area 30 EAS

Title: Calculation of L_{max}

NSR: AFB103

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	84	-10.5	3.0	2.5	72.7
ER Lok Ma Chau to Hung Hom	77.7	25	77	-9.7	3.0	2.5	73.5
ER Hung Hom to Lo Wu	79.6	25	72	-9.2	3.0	2.5	75.9
ER Hung Hom to Lok Ma Chau	79.6	25	72	-9.2	3.0	2.5	75.9
Intercity through train to Hung Hom	79.9	25	84	-10.5	3.0	2.5	74.9
Intercity through train to China	79.9	25	72	-9.2	3.0	2.5	76.2

Note:

[1] ER: East Rail EMU

[2] L_{max} in reference location

[3] Reference distance from the track

[4] Nearest horizontal distance from the track to receiver.

[5] A distance correction of -20 x log (d/d') for L_{max} is applied

[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

Project no: 276006-03

Project name: Sheung Shui Area 30 EAS

Title: Calculation of L_{max}

NSR: AFB118

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	102	-12.2	3.0	2.5	71.0
ER Lok Ma Chau to Hung Hom	77.7	25	96	-11.7	3.0	2.5	71.5
ER Hung Hom to Lo Wu	79.6	25	90	-11.1	3.0	2.5	74.0
ER Hung Hom to Lok Ma Chau	79.6	25	89	-11.1	3.0	2.5	74.0
Intercity through train to Hung Hom	79.9	25	102	-12.2	3.0	2.5	73.2
Intercity through train to China	79.9	25	90	-11.1	3.0	2.5	74.3

Note:

[1] ER: East Rail EMU

[2] L_{max} in reference location

[3] Reference distance from the track

[4] Nearest horizontal distance from the track to receiver.

[5] A distance correction of -20 x log (d/d') for L_{max} is applied

[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

Project no: 276006-03
Project name: Sheung Shui Area 30 EAS
Title: Calculation of L_{max}
NSR: AFB119

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	89	-11.0	3.0	2.5	72.2
ER Lok Ma Chau to Hung Hom	77.7	25	84	-10.5	3.0	2.5	72.7
ER Hung Hom to Lo Wu	79.6	25	77	-9.8	3.0	2.5	75.3
ER Hung Hom to Lok Ma Chau	79.6	25	77	-9.8	3.0	2.5	75.3
Intercity through train to Hung Hom	79.9	25	89	-11.0	3.0	2.5	74.4
Intercity through train to China	79.9	25	77	-9.8	3.0	2.5	75.6

Note:
[1] ER: East Rail EMU
[2] L_{max} in reference location
[3] Reference distance from the track
[4] Nearest horizontal distance from the track to receiver.
[5] A distance correction of -20 x log (d/d') for L_{max} is applied
[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

Appendix 5.7

Calculation of Predicted Rail Noise Levels for Kindergarten

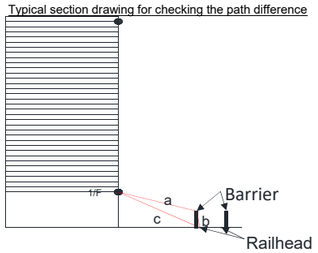
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: KG06
First Floor Level (mPD) 7.4

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
G	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	179.6	15.7	45.0	10	8.5	7.4	-10.8	2.9	-	-	-8.6	-10.6	10.0	-32.6	2.5	3.0	40.9	44.3			
		ER Hung Hom to Lo Wu		86.1	172.3	15.7	44.4	10	2.7	7.4	-14.0	4.3	-	-	-8.4	-10.7	10.0	-32.6	2.5	3.0	40.3				
		ER Hung Hom to Lok Ma Chau		86.1	171.7	15.7	46.4	5	2.8	4.0	-21.0	4.3	2.5	-	-8.4	-10.4	7.0	-32.6	2.5	3.0	33.1				
		Intercity through train to Hung Hom		86.5	179.6	15.7	45.0	1	8.5	7.4	-10.8	2.9	-	-	-8.6	-10.6	0.0	-32.6	2.5	3.0	32.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	184.9	5.4	35.1	10	-	7.3	0.0	-	-	-	-8.7	-17.1	10.0	-32.6	2.5	3.0	42.3	46.1			
		ER Hung Hom to Lo Wu		86.1	177.0	5.4	34.3	10	-	7.3	0.0	-	-	-	-8.5	-17.2	10.0	-32.6	2.5	3.0	43.3				
		Intercity through train to Hung Hom		86.5	184.9	5.4	35.1	1	-	7.3	0.0	-	-	-	-8.7	-17.1	0.0	-32.6	2.5	3.0	33.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																						Max predicted noise impact $L_{eq\ 30min}$	48	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Appendix 5.8

Calculation of Predicted L_{max} for Kindergarten

Project no: 276006-03

Project name: Sheung Shui Area 30 EAS

Title: Calculation of L_{max}

NSR: KG06

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	180	-17.1	3.0	2.5	66.1
ER Hung Hom to Lo Wu	79.6	25	172	-16.8	3.0	2.5	68.3
ER Hung Hom to Lok Ma Chau	79.6	25	172	-16.7	3.0	2.5	68.4
Intercity through train to Hung Hom	79.9	25	180	-17.1	3.0	2.5	68.3
Intercity through train to China	79.9	25	172	-16.8	3.0	2.5	68.6

Note:

[1] ER: East Rail EMU

[2] L_{max} in reference location

[3] Reference distance from the track

[4] Nearest horizontal distance from the track to receiver.

[5] A distance correction of -20 x log (d/d') for L_{max} is applied

[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

[7] The receiver has no line of sight to ER Lok Ma Chau to Hung Hom.

Appendix 5.9

Calculation of Predicted Rail Noise Levels for RCHE and HMMH

Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: RCHE102
First Floor Level (mPD) 13.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
P1	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	145.8	16.9	34.6	10	12.7	7.5	-17.5	-	-	-	-7.7	-12.2	10.0	-32.6	2.5	3.0	30.6	34.4			
		ER Lok Ma Chau to Hung Hom		85.1	137.6	16.9	34.0	5	6.9	7.0	-20.0	-	-	-	-7.4	-12.3	7.0	-32.6	2.5	3.0	25.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	131.8	16.9	34.3	15	1.0	7.5	-21.0	-	-	-	-7.2	-12.2	11.8	-32.6	2.5	3.0	30.4				
		Intercity through train to Hung Hom		86.5	145.8	16.9	34.6	1	12.7	7.5	-17.5	-	-	-	-7.7	-12.2	0.0	-32.6	2.5	3.0	22.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	143.6	4.3	45.0	10	14.6	7.4	-6.8	1.4	-	-	-7.6	-16.2	10.0	-32.6	2.5	3.0	38.7	42.5			
		ER Lok Ma Chau to Hung Hom		85.1	137.8	4.3	45.1	5	2.4	6.3	-12.8	4.4	-	-	-7.4	-16.2	7.0	-32.6	2.5	3.0	32.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	131.8	4.3	45.1	15	2.9	7.4	-13.1	4.3	-	-	-7.2	-16.2	11.8	-32.6	2.5	3.0	38.6				
		Intercity through train to Hung Hom		86.5	143.6	4.3	45.0	1	14.6	7.4	-6.8	1.4	-	-	-7.6	-16.2	0.0	-32.6	2.5	3.0	30.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	143.4	17.8	56.1	10	2.0	7.4	-14.4	4.5	-	-	-7.6	-8.7	10.0	-32.6	2.5	3.0	41.8	47.9			
		ER Lok Ma Chau to Hung Hom		85.1	138.2	17.8	56.1	5	2.3	5.4	-19.5	4.4	2.0	-	-7.4	-8.7	7.0	-32.6	2.5	3.0	35.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	131.7	17.8	56.1	15	2.9	7.4	-13.1	4.3	-	-	-7.2	-8.7	11.8	-32.6	2.5	3.0	46.1				
		Intercity through train to Hung Hom		86.5	143.4	17.8	56.1	1	2.0	7.4	-14.4	4.5	-	-	-7.6	-8.7	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

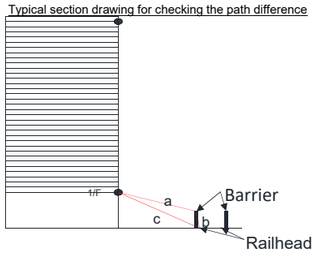
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: RCHE102
First Floor Level (mPD) 13.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
P2	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	146.0	16.9	34.6	10	12.7	7.5	-17.0	-	-	-	-7.7	-12.2	10.0	-32.6	2.5	3.0	31.2	34.7			
		ER Lok Ma Chau to Hung Hom		85.1	137.9	16.9	34.0	5	6.9	7.0	-19.7	-	-	-	-7.4	-12.3	7.0	-32.6	2.5	3.0	25.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	132.1	16.9	34.3	15	1.0	7.5	-21.0	-	-	-	-7.2	-12.2	11.8	-32.6	2.5	3.0	30.4				
		Intercity through train to Hung Hom		86.5	146.0	16.9	34.6	1	12.7	7.5	-17.0	-	-	-	-7.7	-12.2	0.0	-32.6	2.5	3.0	22.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	143.8	4.3	45.0	10	14.6	7.4	-5.7	1.4	-	-	-7.6	-16.2	10.0	-32.6	2.5	3.0	39.8	43.3			
		ER Lok Ma Chau to Hung Hom		85.1	138.1	4.3	45.1	5	2.4	6.3	-12.4	4.4	-	-	-7.4	-16.2	7.0	-32.6	2.5	3.0	33.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	132.1	4.3	45.1	15	2.9	7.4	-12.6	4.3	-	-	-7.2	-16.2	11.8	-32.6	2.5	3.0	39.0				
		Intercity through train to Hung Hom		86.5	143.8	4.3	45.0	1	14.6	7.4	-5.7	1.4	-	-	-7.6	-16.2	0.0	-32.6	2.5	3.0	31.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	143.6	17.8	56.1	10	2.0	7.4	-14.0	4.5	-	-	-7.6	-8.7	10.0	-32.6	2.5	3.0	42.2	48.3			
		ER Lok Ma Chau to Hung Hom		85.1	138.5	17.8	56.1	5	2.3	5.4	-19.3	4.4	2.0	-	-7.4	-8.7	7.0	-32.6	2.5	3.0	36.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	132.0	17.8	56.1	15	2.9	7.4	-12.6	4.3	-	-	-7.2	-8.7	11.8	-32.6	2.5	3.0	46.6				
		Intercity through train to Hung Hom		86.5	143.6	17.8	56.1	1	2.0	7.4	-14.0	4.5	-	-	-7.6	-8.7	0.0	-32.6	2.5	3.0	33.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																					Max predicted noise impact $L_{eq\ 30min}$	50	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: RCHE102
First Floor Level (mPD) 13.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
P1	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	145.8	16.9	34.6	8	12.7	7.5	-17.5	-	-	-	-7.7	-12.2	9.0	-32.6	2.5	3.0	29.7	33.5			
		ER Lok Ma Chau to Hung Hom		85.1	137.6	16.9	34.0	4	6.9	7.0	-20.0	-	-	-	-7.4	-12.3	6.0	-32.6	2.5	3.0	24.3				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	131.8	16.9	34.3	12	1.0	7.5	-21.0	-	-	-	-7.2	-12.2	10.8	-32.6	2.5	3.0	29.4				
		Intercity through train to Hung Hom		86.5	145.8	16.9	34.6	1	12.7	7.5	-17.5	-	-	-	-7.7	-12.2	0.0	-32.6	2.5	3.0	22.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	143.6	4.3	45.0	8	14.6	7.4	-6.8	1.4	-	-	-7.6	-16.2	9.0	-32.6	2.5	3.0	37.8	41.6			
		ER Lok Ma Chau to Hung Hom		85.1	137.8	4.3	45.1	4	2.4	6.3	-12.8	4.4	-	-	-7.4	-16.2	6.0	-32.6	2.5	3.0	31.9				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	131.8	4.3	45.1	12	2.9	7.4	-13.1	4.3	-	-	-7.2	-16.2	10.8	-32.6	2.5	3.0	37.6				
		Intercity through train to Hung Hom		86.5	143.6	4.3	45.0	1	14.6	7.4	-6.8	1.4	-	-	-7.6	-16.2	0.0	-32.6	2.5	3.0	30.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	143.4	17.8	56.1	8	2.0	7.4	-14.4	4.5	-	-	-7.6	-8.7	9.0	-32.6	2.5	3.0	40.9	47.0			
		ER Lok Ma Chau to Hung Hom		85.1	138.2	17.8	56.1	4	2.3	5.4	-19.5	4.4	2.0	-	-7.4	-8.7	6.0	-32.6	2.5	3.0	34.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	131.7	17.8	56.1	12	2.9	7.4	-13.1	4.3	-	-	-7.2	-8.7	10.8	-32.6	2.5	3.0	45.1				
		Intercity through train to Hung Hom		86.5	143.4	17.8	56.1	1	2.0	7.4	-14.4	4.5	-	-	-7.6	-8.7	0.0	-32.6	2.5	3.0	33.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

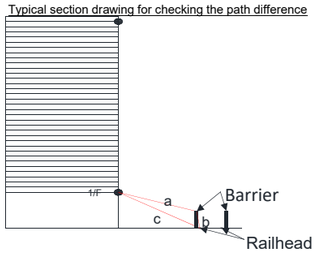
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: RCHE102
First Floor Level (mPD) 13.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
P2	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	146.0	16.9	34.6	8	12.7	7.5	-17.0	-	-	-	-7.7	-12.2	9.0	-32.6	2.5	3.0	30.2	33.8			
		ER Lok Ma Chau to Hung Hom		85.1	137.9	16.9	34.0	4	6.9	7.0	-19.7	-	-	-	-7.4	-12.3	6.0	-32.6	2.5	3.0	24.6				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	132.1	16.9	34.3	12	1.0	7.5	-21.0	-	-	-	-7.2	-12.2	10.8	-32.6	2.5	3.0	29.4				
		Intercity through train to Hung Hom		86.5	146.0	16.9	34.6	1	12.7	7.5	-17.0	-	-	-	-7.7	-12.2	0.0	-32.6	2.5	3.0	22.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	143.8	4.3	45.0	8	14.6	7.4	-5.7	1.4	-	-	-7.6	-16.2	9.0	-32.6	2.5	3.0	38.9	42.4			
		ER Lok Ma Chau to Hung Hom		85.1	138.1	4.3	45.1	4	2.4	6.3	-12.4	4.4	-	-	-7.4	-16.2	6.0	-32.6	2.5	3.0	32.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	132.1	4.3	45.1	12	2.9	7.4	-12.6	4.3	-	-	-7.2	-16.2	10.8	-32.6	2.5	3.0	38.1				
		Intercity through train to Hung Hom		86.5	143.8	4.3	45.0	1	14.6	7.4	-5.7	1.4	-	-	-7.6	-16.2	0.0	-32.6	2.5	3.0	31.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	143.6	17.8	56.1	8	2.0	7.4	-14.0	4.5	-	-	-7.6	-8.7	9.0	-32.6	2.5	3.0	41.2	47.4			
		ER Lok Ma Chau to Hung Hom		85.1	138.5	17.8	56.1	4	2.3	5.4	-19.3	4.4	2.0	-	-7.4	-8.7	6.0	-32.6	2.5	3.0	35.0				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	132.0	17.8	56.1	12	2.9	7.4	-12.6	4.3	-	-	-7.2	-8.7	10.8	-32.6	2.5	3.0	45.6				
		Intercity through train to Hung Hom		86.5	143.6	17.8	56.1	1	2.0	7.4	-14.0	4.5	-	-	-7.6	-8.7	0.0	-32.6	2.5	3.0	33.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																					Max predicted noise impact $L_{eq\ 30min}$	49	60	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: RCHE103
First Floor Level (mPD) 13.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	Receiver Assessment Location: View Angle (Θ), deg [5]	Receiver Assessment Location: Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Correction, dB(A): Reflective Barrier [9]	Correction, dB(A): Dual Barrier [10]	Correction, dB(A): Reflection from Opposite Facades [11]	Correction, dB(A): Dist. [12]	Correction, dB(A): View Angle [13]	Correction, dB(A): Train frequency [14]	Correction, dB(A): Time (30mins)	Correction, dB(A): Façade [16]	Correction, dB(A): Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
P1	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	145.5	17.0	35.3	10	12.7	7.5	-17.5	-	-	-	-7.6	-12.0	10.0	-32.6	2.5	3.0	30.8	34.6			
		ER Lok Ma Chau to Hung Hom		85.1	139.4	17.0	35.2	5	6.9	7.0	-20.0	-	-	-	-7.5	-12.0	7.0	-32.6	2.5	3.0	25.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	133.6	17.0	35.3	15	1.0	7.5	-21.0	-	-	-	-7.3	-12.0	11.8	-32.6	2.5	3.0	30.5				
		Intercity through train to Hung Hom		86.5	145.5	17.0	35.3	1	12.7	7.5	-17.5	-	-	-	-7.6	-12.0	0.0	-32.6	2.5	3.0	22.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	145.2	4.4	46.0	10	14.6	7.4	-6.8	1.4	-	-	-7.6	-16.0	10.0	-32.6	2.5	3.0	38.9	42.6			
		ER Lok Ma Chau to Hung Hom		85.1	139.6	4.4	46.0	5	2.5	6.3	-12.7	4.4	-	-	-7.5	-16.0	7.0	-32.6	2.5	3.0	33.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	133.6	4.4	46.0	15	2.9	7.4	-13.1	4.3	-	-	-7.3	-16.0	11.8	-32.6	2.5	3.0	38.7				
		Intercity through train to Hung Hom		86.5	145.2	4.4	46.0	1	14.6	7.4	-6.8	1.4	-	-	-7.6	-16.0	0.0	-32.6	2.5	3.0	30.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	146.6	21.5	58.9	10	2.0	7.4	-14.4	4.5	-	-	-7.7	-7.6	10.0	-32.6	2.5	3.0	42.8	48.9			
		ER Lok Ma Chau to Hung Hom		85.1	141.5	21.5	59.0	5	2.3	5.2	-19.7	4.4	2.0	-	-7.5	-7.6	7.0	-32.6	2.5	3.0	36.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	135.0	21.5	58.9	15	2.9	7.4	-13.1	4.3	-	-	-7.3	-7.6	11.8	-32.6	2.5	3.0	47.0				
		Intercity through train to Hung Hom		86.5	146.6	21.5	58.9	1	2.0	7.4	-14.4	4.5	-	-	-7.7	-7.6	0.0	-32.6	2.5	3.0	34.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

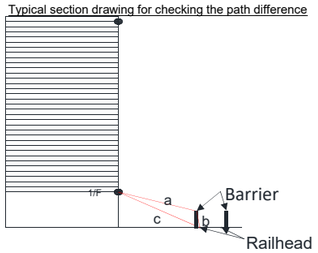
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: RCHE103
First Floor Level (mPD) 13.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
P2	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	145.7	17.0	35.3	10	12.7	7.5	-17.0	-	-	-	-7.7	-12.0	10.0	-32.6	2.5	3.0	31.3	34.9			
		ER Lok Ma Chau to Hung Hom		85.1	139.7	17.0	35.2	5	6.9	7.0	-19.8	-	-	-	-7.5	-12.0	7.0	-32.6	2.5	3.0	25.7				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	133.9	17.0	35.3	15	1.0	7.5	-21.0	-	-	-	-7.3	-12.0	11.8	-32.6	2.5	3.0	30.5				
		Intercity through train to Hung Hom		86.5	145.7	17.0	35.3	1	12.7	7.5	-17.0	-	-	-	-7.7	-12.0	0.0	-32.6	2.5	3.0	22.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	145.4	4.4	46.0	10	14.6	7.4	-5.7	1.4	-	-	-7.6	-16.0	10.0	-32.6	2.5	3.0	40.0	43.4			
		ER Lok Ma Chau to Hung Hom		85.1	139.9	4.4	46.0	5	2.5	6.3	-12.3	4.4	-	-	-7.5	-16.0	7.0	-32.6	2.5	3.0	33.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	133.9	4.4	46.0	15	2.9	7.4	-12.6	4.3	-	-	-7.3	-16.0	11.8	-32.6	2.5	3.0	39.2				
		Intercity through train to Hung Hom		86.5	145.4	4.4	46.0	1	14.6	7.4	-5.7	1.4	-	-	-7.6	-16.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	146.8	21.5	58.9	10	2.0	7.4	-14.1	4.5	-	-	-7.7	-7.6	10.0	-32.6	2.5	3.0	43.1	49.3			
		ER Lok Ma Chau to Hung Hom		85.1	141.8	21.5	59.0	5	2.3	5.2	-19.5	4.4	2.0	-	-7.5	-7.6	7.0	-32.6	2.5	3.0	36.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	135.3	21.5	58.9	15	2.9	7.4	-12.6	4.3	-	-	-7.3	-7.6	11.8	-32.6	2.5	3.0	47.5				
		Intercity through train to Hung Hom		86.5	146.8	21.5	58.9	1	2.0	7.4	-14.1	4.5	-	-	-7.7	-7.6	0.0	-32.6	2.5	3.0	34.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																					Max predicted noise impact $L_{eq\ 30min}$	50	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: RCHE103
First Floor Level (mPD) 13.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
P1	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	145.5	17.0	35.3	8	12.7	7.5	-17.5	-	-	-	-7.6	-12.0	9.0	-32.6	2.5	3.0	29.9	33.7			
		ER Lok Ma Chau to Hung Hom		85.1	139.4	17.0	35.2	4	6.9	7.0	-20.0	-	-	-	-7.5	-12.0	6.0	-32.6	2.5	3.0	24.5				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	133.6	17.0	35.3	12	1.0	7.5	-21.0	-	-	-	-7.3	-12.0	10.8	-32.6	2.5	3.0	29.6				
		Intercity through train to Hung Hom		86.5	145.5	17.0	35.3	1	12.7	7.5	-17.5	-	-	-	-7.6	-12.0	0.0	-32.6	2.5	3.0	22.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	145.2	4.4	46.0	8	14.6	7.4	-6.8	1.4	-	-	-7.6	-16.0	9.0	-32.6	2.5	3.0	37.9	41.7			
		ER Lok Ma Chau to Hung Hom		85.1	139.6	4.4	46.0	4	2.5	6.3	-12.7	4.4	-	-	-7.5	-16.0	6.0	-32.6	2.5	3.0	32.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	133.6	4.4	46.0	12	2.9	7.4	-13.1	4.3	-	-	-7.3	-16.0	10.8	-32.6	2.5	3.0	37.8				
		Intercity through train to Hung Hom		86.5	145.2	4.4	46.0	1	14.6	7.4	-6.8	1.4	-	-	-7.6	-16.0	0.0	-32.6	2.5	3.0	30.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	146.6	21.5	58.9	8	2.0	7.4	-14.4	4.5	-	-	-7.7	-7.6	9.0	-32.6	2.5	3.0	41.8	47.9			
		ER Lok Ma Chau to Hung Hom		85.1	141.5	21.5	59.0	4	2.3	5.2	-19.7	4.4	2.0	-	-7.5	-7.6	6.0	-32.6	2.5	3.0	35.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	135.0	21.5	58.9	12	2.9	7.4	-13.1	4.3	-	-	-7.3	-7.6	10.8	-32.6	2.5	3.0	46.1				
		Intercity through train to Hung Hom		86.5	146.6	21.5	58.9	1	2.0	7.4	-14.4	4.5	-	-	-7.7	-7.6	0.0	-32.6	2.5	3.0	34.3				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

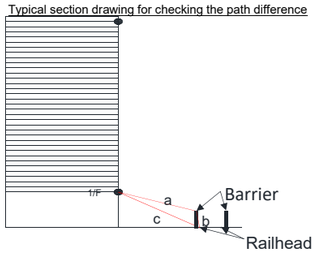
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: RCHE103
First Floor Level (mPD) 13.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
P2	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	145.7	17.0	35.3	8	12.7	7.5	-17.0	-	-	-	-7.7	-12.0	9.0	-32.6	2.5	3.0	30.4	34.0			
		ER Lok Ma Chau to Hung Hom		85.1	139.7	17.0	35.2	4	6.9	7.0	-19.8	-	-	-	-7.5	-12.0	6.0	-32.6	2.5	3.0	24.8				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	133.9	17.0	35.3	12	1.0	7.5	-21.0	-	-	-	-7.3	-12.0	10.8	-32.6	2.5	3.0	29.6				
		Intercity through train to Hung Hom		86.5	145.7	17.0	35.3	1	12.7	7.5	-17.0	-	-	-	-7.7	-12.0	0.0	-32.6	2.5	3.0	22.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	145.4	4.4	46.0	8	14.6	7.4	-5.7	1.4	-	-	-7.6	-16.0	9.0	-32.6	2.5	3.0	39.1	42.5			
		ER Lok Ma Chau to Hung Hom		85.1	139.9	4.4	46.0	4	2.5	6.3	-12.3	4.4	-	-	-7.5	-16.0	6.0	-32.6	2.5	3.0	32.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	133.9	4.4	46.0	12	2.9	7.4	-12.6	4.3	-	-	-7.3	-16.0	10.8	-32.6	2.5	3.0	38.2				
		Intercity through train to Hung Hom		86.5	145.4	4.4	46.0	1	14.6	7.4	-5.7	1.4	-	-	-7.6	-16.0	0.0	-32.6	2.5	3.0	31.5				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	146.8	21.5	58.9	8	2.0	7.4	-14.1	4.5	-	-	-7.7	-7.6	9.0	-32.6	2.5	3.0	42.1	48.3			
		ER Lok Ma Chau to Hung Hom		85.1	141.8	21.5	59.0	4	2.3	5.2	-19.5	4.4	2.0	-	-7.5	-7.6	6.0	-32.6	2.5	3.0	35.8				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	135.3	21.5	58.9	12	2.9	7.4	-12.6	4.3	-	-	-7.3	-7.6	10.8	-32.6	2.5	3.0	46.5				
		Intercity through train to Hung Hom		86.5	146.8	21.5	58.9	1	2.0	7.4	-14.1	4.5	-	-	-7.7	-7.6	0.0	-32.6	2.5	3.0	34.6				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																					Max predicted noise impact $L_{eq\ 30min}$	49	60	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: RCHE105
First Floor Level (mPD) 13.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
P1	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	162.2	18.7	44.0	10	12.7	7.5	-17.6	-	-	-	-8.1	-10.0	10.0	-32.6	2.5	3.0	32.3	36.0			
		ER Lok Ma Chau to Hung Hom		85.1	156.5	18.7	43.9	5	6.9	7.0	-20.1	-	-	-	-8.0	-10.0	7.0	-32.6	2.5	3.0	26.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	150.7	18.7	43.9	15	1.1	7.5	-21.0	-	-	-	-7.8	-10.0	11.8	-32.6	2.5	3.0	32.0				
		Intercity through train to Hung Hom		86.5	162.2	18.7	44.0	1	12.7	7.5	-17.6	-	-	-	-8.1	-10.0	0.0	-32.6	2.5	3.0	23.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	162.4	6.8	56.7	10	14.6	7.4	-7.1	1.4	-	-	-8.1	-12.8	10.0	-32.6	2.5	3.0	41.3	45.1			
		ER Lok Ma Chau to Hung Hom		85.1	156.6	6.8	56.7	5	2.5	6.2	-13.3	4.4	-	-	-8.0	-12.8	7.0	-32.6	2.5	3.0	35.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	150.6	6.8	56.7	15	2.8	7.4	-13.3	4.3	-	-	-7.8	-12.8	11.8	-32.6	2.5	3.0	41.2				
		Intercity through train to Hung Hom		86.5	162.4	6.8	56.7	1	14.6	7.4	-7.1	1.4	-	-	-8.1	-12.8	0.0	-32.6	2.5	3.0	32.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	162.3	16.0	68.0	10	1.9	7.4	-14.6	4.5	-	-	-8.1	-8.2	10.0	-32.6	2.5	3.0	41.6	47.7			
		ER Lok Ma Chau to Hung Hom		85.1	157.0	16.0	68.0	5	2.3	5.0	-20.0	4.4	2.0	-	-8.0	-8.2	7.0	-32.6	2.5	3.0	35.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	150.6	16.0	68.0	15	2.9	7.4	-13.2	4.3	-	-	-7.8	-8.2	11.8	-32.6	2.5	3.0	45.9				
		Intercity through train to Hung Hom		86.5	162.3	16.0	68.0	1	1.9	7.4	-14.6	4.5	-	-	-8.1	-8.2	0.0	-32.6	2.5	3.0	33.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	162.2	19.2	85.5	10	2.2	7.4	-14.1	4.5	-	-	-8.1	-6.8	10.0	-32.6	2.5	3.0	43.4	49.4			
		ER Lok Ma Chau to Hung Hom		85.1	157.1	19.2	86.1	5	1.8	3.9	-21.0	4.6	2.5	-	-8.0	-6.8	7.0	-32.6	2.5	3.0	36.3				
		ER Hung Hom to Lo Wu		86.1	150.6	19.2	86.1	10	3.4	7.4	-12.6	4.2	-	-	-7.8	-6.8	10.0	-32.6	2.5	3.0	46.0				
		ER Hung Hom to Lok Ma Chau		86.1	150.6	19.2	86.1	5	3.0	7.4	-13.1	4.3	-	-	-7.8	-6.8	7.0	-32.6	2.5	3.0	42.6				
		Intercity through train to Hung Hom		86.5	162.2	19.2	85.5	1	2.2	7.4	-14.1	4.5	-	-	-8.1	-6.8	0.0	-32.6	2.5	3.0	34.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

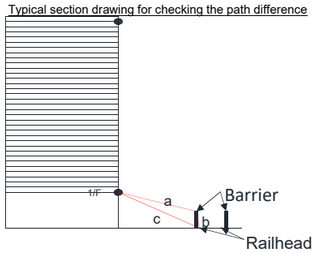
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: RCHE105
First Floor Level (mPD) 13.6

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
P2	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	162.4	18.7	44.0	10	12.7	7.5	-17.1	-	-	-	-8.1	-10.0	10.0	-32.6	2.5	3.0	32.7	36.3			
		ER Lok Ma Chau to Hung Hom		85.1	156.7	18.7	43.9	5	6.9	7.0	-19.8	-	-	-	-8.0	-10.0	7.0	-32.6	2.5	3.0	27.1				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	150.9	18.7	43.9	15	1.1	7.5	-21.0	-	-	-	-7.8	-10.0	11.8	-32.6	2.5	3.0	32.0				
		Intercity through train to Hung Hom		86.5	162.4	18.7	44.0	1	12.7	7.5	-17.1	-	-	-	-8.1	-10.0	0.0	-32.6	2.5	3.0	24.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	162.6	6.8	56.7	10	14.6	7.4	-5.9	1.4	-	-	-8.1	-12.8	10.0	-32.6	2.5	3.0	42.5	45.8			
		ER Lok Ma Chau to Hung Hom		85.1	156.9	6.8	56.7	5	2.5	6.2	-13.0	4.4	-	-	-8.0	-12.8	7.0	-32.6	2.5	3.0	35.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	150.8	6.8	56.7	15	2.8	7.4	-12.9	4.3	-	-	-7.8	-12.8	11.8	-32.6	2.5	3.0	41.6				
		Intercity through train to Hung Hom		86.5	162.6	6.8	56.7	1	14.6	7.4	-5.9	1.4	-	-	-8.1	-12.8	0.0	-32.6	2.5	3.0	34.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	162.5	16.0	68.0	10	1.9	7.4	-14.3	4.5	-	-	-8.1	-8.2	10.0	-32.6	2.5	3.0	41.9	48.0			
		ER Lok Ma Chau to Hung Hom		85.1	157.3	16.0	68.0	5	2.3	5.0	-19.9	4.4	2.0	-	-8.0	-8.2	7.0	-32.6	2.5	3.0	35.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	150.8	16.0	68.0	15	2.9	7.4	-12.8	4.3	-	-	-7.8	-8.2	11.8	-32.6	2.5	3.0	46.3				
		Intercity through train to Hung Hom		86.5	162.5	16.0	68.0	1	1.9	7.4	-14.3	4.5	-	-	-8.1	-8.2	0.0	-32.6	2.5	3.0	33.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	162.4	19.2	85.5	10	2.2	7.4	-13.8	4.5	-	-	-8.1	-6.8	10.0	-32.6	2.5	3.0	43.7	49.8			
		ER Lok Ma Chau to Hung Hom		85.1	157.4	19.2	86.1	5	1.8	3.9	-21.0	4.6	2.5	-	-8.0	-6.8	7.0	-32.6	2.5	3.0	36.3				
		ER Hung Hom to Lo Wu		86.1	150.8	19.2	86.1	10	3.4	7.4	-12.1	4.2	-	-	-7.8	-6.8	10.0	-32.6	2.5	3.0	46.5				
		ER Hung Hom to Lok Ma Chau		86.1	150.8	19.2	86.1	5	3.0	7.4	-12.6	4.3	-	-	-7.8	-6.8	7.0	-32.6	2.5	3.0	43.1				
		Intercity through train to Hung Hom		86.5	162.4	19.2	85.5	1	2.2	7.4	-13.8	4.5	-	-	-8.1	-6.8	0.0	-32.6	2.5	3.0	35.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																					Max predicted noise impact $L_{eq\ 30min}$	53	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: RCHE105
First Floor Level (mPD) 13.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
P1	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	162.2	18.7	44.0	8	12.7	7.5	-17.6	-	-	-	-8.1	-10.0	9.0	-32.6	2.5	3.0	31.3	35.1			
		ER Lok Ma Chau to Hung Hom		85.1	156.5	18.7	43.9	4	6.9	7.0	-20.1	-	-	-	-8.0	-10.0	6.0	-32.6	2.5	3.0	25.9				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	150.7	18.7	43.9	12	1.1	7.5	-21.0	-	-	-	-7.8	-10.0	10.8	-32.6	2.5	3.0	31.0				
		Intercity through train to Hung Hom		86.5	162.2	18.7	44.0	1	12.7	7.5	-17.6	-	-	-	-8.1	-10.0	0.0	-32.6	2.5	3.0	23.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	162.4	6.8	56.7	8	14.6	7.4	-7.1	1.4	-	-	-8.1	-12.8	9.0	-32.6	2.5	3.0	40.3	44.1			
		ER Lok Ma Chau to Hung Hom		85.1	156.6	6.8	56.7	4	2.5	6.2	-13.3	4.4	-	-	-8.0	-12.8	6.0	-32.6	2.5	3.0	34.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	150.6	6.8	56.7	12	2.8	7.4	-13.3	4.3	-	-	-7.8	-12.8	10.8	-32.6	2.5	3.0	40.2				
		Intercity through train to Hung Hom		86.5	162.4	6.8	56.7	1	14.6	7.4	-7.1	1.4	-	-	-8.1	-12.8	0.0	-32.6	2.5	3.0	32.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	162.3	16.0	68.0	8	1.9	7.4	-14.6	4.5	-	-	-8.1	-8.2	9.0	-32.6	2.5	3.0	40.6	46.8			
		ER Lok Ma Chau to Hung Hom		85.1	157.0	16.0	68.0	4	2.3	5.0	-20.0	4.4	2.0	-	-8.0	-8.2	6.0	-32.6	2.5	3.0	34.2				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	150.6	16.0	68.0	12	2.9	7.4	-13.2	4.3	-	-	-7.8	-8.2	10.8	-32.6	2.5	3.0	44.9				
		Intercity through train to Hung Hom		86.5	162.3	16.0	68.0	1	1.9	7.4	-14.6	4.5	-	-	-8.1	-8.2	0.0	-32.6	2.5	3.0	33.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	162.2	19.2	85.5	8	2.2	7.4	-14.1	4.5	-	-	-8.1	-6.8	9.0	-32.6	2.5	3.0	42.4	48.5			
		ER Lok Ma Chau to Hung Hom		85.1	157.1	19.2	86.1	4	1.8	3.9	-21.0	4.6	2.5	-	-8.0	-6.8	6.0	-32.6	2.5	3.0	35.3				
		ER Hung Hom to Lo Wu		86.1	150.6	19.2	86.1	8	3.4	7.4	-12.6	4.2	-	-	-7.8	-6.8	9.0	-32.6	2.5	3.0	45.0				
		ER Hung Hom to Lok Ma Chau		86.1	150.6	19.2	86.1	4	3.0	7.4	-13.1	4.3	-	-	-7.8	-6.8	6.0	-32.6	2.5	3.0	41.7				
		Intercity through train to Hung Hom		86.5	162.2	19.2	85.5	1	2.2	7.4	-14.1	4.5	-	-	-8.1	-6.8	0.0	-32.6	2.5	3.0	34.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

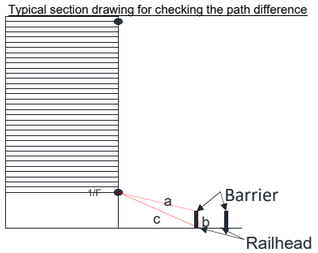
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: RCHE105
First Floor Level (mPD) 13.6

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
P2	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	162.4	18.7	44.0	8	12.7	7.5	-17.1	-	-	-	-8.1	-10.0	9.0	-32.6	2.5	3.0	31.8	35.4			
		ER Lok Ma Chau to Hung Hom		85.1	156.7	18.7	43.9	4	6.9	7.0	-19.8	-	-	-	-8.0	-10.0	6.0	-32.6	2.5	3.0	26.2				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	150.9	18.7	43.9	12	1.1	7.5	-21.0	-	-	-	-7.8	-10.0	10.8	-32.6	2.5	3.0	31.0				
		Intercity through train to Hung Hom		86.5	162.4	18.7	44.0	1	12.7	7.5	-17.1	-	-	-	-8.1	-10.0	0.0	-32.6	2.5	3.0	24.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	162.6	6.8	56.7	8	14.6	7.4	-5.9	1.4	-	-	-8.1	-12.8	9.0	-32.6	2.5	3.0	41.5	44.9			
		ER Lok Ma Chau to Hung Hom		85.1	156.9	6.8	56.7	4	2.5	6.2	-13.0	4.4	-	-	-8.0	-12.8	6.0	-32.6	2.5	3.0	34.6				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	150.8	6.8	56.7	12	2.8	7.4	-12.9	4.3	-	-	-7.8	-12.8	10.8	-32.6	2.5	3.0	40.6				
		Intercity through train to Hung Hom		86.5	162.6	6.8	56.7	1	14.6	7.4	-5.9	1.4	-	-	-8.1	-12.8	0.0	-32.6	2.5	3.0	34.0				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	162.5	16.0	68.0	8	1.9	7.4	-14.3	4.5	-	-	-8.1	-8.2	9.0	-32.6	2.5	3.0	40.9	47.1			
		ER Lok Ma Chau to Hung Hom		85.1	157.3	16.0	68.0	4	2.3	5.0	-19.9	4.4	2.0	-	-8.0	-8.2	6.0	-32.6	2.5	3.0	34.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	150.8	16.0	68.0	12	2.9	7.4	-12.8	4.3	-	-	-7.8	-8.2	10.8	-32.6	2.5	3.0	45.3				
		Intercity through train to Hung Hom		86.5	162.5	16.0	68.0	1	1.9	7.4	-14.3	4.5	-	-	-8.1	-8.2	0.0	-32.6	2.5	3.0	33.4				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	85.1	162.4	19.2	85.5	8	2.2	7.4	-13.8	4.5	-	-	-8.1	-6.8	9.0	-32.6	2.5	3.0	42.7	48.9			
		ER Lok Ma Chau to Hung Hom		85.1	157.4	19.2	86.1	4	1.8	3.9	-21.0	4.6	2.5	-	-8.0	-6.8	6.0	-32.6	2.5	3.0	35.3				
		ER Hung Hom to Lo Wu		86.1	150.8	19.2	86.1	8	3.4	7.4	-12.1	4.2	-	-	-7.8	-6.8	9.0	-32.6	2.5	3.0	45.5				
		ER Hung Hom to Lok Ma Chau		86.1	150.8	19.2	86.1	4	3.0	7.4	-12.6	4.3	-	-	-7.8	-6.8	6.0	-32.6	2.5	3.0	42.1				
		Intercity through train to Hung Hom		86.5	162.4	19.2	85.5	1	2.2	7.4	-13.8	4.5	-	-	-8.1	-6.8	0.0	-32.6	2.5	3.0	35.2				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																					Max predicted noise impact $L_{eq\ 30min}$	52	60	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



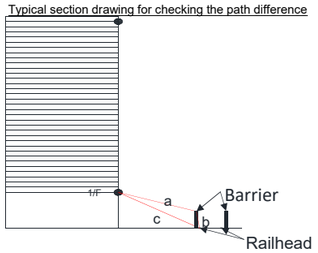
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: HMMH102
First Floor Level (mPD) 27.3

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
1	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	150.0	31.9	52.6	10	49.9	7.5	-19.2	0.0	-	-	-7.8	-6.6	10.0	-32.6	2.5	3.0	34.5	39.2			
		ER Hung Hom to Lo Wu		86.1	139.9	31.9	50.0	10	43.1	7.5	-19.8	0.0	-	-	-7.5	-6.9	10.0	-32.6	2.5	3.0	34.9				
		ER Hung Hom to Lok Ma Chau		86.1	138.8	31.9	52.7	5	40.0	6.7	-20.6	0.0	1.5	-	-7.4	-6.6	7.0	-32.6	2.5	3.0	33.0				
		Intercity through train to Hung Hom		86.5	150.0	31.9	52.6	1	49.9	7.5	-19.2	0.0	-	-	-7.8	-6.6	0.0	-32.6	2.5	3.0	25.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	149.9	16.3	28.5	10	92.9	7.5	-13.2	0.0	-	-	-7.8	-13.8	10.0	-32.6	2.5	3.0	33.2	37.4			
		ER Hung Hom to Lo Wu		86.1	143.7	16.3	28.5	10	82.1	7.5	-14.6	0.0	-	-	-7.6	-13.8	10.0	-32.6	2.5	3.0	33.1				
		ER Hung Hom to Lok Ma Chau		86.1	137.6	16.3	28.4	5	72.2	4.7	-17.0	0.0	2.5	-	-7.4	-13.8	7.0	-32.6	2.5	3.0	30.3				
		Intercity through train to Hung Hom		86.5	149.9	16.3	28.5	1	92.9	7.5	-13.2	0.0	-	-	-7.8	-13.8	0.0	-32.6	2.5	3.0	24.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	165.4	2.3	21.9	10	233.0	7.3	0.0	0.0	-	-	-8.2	-24.5	10.0	-32.6	2.5	3.0	35.3	39.1			
		ER Hung Hom to Lo Wu		86.1	153.4	2.3	21.0	10	220.7	7.3	0.0	0.0	-	-	-7.9	-24.9	10.0	-32.6	2.5	3.0	36.3				
		Intercity through train to Hung Hom		86.5	165.4	2.3	21.9	1	233.0	7.3	0.0	0.0	-	-	-8.2	-24.5	0.0	-32.6	2.5	3.0	26.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																						Max predicted noise impact $L_{eq\ 30min}$	43	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



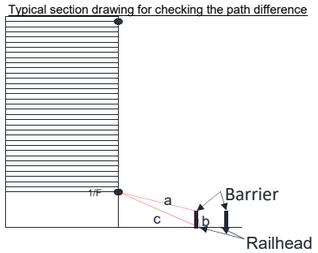
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: HMMH102
First Floor Level (mPD) 27.3

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
1	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	85.1	150.0	31.9	52.6	8	49.9	7.5	-19.2	0.0	-	-	-7.8	-6.6	9.0	-32.6	2.5	3.0	33.5	38.2			
		ER Hung Hom to Lo Wu		86.1	139.9	31.9	50.0	8	43.1	7.5	-19.8	0.0	-	-	-7.5	-6.9	9.0	-32.6	2.5	3.0	33.9				
		ER Hung Hom to Lok Ma Chau		86.1	138.8	31.9	52.7	4	40.0	6.7	-20.6	0.0	1.5	-	-7.4	-6.6	6.0	-32.6	2.5	3.0	32.0				
		Intercity through train to Hung Hom		86.5	150.0	31.9	52.6	1	49.9	7.5	-19.2	0.0	-	-	-7.8	-6.6	0.0	-32.6	2.5	3.0	25.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	85.1	149.9	16.3	28.5	8	92.9	7.5	-13.2	0.0	-	-	-7.8	-13.8	9.0	-32.6	2.5	3.0	32.3	36.5			
		ER Hung Hom to Lo Wu		86.1	143.7	16.3	28.5	8	82.1	7.5	-14.6	0.0	-	-	-7.6	-13.8	9.0	-32.6	2.5	3.0	32.1				
		ER Hung Hom to Lok Ma Chau		86.1	137.6	16.3	28.4	4	72.2	4.7	-17.0	0.0	2.5	-	-7.4	-13.8	6.0	-32.6	2.5	3.0	29.3				
		Intercity through train to Hung Hom		86.5	149.9	16.3	28.5	1	92.9	7.5	-13.2	0.0	-	-	-7.8	-13.8	0.0	-32.6	2.5	3.0	24.7				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	85.1	165.4	2.3	21.9	8	233.0	7.3	0.0	0.0	-	-	-8.2	-24.5	9.0	-32.6	2.5	3.0	34.3	38.2			
		ER Hung Hom to Lo Wu		86.1	153.4	2.3	21.0	8	220.7	7.3	0.0	0.0	-	-	-7.9	-24.9	9.0	-32.6	2.5	3.0	35.4				
		Intercity through train to Hung Hom		86.5	165.4	2.3	21.9	1	233.0	7.3	0.0	0.0	-	-	-8.2	-24.5	0.0	-32.6	2.5	3.0	26.8				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																						Max predicted noise impact $L_{eq\ 30min}$	42	60	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



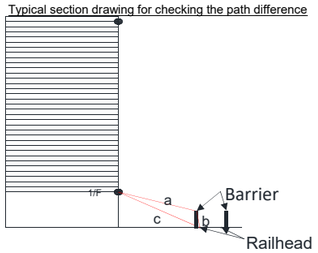
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: HMMH104
First Floor Level (mPD) 27.3

Daytime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
1	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	70	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	131.8	29.3	55.8	10	17.4	7.4	-12.7	-	-	-	-7.2	-6.6	10.0	-32.6	2.5	3.0	41.4	43.8			
		ER Lok Ma Chau to Hung Hom		85.1	127.6	29.3	55.8	5	13.8	6.9	-15.3	-	-	-	-7.1	-6.6	7.0	-32.6	2.5	3.0	36.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	125.5	29.3	55.9	15	1.1	7.4	-21.0	-	-	-	-7.0	-6.6	11.8	-32.6	2.5	3.0	36.2				
		Intercity through train to Hung Hom		86.5	131.8	29.3	55.8	1	17.4	7.4	-12.7	-	-	-	-7.2	-6.6	0.0	-32.6	2.5	3.0	32.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	131.8	8.9	75.0	10	18.8	7.4	-1.3	0.3	-	-	-7.2	-10.4	10.0	-32.6	2.5	3.0	49.4	55.7			
		ER Lok Ma Chau to Hung Hom		85.1	126.4	8.9	75.0	5	14.8	6.2	-1.5	1.3	-	-	-7.0	-10.4	7.0	-32.6	2.5	3.0	47.3				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	120.4	8.9	75.0	15	12.2	7.4	-2.2	2.0	-	-	-6.8	-10.4	11.8	-32.6	2.5	3.0	53.3				
		Intercity through train to Hung Hom		86.5	131.8	8.9	75.0	1	18.8	7.4	-1.3	0.3	-	-	-7.2	-10.4	0.0	-32.6	2.5	3.0	40.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	131.8	25.9	87.6	10	1.9	7.4	-13.2	4.5	-	-	-7.2	-5.5	10.0	-32.6	2.5	3.0	46.6	53.2			
		ER Lok Ma Chau to Hung Hom		85.1	126.6	25.9	87.5	5	2.3	5.0	-19.2	4.4	2.0	-	-7.0	-5.5	7.0	-32.6	2.5	3.0	39.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	120.4	25.9	87.6	15	2.8	7.4	-11.0	4.3	-	-	-6.8	-5.5	11.8	-32.6	2.5	3.0	51.7				
		Intercity through train to Hung Hom		86.5	131.8	25.9	87.6	1	1.9	7.4	-13.2	4.5	-	-	-7.2	-5.5	0.0	-32.6	2.5	3.0	38.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																					Max predicted noise impact $L_{eq\ 30min}$	58	70	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



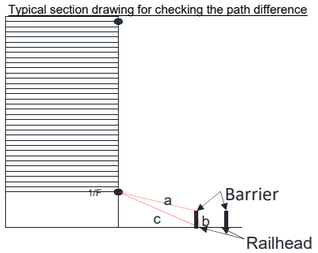
Project no$: 276006-03
Project name: Sheung Shui Area 30
Title: Predicted Leq30min at assessment points
Receiver: HMMH104
First Floor Level (mPD) 27.3

Nighttime

Floor	Area Sensitivity Rating	Headway [1]	Section [2]	Calculated SEL @ reference condition, dB(A) [3]	Receiver Assessment Location: Slant Dist. from the track (d), m [4]	View Angle (Θ), deg [5]	Acute Angle (α), deg [6]	Operating train frequency (headway/ 30min) [7]	Distance from track to barrier, m	Height of source, mPD	Correction, dB(A): Barrier [8]	Reflective Barrier [9]	Dual Barrier [10]	Reflection from Opposite Facades [11]	Dist. [12]	View Angle [13]	Train frequency [14]	Time (30mins)	Façade [16]	Rail Deterioration	Predicted Noise Impact $L_{eq\ 30min}$ from each track at assessment point, dB(A)	Predicted Noise Impact $L_{eq\ 30min}$ from each section at assessment point, dB(A)	Predicted Overall Noise Impact $L_{eq\ 30min}$ at assessment point, dB(A)	Criteria, dB(A)	Comply [Y/N]
1	C	ER Lo Wu/Lok Ma Chau to Hung Hom	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	60	Y
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lo Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu/Lok Ma Chau to Hung Hom	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu/ Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	4	85.1	131.8	29.3	55.8	8	17.4	7.4	-12.7	-	-	-	-7.2	-6.6	9.0	-32.6	2.5	3.0	40.5	42.9			
		ER Lok Ma Chau to Hung Hom		85.1	127.6	29.3	55.8	4	13.8	6.9	-15.3	-	-	-	-7.1	-6.6	6.0	-32.6	2.5	3.0	35.0				
		ER Hung Hom to Lo Wu/ Lo Ma Chau		86.1	125.5	29.3	55.9	12	1.1	7.4	-21.0	-	-	-	-7.0	-6.6	10.8	-32.6	2.5	3.0	35.3				
		Intercity through train to Hung Hom		86.5	131.8	29.3	55.8	1	17.4	7.4	-12.7	-	-	-	-7.2	-6.6	0.0	-32.6	2.5	3.0	32.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	5	85.1	131.8	8.9	75.0	8	18.8	7.4	-1.3	0.3	-	-	-7.2	-10.4	9.0	-32.6	2.5	3.0	48.4	54.7			
		ER Lok Ma Chau to Hung Hom		85.1	126.4	8.9	75.0	4	14.8	6.2	-1.5	1.3	-	-	-7.0	-10.4	6.0	-32.6	2.5	3.0	46.4				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	120.4	8.9	75.0	12	12.2	7.4	-2.2	2.0	-	-	-6.8	-10.4	10.8	-32.6	2.5	3.0	52.3				
		Intercity through train to Hung Hom		86.5	131.8	8.9	75.0	1	18.8	7.4	-1.3	0.3	-	-	-7.2	-10.4	0.0	-32.6	2.5	3.0	40.9				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	6	85.1	131.8	25.9	87.6	8	1.9	7.4	-13.2	4.5	-	-	-7.2	-5.5	9.0	-32.6	2.5	3.0	45.6	52.3			
		ER Lok Ma Chau to Hung Hom		85.1	126.6	25.9	87.5	4	2.3	5.0	-19.2	4.4	2.0	-	-7.0	-5.5	6.0	-32.6	2.5	3.0	38.7				
		ER Hung Hom to Lo Wu/ Lok Ma Chau		86.1	120.4	25.9	87.6	12	2.8	7.4	-11.0	4.3	-	-	-6.8	-5.5	10.8	-32.6	2.5	3.0	50.8				
		Intercity through train to Hung Hom		86.5	131.8	25.9	87.6	1	1.9	7.4	-13.2	4.5	-	-	-7.2	-5.5	0.0	-32.6	2.5	3.0	38.1				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Lok Ma Chau to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Hung Hom to Lok Ma Chau		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		ER Lo Wu to Hung Hom	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		ER Hung Hom to Lo Wu		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to Hung Hom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Intercity through train to China		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
																					Max predicted noise impact $L_{eq\ 30min}$	57	60	Y

Note:
[1] ER: East Rail EMU
[2] For section, please refer to section drawing
[3] Calculated averaged SEL at reference distance (dref = 25m) from noise measurement data
[4] Slant distance from assessment point to track
[5] Angle of view from assessment point to track
[6] The acute angle between a line drawn through the reception point, parallel to the track, and the line bisecting the angle of view
[7] Operation train frequency is based on SCL EIA Report. Based on current train timetable, there is only one Intercity Through Train arrive Hung Hom Station after 23:00 hours. The first train departure from Hung Hom is 07:25 and the last train is 20:01. Therefore, it is expected that no Intercity Through Train to-China direction passing by the track section near the site during the nighttime from 23:00 to 07:00.
[8] Barrier correction =
Shadow Zone:
For δ > 2.5m, -21 dB(A)
For 0 < δ< 2.5m,
= -7.75 log (5.2 + 203 δ)dB(A)
Illuminated Zone:
For δ > 0.4m, 0 dB(A)
For 0 < δ < 0.4m,
= 0.88 + 2.14 log (0.001 + δ)dB(A)
δ = path difference between source and receiver
[9] Reflective barrier correction, for the parapets along Section 5 to Section 9. (See figure attached)
For D >20m, 0 dB(A)
For 1m < D < 20m, 5 - 0.25D dB(A)
For D < 1m, 4.8 dB(A)
D = horizontal distance (m) between the barrier and railhead
[10] Dual barrier effect for the parapets along both sides of Section 6 to Section 9 (See figure attached)
[11] Reflection from opposite facades for the parapets along both sides of Section 6 to Section 9 when dual barrier effect is not applicable (See figure attached)
[12] Distance correction = -10 log (d / dref) where d = distance to track, dref = reference distance (@25m)
[13] Angle of view correction = 10 log (π θ/180-cos2α sinθ)-5 where θ = angle of view, α = acute angle,
where the acute angle is between a line drawn through the reception point, parallel to the track, and the linebisecting the angle of view, θ
[14] Train frequency correction = 10 log (operating train frequency in 30 min)
[15] Façade effect is included in the noise measurement, so there is no façade correction

Typical section drawing for checking the path difference



Appendix 5.10

Calculation of Predicted L_{max} for RCHE and HMMH

Project no: 276006-03

Project name: Sheung Shui Area 30 EAS

Title: Calculation of L_{max}

NSR: RCHE102

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	143	-15.2	3.0	2.5	68.0
ER Lok Ma Chau to Hung Hom	77.7	25	138	-14.8	3.0	2.5	68.4
ER Hung Hom to Lo Wu	79.6	25	132	-14.4	3.0	2.5	70.7
ER Hung Hom to Lok Ma Chau	79.6	25	132	-14.4	3.0	2.5	70.7
Intercity through train to Hung Hom	79.9	25	143	-15.2	3.0	2.5	70.2
Intercity through train to China	79.9	25	132	-14.4	3.0	2.5	71.0

Note:

[1] ER: East Rail EMU

[2] L_{max} in reference location

[3] Reference distance from the track

[4] Nearest horizontal distance from the track to receiver.

[5] A distance correction of -20 x log (d/d') for L_{max} is applied

[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

Project no: 276006-03

Project name: Sheung Shui Area 30 EAS

Title: Calculation of L_{max}

NSR: RCHE103

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	145	-15.3	3.0	2.5	67.9
ER Lok Ma Chau to Hung Hom	77.7	25	139	-14.9	3.0	2.5	68.3
ER Hung Hom to Lo Wu	79.6	25	133	-14.5	3.0	2.5	70.6
ER Hung Hom to Lok Ma Chau	79.6	25	133	-14.5	3.0	2.5	70.6
Intercity through train to Hung Hom	79.9	25	145	-15.3	3.0	2.5	70.1
Intercity through train to China	79.9	25	133	-14.5	3.0	2.5	70.9

Note:

[1] ER: East Rail EMU

[2] L_{max} in reference location

[3] Reference distance from the track

[4] Nearest horizontal distance from the track to receiver.

[5] A distance correction of -20 x log (d/d') for L_{max} is applied

[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

Project no: 276006-03

Project name: Sheung Shui Area 30 EAS

Title: Calculation of L_{max}

NSR: RCHE105

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	162	-16.2	3.0	2.5	67.0
ER Lok Ma Chau to Hung Hom	77.7	25	156	-15.9	3.0	2.5	67.3
ER Hung Hom to Lo Wu	79.6	25	150	-15.6	3.0	2.5	69.5
ER Hung Hom to Lok Ma Chau	79.6	25	150	-15.6	3.0	2.5	69.5
Intercity through train to Hung Hom	79.9	25	162	-16.2	3.0	2.5	69.2
Intercity through train to China	79.9	25	150	-15.6	3.0	2.5	69.8

Note:

[1] ER: East Rail EMU

[2] L_{max} in reference location

[3] Reference distance from the track

[4] Nearest horizontal distance from the track to receiver.

[5] A distance correction of -20 x log (d/d') for L_{max} is applied

[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

Project no: 276006-03

Project name: Sheung Shui Area 30 EAS

Title: Calculation of L_{max}

NSR: HMMH102

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	148	-15.5	3.0	2.5	67.7
ER Hung Hom to Lo Wu	79.6	25	138	-14.9	3.0	2.5	70.2
ER Hung Hom to Lok Ma Chau	79.6	25	136	-14.7	3.0	2.5	70.4
Intercity through train to Hung Hom	79.9	25	148	-15.5	3.0	2.5	69.9
Intercity through train to China	79.9	25	138	-14.9	3.0	2.5	70.5

Note:

[1] ER: East Rail EMU

[2] L_{max} in reference location

[3] Reference distance from the track

[4] Nearest horizontal distance from the track to receiver.

[5] A distance correction of -20 x log (d/d') for L_{max} is applied

[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

[7] The receiver has no line of sight to ER Lok Ma Chau to Hung Hom.

Project no: 276006-03

Project name: Sheung Shui Area 30 EAS

Title: Calculation of L_{max}

NSR: HMMH104

Headway [1]	L_{max} (event) at reference location, dB(A) [2]	Reference Location	NSR Location	Dist. Corr for L_{max}, dB(A) [5]	Rail Deterioration, dB(A)	Facade Effect, dB(A)	L_{max} @ Receiver, dB(A) [6]
		Distance to track (d'), m [3]	Nearest Dist. to track (d'), m [4]				
ER Lo Wu to Hung Hom	77.7	25	130	-14.3	3.0	2.5	68.9
ER Lok Ma Chau to Hung Hom	77.7	25	124	-13.9	3.0	2.5	69.3
ER Hung Hom to Lo Wu	79.6	25	119	-13.5	3.0	2.5	71.6
ER Hung Hom to Lok Ma Chau	79.6	25	119	-13.5	3.0	2.5	71.6
Intercity through train to Hung Hom	79.9	25	130	-14.3	3.0	2.5	71.1
Intercity through train to China	79.9	25	119	-13.5	3.0	2.5	71.9

Note:

[1] ER: East Rail EMU

[2] L_{max} in reference location

[3] Reference distance from the track

[4] Nearest horizontal distance from the track to receiver.

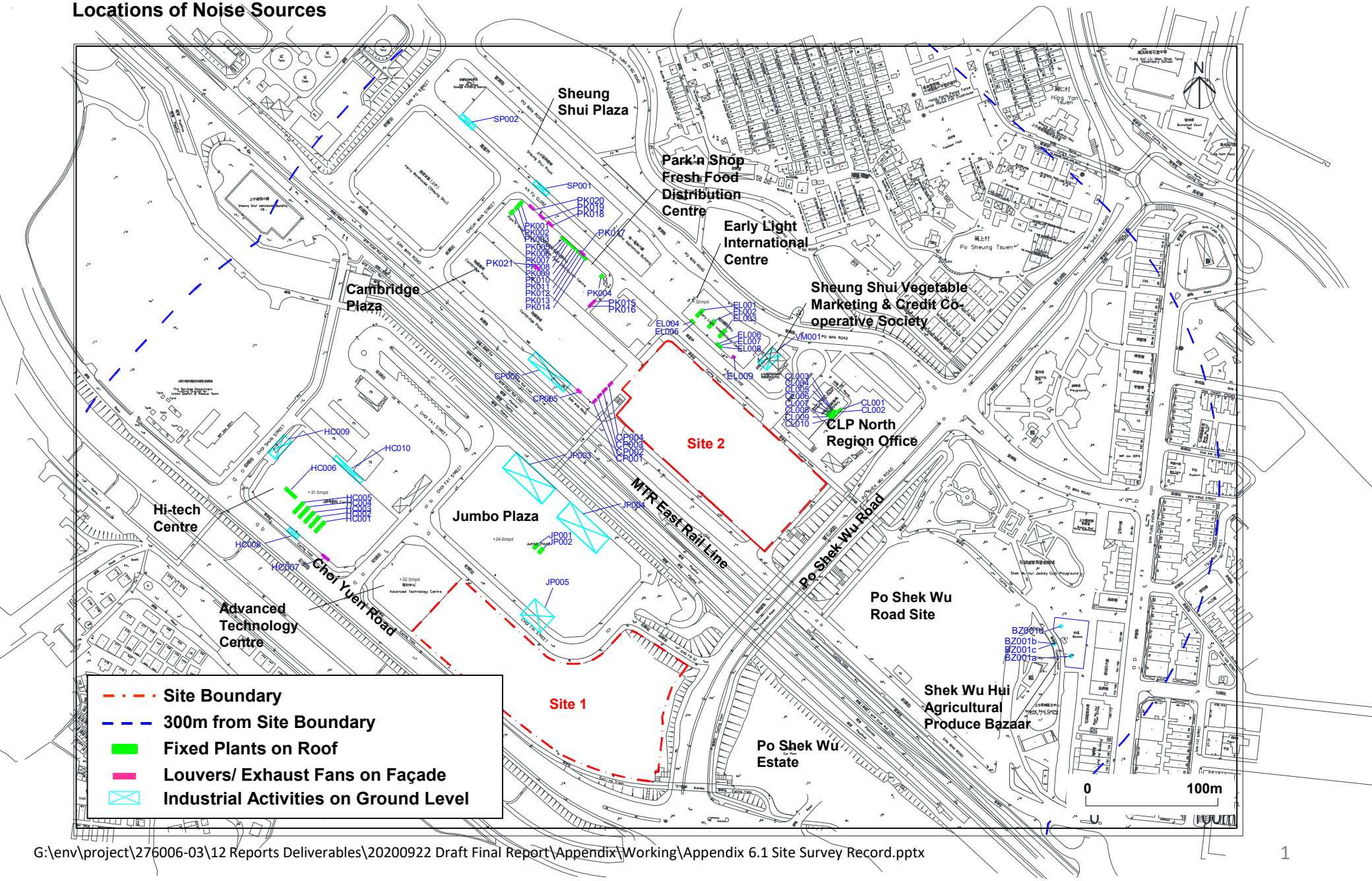
[5] A distance correction of -20 x log (d/d') for L_{max} is applied

[6] L_{max} at receiver = [2] + [5] + Facade effect + Rail Deterioration

Appendix 6.1

Site Survey Record for Identified Fixed Noise Sources

Locations of Noise Sources



Noise Source ID: EL001-008

Name	Date of observation	Type of industrial operation	Noisy activities /sources based on site observation and/or employees information	Site record and/or information provided by operators / employees
Early Light International Centre (旭日國際中心)	6 Nov 2015 11 Nov 2015 12 Nov 2015 13 Nov 2015 17 Nov 2015 18 Nov 2015 19 Nov 2015 23 Nov 2015 27 Nov 2015 2 Aug 2018 10 Aug 2018 21 Aug 2020	Office / Warehouse	• Chiller on rooftop (x3) • Condenser on rooftop (x5)	• As verbally advised by property management department, site access is not available. • No night-time building operation was verbally advised by the operator and verified by night-time site visit.

Noise Source ID: CL001-010

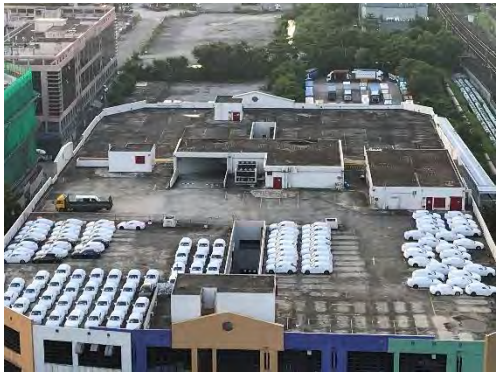
Name	Date of observation	Type of industrial operation	Noisy activities /sources based on site observation and/or employees information	Site record and/or information provided by operators / employees
CLP North Region Office / Sheung Shui Depot (中華電力有限公司北區辦事處 / 上水運作中心)	6 Nov 2015 11 Nov 2015 12 Nov 2015 13 Nov 2015 17 Nov 2015 18 Nov 2015 19 Nov 2015 23 Nov 2015 27 Nov 2015 2 Aug 2018 10 Aug 2018 21 Aug 2020	Office / Electricity depot	• Condensers on rooftop (x10)	• Based on the site observation and confirmed by property management officer, the condensers operated during 09:00-19:00. • Condensers CL002 and CL009 were identified in operation during site visit.

Noise Source ID: PK001-004

Name	Date of observation	Type of industrial operation	Noisy activities /sources based on site observation and/or employees information	Site record and/or information provided by operators / employees
Park'n Shop Sheung Shui Fresh Food Distribution Centre (上水百佳新鮮食品分發中心)	6 Nov 2015 11 Nov 2015 12 Nov 2015 13 Nov 2015 17 Nov 2015 18 Nov 2015 19 Nov 2015 23 Nov 2015 27 Nov 2015 2 Aug 2018 10 Aug 2018 21 Aug 2020	Warehouse	• Condensers on rooftop (x3) • Chiller on rooftop (x1)	• Based on the site observation and verbally advised by property management officer, there is 24 hours operation of both the condensers and the chiller.

Noise Source ID: JP001-002

Name	Date of observation	Type of industrial operation	Noisy activities /sources based on site observation and/or employees information	Site record and/or information provided by operators / employees
Jumbo Plaza – Building rooftop (珍寶廣場 – 天台)	6 Nov 2015 11 Nov 2015 12 Nov 2015 13 Nov 2015 17 Nov 2015 18 Nov 2015 19 Nov 2015 23 Nov 2015 27 Nov 2015 2 Aug 2018 10 Aug 2018 21 Aug 2020	Warehouse / workshop	• Chillers on rooftop (x2)	• Based on the site observation, one of the chillers (JP002) on rooftop was in operation during daytime. • No night-time operation was observed and confirmed by property management officer. • The roof of Jumbo Plaza was being used for the storage of cars for sale, but not for public parking. Based on site observation, there was no major operation on the roof. Therefore, it is not considered as fixed noise sources.



Noise Source ID: HC001-006

Name	Date of observation	Type of industrial operation	Noisy activities /sources based on site observation and/or employees information	Site record and/or information provided by operators / employees
Hi-tech Centre (深港中心)	6 Nov 2015 11 Nov 2015 12 Nov 2015 13 Nov 2015 17 Nov 2015 18 Nov 2015 19 Nov 2015 23 Nov 2015 27 Nov 2015 2 Aug 2018 10 Aug 2018 21 Aug 2020	Business	• Chillers on rooftop (x6)	• Based on the site observation, only one of the chillers (HC006) were in operation during daytime. • No night-time operation was verbally advised by property management officer.

Noise Source ID: EL009

Name	Date of observation	Type of industrial operation	Noisy activities /sources based on site observation and/or employees information	Site record and/or information provided by operators / employees
Early Light International Centre (旭日國際中心)	6 Nov 2015 11 Nov 2015 12 Nov 2015 13 Nov 2015 17 Nov 2015 18 Nov 2015 19 Nov 2015 23 Nov 2015 27 Nov 2015 2 Aug 2018 10 Aug 2018 21 Aug 2020	Office / Warehouse	• Louvers on facade (x2)	• 2 louvers on facade facing Ka Fu Close operated during daytime only. • No night-time building operation was verbally advised by the operators and verified by night-time site visit.

Noise Source ID: PK005-021

Name	Date of observation	Type of industrial operation	Noisy activities /sources based on site observation and/or employees information	Site record and/or information provided by operators / employees
Park'n Shop Sheung Shui Fresh Food Distribution Centre (上水百佳新鮮食品分發中心)	6 Nov 2015 11 Nov 2015 12 Nov 2015 13 Nov 2015 17 Nov 2015 18 Nov 2015 19 Nov 2015 23 Nov 2015 27 Nov 2015 2 Aug 2018 10 Aug 2018 21 Aug 2020	Warehouse	• Condensers on 3/F facade (x8) • AHUs on 3/F facade (x2) • Louvers on facade (x4)	• Based on the site observation and verbally advised by property management officer, there is 24 hours operation. • PK017 is the dominant fixed noise source to Site 2. • A carpark is found in between Site 2 and Park'n Shop Sheung Shui Fresh Food Distribution Centre. Based on site observation, there is no idling or loading/unloading activities within the car park. The vehicles would turn off the engine when they were parked. Therefore, the car park is not considered as fixed noise source.

Noise Source ID: CP001-005

Name	Date of observation	Type of industrial operation	Noisy activities /sources based on site observation and/or employees information	Site record and/or information provided by operators / employees
Cambridge Plaza (劍橋廣場)	6 Nov 2015 11 Nov 2015 12 Nov 2015 13 Nov 2015 17 Nov 2015 18 Nov 2015 19 Nov 2015 23 Nov 2015 27 Nov 2015 2 Aug 2018 10 Aug 2018 21 Aug 2020	Business	• Exhaust fans on facade (x5)	• Based on the site observation, 4 exhaust (CP001-003 & CP005) fans operated during daytime and night-time. • No operation was observed for CP004.

Noise Source ID: HC007

Name	Date of observation	Type of industrial operation	Noisy activities /sources based on site observation and/or employees information	Site record and/or information provided by operators / employees
Hi-tech Centre (深港中心)	6 Nov 2015 11 Nov 2015 12 Nov 2015 13 Nov 2015 17 Nov 2015 18 Nov 2015 19 Nov 2015 23 Nov 2015 27 Nov 2015 2 Aug 2018 10 Aug 2018 21 Aug 2020	Warehouse	• Louver on facade (x1)	• Based on the site observation, the louver operated during daytime only. No night-time operation was observed.

Noise Source ID: VM001

Name	Date of observation	Type of industrial operation	Noisy activities /sources based on site observation and/or employees information	Site record and/or information provided by operators / employees
Sheung Shui Vegetable Marketing & Credit Co-operative Society (上水蔬菜合作社)	6 Nov 2015 11 Nov 2015 12 Nov 2015 13 Nov 2015 17 Nov 2015 18 Nov 2015 19 Nov 2015 23 Nov 2015 27 Nov 2015 2 Aug 2018 10 Aug 2018 21 Aug 2020	Business	• Loading and unloading on G/F	• Based on the site observation and verbally advised by operator, goods loading and unloading activity was conducted during daytime (0700-0730) only. No night-time operation was verbally advised by the operators and verified by night-time visit.

Noise Source ID: CP006

Name	Date of observation	Type of industrial operation	Noisy activities /sources based on site observation and/or employees information	Site record and/or information provided by operators / employees
Cambridge Plaza (劍橋廣場)	6 Nov 2015 11 Nov 2015 12 Nov 2015 13 Nov 2015 17 Nov 2015 18 Nov 2015 19 Nov 2015 23 Nov 2015 27 Nov 2015 2 Aug 2018 10 Aug 2018 21 Aug 2020	Business	• Loading and unloading at Wai Kee vegetable wholesale store on G/F	• Based on the site observation and verbally advised by operator, there is 24-hour operation. And the noisy loading and unloading activities were conducted from 21:00 to 00:00.

Noise Source ID: JP003-005

Name	Date of observation	Type of industrial operation	Noisy activities /sources based on site observation and/or employees information	Site record and/or information provided by operators / employees
Jumbo Plaza (珍寶廣場)	66 Nov 2015 11 Nov 2015 12 Nov 2015 13 Nov 2015 17 Nov 2015 18 Nov 2015 19 Nov 2015 23 Nov 2015 27 Nov 2015 2 Aug 2018 10 Aug 2018 21 Aug 2020	Car repairing workshop \ recycling workshop \ warehouse	• Scania (workshop for heavy vehicles on G/F) • Vannex (recycling workshop on G/F) • Warehouse on G/F • Car park on rooftop	• Based on the site observation and verbally advised by operator, the opening hour of Scania workshop is 08:30-19:00. (No night-time operation) • The approximate observed operation time (within 30 min.) of the Scania workshop is as follows: • Air gun: ~30s. • Electric screwing machine: ~30s. • Hammering: ~30s. • Based on the site observation, the opening hour of Vannex workshop is 09:30-17:30 (No night-time operation) • Based on the site observation, the opening hour of Warehouse is 0930-17:30 (No night-time operation)

Noise Source ID: HC008-HC010

Name	Date of observation	Type of industrial operation	Noisy activities /sources based on site observation and/or employees information	Site record and/or information provided by operators / employees
Hi-tech Centre (深港中心)	6 Nov 2015 11 Nov 2015 12 Nov 2015 13 Nov 2015 17 Nov 2015 18 Nov 2015 19 Nov 2015 23 Nov 2015 27 Nov 2015 2 Aug 2018 10 Aug 2018 21 Aug 2020	Warehouse/ car repairing workshop	• Sheung Tat tyre repairing workshop on G/F • Loading and unloading on G/F Habasit East Asia Limited • Loading and unloading and forklifting at water bottle warehouse	• Based on the site observation and verbally advised by operator, the opening hour of Sheung Tat tyre repairing workshop is 08:00-19:00. (No night-time operation) • The approximate observed operation time (within 30 min.) of the tyre repairing workshop is as follows: • Impact wrench: ~10mins • Air gun: ~30s. • Based on the site observation and verbally advised by operator, the opening hour of Habasit East Asia Limited is 08:30-17:30. (No night-time operation) • The approximate observed operation time (within 30 min.) of the Habasit East Asia Limited is as follows: • Loading and unloading with forklift and hand pallet truck: 10mins • Based on the site observation and verbally advised by operator, the opening hour of water bottle warehouse is 07:00-18:00. (No night-time operation) • The approximate observed operation time (within 30 min.) of water bottle warehouse is as follows: • Unloading empty bottles: ~10min. • Loading water bottle with forklifting: ~10min.

Noise Source ID: SP001-002

Name	Date of observation	Type of industrial operation	Noisy activities /sources based on site observation and/or employees information	Site record and/or information provided by operators / employees
Sheung Shui Plaza (上水貿易廣場)	6 Nov 2015 11 Nov 2015 12 Nov 2015 13 Nov 2015 17 Nov 2015 18 Nov 2015 19 Nov 2015 23 Nov 2015 27 Nov 2015 2 Aug 2018 10 Aug 2018 21 Aug 2020	Workshops	• Sung Cheung tyre repairing workshop on G/F • Good Year Autocare on G/F	• Based on the site observation and verbally advised by operator, the opening hour of Sung Cheung tyre repairing workshop is 08:30-19:00. (No night-time operation) • The approximate observed operation time (within 30 min.) of Sung Cheung tyre repairing workshop is as follows: • Impact wrench: ~10mins • Air gun: ~30s. • Based on the site observation and verbally advised by operator, the opening hour of Good Year Autocare is 08:00-1845. (No night-time operation) • The approximate observed operation time (within 30min.) of Good Year Autocare is as follows: • Impact wrench: ~10mins • Air gun: ~30s.

Noise Source ID: BZ001a-001d

Name	Date of observation	Type of industrial operation	Noisy activities /sources based on site observation and/or employees information	Site record and/or information provided by operators / employees
Shek Wu Hui Agricultural Produce Bazaar (石湖墟農產品分銷店)	23 Aug 2016 08 Sept 2016 12 Sept 2016 30 Sept 2016 20 Oct 2016 10 Nov 2016 2 Aug 2018 10 Aug 2018	Business	• Loading and unloading • Pumper truck for fisheries stores • Pumper truck for street sweeping • Operational noise	• Based on the information provided by FEHD, the bazaar starts operating from 6 am to 10am and FEHD street cleaning staff will start working from 1030 am to 1200n everyday. Both daytime and night-time operations were observed during site visit. • Pumper truck operation was observed along with bazaar operation (during both daytime and night-time operation). • Pumper truck for street sweeping was observed after bazaar operation (only during daytime operation).

Appendix 6.2

Measured Sound Pressure Level (SPL) of Fixed Noise Sources

Project: Sheung Shui A30
Project number: 276006-03
Title: Measured Sound Pressure Level (SPL) of Fixed Noise Sources
Measurement Date November 2015, September 2016 and August 2018
Measurement Equipment Used: RION NA28

Source Location	Source Description	Source ID	Source Height, mPD	Max Measured SPL[1], dB(A)	Measurement distance from source[2], m	Based on observation and operator information, worst operating time in 30 mins, min	Operation		Assumption	Remarks
							Daytime	Nighttime		
Early Light International Centre (rooftop)	Chiller on rooftop	EL001	32.1	82.4	5.0	30.0	Y	N	Assume the same measured SPL as HC006 for plant of similar type, size (LxWxH=~4mx2mx2m), number of fans (8 fans), nature (chiller) and scale.	As verbally advised by property management department, site access is not available. No nighttime building operation was verbally advised by the operator and verified by nighttime site visits.
		EL002	32.1	82.4	5.0	30.0	Y	N		
		EL003	32.1	82.4	5.0	30.0	Y	N		
	Condenser on rooftop	EL004	32.1	61.6	3.0	30.0	Y	N	Reference was made to other HKHA projects. Assumed the same measured SPL for plant of similar type, size (LxWxH=~2mx1mx1.5m), number of fans (2 fans), nature (condenser) and scale	
		EL005	32.1	61.6	3.0	30.0	Y	N		
		EL006	32.1	61.6	3.0	30.0	Y	N		
		EL007	32.1	61.6	3.0	30.0	Y	N		
		EL008	32.1	61.6	3.0	30.0	Y	N		
Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close	EL009	16.1	63.3	5.0	30.0	Y	N	-	No nighttime building operation was verbally advised by the operator and verified by nighttime site visit. Daytime measurement was conducted on 17 Nov 2015.
Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	VM001	9.1	68.8	7.0	30.0	Y	N	-	No nighttime operation was verbally advised by the operators and verified by nighttime visit. Daytime measurement was conducted on 19 Nov 2015.
CLP Region Office (rooftop)	Condensers on rooftop	CL001	20.8	62.2	2.5	30.0	Y	N	Assume the same measured SPL as CL002 for plant of similar type, size (LxWxH=~2mx1mx2m), number of fans (2 fans), nature (condenser) and scale.	No nighttime operation was confirmed by the property management officer. During site visit, only CL002 was in operation. Therefore, measurement was conducted for CL002. Daytime measurement was conducted on 10 Dec 2015.
		CL002	20.8	62.2	2.5	30.0	Y	N	-	
	Condensers on rooftop	CL003	20.8	61.7	1.5	30.0	Y	N	Assume the same measured SPL as CL009 for plant of similar type, size (LxWxH=~2mx1mx2m), number of fans (1 fan), nature (condenser) and scale.	No nighttime operation was confirmed by the property management officer. During site visit, only CL009 was in operation. Therefore, measurement was conducted for CL009. Daytime measurement was conducted on 10 Dec 2015.
		CL004	20.8	61.7	1.5	30.0	Y	N		
		CL005	20.8	61.7	1.5	30.0	Y	N		
		CL006	20.8	61.7	1.5	30.0	Y	N		
		CL007	20.8	61.7	1.5	30.0	Y	N		
		CL008	20.8	61.7	1.5	30.0	Y	N		
		CL009	20.8	61.7	1.5	30.0	Y	N	-	
		CL010	20.8	61.7	1.5	30.0	Y	N	Assume the same measured SPL as CL009 for plant of similar type, size (LxWxH=~2mx1mx2m), number of fans (1 fan), nature (condenser) and scale.	
Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop	PK001-003	33.6	74.1	11.0	30.0	Y	Y	Measurement was conducted for PK001, PK002 and PK003 together due to site constraint.	Access was not available during nighttime. Nighttime operation was confirmed by engineering manager. Daytime measurement was conducted on 12 Nov 2015.
	Chiller on rooftop	PK004	32.6	78.5	4.0	30.0	Y	Y	-	Access was not available during nighttime. Nighttime operation was confirmed by engineering manager. Daytime measurement was conducted on 12 Nov 2015.
Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F	PK005-006	22.6	72.9	2.0	30.0	Y	Y	Measurement was conducted for PK005 and PK006 together.	Access was not available during nighttime. Nighttime operation was confirmed by engineering manager. Due to site constraints, PK007, PK008, PK009, PK010, PK011 and PK012 could not be measured due to site constraint. Daytime measurement on PK005 and PK006 was conducted on 12 Nov 2015.
		PK007-008	22.6	72.9	2.0	30.0	Y	Y	Assume the same measured SPL as PK005 and PK006 for plant of similar type, size (LxWxH=~2mx2mx2m), number of fans (2 fan), nature (condensers) and scale.	
		PK009-010	22.6	72.9	2.0	30.0	Y	Y		
		PK011-012	22.6	72.9	2.0	30.0	Y	Y		
	AHUs on 3/F	PK013-014	22.6	84.6	2.0	30.0	Y	Y	Measurement was conducted for PK013 and PK014 together.	Access was not available during nighttime. Nighttime operation was confirmed by engineering manager. Daytime measurement on PK013 and PK014 was conducted on 12 Nov 2015.

Project: Sheung Shui A30
Project number: 276006-03
Title: Measured Sound Pressure Level (SPL) of Fixed Noise Sources
Measurement Date November 2015, September 2016 and August 2018
Measurement Equipment Used: RION NA28

Source Location	Source Description	Source ID	Source Height, mPD	Max Measured SPL[1], dB(A)	Measurement distance from source[2], m	Based on observation and operator information, worst operating time in 30 mins, min	Operation		Assumption	Remarks
							Daytime	Nighttime		
Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road	PK015	31.6	74.1	1.0	30.0	Y	Y	Assume the same measured SPL as PK019 for louver of similar type, size (LxW=~1mx1m), nature (louver) and scale.	Nighttime operation was confirmed by engineering manager and verified by nighttime site visits. Daytime measurement could not be conducted due to site constraints.
		PK016	31.6	74.1	1.0	30.0	Y	Y		
	Louvers to Ka Fu Close	PK017	16.6	80.9	9.0	30.0	Y	Y	-	Nighttime operation confirmed by engineering manager and verified by nighttime site visits. Daytime measurement was conducted on 13 Nov 2015.
		PK018	16.6	73.8	1.0	30.0	Y	Y	Assume the same measured SPL as PK020 for louver of similar type, size (LxW=~1mx0.5m), nature (louver) and scale.	Nighttime operation confirmed by engineering manager and verified by nighttime site visits. Daytime measurement could not be conducted due to site constraints.
		PK019	16.6	74.1	1.0	30.0	Y	Y	-	Nighttime operation confirmed by engineering manager and verified by nighttime site visits. Daytime measurement was conducted on 17 Nov 2015.
		PK020	16.6	73.8	1.0	30.0	Y	Y	-	Nighttime operation confirmed by engineering manager and verified by nighttime site visits. Daytime measurement was conducted on 11 Nov 2015.
	Louver to San Wan Road	PK021	16.6	71.5	4.0	30.0	Y	Y	-	Nighttime operation confirmed by engineering manager and verified by nighttime site visits. Daytime measurement was conducted on 12 Nov 2015.
Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road	CP001	10.7	75.4	1.0	30.0	Y	Y	-	Nighttime operation was observed during nighttime visits. Daytime measurement was conducted on 23 Nov 2015.
		CP002	10.7	70.9	1.0	30.0	Y	Y	-	
		CP003	10.7	73.7	1.0	30.0	Y	Y	-	
		CP004	10.7	75.4	1.0	30.0	Y	Y	Assume the same measured SPL as CP001 for exhaust fan of similar type, size (LxW=~0.5mx0.5m), nature (exhaust fan) and scale.	No daytime and nighttime operation were observed during daytime and nighttime visits.
Cambridge Plaza (facade)	Exhaust fans to San Wan Road	CP005	10.7	70.6	2.0	30.0	Y	Y	-	Based on the site observation and verbally advised by operator, there is 24-hour operation. Daytime measurement was conducted on 10 August 2018.
Cambridge Plaza (Wai Kee)	Loading and unloading	CP006	7.7	69.3	5.0	30.0	Y	Y	-	Based on the site observation and verbally advised by operator, there is 24-hour operation. Daytime measurement was conducted on 26 Nov 2015.
Jumbo Plaza (rooftop)	Chillers on rooftop	JP001	27.6	80.5	7.0	30.0	Y	N	Assume the same measured SPL as JP002 for plant of similar type, size (LxWxH=~4mx2mx2m), number of fans (8 fans), nature (chiller) and scale.	No nighttime operation was confirmed by property management office and verified by nighttime visit. During site visit, only JP002 was on. Daytime measurement was conducted on 12 Nov 2015.
		JP002	27.6	80.5	7.0	30.0	Y	N	-	
Jumbo Plaza (Scania to San Wan Road)	Air gun	JP003a	7.6	78.3	5.0	2.0	Y	N	The approximate observed total operating time (within 30mins) of the noise emitting activities is around 30s. 2mins operating time is assumed for calculation for conservative purpose.	No nighttime operation was verbally advised by operators and verified by nighttime visit. The observed total operating time was around 30s in 30mins. Measurement was conducted during the use of each equipment. Daytime measurement was conducted on 17 Nov 2015.
	Electric screwing machine	JP003b	7.6	88.6	3.0	2.0	Y	N		
	Hammering	JP003c	7.6	80.5	3.0	2.0	Y	N		
Jumbo Plaza (Vannex to San Wan Road)	Recycling works	JP004	7.6	68.7	3.0	30.0	Y	N	-	No nighttime operation was verbally advised by operators and verified by nighttime visit. Daytime measurement was conducted on 10 Aug 2018.
Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	JP005	7.6	64.7	8.0	30.0	Y	N	-	No nighttime operation was verbally advised by operators and verified by nighttime visit. Daytime measurement was conducted on 10 Aug 2018.
Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop	HC001	32.6	82.4	5.0	30.0	Y	N	Assume the same measured SPL as HC006 for plant of similar type, size (LxWxH=~4mx2mx2m), number of fans (8 fans), nature (chiller) and scale.	Access was not available during nighttime. No nighttime operation was confirmed by property management office. During site visit, only HC006 was on. Daytime measurement was conducted on 27 Nov 2015.
		HC002	32.6	82.4	5.0	30.0	Y	N		
		HC003	32.6	82.4	5.0	30.0	Y	N		
		HC004	32.6	82.4	5.0	30.0	Y	N		
		HC005	32.6	82.4	5.0	30.0	Y	N		
		HC006	32.6	82.4	5.0	30.0	Y	N	-	
Hi-tech Centre (facade)	Louver to Choi Yuen Road	HC007	12.6	69.9	1.0	30.0	Y	N	-	No nighttime operation was confirmed by property management office and verified by nighttime site visits. Daytime measurement was conducted on 17 Nov 2015.

Project: Sheung Shui A30
Project number: 276006-03
Title: Measured Sound Pressure Level (SPL) of Fixed Noise Sources
Measurement Date November 2015, September 2016 and August 2018
Measurement Equipment Used: RION NA28

Source Location	Source Description	Source ID	Source Height, mPD	Max Measured SPL[1], dB(A)	Measurement distance from source[2], m	Based on observation and operator information, worst operating time in 30 mins, min	Operation		Assumption	Remarks
							Daytime	Nighttime		
Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	HC008a	7.6	83.9	3.0	10.0	Y	N	The approximate observed total operating time (within 30mins) of the use of impact wrench is around 10mins.	No nighttime operation was confirmed by operator and verified by nighttime site visits. The observed total operating time was around 10mins in 30mins. Measurement was conducted during the use of impact wrench. Daytime measurement was conducted on 17 Nov 2015.
	Air gun	HC008b	7.6	78.3	5.0	2.0	Y	N	The approximate observed total operating time (within 30mins) of the use of air gun is around 30s. 2mins operating time is assumed for calculation for conservative purpose.	No nighttime operation was confirmed by operator and verified by nighttime site visits. The observed total operating time was around 30s in 30mins. Measurement was conducted during the use of air gun. Measurement was conducted on 18 Nov 2015.
Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	HC009	7.6	81.3	5.0	10.0	Y	N	-	No nighttime operation was confirmed by operator and verified by nighttime site visits. Daytime measurement was conducted on 17 Nov 2015.
Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	HC010a	7.6	72.3	6.0	10.0	Y	N	-	No nighttime operation was confirmed by operator and verified by nighttime site visits. The observed total operating time was around 30s in 30mins. Daytime measurement was conducted on 19 Nov 2015.
	Loading bottle with forklifting	HC010b	7.6	76.2	3.0	10.0	Y	N		
Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	SP001a	7.6	83.9	3.0	10.0	Y	N	The approximate observed total operating time (within 30mins) of the use of impact wrench is around 10mins. Assume the same measured SPL for activity of similar operation nature (tyre repairing workshop) as HC008a.	The business scale is similar to that of Sheung Tat tyre repairing workshop in Hi-tech Centre. Measurement could not be conducted due to the influence by dominant noise from PK017.
	Air gun	SP001b	7.6	78.3	5.0	2.0	Y	N	The approximate observed total operating time (within 30mins) of the use of air gun is around 30s. 2 mins operating time is assumed for calculation for conservative purpose. Assume the same measured SPLfor activity of similar operation nature (tyre repairing workshop) as HC008b.	
Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	SP002a	7.6	83.9	3.0	10.0	Y	N	The approximate observed operating time (within 30mins) of the use of impact wrench is around 10mins. Assume the same measured SPL for activity of similar operation nature (tyre repairing workshop) as HC008a.	The business scale is similar to that of Sheung Tat tyre repairing workshop in Hi-tech Centre. Measurement could not be conducted due to the influence by dominant noise from PK017.
	Air gun	SP002b	7.6	78.3	5.0	2.0	Y	N	The approximate observed operating time (within 30mins) of the use of air gun is around 30s. 2 mins operating time is assumed for calculation for conservative purpose. Assume the same measured SPL for activity of similar operation nature (tyre repairing workshop) as HC008b.	
Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	BZ001a	7.8	66.6	3.0	30.0	Y	Y	-	Bazaar operation was observed from 6am to 10am. Due to site constraints and interferences by the surrounding noisy activities, measurement could only be conducted at 3m from the noise source. Daytime measurement was conducted on 12 Sep 2016.
	Pumper Truck for fisheries stores in the bazaar	BZ001b	7.5	69.6	2.0	30.0	Y	Y	-	Pumper truck operation was observed along with bazaar operation. Daytime measurement was conducted on 12 Sep 2016.
	Pumper Truck for street sweeping	BZ001c	7.5	76.8	4.0	30.0	Y	N	-	Pumper truck for street sweeping was observed after bazaar operation Daytime measurement was conducted on 12 Sep 2016.
	Other activities	BZ001d	7.8	70.6	3.0	30.0	Y	Y	-	Bazaar operation was observed from 6am to 10am. Due to site constraints and interferences by the surrounding noisy activities, measurement could only be conducted at 3m from the noise source. Daytime measurement was conducted on 12 Sep 2016.

Note:
The noise measurement descriptor is A-weighted equivalent continuous sound pressure level (Leq) measured using Type 1 sound level meter. Measurement equipment used: Rion NA-28 Sound Level Meter

Remarks:
[1] The maximum measured SPL was adopted for conservative assessment and no correction for background noise level was conducted.
[2] The distance from noise source were measured from the centre of the plants.

Appendix 6.3

Methodology and Assumptions for Fixed Noise Impact Assessment

Noise Measurement for Different Identified Noise Sources

1. Sound Pressure Level (SPL) from each fixed noise source was taken on site. The assumptions and details of noise measurement are summarized as follow:

Identified Noise Sources	Assumptions / Details
Early Light International Centre	● Point Sources ● Operation: Chillers and condensers on rooftop, and louvers on facade ● Operation Period: Daytime only (confirmed by operator and site visits)
Sheung Shui Vegetable Marketing & Credit Co-operative Society	● Point Source ● Operation: Loading and unloading on G/F ● Operation Period: Daytime only (confirmed by operator and site visits)
CLP Region Office	● Point Sources ● Operation: Condensers on rooftop ● Operation Period: Daytime only (confirmed by property management office and site visits)
Park'n Shop Sheung Shui Fresh Food Distribution Centre	● Point Sources ● Operation: Chillers and condensers on rooftop, Condensers and AHUs on 3/F facade, and louvers on facade ● Operation Period: Daytime and Night-time (confirmed by property management office and site visits)
Cambridge Plaza	● Point Sources ● Operation: Exhaust fans ● Operation Period: Daytime and Night-time (confirmed by operators and site visits)
Cambridge Plaza (Wai Kee)	● Point Sources ● Operation: Loading and unloading on G/F ● Operation Period: Daytime and Night-time (confirmed by operators and site visits)
Jumbo Plaza	● Point Sources ● Operation: Chillers on rooftop ● Operation Period: Daytime only (confirmed by operators and site visits)
Jumbo Plaza (Scania)	● Point Source ● Operation: Air gun, electric screwing and hammering on G/F ● Operation Period: Daytime only (confirmed by operators and site visits)
Jumbo Plaza (Vannex)	● Point Source ● Operation: Recycling works on G/F ● Operation Period: Daytime only (confirmed by site visits)
Jumbo Plaza (Warehouse)	● Point Source ● Operation: Loading and unloading on G/F ● Operation Period: Daytime only (confirmed by site visits)
Hi-tech Centre	● Point Sources ● Operation: Chillers and louvers on rooftop and louver on facade ● Operation Period: Daytime only (confirmed by property management office and site visits)
Hi-tech Centre	● Point Sources

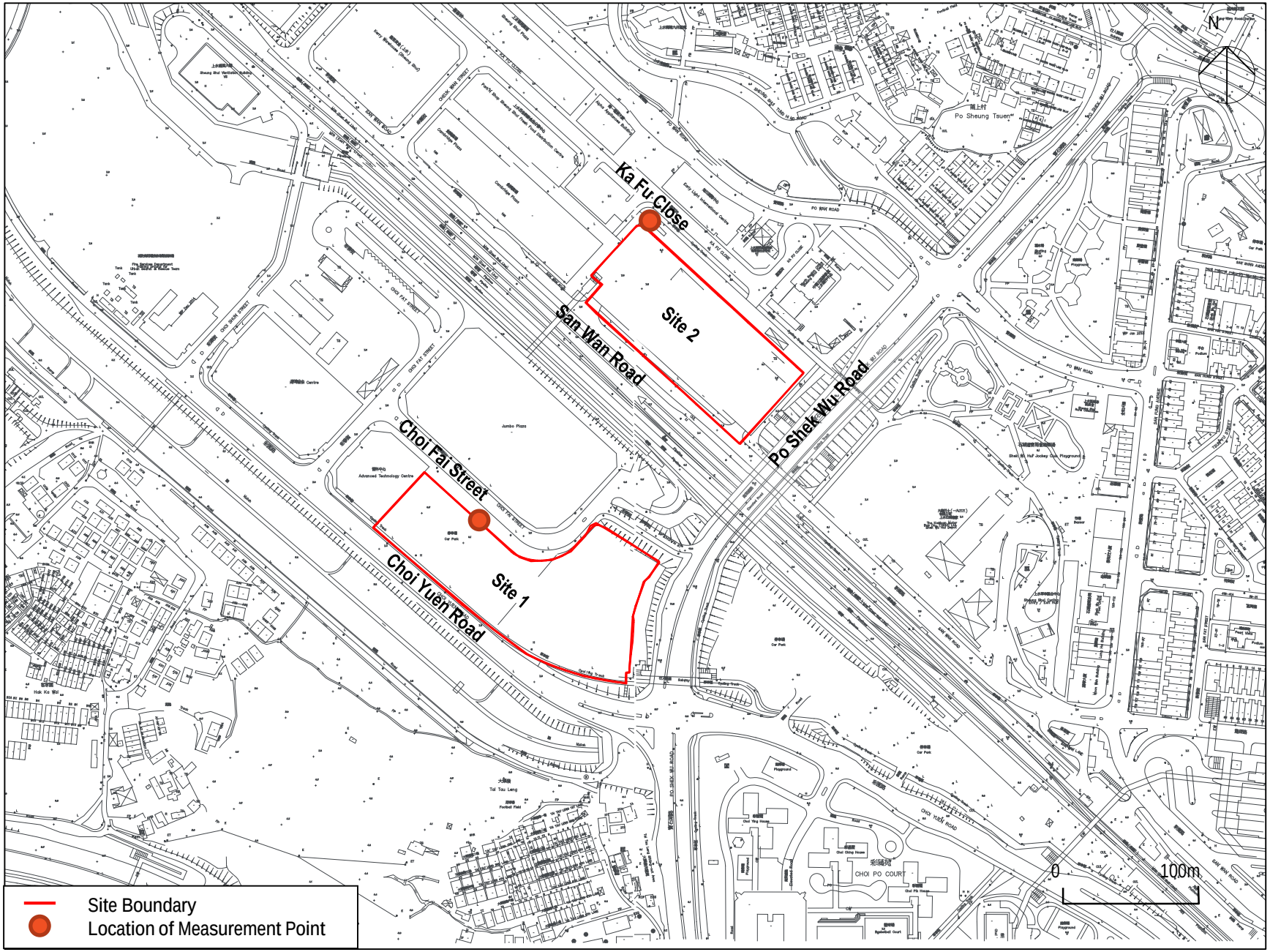
Identified Noise Sources	Assumptions / Details
(Sheung Tat tyre repairing workshop)	● Operation: Impact wrench and air gun ● Operation Period: Daytime only (confirmed by operator and site visits)
Hi-tech Centre (Habasit East Asia Limited)	● Point Sources ● Operation: Loading and unloading on G/F ● Operation Period: Daytime only (confirmed by operator and site visits)
Hi-tech Centre (Water bottle warehouse)	● Point Sources ● Operation: Loading and unloading on G/F ● Operation Period: Daytime only (confirmed by operator and site visits)
Sheung Shui Plaza (Sung Cheung Tyre Repairing Workshop)	● Point Source ● Operation: Impact wrench and air gun ● Operation Period: Daytime only (confirmed by operator and site visits)
Sheung Shui Plaza (Good Year Autocare)	● Point Sources ● Operation: Impact wrench and air gun ● Operation Period: Daytime only (confirmed by operator and site visits)
Shek Wu Hui Agricultural Produce Bazaar	● Point Sources ● Operation: Loading and unloading, pumper trucks for fisheries stores in the bazaar and other activities ● Operation Period: Daytime and Night-time (confirmed by site visits)
	● Point Sources ● Operation: Street sweeping ● Operation Period: Daytime (from 10:00a.m. to 12:00n.n) (confirmed by site visits)

Calculation of Predicted SPL at NSRs

2. Predicted daytime and night-time SPLs at NSRs are corrected from the measured SPL with the following parameters:

Correction	Calculation / Assumption (dB(A))
Distance Correction	-[20 log (d / $d_{measure}$)] *where* d = shortest slant distance from NSR to center of noise source; and $d_{measure}$ = horizontal distance from measurement location to center of noise source
Screening Effect Correction	For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building). For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone. For noise sources marginally screened, no screening correction is applied for conservative assessment.
Directivity Correction	During the fixed noise measurement for the sources with directional characteristics, such as louvres and exhaust fans, the microphone was pointed to the source directly (at 0^0). No reduction due to directivity has been applied for conservative assessment.
Time Correction	[10 log (t / 30)] *where* t = worst operating time of the noise source (mins)
Tonality Correction	Tonal character due to the louvre of Park'n Shop Sheung Shui Fresh Food Distribution Centre (PK017) has been identified from the measurement location close to Site 2 and +3dB(A) has been applied according to NCO TM-Place guidelines. No tonal character has been identified from the measurement location close to Site 1 and therefore no correction has been applied to this site.
Intermittency Correction	No intermittent character has been identified for all noise sources and therefore no correction has been applied.
Facade Correction	+3dB(A)

Location of Measurement Points



TONAL CORRECTION FOR MEASURED 1/3 OCTAVE NOISE LEVELS - SINGLE BAND

Max. TONAL CORR.= 0

JOB NO.: 276006-03
PROJECT: Sheung Shui Area 30

Location of Measurement: Boundary of Site 1
Date of measurement: August 2018
Time of measurement: From 1100 to 1130

MEASURED NOISE LEVELS :

Freq, Hz	25	31.5	40	50	63	80	100	125	160	200	250	315	400	500	630	800	1k	1.25k	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k	16k	20k
Lp, dB	72	69	68	71	67	64	62	62	61	60	58	56	55	58	55	54	54	53	52	55	52	49	48	45	44	43	40	37	32	27
A-Weighting, dB	-44.7	-39.4	-34.6	-30.2	-26.2	-22.5	-19.1	-16.1	-13.4	-10.9	-8.6	-6.6	-4.8	-3.2	-1.9	-0.8	0.0	0.6	1.0	1.2	1.3	1.2	1.0	0.5	-0.1	-1.1	-2.5	-4.3	-6.6	-9.3
A-WT Lp, dB	27.2	29.6	33.8	40.7	40.6	42.0	42.7	45.6	47.6	48.9	49.8	49.6	50.4	54.5	53.5	52.8	54.0	53.5	53.0	56.2	53.3	50.4	48.9	45.9	44.3	41.4	37.2	32.2	25.3	17.5

A-Wt Sound Pr. Level = 64.5 dB(A)

CORRECTION FOR TONALITY

CORRECTION (a) : MAX = 70.9

Max - X < 15

Freq, Hz	25	31.5	40	50	63	80	100	125	160	200	250	315	400	500	630	800	1k	1.25k	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k	16k	20k
Lp, dB	71.9	69.0	68.4	70.9	66.8	64.5	61.8	61.7	61.0	59.8	58.4	56.2	55.2	57.7	55.4	53.6	54.0	52.9	52.0	55.0	52.0	49.2	47.9	45.4	44.4	42.5	39.7	36.5	31.9	26.8
	71.9	69.0	68.4	70.9	66.8	64.5	61.8	61.7	61.0	59.8	58.4	56.2	0	57.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CORRECTION (b) :

X - adjacent bands >1

	0	0	0	70.9	0	0	0	0	0	0	0	0	0	57.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CORRECTION (c) :

X - mean of adjacent bands >3

	0	0	0	3.3	0	0	0	0	0	0	0	0	0	2.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ftone=	0	0	0	3.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TONAL CORRECTION :

dB(A)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

TONAL CORR.= **0** dB(A)

TONAL CORRECTION FOR MEASURED 1/3 OCTAVE NOISE LEVELS - PAIR OF BANDS

JOB NO.: 276006-03
PROJECT: Sheung Shui Area 30

MEASURED NOISE LEVELS :

Freq, Hz	25	31.5	40	50	63	80	100	125	160	200	250	315	400	500	630	800	1k	1.25k	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k	16k	20k
Lp, dB	71.9	69.0	68.4	70.9	66.8	64.5	61.8	61.7	61.0	59.8	58.4	56.2	55.2	57.7	55.4	53.6	54.0	52.9	52.0	55.0	52.0	49.2	47.9	45.4	44.4	42.5	39.7	36.5	31.9	26.8
A-Weighting, dB	-44.7	-39.4	-34.6	-30.2	-26.2	-22.5	-19.1	-16.1	-13.4	-10.9	-8.6	-6.6	-4.8	-3.2	-1.9	-0.8	0.0	0.6	1.0	1.2	1.3	1.2	1.0	0.5	-0.1	-1.1	-2.5	-4.3	-6.6	-9.3
A-WT Lp, dB	27.2	29.6	33.8	40.7	40.6	42.0	42.7	45.6	47.6	48.9	49.8	49.6	50.4	54.5	53.5	52.8	54.0	53.5	53.0	56.2	53.3	50.4	48.9	45.9	44.3	41.4	37.2	32.2	25.3	17.5

A-Wt Sound Pr. Level = 64.5 dB(A)

CORRECTION FOR TONALITY

CORRECTION (a) : MAX = 70.9

Max - Max of Xs < 15

Freq, Hz	25	31.5	40	50	63	80	100	125	160	200	250	315	400	500	630	800	1k	1.25k	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k	16k	20k
Lp, dB	71.9	69.0	68.4	70.9	66.8	64.5	61.8	61.7	61.0	59.8	58.4	56.2	55.2	57.7	55.4	53.6	54.0	52.9	52.0	55.0	52.0	49.2	47.9	45.4	44.4	42.5	39.7	36.5	31.9	26.8
Ave. Lp of pair	0	68.7	69.6	68.8	65.6	63.1	61.7	61.4	60.4	59.1	57.3	55.7	56.5	56.6	54.5	53.8	53.4	52.4	53.5	53.5	50.6	48.5	46.7	44.9	43.5	41.1	38.1	34.2	29.4	0
	0	68.7	69.6	68.8	65.6	63.1	61.7	61.4	60.4	59.1	57.3	55.7	56.5	56.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CORRECTION (b) :

Mean of X - adjacent bands >1

	0	0	0	0	0	0	0	0	0	0	0	0	0	56.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CORRECTION (c) :

Mean of X - mean of adjacent bands >3

	0	0	0	0	0	0	0	0	0	0	0	0	0	2.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ftone=	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TONAL CORRECTION :

Pair of 1/3 octave bands starting with, Hz

	31.5	40	50	63	80	100	125	160	200	250	315	400	500	630	800	1k	1.25k	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k
dB(A)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

TONAL CORR.= **0** dB(A)

TONAL CORRECTION FOR MEASURED 1/3 OCTAVE NOISE LEVELS - SINGLE BAND

Max. TONAL CORR.= 3

JOB NO.: 276006-03
PROJECT: Sheung Shui Area 30

Location of Measurement: Boundary of Site 2
Date of measurement: November 2015
Time of measurement: From 2030 to 2100

MEASURED NOISE LEVELS :

Freq, Hz	25	31.5	40	50	63	80	100	125	160	200	250	315	400	500	630	800	1k	1.25k	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k	16k	20k
Lp, dB	69	77	71	67	64	60	59	58	55	55	55	54	53	53	54	53	53	53	51	51	51	49	49	47	46	44	42	38	33	26
A-Weighting, dB	-44.7	-39.4	-34.6	-30.2	-26.2	-22.5	-19.1	-16.1	-13.4	-10.9	-8.6	-6.6	-4.8	-3.2	-1.9	-0.8	0.0	0.6	1.0	1.2	1.3	1.2	1.0	0.5	-0.1	-1.1	-2.5	-4.3	-6.6	-9.3
A-WT Lp, dB	24.0	37.6	36.8	37.0	37.9	37.1	39.5	41.7	41.4	44.1	46.4	47.8	48.3	50.2	52.0	52.5	53.3	53.4	52.0	52.1	51.8	50.3	49.6	47.6	45.8	42.9	39.0	33.5	26.2	17.1

A-Wt Sound Pr. Level = 62.9 dB(A)

CORRECTION FOR TONALITY

CORRECTION (a) : MAX = 77.0

Max - X < 15

Freq, Hz	25	31.5	40	50	63	80	100	125	160	200	250	315	400	500	630	800	1k	1.25k	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k	16k	20k
Lp, dB	68.7	77.0	71.4	67.2	64.1	59.6	58.6	57.8	54.8	55.0	55.0	54.4	53.1	53.4	53.9	53.3	53.3	52.8	51.0	50.9	50.5	49.1	48.6	47.1	45.9	44.0	41.5	37.8	32.8	26.4
	68.7	77.0	71.4	67.2	64.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CORRECTION (b) :

X - adjacent bands >1

	0	77.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CORRECTION (c) :

X - mean of adjacent bands >3

	0	6.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ftone=	0	6.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TONAL CORRECTION :

dB(A)	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

TONAL CORR.= **3** dB(A)

TONAL CORRECTION FOR MEASURED 1/3 OCTAVE NOISE LEVELS - PAIR OF BANDS

JOB NO.: 276006-03
PROJECT: Sheung Shui Area 30

MEASURED NOISE LEVELS :

Freq, Hz	25	31.5	40	50	63	80	100	125	160	200	250	315	400	500	630	800	1k	1.25k	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k	16k	20k
Lp, dB	68.7	77.0	71.4	67.2	64.1	59.6	58.6	57.8	54.8	55.0	55.0	54.4	53.1	53.4	53.9	53.3	53.3	52.8	51.0	50.9	50.5	49.1	48.6	47.1	45.9	44.0	41.5	37.8	32.8	26.4
A-Weighting, dB	-44.7	-39.4	-34.6	-30.2	-26.2	-22.5	-19.1	-16.1	-13.4	-10.9	-8.6	-6.6	-4.8	-3.2	-1.9	-0.8	0.0	0.6	1.0	1.2	1.3	1.2	1.0	0.5	-0.1	-1.1	-2.5	-4.3	-6.6	-9.3
A-WT Lp, dB	24.0	37.6	36.8	37.0	37.9	37.1	39.5	41.7	41.4	44.1	46.4	47.8	48.3	50.2	52.0	52.5	53.3	53.4	52.0	52.1	51.8	50.3	49.6	47.6	45.8	42.9	39.0	33.5	26.2	17.1

A-Wt Sound Pr. Level = 62.9 dB(A)

CORRECTION FOR TONALITY

CORRECTION (a) : MAX = 77.0

Max - Max of Xs < 15

Freq, Hz	25	31.5	40	50	63	80	100	125	160	200	250	315	400	500	630	800	1k	1.25k	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k	16k	20k
Lp, dB	68.7	77.0	71.4	67.2	64.1	59.6	58.6	57.8	54.8	55.0	55.0	54.4	53.1	53.4	53.9	53.3	53.3	52.8	51.0	50.9	50.5	49.1	48.6	47.1	45.9	44.0	41.5	37.8	32.8	26.4
Ave. Lp of pair	0	74.2	69.3	65.7	61.9	59.1	58.2	56.3	54.9	55.0	54.7	53.8	53.3	53.7	53.6	53.3	53.1	51.9	51.0	50.7	49.8	48.9	47.9	46.5	45.0	42.8	39.7	35.3	29.6	0
	0	74.2	69.3	65.7	61.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CORRECTION (b) :

Mean of X - adjacent bands >1

	0	74.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CORRECTION (c) :

Mean of X - mean of adjacent bands >3

	0	6.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ftone=	0	6.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TONAL CORRECTION : **Pair of 1/3 octave bands starting with, Hz**

	31.5	40	50	63	80	100	125	160	200	250	315	400	500	630	800	1k	1.25k	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k
dB(A)	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

TONAL CORR.= **3** dB(A)

Appendix 6.4

Calculation of Fixed Noise Levels at Receivers for Residential Blocks

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**R1101a**
NSR x coord:	**830602**
NSR y coord:	**840572**
NSR floor (/F)	**4**
1st floor level (mPD)	**29.6**
NSR height (mPD)	**30.80**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	277	30	-35	0	-	3	51	-	
EL002			Y	N	82	5	830793	840772	32	277	30	-35	0	-	3	51	-	
EL003			Y	N	82	5	830801	840765	32	278	30	-35	0	-	3	51	-	
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	268	30	-39	0	-	3	26	-	
EL005			Y	N	62	3	830779	840773	32	268	30	-39	0	-	3	26	-	
EL006			Y	N	62	3	830797	840757	32	269	30	-39	0	-	3	26	-	
EL007			Y	N	62	3	830798	840756	32	269	30	-39	0	-	3	26	-	
EL008			Y	N	62	3	830800	840754	32	269	30	-39	0	-	3	26	-	
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	272	30	-35	0	-	3	32	-	
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	293	30	-	-	-	-	-	-	No line of sight.
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	320	30	-	-	-	-	-	-	No line of sight.
CL002			Y	N	62	3	830890	840706	21	318	30	-	-	-	-	-	-	No line of sight.
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	314	30	-	-	-	-	-	-	No line of sight.
CL004			Y	N	62	2	830887	840705	21	315	30	-	-	-	-	-	-	No line of sight.
CL005			Y	N	62	2	830887	840703	21	314	30	-	-	-	-	-	-	No line of sight.
CL006			Y	N	62	2	830883	840705	21	312	30	-	-	-	-	-	-	No line of sight.
CL007			Y	N	62	2	830885	840703	21	313	30	-	-	-	-	-	-	No line of sight.
CL008			Y	N	62	2	830882	840703	21	310	30	-	-	-	-	-	-	No line of sight.
CL009			Y	N	62	2	830884	840702	21	310	30	-	-	-	-	-	-	No line of sight.
CL010			Y	N	62	2	830886	840701	21	312	30	-	-	-	-	-	-	No line of sight.
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	293	30	-29	0	-	3	49	49	
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	260	30	-36	0	-	3	45	45	
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	277	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	275	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	273	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	271	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	268	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	240	30	-48	0	-	3	29	29	
PK016			Y	Y	74	1	830700	840786	32	236	30	-47	0	-	3	30	30	
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	271	30	-	-	-	-	-	-	No line of sight.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	284	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	288	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	293	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	251	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	174	30	-45	0	-	3	34	34	
CP002			Y	Y	71	1	830706	840716	11	179	30	-45	0	-	3	29	29	
CP003			Y	Y	74	1	830710	840721	11	185	30	-45	0	-	3	31	31	
CP004			Y	Y	75	1	830714	840725	11	191	30	-46	0	-	3	33	33	
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	174	30	-39	0	-	3	35	35	
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	179	30	-31	0	-	3	41	41	
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	65	30	-19	0	-	3	64	-	
JP002			Y	N	81	7	830662	840600	28	67	30	-20	0	-	3	64	-	
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	101	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	101	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	830650	840657	8	101	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	113	30	-	-	-	-	-	-	No line of sight.
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	64	30	-	-	-	-	-	-	No line of sight.
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	138	30	-29	0	-	3	57	-	
HC002			Y	N	82	5	830481	840629	33	133	30	-29	0	-	3	57	-	
HC003			Y	N	82	5	830486	840625	33	128	30	-28	0	-	3	57	-	
HC004			Y	N	82	5	830490	840621	33	123	30	-28	0	-	3	58	-	
HC005			Y	N	82	5	830494	840618	33	118	30	-27	0	-	3	58	-	
HC006			Y	N	82	5	830471	840644	33	149	30	-29	0	-	3	56	-	
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	108	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	137	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	830473	840613	8	137	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	177	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	127	10	-27	-5	-	3	44	-	
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	127	10	-33	-5	-	3	42	-	
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	311	10	-40	-5	-	3	42	-	
SP001b		Air gun	Y	N	78	5	830663	840876	8	311	2	-36	-12	-	3	34	-	
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	342	10	-41	-5	-	3	41	-	
SP002b		Air gun	Y	N	78	5	830610	840913	8	342	2	-37	-12	-	3	33	-	
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	469	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	455	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	455	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	459	30	-	-	-	-	-	-	No line of sight.
															Tonality	-	-	
															Total SPL	69	51	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:

[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).

For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.

For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**R1101a**
NSR x coord:	**830602**
NSR y coord:	**840572**
NSR floor (/F)	**5**
1st floor level (mPD)	**29.6**
NSR height (mPD)	**33.55**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	277	30	-35	0	-	3	51	-	
EL002			Y	N	82	5	830793	840772	32	277	30	-35	0	-	3	51	-	
EL003			Y	N	82	5	830801	840765	32	278	30	-35	0	-	3	51	-	
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	268	30	-39	0	-	3	26	-	
EL005			Y	N	62	3	830779	840773	32	268	30	-39	0	-	3	26	-	
EL006			Y	N	62	3	830797	840757	32	269	30	-39	0	-	3	26	-	
EL007			Y	N	62	3	830798	840756	32	269	30	-39	0	-	3	26	-	
EL008			Y	N	62	3	830800	840754	32	269	30	-39	0	-	3	26	-	
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	273	30	-35	0	-	3	32	-	
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	294	30	-	-	-	-	-	-	No line of sight.
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	320	30	-	-	-	-	-	-	No line of sight.
CL002			Y	N	62	3	830890	840706	21	318	30	-	-	-	-	-	-	No line of sight.
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	314	30	-	-	-	-	-	-	No line of sight.
CL004			Y	N	62	2	830887	840705	21	315	30	-	-	-	-	-	-	No line of sight.
CL005			Y	N	62	2	830887	840703	21	315	30	-	-	-	-	-	-	No line of sight.
CL006			Y	N	62	2	830883	840705	21	312	30	-	-	-	-	-	-	No line of sight.
CL007			Y	N	62	2	830885	840703	21	313	30	-	-	-	-	-	-	No line of sight.
CL008			Y	N	62	2	830882	840703	21	310	30	-	-	-	-	-	-	No line of sight.
CL009			Y	N	62	2	830884	840702	21	311	30	-	-	-	-	-	-	No line of sight.
CL010			Y	N	62	2	830886	840701	21	312	30	-	-	-	-	-	-	No line of sight.
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	293	30	-29	0	-	3	49	49	
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	260	30	-36	0	-	3	45	45	
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	277	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	275	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	273	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	271	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	268	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	240	30	-48	0	-	3	29	29	
PK016			Y	Y	74	1	830700	840786	32	236	30	-47	0	-	3	30	30	
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	271	30	-	-	-	-	-	-	No line of sight.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	284	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	288	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	294	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	251	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	174	30	-45	0	-	3	34	34	
CP002			Y	Y	71	1	830706	840716	11	180	30	-45	0	-	3	29	29	
CP003			Y	Y	74	1	830710	840721	11	185	30	-45	0	-	3	31	31	
CP004			Y	Y	75	1	830714	840725	11	192	30	-46	0	-	3	33	33	
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	175	30	-39	0	-	3	35	35	
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	179	30	-31	0	-	3	41	41	
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	65	30	-19	0	-	3	64	-	
JP002			Y	N	81	7	830662	840600	28	67	30	-20	0	-	3	64	-	
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	102	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	102	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	830650	840657	8	102	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	114	30	-	-	-	-	-	-	No line of sight.
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	65	30	-	-	-	-	-	-	No line of sight.
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	138	30	-29	0	-	3	57	-	
HC002			Y	N	82	5	830481	840629	33	133	30	-29	0	-	3	57	-	
HC003			Y	N	82	5	830486	840625	33	128	30	-28	0	-	3	57	-	
HC004			Y	N	82	5	830490	840621	33	123	30	-28	0	-	3	58	-	
HC005			Y	N	82	5	830494	840618	33	118	30	-27	0	-	3	58	-	
HC006			Y	N	82	5	830471	840644	33	149	30	-29	0	-	3	56	-	
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	109	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	137	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	830473	840613	8	137	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	177	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	127	10	-27	-5	-	3	44	-	
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	127	10	-33	-5	-	3	42	-	
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	311	10	-40	-5	-	3	42	-	
SP001b		Air gun	Y	N	78	5	830663	840876	8	311	2	-36	-12	-	3	34	-	
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	342	10	-41	-5	-	3	41	-	
SP002b		Air gun	Y	N	78	5	830610	840913	8	342	2	-37	-12	-	3	33	-	
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	469	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	455	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	455	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	459	30	-	-	-	-	-	-	No line of sight.
															Tonality	-	-	
															Total SPL	69	51	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:
[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).
For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.
For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**R1102a**
NSR x coord:	**830609**
NSR y coord:	**840565**
NSR floor (/F)	**4**
1st floor level (mPD)	**29.6**
NSR height (mPD)	**30.80**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	277	30	-35	0	-	3	51	-	
EL002			Y	N	82	5	830793	840772	32	277	30	-35	0	-	3	51	-	
EL003			Y	N	82	5	830801	840765	32	277	30	-35	0	-	3	51	-	
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	269	30	-39	0	-	3	26	-	
EL005			Y	N	62	3	830779	840773	32	269	30	-39	0	-	3	26	-	
EL006			Y	N	62	3	830797	840757	32	268	30	-39	0	-	3	26	-	
EL007			Y	N	62	3	830798	840756	32	269	30	-39	0	-	3	26	-	
EL008			Y	N	62	3	830800	840754	32	269	30	-39	0	-	3	26	-	
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	271	30	-35	0	-	3	32	-	
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	292	30	-	-	-	-	-	-	No line of sight.
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	316	30	-	-	-	-	-	-	No line of sight.
CL002			Y	N	62	3	830890	840706	21	314	30	-	-	-	-	-	-	No line of sight.
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	310	30	-	-	-	-	-	-	No line of sight.
CL004			Y	N	62	2	830887	840705	21	311	30	-	-	-	-	-	-	No line of sight.
CL005			Y	N	62	2	830887	840703	21	311	30	-	-	-	-	-	-	No line of sight.
CL006			Y	N	62	2	830883	840705	21	308	30	-	-	-	-	-	-	No line of sight.
CL007			Y	N	62	2	830885	840703	21	309	30	-	-	-	-	-	-	No line of sight.
CL008			Y	N	62	2	830882	840703	21	306	30	-	-	-	-	-	-	No line of sight.
CL009			Y	N	62	2	830884	840702	21	307	30	-	-	-	-	-	-	No line of sight.
CL010			Y	N	62	2	830886	840701	21	309	30	-	-	-	-	-	-	No line of sight.
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	298	30	-29	0	-	3	48	48	
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	263	30	-36	0	-	3	45	45	
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	281	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	279	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	277	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	275	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	272	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	244	30	-48	0	-	3	29	29	
PK016			Y	Y	74	1	830700	840786	32	239	30	-48	0	-	3	30	30	
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	275	30	-	-	-	-	-	-	No line of sight.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	289	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	293	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	299	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	256	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	175	30	-45	0	-	3	34	34	
CP002			Y	Y	71	1	830706	840716	11	181	30	-45	0	-	3	29	29	
CP003			Y	Y	74	1	830710	840721	11	187	30	-45	0	-	3	31	31	
CP004			Y	Y	75	1	830714	840725	11	193	30	-46	0	-	3	33	33	
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	176	30	-39	0	-	3	35	35	
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	183	30	-31	0	-	3	41	41	
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	63	30	-19	0	-	3	64	-	
JP002			Y	N	81	7	830662	840600	28	64	30	-19	0	-	3	64	-	
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	104	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	104	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	830650	840657	8	104	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	110	30	-	-	-	-	-	-	No line of sight.
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	55	30	-	-	-	-	-	-	No line of sight.
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	148	30	-	-	-	-	-	-	No line of sight.
HC002			Y	N	82	5	830481	840629	33	143	30	-	-	-	-	-	-	No line of sight.
HC003			Y	N	82	5	830486	840625	33	137	30	-	-	-	-	-	-	No line of sight.
HC004			Y	N	82	5	830490	840621	33	132	30	-	-	-	-	-	-	No line of sight.
HC005			Y	N	82	5	830494	840618	33	127	30	-	-	-	-	-	-	No line of sight.
HC006			Y	N	82	5	830471	840644	33	158	30	-	-	-	-	-	-	No line of sight.
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	117	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	146	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	830473	840613	8	146	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	186	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	137	10	-	-	-	-	-	-	No line of sight.
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	137	10	-	-	-	-	-	-	No line of sight.
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	316	10	-40	-5	-	3	42	-	
SP001b		Air gun	Y	N	78	5	830663	840876	8	316	2	-36	-12	-	3	34	-	
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	349	10	-41	-5	-	3	41	-	
SP002b		Air gun	Y	N	78	5	830610	840913	8	349	2	-37	-12	-	3	33	-	
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	461	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	447	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	447	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	452	30	-	-	-	-	-	-	No line of sight.
															Tonality	-	-	
															Total SPL	68	51	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:
[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).
For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.
For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**R1102a**
NSR x coord:	**830609**
NSR y coord:	**840565**
NSR floor (/F)	**5**
1st floor level (mPD)	**29.6**
NSR height (mPD)	**33.55**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	277	30	-35	0	-	3	51	-	
EL002			Y	N	82	5	830793	840772	32	277	30	-35	0	-	3	51	-	
EL003			Y	N	82	5	830801	840765	32	277	30	-35	0	-	3	51	-	
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	269	30	-39	0	-	3	26	-	
EL005			Y	N	62	3	830779	840773	32	269	30	-39	0	-	3	26	-	
EL006			Y	N	62	3	830797	840757	32	268	30	-39	0	-	3	26	-	
EL007			Y	N	62	3	830798	840756	32	269	30	-39	0	-	3	26	-	
EL008			Y	N	62	3	830800	840754	32	269	30	-39	0	-	3	26	-	
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	272	30	-35	0	-	3	32	-	
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	292	30	-	-	-	-	-	-	No line of sight.
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	316	30	-	-	-	-	-	-	No line of sight.
CL002			Y	N	62	3	830890	840706	21	314	30	-	-	-	-	-	-	No line of sight.
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	310	30	-	-	-	-	-	-	No line of sight.
CL004			Y	N	62	2	830887	840705	21	311	30	-	-	-	-	-	-	No line of sight.
CL005			Y	N	62	2	830887	840703	21	311	30	-	-	-	-	-	-	No line of sight.
CL006			Y	N	62	2	830883	840705	21	308	30	-	-	-	-	-	-	No line of sight.
CL007			Y	N	62	2	830885	840703	21	309	30	-	-	-	-	-	-	No line of sight.
CL008			Y	N	62	2	830882	840703	21	306	30	-	-	-	-	-	-	No line of sight.
CL009			Y	N	62	2	830884	840702	21	307	30	-	-	-	-	-	-	No line of sight.
CL010			Y	N	62	2	830886	840701	21	309	30	-	-	-	-	-	-	No line of sight.
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	298	30	-29	0	-	3	48	48	
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	263	30	-36	0	-	3	45	45	
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	281	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	279	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	277	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	275	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	272	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	244	30	-48	0	-	3	29	29	
PK016			Y	Y	74	1	830700	840786	32	239	30	-48	0	-	3	30	30	
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	275	30	-	-	-	-	-	-	No line of sight.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	289	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	293	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	299	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	256	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	176	30	-45	0	-	3	34	34	
CP002			Y	Y	71	1	830706	840716	11	181	30	-45	0	-	3	29	29	
CP003			Y	Y	74	1	830710	840721	11	187	30	-45	0	-	3	31	31	
CP004			Y	Y	75	1	830714	840725	11	193	30	-46	0	-	3	33	33	
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	177	30	-39	0	-	3	35	35	
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	183	30	-31	0	-	3	41	41	
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	63	30	-19	0	-	3	64	-	
JP002			Y	N	81	7	830662	840600	28	64	30	-19	0	-	3	64	-	
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	104	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	104	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	830650	840657	8	104	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	111	30	-	-	-	-	-	-	No line of sight.
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	57	30	-	-	-	-	-	-	No line of sight.
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	148	30	-	-	-	-	-	-	No line of sight.
HC002			Y	N	82	5	830481	840629	33	143	30	-	-	-	-	-	-	No line of sight.
HC003			Y	N	82	5	830486	840625	33	137	30	-	-	-	-	-	-	No line of sight.
HC004			Y	N	82	5	830490	840621	33	132	30	-	-	-	-	-	-	No line of sight.
HC005			Y	N	82	5	830494	840618	33	127	30	-	-	-	-	-	-	No line of sight.
HC006			Y	N	82	5	830471	840644	33	158	30	-	-	-	-	-	-	No line of sight.
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	117	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	146	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	830473	840613	8	146	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	187	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	137	10	-	-	-	-	-	-	No line of sight.
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	137	10	-	-	-	-	-	-	No line of sight.
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	316	10	-40	-5	-	3	42	-	
SP001b		Air gun	Y	N	78	5	830663	840876	8	316	2	-36	-12	-	3	34	-	
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	349	10	-41	-5	-	3	41	-	
SP002b		Air gun	Y	N	78	5	830610	840913	8	349	2	-37	-12	-	3	33	-	
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	461	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	447	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	447	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	452	30	-	-	-	-	-	-	No line of sight.
															Tonality	-	-	
															Total SPL	68	51	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:
[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).
For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.
For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**R1103a**
NSR x coord:	**830616**
NSR y coord:	**840558**
NSR floor (/F)	**4**
1st floor level (mPD)	**29.6**
NSR height (mPD)	**30.80**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	278	30	-35	0	-	3	50	-	
EL002			Y	N	82	5	830793	840772	32	277	30	-35	0	-	3	51	-	
EL003			Y	N	82	5	830801	840765	32	277	30	-35	0	-	3	51	-	
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	270	30	-39	0	-	3	26	-	
EL005			Y	N	62	3	830779	840773	32	269	30	-39	0	-	3	26	-	
EL006			Y	N	62	3	830797	840757	32	268	30	-39	0	-	3	26	-	
EL007			Y	N	62	3	830798	840756	32	268	30	-39	0	-	3	26	-	
EL008			Y	N	62	3	830800	840754	32	268	30	-39	0	-	3	26	-	
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	271	30	-35	0	-	3	32	-	
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	290	30	-	-	-	-	-	-	No line of sight.
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	313	30	-	-	-	-	-	-	No line of sight.
CL002			Y	N	62	3	830890	840706	21	311	30	-	-	-	-	-	-	No line of sight.
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	307	30	-	-	-	-	-	-	No line of sight.
CL004			Y	N	62	2	830887	840705	21	308	30	-	-	-	-	-	-	No line of sight.
CL005			Y	N	62	2	830887	840703	21	307	30	-46	0	-	3	18	-	
CL006			Y	N	62	2	830883	840705	21	305	30	-	-	-	-	-	-	No line of sight.
CL007			Y	N	62	2	830885	840703	21	306	30	-	-	-	-	-	-	No line of sight.
CL008			Y	N	62	2	830882	840703	21	303	30	-	-	-	-	-	-	No line of sight.
CL009			Y	N	62	2	830884	840702	21	303	30	-46	0	-	3	19	-	
CL010			Y	N	62	2	830886	840701	21	305	30	-46	0	-	3	19	-	
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	304	30	-29	0	-	3	48	48	
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	267	30	-36	0	-	3	45	45	
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	286	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	284	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	281	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	279	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	276	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	247	30	-48	0	-	3	29	29	
PK016			Y	Y	74	1	830700	840786	32	242	30	-48	0	-	3	29	29	
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	279	30	-	-	-	-	-	-	No line of sight.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	294	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	299	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	304	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	261	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	177	30	-45	0	-	3	33	33	
CP002			Y	Y	71	1	830706	840716	11	183	30	-45	0	-	3	29	29	
CP003			Y	Y	74	1	830710	840721	11	188	30	-46	0	-	3	31	31	
CP004			Y	Y	75	1	830714	840725	11	195	30	-46	0	-	3	33	33	
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	179	30	-39	0	-	3	35	35	
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	187	30	-31	0	-	3	41	41	
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	62	30	-19	0	-	3	65	-	
JP002			Y	N	81	7	830662	840600	28	62	30	-19	0	-	3	65	-	
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	107	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	107	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	830650	840657	8	107	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	108	30	-	-	-	-	-	-	No line of sight.
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	47	30	-	-	-	-	-	-	No line of sight.
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	157	30	-	-	-	-	-	-	No line of sight.
HC002			Y	N	82	5	830481	840629	33	152	30	-	-	-	-	-	-	No line of sight.
HC003			Y	N	82	5	830486	840625	33	147	30	-	-	-	-	-	-	No line of sight.
HC004			Y	N	82	5	830490	840621	33	142	30	-	-	-	-	-	-	No line of sight.
HC005			Y	N	82	5	830494	840618	33	136	30	-	-	-	-	-	-	No line of sight.
HC006			Y	N	82	5	830471	840644	33	168	30	-	-	-	-	-	-	No line of sight.
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	125	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	155	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	830473	840613	8	155	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	196	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	146	10	-	-	-	-	-	-	No line of sight.
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	146	10	-	-	-	-	-	-	No line of sight.
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	322	10	-41	-5	-	3	42	-	
SP001b		Air gun	Y	N	78	5	830663	840876	8	322	2	-36	-12	-	3	33	-	
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	356	10	-41	-5	-	3	41	-	
SP002b		Air gun	Y	N	78	5	830610	840913	8	356	2	-37	-12	-	3	33	-	
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	453	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	440	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	440	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	444	30	-	-	-	-	-	-	No line of sight.
															Tonality	-	-	
															Total SPL	68	51	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:
[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).
For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.
For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**R1103a**
NSR x coord:	**830616**
NSR y coord:	**840558**
NSR floor (/F)	**5**
1st floor level (mPD)	**29.6**
NSR height (mPD)	**33.55**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	278	30	-35	0	-	3	50	-	
EL002			Y	N	82	5	830793	840772	32	277	30	-35	0	-	3	51	-	
EL003			Y	N	82	5	830801	840765	32	277	30	-35	0	-	3	51	-	
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	270	30	-39	0	-	3	26	-	
EL005			Y	N	62	3	830779	840773	32	269	30	-39	0	-	3	26	-	
EL006			Y	N	62	3	830797	840757	32	268	30	-39	0	-	3	26	-	
EL007			Y	N	62	3	830798	840756	32	268	30	-39	0	-	3	26	-	
EL008			Y	N	62	3	830800	840754	32	268	30	-39	0	-	3	26	-	
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	271	30	-35	0	-	3	32	-	
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	291	30	-	-	-	-	-	-	No line of sight.
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	313	30	-	-	-	-	-	-	No line of sight.
CL002			Y	N	62	3	830890	840706	21	311	30	-	-	-	-	-	-	No line of sight.
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	307	30	-	-	-	-	-	-	No line of sight.
CL004			Y	N	62	2	830887	840705	21	308	30	-	-	-	-	-	-	No line of sight.
CL005			Y	N	62	2	830887	840703	21	308	30	-46	0	-	3	18	-	
CL006			Y	N	62	2	830883	840705	21	305	30	-	-	-	-	-	-	No line of sight.
CL007			Y	N	62	2	830885	840703	21	306	30	-	-	-	-	-	-	No line of sight.
CL008			Y	N	62	2	830882	840703	21	303	30	-	-	-	-	-	-	No line of sight.
CL009			Y	N	62	2	830884	840702	21	304	30	-46	0	-	3	19	-	
CL010			Y	N	62	2	830886	840701	21	305	30	-46	0	-	3	19	-	
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	304	30	-29	0	-	3	48	48	
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	267	30	-36	0	-	3	45	45	
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	286	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	284	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	281	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	279	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	276	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	247	30	-48	0	-	3	29	29	
PK016			Y	Y	74	1	830700	840786	32	242	30	-48	0	-	3	29	29	
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	279	30	-	-	-	-	-	-	No line of sight.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	294	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	299	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	304	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	261	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	178	30	-45	0	-	3	33	33	
CP002			Y	Y	71	1	830706	840716	11	183	30	-45	0	-	3	29	29	
CP003			Y	Y	74	1	830710	840721	11	189	30	-46	0	-	3	31	31	
CP004			Y	Y	75	1	830714	840725	11	195	30	-46	0	-	3	33	33	
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	180	30	-39	0	-	3	35	35	
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	187	30	-31	0	-	3	41	41	
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	62	30	-19	0	-	3	65	-	
JP002			Y	N	81	7	830662	840600	28	62	30	-19	0	-	3	65	-	
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	108	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	108	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	830650	840657	8	108	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	109	30	-	-	-	-	-	-	No line of sight.
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	49	30	-	-	-	-	-	-	No line of sight.
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	157	30	-	-	-	-	-	-	No line of sight.
HC002			Y	N	82	5	830481	840629	33	152	30	-	-	-	-	-	-	No line of sight.
HC003			Y	N	82	5	830486	840625	33	147	30	-	-	-	-	-	-	No line of sight.
HC004			Y	N	82	5	830490	840621	33	142	30	-	-	-	-	-	-	No line of sight.
HC005			Y	N	82	5	830494	840618	33	136	30	-	-	-	-	-	-	No line of sight.
HC006			Y	N	82	5	830471	840644	33	168	30	-	-	-	-	-	-	No line of sight.
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	126	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	155	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	830473	840613	8	155	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	196	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	147	10	-	-	-	-	-	-	No line of sight.
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	147	10	-	-	-	-	-	-	No line of sight.
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	322	10	-41	-5	-	3	42	-	
SP001b		Air gun	Y	N	78	5	830663	840876	8	322	2	-36	-12	-	3	33	-	
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	356	10	-41	-5	-	3	41	-	
SP002b		Air gun	Y	N	78	5	830610	840913	8	356	2	-37	-12	-	3	32	-	
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	453	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	440	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	440	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	444	30	-	-	-	-	-	-	No line of sight.
															Tonality	-	-	
															Total SPL	68	51	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:

[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).

For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.

For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**R1104a**
NSR x coord:	**830624**
NSR y coord:	**840552**
NSR floor (/F)	**4**
1st floor level (mPD)	**29.6**
NSR height (mPD)	**30.80**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	279	30	-35	0	-	3	50	-	
EL002			Y	N	82	5	830793	840772	32	278	30	-35	0	-	3	50	-	
EL003			Y	N	82	5	830801	840765	32	278	30	-35	0	-	3	51	-	
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	271	30	-39	0	-	3	25	-	
EL005			Y	N	62	3	830779	840773	32	271	30	-39	0	-	3	25	-	
EL006			Y	N	62	3	830797	840757	32	269	30	-39	0	-	3	26	-	
EL007			Y	N	62	3	830798	840756	32	269	30	-39	0	-	3	26	-	
EL008			Y	N	62	3	830800	840754	32	269	30	-39	0	-	3	26	-	
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	270	30	-35	0	-	3	32	-	
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	289	30	-32	0	-	3	39	-	
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	310	30	-42	0	-	3	23	-	
CL002			Y	N	62	3	830890	840706	21	308	30	-42	0	-	3	23	-	
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	304	30	-46	0	-	3	19	-	
CL004			Y	N	62	2	830887	840705	21	305	30	-46	0	-	3	19	-	
CL005			Y	N	62	2	830887	840703	21	304	30	-46	0	-	3	19	-	
CL006			Y	N	62	2	830883	840705	21	302	30	-46	0	-	3	19	-	
CL007			Y	N	62	2	830885	840703	21	303	30	-46	0	-	3	19	-	
CL008			Y	N	62	2	830882	840703	21	300	30	-46	0	-	3	19	-	
CL009			Y	N	62	2	830884	840702	21	300	30	-46	0	-	3	19	-	
CL010			Y	N	62	2	830886	840701	21	302	30	-46	0	-	3	19	-	
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	310	30	-29	0	-	3	48	48	
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	271	30	-37	0	-	3	45	45	
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	291	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	289	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	286	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	284	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	281	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	251	30	-48	0	-	3	29	29	
PK016			Y	Y	74	1	830700	840786	32	246	30	-48	0	-	3	29	29	
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	284	30	-	-	-	-	-	-	No line of sight.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	300	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	304	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	310	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	266	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	180	30	-45	0	-	3	33	33	
CP002			Y	Y	71	1	830706	840716	11	185	30	-45	0	-	3	29	29	
CP003			Y	Y	74	1	830710	840721	11	191	30	-46	0	-	3	31	31	
CP004			Y	Y	75	1	830714	840725	11	197	30	-46	0	-	3	33	33	
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	183	30	-39	0	-	3	34	34	
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	191	30	-32	0	-	3	41	41	
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	62	30	-19	0	-	3	65	-	
JP002			Y	N	81	7	830662	840600	28	62	30	-19	0	-	3	65	-	
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	112	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	112	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	830650	840657	8	112	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	107	30	-	-	-	-	-	-	No line of sight.
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	40	30	-	-	-	-	-	-	No line of sight.
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	167	30	-	-	-	-	-	-	No line of sight.
HC002			Y	N	82	5	830481	840629	33	162	30	-	-	-	-	-	-	No line of sight.
HC003			Y	N	82	5	830486	840625	33	156	30	-	-	-	-	-	-	No line of sight.
HC004			Y	N	82	5	830490	840621	33	151	30	-	-	-	-	-	-	No line of sight.
HC005			Y	N	82	5	830494	840618	33	146	30	-	-	-	-	-	-	No line of sight.
HC006			Y	N	82	5	830471	840644	33	178	30	-	-	-	-	-	-	No line of sight.
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	134	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	164	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	830473	840613	8	164	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	206	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	156	10	-	-	-	-	-	-	No line of sight.
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	156	10	-	-	-	-	-	-	No line of sight.
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	327	10	-41	-5	-	3	41	-	
SP001b		Air gun	Y	N	78	5	830663	840876	8	327	2	-36	-12	-	3	33	-	
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	362	10	-42	-5	-	3	40	-	
SP002b		Air gun	Y	N	78	5	830610	840913	8	362	2	-37	-12	-	3	32	-	
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	445	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	432	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	432	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	437	30	-	-	-	-	-	-	No line of sight.
															Tonality	-	-	
															Total SPL	68	51	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:
[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).
For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.
For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**R1104a**
NSR x coord:	**830624**
NSR y coord:	**840552**
NSR floor (/F)	**5**
1st floor level (mPD)	**29.6**
NSR height (mPD)	**33.55**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	279	30	-35	0	-	3	50	-	
EL002			Y	N	82	5	830793	840772	32	278	30	-35	0	-	3	50	-	
EL003			Y	N	82	5	830801	840765	32	278	30	-35	0	-	3	51	-	
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	271	30	-39	0	-	3	25	-	
EL005			Y	N	62	3	830779	840773	32	271	30	-39	0	-	3	25	-	
EL006			Y	N	62	3	830797	840757	32	269	30	-39	0	-	3	26	-	
EL007			Y	N	62	3	830798	840756	32	269	30	-39	0	-	3	26	-	
EL008			Y	N	62	3	830800	840754	32	269	30	-39	0	-	3	26	-	
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	271	30	-35	0	-	3	32	-	
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	290	30	-32	0	-	3	39	-	
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	310	30	-42	0	-	3	23	-	
CL002			Y	N	62	3	830890	840706	21	308	30	-42	0	-	3	23	-	
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	304	30	-46	0	-	3	19	-	
CL004			Y	N	62	2	830887	840705	21	305	30	-46	0	-	3	19	-	
CL005			Y	N	62	2	830887	840703	21	304	30	-46	0	-	3	19	-	
CL006			Y	N	62	2	830883	840705	21	302	30	-46	0	-	3	19	-	
CL007			Y	N	62	2	830885	840703	21	303	30	-46	0	-	3	19	-	
CL008			Y	N	62	2	830882	840703	21	300	30	-46	0	-	3	19	-	
CL009			Y	N	62	2	830884	840702	21	301	30	-46	0	-	3	19	-	
CL010			Y	N	62	2	830886	840701	21	302	30	-46	0	-	3	19	-	
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	310	30	-29	0	-	3	48	48	
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	271	30	-37	0	-	3	45	45	
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	291	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	289	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	286	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	284	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	281	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	251	30	-48	0	-	3	29	29	
PK016			Y	Y	74	1	830700	840786	32	246	30	-48	0	-	3	29	29	
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	284	30	-	-	-	-	-	-	No line of sight.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	300	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	304	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	310	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	266	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	180	30	-45	0	-	3	33	33	
CP002			Y	Y	71	1	830706	840716	11	186	30	-45	0	-	3	29	29	
CP003			Y	Y	74	1	830710	840721	11	191	30	-46	0	-	3	31	31	
CP004			Y	Y	75	1	830714	840725	11	197	30	-46	0	-	3	33	33	
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	183	30	-39	0	-	3	34	34	
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	192	30	-32	0	-	3	41	41	
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	62	30	-19	0	-	3	64	-	
JP002			Y	N	81	7	830662	840600	28	62	30	-19	0	-	3	65	-	
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	112	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	112	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	830650	840657	8	112	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	108	30	-	-	-	-	-	-	No line of sight.
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	41	30	-	-	-	-	-	-	No line of sight.
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	167	30	-	-	-	-	-	-	No line of sight.
HC002			Y	N	82	5	830481	840629	33	162	30	-	-	-	-	-	-	No line of sight.
HC003			Y	N	82	5	830486	840625	33	156	30	-	-	-	-	-	-	No line of sight.
HC004			Y	N	82	5	830490	840621	33	151	30	-	-	-	-	-	-	No line of sight.
HC005			Y	N	82	5	830494	840618	33	146	30	-	-	-	-	-	-	No line of sight.
HC006			Y	N	82	5	830471	840644	33	178	30	-	-	-	-	-	-	No line of sight.
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	134	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	164	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	830473	840613	8	164	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	206	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	156	10	-	-	-	-	-	-	No line of sight.
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	156	10	-	-	-	-	-	-	No line of sight.
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	328	10	-41	-5	-	3	41	-	
SP001b		Air gun	Y	N	78	5	830663	840876	8	328	2	-36	-12	-	3	33	-	
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	363	10	-42	-5	-	3	40	-	
SP002b		Air gun	Y	N	78	5	830610	840913	8	363	2	-37	-12	-	3	32	-	
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	445	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	432	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	432	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	437	30	-	-	-	-	-	-	No line of sight.
															Tonality	-	-	
															Total SPL	68	51	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:

[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).

For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.

For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**R1105a**
NSR x coord:	**830631**
NSR y coord:	**840545**
NSR floor (/F)	**4**
1st floor level (mPD)	**29.6**
NSR height (mPD)	**30.80**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	281	30	-35	0	-	3	50	-	
EL002			Y	N	82	5	830793	840772	32	279	30	-35	0	-	3	50	-	
EL003			Y	N	82	5	830801	840765	32	279	30	-35	0	-	3	50	-	
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	273	30	-39	0	-	3	25	-	
EL005			Y	N	62	3	830779	840773	32	272	30	-39	0	-	3	25	-	
EL006			Y	N	62	3	830797	840757	32	269	30	-39	0	-	3	26	-	
EL007			Y	N	62	3	830798	840756	32	269	30	-39	0	-	3	26	-	
EL008			Y	N	62	3	830800	840754	32	269	30	-39	0	-	3	26	-	
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	270	30	-35	0	-	3	32	-	
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	289	30	-32	0	-	3	39	-	
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	307	30	-42	0	-	3	23	-	
CL002			Y	N	62	3	830890	840706	21	305	30	-42	0	-	3	23	-	
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	301	30	-46	0	-	3	19	-	
CL004			Y	N	62	2	830887	840705	21	302	30	-46	0	-	3	19	-	
CL005			Y	N	62	2	830887	840703	21	302	30	-46	0	-	3	19	-	
CL006			Y	N	62	2	830883	840705	21	299	30	-46	0	-	3	19	-	
CL007			Y	N	62	2	830885	840703	21	300	30	-46	0	-	3	19	-	
CL008			Y	N	62	2	830882	840703	21	297	30	-46	0	-	3	19	-	
CL009			Y	N	62	2	830884	840702	21	298	30	-46	0	-	3	19	-	
CL010			Y	N	62	2	830886	840701	21	299	30	-46	0	-	3	19	-	
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	317	30	-29	0	-	3	48	48	
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	275	30	-37	0	-	3	45	45	
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	296	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	294	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	291	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	289	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	285	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	255	30	-48	0	-	3	29	29	
PK016			Y	Y	74	1	830700	840786	32	251	30	-48	0	-	3	29	29	
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	289	30	-	-	-	-	-	-	No line of sight.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	305	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	310	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	316	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	272	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	183	30	-45	0	-	3	33	33	
CP002			Y	Y	71	1	830706	840716	11	188	30	-45	0	-	3	28	28	
CP003			Y	Y	74	1	830710	840721	11	194	30	-46	0	-	3	31	31	
CP004			Y	Y	75	1	830714	840725	11	200	30	-46	0	-	3	32	32	
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	186	30	-39	0	-	3	34	34	
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	196	30	-32	0	-	3	40	40	
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	64	30	-19	0	-	3	64	-	
JP002			Y	N	81	7	830662	840600	28	63	30	-19	0	-	3	64	-	
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	116	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	116	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	830650	840657	8	116	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	107	30	-	-	-	-	-	-	No line of sight.
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	33	30	-	-	-	-	-	-	No line of sight.
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	176	30	-	-	-	-	-	-	No line of sight.
HC002			Y	N	82	5	830481	840629	33	171	30	-	-	-	-	-	-	No line of sight.
HC003			Y	N	82	5	830486	840625	33	166	30	-	-	-	-	-	-	No line of sight.
HC004			Y	N	82	5	830490	840621	33	161	30	-	-	-	-	-	-	No line of sight.
HC005			Y	N	82	5	830494	840618	33	155	30	-	-	-	-	-	-	No line of sight.
HC006			Y	N	82	5	830471	840644	33	187	30	-	-	-	-	-	-	No line of sight.
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	143	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	173	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	830473	840613	8	173	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	216	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	166	10	-	-	-	-	-	-	No line of sight.
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	166	10	-	-	-	-	-	-	No line of sight.
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	333	10	-41	-5	-	3	41	-	
SP001b		Air gun	Y	N	78	5	830663	840876	8	333	2	-36	-12	-	3	33	-	
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	369	10	-42	-5	-	3	40	-	
SP002b		Air gun	Y	N	78	5	830610	840913	8	369	2	-37	-12	-	3	32	-	
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	438	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	424	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	424	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	429	30	-	-	-	-	-	-	No line of sight.
															Tonality	-	-	
															Total SPL	68	51	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:
[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).
For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.
For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**R1105a**
NSR x coord:	**830631**
NSR y coord:	**840545**
NSR floor (/F)	**5**
1st floor level (mPD)	**29.6**
NSR height (mPD)	**33.55**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	281	30	-35	0	-	3	50	-	
EL002			Y	N	82	5	830793	840772	32	279	30	-35	0	-	3	50	-	
EL003			Y	N	82	5	830801	840765	32	279	30	-35	0	-	3	50	-	
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	273	30	-39	0	-	3	25	-	
EL005			Y	N	62	3	830779	840773	32	272	30	-39	0	-	3	25	-	
EL006			Y	N	62	3	830797	840757	32	269	30	-39	0	-	3	26	-	
EL007			Y	N	62	3	830798	840756	32	269	30	-39	0	-	3	26	-	
EL008			Y	N	62	3	830800	840754	32	269	30	-39	0	-	3	26	-	
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	271	30	-35	0	-	3	32	-	
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	289	30	-32	0	-	3	39	-	
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	307	30	-42	0	-	3	23	-	
CL002			Y	N	62	3	830890	840706	21	305	30	-42	0	-	3	23	-	
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	302	30	-46	0	-	3	19	-	
CL004			Y	N	62	2	830887	840705	21	302	30	-46	0	-	3	19	-	
CL005			Y	N	62	2	830887	840703	21	302	30	-46	0	-	3	19	-	
CL006			Y	N	62	2	830883	840705	21	299	30	-46	0	-	3	19	-	
CL007			Y	N	62	2	830885	840703	21	300	30	-46	0	-	3	19	-	
CL008			Y	N	62	2	830882	840703	21	297	30	-46	0	-	3	19	-	
CL009			Y	N	62	2	830884	840702	21	298	30	-46	0	-	3	19	-	
CL010			Y	N	62	2	830886	840701	21	299	30	-46	0	-	3	19	-	
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	317	30	-29	0	-	3	48	48	
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	275	30	-37	0	-	3	45	45	
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	297	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	294	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	291	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	289	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	285	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	255	30	-48	0	-	3	29	29	
PK016			Y	Y	74	1	830700	840786	32	251	30	-48	0	-	3	29	29	
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	289	30	-	-	-	-	-	-	No line of sight.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	305	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	310	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	316	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	272	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	183	30	-45	0	-	3	33	33	
CP002			Y	Y	71	1	830706	840716	11	189	30	-46	0	-	3	28	28	
CP003			Y	Y	74	1	830710	840721	11	194	30	-46	0	-	3	31	31	
CP004			Y	Y	75	1	830714	840725	11	200	30	-46	0	-	3	32	32	
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	187	30	-39	0	-	3	34	34	
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	197	30	-32	0	-	3	40	40	
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	65	30	-19	0	-	3	64	-	
JP002			Y	N	81	7	830662	840600	28	63	30	-19	0	-	3	64	-	
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	117	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	117	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	830650	840657	8	117	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	107	30	-	-	-	-	-	-	No line of sight.
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	35	30	-	-	-	-	-	-	No line of sight.
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	176	30	-	-	-	-	-	-	No line of sight.
HC002			Y	N	82	5	830481	840629	33	171	30	-	-	-	-	-	-	No line of sight.
HC003			Y	N	82	5	830486	840625	33	166	30	-	-	-	-	-	-	No line of sight.
HC004			Y	N	82	5	830490	840621	33	161	30	-	-	-	-	-	-	No line of sight.
HC005			Y	N	82	5	830494	840618	33	155	30	-	-	-	-	-	-	No line of sight.
HC006			Y	N	82	5	830471	840644	33	187	30	-	-	-	-	-	-	No line of sight.
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	143	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	173	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	830473	840613	8	173	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	216	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	166	10	-	-	-	-	-	-	No line of sight.
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	166	10	-	-	-	-	-	-	No line of sight.
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	333	10	-41	-5	-	3	41	-	
SP001b		Air gun	Y	N	78	5	830663	840876	8	333	2	-36	-12	-	3	33	-	
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	370	10	-42	-5	-	3	40	-	
SP002b		Air gun	Y	N	78	5	830610	840913	8	370	2	-37	-12	-	3	32	-	
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	438	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	425	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	425	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	429	30	-	-	-	-	-	-	No line of sight.
															Tonality	-	-	
															Total SPL	68	51	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:

[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).

For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.

For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**R1109b**
NSR x coord:	**830594**
NSR y coord:	**840559**
NSR floor (/F)	**4**
1st floor level (mPD)	**29.6**
NSR height (mPD)	**30.80**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	292	30	-	-	-	-	-	-	No line of sight.
EL002			Y	N	82	5	830793	840772	32	292	30	-	-	-	-	-	-	No line of sight.
EL003			Y	N	82	5	830801	840765	32	293	30	-	-	-	-	-	-	No line of sight.
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	283	30	-	-	-	-	-	-	No line of sight.
EL005			Y	N	62	3	830779	840773	32	283	30	-	-	-	-	-	-	No line of sight.
EL006			Y	N	62	3	830797	840757	32	284	30	-	-	-	-	-	-	No line of sight.
EL007			Y	N	62	3	830798	840756	32	284	30	-	-	-	-	-	-	No line of sight.
EL008			Y	N	62	3	830800	840754	32	284	30	-	-	-	-	-	-	No line of sight.
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	287	30	-	-	-	-	-	-	No line of sight.
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	308	30	-	-	-	-	-	-	No line of sight.
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	333	30	-	-	-	-	-	-	No line of sight.
CL002			Y	N	62	3	830890	840706	21	331	30	-	-	-	-	-	-	No line of sight.
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	327	30	-	-	-	-	-	-	No line of sight.
CL004			Y	N	62	2	830887	840705	21	328	30	-	-	-	-	-	-	No line of sight.
CL005			Y	N	62	2	830887	840703	21	327	30	-	-	-	-	-	-	No line of sight.
CL006			Y	N	62	2	830883	840705	21	325	30	-	-	-	-	-	-	No line of sight.
CL007			Y	N	62	2	830885	840703	21	325	30	-	-	-	-	-	-	No line of sight.
CL008			Y	N	62	2	830882	840703	21	322	30	-	-	-	-	-	-	No line of sight.
CL009			Y	N	62	2	830884	840702	21	323	30	-	-	-	-	-	-	No line of sight.
CL010			Y	N	62	2	830886	840701	21	325	30	-	-	-	-	-	-	No line of sight.
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	307	30	-	-	-	-	-	-	No line of sight.
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	275	30	-	-	-	-	-	-	No line of sight.
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	292	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	290	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	287	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	286	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	283	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	256	30	-	-	-	-	-	-	No line of sight.
PK016			Y	Y	74	1	830700	840786	32	251	30	-	-	-	-	-	-	No line of sight.
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	286	30	-	-	-	-	-	-	No line of sight.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	299	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	303	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	308	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	265	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	189	30	-	-	-	-	-	-	No line of sight.
CP002			Y	Y	71	1	830706	840716	11	195	30	-	-	-	-	-	-	No line of sight.
CP003			Y	Y	74	1	830710	840721	11	200	30	-	-	-	-	-	-	No line of sight.
CP004			Y	Y	75	1	830714	840725	11	207	30	-	-	-	-	-	-	No line of sight.
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	189	30	-	-	-	-	-	-	No line of sight.
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	194	30	-	-	-	-	-	-	No line of sight.
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	79	30	-	-	-	-	-	-	No line of sight.
JP002			Y	N	81	7	830662	840600	28	80	30	-	-	-	-	-	-	No line of sight.
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	116	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	116	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	830650	840657	8	116	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	126	30	-	-	-	-	-	-	No line of sight.
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	67	30	-	-	-	-	-	-	No line of sight.
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	138	30	-29	0	-	3	57	-	
HC002			Y	N	82	5	830481	840629	33	132	30	-28	0	-	3	57	-	
HC003			Y	N	82	5	830486	840625	33	127	30	-28	0	-	3	57	-	
HC004			Y	N	82	5	830490	840621	33	122	30	-28	0	-	3	58	-	
HC005			Y	N	82	5	830494	840618	33	116	30	-27	0	-	3	58	-	
HC006			Y	N	82	5	830471	840644	33	149	30	-29	0	-	3	56	-	
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	104	30	-40	0	-	3	33	-	
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	134	10	-33	-5	-	3	49	-	
HC008b		Air gun	Y	N	78	5	830473	840613	8	134	2	-29	-12	-	3	41	-	
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	179	10	-31	-5	-	3	48	-	
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	131	10	-	-	-	-	-	-	No line of sight.
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	131	10	-	-	-	-	-	-	No line of sight.
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	325	10	-	-	-	-	-	-	No line of sight.
SP001b		Air gun	Y	N	78	5	830663	840876	8	325	2	-	-	-	-	-	-	No line of sight.
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	356	10	-	-	-	-	-	-	No line of sight.
SP002b		Air gun	Y	N	78	5	830610	840913	8	356	2	-	-	-	-	-	-	No line of sight.
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	475	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	462	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	462	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	466	30	-	-	-	-	-	-	No line of sight.
															Tonality	-	-	
															Total SPL	65	-	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:

[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).

For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.

For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**R1301a**
NSR x coord:	**830700**
NSR y coord:	**840487**
NSR floor (/F)	**2**
1st floor level (mPD)	**34.75**
NSR height (mPD)	**35.95**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	306	30	-36	0	-	3	50	-	
EL002			Y	N	82	5	830793	840772	32	300	30	-36	0	-	3	50	-	
EL003			Y	N	82	5	830801	840765	32	296	30	-	-	-	-	-	-	No line of sight.
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	298	30	-40	0	-	3	25	-	
EL005			Y	N	62	3	830779	840773	32	297	30	-40	0	-	3	25	-	
EL006			Y	N	62	3	830797	840757	32	287	30	-	-	-	-	-	-	No line of sight.
EL007			Y	N	62	3	830798	840756	32	286	30	-	-	-	-	-	-	No line of sight.
EL008			Y	N	62	3	830800	840754	32	286	30	-	-	-	-	-	-	No line of sight.
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	283	30	-	-	-	-	-	-	No line of sight.
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	294	30	-32	0	-	3	39	-	
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	292	30	-	-	-	-	-	-	No line of sight.
CL002			Y	N	62	3	830890	840706	21	290	30	-	-	-	-	-	-	No line of sight.
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	288	30	-	-	-	-	-	-	No line of sight.
CL004			Y	N	62	2	830887	840705	21	288	30	-	-	-	-	-	-	No line of sight.
CL005			Y	N	62	2	830887	840703	21	286	30	-	-	-	-	-	-	No line of sight.
CL006			Y	N	62	2	830883	840705	21	285	30	-	-	-	-	-	-	No line of sight.
CL007			Y	N	62	2	830885	840703	21	285	30	-	-	-	-	-	-	No line of sight.
CL008			Y	N	62	2	830882	840703	21	283	30	-	-	-	-	-	-	No line of sight.
CL009			Y	N	62	2	830884	840702	21	283	30	-	-	-	-	-	-	No line of sight.
CL010			Y	N	62	2	830886	840701	21	284	30	-	-	-	-	-	-	No line of sight.
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	379	30	-31	0	-	3	46	46	
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	322	30	-38	0	-	3	43	43	
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	351	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	348	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	344	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	340	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	336	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	303	30	-50	0	-	3	27	27	
PK016			Y	Y	74	1	830700	840786	32	299	30	-50	0	-	3	28	28	
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	340	30	-	-	-	-	-	-	No line of sight.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	362	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	368	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	376	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	332	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	227	30	-47	0	-	3	31	31	
CP002			Y	Y	71	1	830706	840716	11	231	30	-47	0	-	3	27	27	
CP003			Y	Y	74	1	830710	840721	11	235	30	-47	0	-	3	29	29	
CP004			Y	Y	75	1	830714	840725	11	240	30	-48	0	-	3	31	31	
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	235	30	-41	0	-	3	32	32	
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	253	30	-34	0	-	3	38	38	
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	124	30	-25	0	-	3	59	-	
JP002			Y	N	81	7	830662	840600	28	119	30	-25	0	-	3	59	-	
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	180	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	180	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	830650	840657	8	180	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	139	30	-	-	-	-	-	-	No line of sight.
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	79	30	-20	0	-	3	48	-	
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	266	30	-	-	-	-	-	-	No line of sight.
HC002			Y	N	82	5	830481	840629	33	261	30	-	-	-	-	-	-	No line of sight.
HC003			Y	N	82	5	830486	840625	33	255	30	-	-	-	-	-	-	No line of sight.
HC004			Y	N	82	5	830490	840621	33	250	30	-	-	-	-	-	-	No line of sight.
HC005			Y	N	82	5	830494	840618	33	245	30	-	-	-	-	-	-	No line of sight.
HC006			Y	N	82	5	830471	840644	33	277	30	-	-	-	-	-	-	No line of sight.
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	231	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	261	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	830473	840613	8	261	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	306	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	256	10	-33	-5	-	3	38	-	
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	256	10	-39	-5	-	3	36	-	
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	392	10	-42	-5	-	3	40	-	
SP001b		Air gun	Y	N	78	5	830663	840876	8	392	2	-38	-12	-	3	32	-	
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	437	10	-43	-5	-	3	39	-	
SP002b		Air gun	Y	N	78	5	830610	840913	8	437	2	-39	-12	-	3	31	-	
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	369	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	358	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	358	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	364	30	-	-	-	-	-	-	No line of sight.
															Tonality	-	-	
															Total SPL	63	49	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:
[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).
For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.
For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**R2113b**
NSR x coord:	**830849**
NSR y coord:	**840658**
NSR floor (/F)	**3**
1st floor level (mPD)	**26.6**
NSR height (mPD)	**27.80**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	139	30	-29	0	-	3	57	-	
EL002			Y	N	82	5	830793	840772	32	128	30	-28	0	-	3	57	-	
EL003			Y	N	82	5	830801	840765	32	118	30	-27	0	-	3	58	-	
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	137	30	-33	0	-	3	31	-	
EL005			Y	N	62	3	830779	840773	32	135	30	-33	0	-	3	32	-	
EL006			Y	N	62	3	830797	840757	32	112	30	-31	0	-	3	33	-	
EL007			Y	N	62	3	830798	840756	32	110	30	-31	0	-	3	33	-	
EL008			Y	N	62	3	830800	840754	32	108	30	-31	0	-	3	33	-	
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	98	30	-26	0	-	3	40	-	
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	91	30	-22	0	-	3	50	-	
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	65	30	-	-	-	-	-	-	No line of sight.
CL002			Y	N	62	3	830890	840706	21	63	30	-	-	-	-	-	-	No line of sight.
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	61	30	-	-	-	-	-	-	No line of sight.
CL004			Y	N	62	2	830887	840705	21	61	30	-	-	-	-	-	-	No line of sight.
CL005			Y	N	62	2	830887	840703	21	60	30	-	-	-	-	-	-	No line of sight.
CL006			Y	N	62	2	830883	840705	21	59	30	-	-	-	-	-	-	No line of sight.
CL007			Y	N	62	2	830885	840703	21	59	30	-	-	-	-	-	-	No line of sight.
CL008			Y	N	62	2	830882	840703	21	56	30	-	-	-	-	-	-	No line of sight.
CL009			Y	N	62	2	830884	840702	21	56	30	-	-	-	-	-	-	No line of sight.
CL010			Y	N	62	2	830886	840701	21	57	30	-	-	-	-	-	-	No line of sight.
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	289	30	-	-	-	-	-	-	No line of sight.
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	206	30	-	-	-	-	-	-	No line of sight.
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	246	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	242	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	235	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	231	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	224	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	197	30	-	-	-	-	-	-	No line of sight.
PK016			Y	Y	74	1	830700	840786	32	197	30	-	-	-	-	-	-	No line of sight.
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	229	30	-28	0	-5	3	51	51	PK017 has been completely screened by the architectural feature. Only -5dB(A) screening was applied for conservative assessment.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	260	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	269	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	279	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	247	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	157	30	-	-	-	-	-	-	No line of sight.
CP002			Y	Y	71	1	830706	840716	11	155	30	-	-	-	-	-	-	No line of sight.
CP003			Y	Y	74	1	830710	840721	11	153	30	-	-	-	-	-	-	No line of sight.
CP004			Y	Y	75	1	830714	840725	11	152	30	-	-	-	-	-	-	No line of sight.
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	171	30	-	-	-	-	-	-	No line of sight.
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	197	30	-	-	-	-	-	-	No line of sight.
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	198	30	-	-		-	-	-	No line of sight.
JP002			Y	N	81	7	830662	840600	28	196	30	-	-		-	-	-	No line of sight.
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	200	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	200	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	830650	840657	8	200	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	155	30	-34	0	-	3	37	-	
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	226	30	-	-	-	-	-	-	No line of sight.
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	372	30	-	-	-	-	-	-	No line of sight.
HC002			Y	N	82	5	830481	840629	33	369	30	-	-	-	-	-	-	No line of sight.
HC003			Y	N	82	5	830486	840625	33	365	30	-	-	-	-	-	-	No line of sight.
HC004			Y	N	82	5	830490	840621	33	361	30	-	-	-	-	-	-	No line of sight.
HC005			Y	N	82	5	830494	840618	33	358	30	-	-	-	-	-	-	No line of sight.
HC006			Y	N	82	5	830471	840644	33	378	30	-	-	-	-	-	-	No line of sight.
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	357	30	-51	0	-	3	22	-	
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	379	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	830473	840613	8	379	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	387	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	335	10	-	-	-	-	-	-	No line of sight.
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	335	10	-	-	-	-	-	-	No line of sight.
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	288	10	-	-	-	-	-	-	No line of sight.
SP001b		Air gun	Y	N	78	5	830663	840876	8	288	2	-	-	-	-	-	-	No line of sight.
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	350	10	-	-	-	-	-	-	No line of sight.
SP002b		Air gun	Y	N	78	5	830610	840913	8	350	2	-	-	-	-	-	-	No line of sight.
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	259	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	243	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	243	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	241	30	-	-	-	-	-	-	No line of sight.
															Tonality	3	3	
															Total SPL	66	54	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:
[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).
For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.
For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**R2113b**
NSR x coord:	**830849**
NSR y coord:	**840658**
NSR floor (/F)	**4**
1st floor level (mPD)	**26.6**
NSR height (mPD)	**30.55**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	139	30	-29	0	-	3	57	-	
EL002			Y	N	82	5	830793	840772	32	128	30	-28	0	-	3	57	-	
EL003			Y	N	82	5	830801	840765	32	118	30	-27	0	-	3	58	-	
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	137	30	-33	0	-	3	31	-	
EL005			Y	N	62	3	830779	840773	32	135	30	-33	0	-	3	32	-	
EL006			Y	N	62	3	830797	840757	32	112	30	-31	0	-	3	33	-	
EL007			Y	N	62	3	830798	840756	32	110	30	-31	0	-	3	33	-	
EL008			Y	N	62	3	830800	840754	32	108	30	-31	0	-	3	33	-	
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	98	30	-26	0	-	3	40	-	
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	92	30	-22	0	-	3	49	-	
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	66	30	-	-	-	-	-	-	No line of sight.
CL002			Y	N	62	3	830890	840706	21	64	30	-	-	-	-	-	-	No line of sight.
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	61	30	-	-	-	-	-	-	No line of sight.
CL004			Y	N	62	2	830887	840705	21	61	30	-	-	-	-	-	-	No line of sight.
CL005			Y	N	62	2	830887	840703	21	60	30	-	-	-	-	-	-	No line of sight.
CL006			Y	N	62	2	830883	840705	21	59	30	-	-	-	-	-	-	No line of sight.
CL007			Y	N	62	2	830885	840703	21	59	30	-	-	-	-	-	-	No line of sight.
CL008			Y	N	62	2	830882	840703	21	57	30	-	-	-	-	-	-	No line of sight.
CL009			Y	N	62	2	830884	840702	21	57	30	-	-	-	-	-	-	No line of sight.
CL010			Y	N	62	2	830886	840701	21	58	30	-	-	-	-	-	-	No line of sight.
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	289	30	-	-	-	-	-	-	No line of sight.
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	206	30	-	-	-	-	-	-	No line of sight.
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	246	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	242	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	236	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	231	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	225	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	197	30	-	-	-	-	-	-	No line of sight.
PK016			Y	Y	74	1	830700	840786	32	197	30	-	-	-	-	-	-	No line of sight.
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	229	30	-28	0	-5	3	51	51	PK017 has been completely screened by the architectural feature. Only -5dB(A) screening was applied for conservative assessment.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	261	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	269	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	279	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	247	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	158	30	-	-	-	-	-	-	No line of sight.
CP002			Y	Y	71	1	830706	840716	11	156	30	-	-	-	-	-	-	No line of sight.
CP003			Y	Y	74	1	830710	840721	11	154	30	-	-	-	-	-	-	No line of sight.
CP004			Y	Y	75	1	830714	840725	11	152	30	-	-	-	-	-	-	No line of sight.
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	172	30	-	-	-	-	-	-	No line of sight.
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	198	30	-	-	-	-	-	-	No line of sight.
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	198	30	-	-		-	-	-	No line of sight.
JP002			Y	N	81	7	830662	840600	28	196	30	-	-		-	-	-	No line of sight.
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	200	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	200	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	830650	840657	8	200	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	155	30	-34	0	-	3	37	-	
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	226	30	-	-	-	-	-	-	No line of sight.
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	372	30	-	-	-	-	-	-	No line of sight.
HC002			Y	N	82	5	830481	840629	33	369	30	-	-	-	-	-	-	No line of sight.
HC003			Y	N	82	5	830486	840625	33	365	30	-	-	-	-	-	-	No line of sight.
HC004			Y	N	82	5	830490	840621	33	361	30	-	-	-	-	-	-	No line of sight.
HC005			Y	N	82	5	830494	840618	33	358	30	-	-	-	-	-	-	No line of sight.
HC006			Y	N	82	5	830471	840644	33	378	30	-	-	-	-	-	-	No line of sight.
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	357	30	-51	0	-	3	22	-	
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	379	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	830473	840613	8	379	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	387	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	335	10	-	-	-	-	-	-	No line of sight.
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	335	10	-	-	-	-	-	-	No line of sight.
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	288	10	-	-	-	-	-	-	No line of sight.
SP001b		Air gun	Y	N	78	5	830663	840876	8	288	2	-	-	-	-	-	-	No line of sight.
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	350	10	-	-	-	-	-	-	No line of sight.
SP002b		Air gun	Y	N	78	5	830610	840913	8	350	2	-	-	-	-	-	-	No line of sight.
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	259	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	244	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	244	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	241	30	-	-	-	-	-	-	No line of sight.
															Tonality	3	3	
															Total SPL	66	54	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:

[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).

For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.

For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**R2201a**
NSR x coord:	**830804**
NSR y coord:	**840716**
NSR floor (/F)	**3**
1st floor level (mPD)	**26.6**
NSR height (mPD)	**27.80**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	68	30	-	-	-	-	-	-	No line of sight.
EL002			Y	N	82	5	830793	840772	32	58	30	-	-	-	-	-	-	No line of sight.
EL003			Y	N	82	5	830801	840765	32	50	30	-20	0	-5	3	60	-	EL003 has been completely screened by the architectural feature. Only -5dB(A) screening was applied for conservative assessment.
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	64	30	-	-	-	-	-	-	No line of sight.
EL005			Y	N	62	3	830779	840773	32	63	30	-	-	-	-	-	-	No line of sight.
EL006			Y	N	62	3	830797	840757	32	42	30	-	-	-	-	-	-	No line of sight.
EL007			Y	N	62	3	830798	840756	32	40	30	-	-	-	-	-	-	No line of sight.
EL008			Y	N	62	3	830800	840754	32	39	30	-	-	-	-	-	-	No line of sight.
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	34	30	-17	0	-	3	50	-	
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	49	30	-17	0	-	3	55	-	
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	88	30	-31	0	-	3	34	-	
CL002			Y	N	62	3	830890	840706	21	87	30	-31	0	-	3	34	-	
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	82	30	-35	0	-	3	30	-	
CL004			Y	N	62	2	830887	840705	21	84	30	-35	0	-	3	30	-	
CL005			Y	N	62	2	830887	840703	21	85	30	-35	0	-	3	30	-	
CL006			Y	N	62	2	830883	840705	21	81	30	-35	0	-	3	30	-	
CL007			Y	N	62	2	830885	840703	21	83	30	-35	0	-	3	30	-	
CL008			Y	N	62	2	830882	840703	21	79	30	-34	0	-	3	30	-	
CL009			Y	N	62	2	830884	840702	21	81	30	-35	0	-	3	30	-	
CL010			Y	N	62	2	830886	840701	21	84	30	-35	0	-	3	30	-	
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	216	30	-	-	-	-	-	-	No line of sight.
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	133	30	-	-	-	-	-	-	No line of sight.
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	173	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	169	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	162	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	157	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	151	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	125	30	-	-	-	-	-	-	No line of sight.
PK016			Y	Y	74	1	830700	840786	32	125	30	-	-	-	-	-	-	No line of sight.
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	156	30	-25	0	-5	3	54	54	PK017 has been completely screened by the architectural feature. Only -5dB(A) screening was applied for conservative assessment.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	187	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	195	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	206	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	175	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	103	30	-	-	-	-	-	-	No line of sight.
CP002			Y	Y	71	1	830706	840716	11	99	30	-	-	-	-	-	-	No line of sight.
CP003			Y	Y	74	1	830710	840721	11	95	30	-	-	-	-	-	-	No line of sight.
CP004			Y	Y	75	1	830714	840725	11	91	30	-	-	-	-	-	-	No line of sight.
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	115	30	-	-	-	-	-	-	No line of sight.
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	138	30	-	-	-	-	-	-	No line of sight.
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	184	30	-	-	-	-	-	-	No line of sight.
JP002			Y	N	81	7	830662	840600	28	183	30	-	-	-	-	-	-	No line of sight.
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	165	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	165	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	830650	840657	8	165	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	141	30	-	-	-	-	-	-	No line of sight.
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	228	30	-	-	-	-	-	-	No line of sight.
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	337	30	-	-	-	-	-	-	No line of sight.
HC002			Y	N	82	5	830481	840629	33	334	30	-	-	-	-	-	-	No line of sight.
HC003			Y	N	82	5	830486	840625	33	331	30	-	-	-	-	-	-	No line of sight.
HC004			Y	N	82	5	830490	840621	33	328	30	-	-	-	-	-	-	No line of sight.
HC005			Y	N	82	5	830494	840618	33	325	30	-	-	-	-	-	-	No line of sight.
HC006			Y	N	82	5	830471	840644	33	340	30	-	-	-	-	-	-	No line of sight.
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	330	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	347	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	830473	840613	8	347	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	343	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	294	10	-	-	-	-	-	-	No line of sight.
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	294	10	-	-	-	-	-	-	No line of sight.
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	214	10	-	-	-	-	-	-	No line of sight.
SP001b		Air gun	Y	N	78	5	830663	840876	8	214	2	-	-	-	-	-	-	No line of sight.
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	277	10	-	-	-	-	-	-	No line of sight.
SP002b		Air gun	Y	N	78	5	830610	840913	8	277	2	-	-	-	-	-	-	No line of sight.
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	329	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	313	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	313	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	310	30	-	-	-	-	-	-	No line of sight.
															Tonality	3	3	
															Total SPL	66	57	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:
[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).
For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.
For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**R2201a**
NSR x coord:	**830804**
NSR y coord:	**840716**
NSR floor (/F)	**4**
1st floor level (mPD)	**26.6**
NSR height (mPD)	**30.55**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	68	30	-	-	-	-	-	-	No line of sight.
EL002			Y	N	82	5	830793	840772	32	58	30	-	-	-	-	-	-	No line of sight.
EL003			Y	N	82	5	830801	840765	32	50	30	-20	0	-5	3	60	-	EL003 has been completely screened by the architectural feature. Only - 5dB(A) screening was applied for conservative assessment.
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	64	30	-	-	-	-	-	-	No line of sight.
EL005			Y	N	62	3	830779	840773	32	63	30	-	-	-	-	-	-	No line of sight.
EL006			Y	N	62	3	830797	840757	32	42	30	-	-	-	-	-	-	No line of sight.
EL007			Y	N	62	3	830798	840756	32	40	30	-	-	-	-	-	-	No line of sight.
EL008			Y	N	62	3	830800	840754	32	39	30	-	-	-	-	-	-	No line of sight.
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	35	30	-17	0	-	3	49	-	
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	50	30	-17	0	-	3	55	-	
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	89	30	-31	0	-	3	34	-	
CL002			Y	N	62	3	830890	840706	21	87	30	-31	0	-	3	34	-	
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	82	30	-35	0	-	3	30	-	
CL004			Y	N	62	2	830887	840705	21	84	30	-35	0	-	3	30	-	
CL005			Y	N	62	2	830887	840703	21	85	30	-35	0	-	3	30	-	
CL006			Y	N	62	2	830883	840705	21	81	30	-35	0	-	3	30	-	
CL007			Y	N	62	2	830885	840703	21	83	30	-35	0	-	3	30	-	
CL008			Y	N	62	2	830882	840703	21	80	30	-35	0	-	3	30	-	
CL009			Y	N	62	2	830884	840702	21	82	30	-35	0	-	3	30	-	
CL010			Y	N	62	2	830886	840701	21	84	30	-35	0	-	3	30	-	
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	216	30	-	-	-	-	-	-	No line of sight.
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	133	30	-	-	-	-	-	-	No line of sight.
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	173	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	169	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	162	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	157	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	151	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	125	30	-	-	-	-	-	-	No line of sight.
PK016			Y	Y	74	1	830700	840786	32	125	30	-	-	-	-	-	-	No line of sight.
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	156	30	-25	0	-5	3	54	54	PK017 has been completely screened by the architectural feature. Only - 5dB(A) screening was applied for conservative assessment.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	187	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	196	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	206	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	176	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	103	30	-	-	-	-	-	-	No line of sight.
CP002			Y	Y	71	1	830706	840716	11	100	30	-	-	-	-	-	-	No line of sight.
CP003			Y	Y	74	1	830710	840721	11	96	30	-	-	-	-	-	-	No line of sight.
CP004			Y	Y	75	1	830714	840725	11	92	30	-	-	-	-	-	-	No line of sight.
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	115	30	-	-	-	-	-	-	No line of sight.
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	138	30	-	-	-	-	-	-	No line of sight.
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	184	30	-	-	-	-	-	-	No line of sight.
JP002			Y	N	81	7	830662	840600	28	183	30	-	-	-	-	-	-	No line of sight.
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	166	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	166	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	830650	840657	8	166	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	141	30	-	-	-	-	-	-	No line of sight.
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	228	30	-	-	-	-	-	-	No line of sight.
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	337	30	-	-	-	-	-	-	No line of sight.
HC002			Y	N	82	5	830481	840629	33	334	30	-	-	-	-	-	-	No line of sight.
HC003			Y	N	82	5	830486	840625	33	331	30	-	-	-	-	-	-	No line of sight.
HC004			Y	N	82	5	830490	840621	33	328	30	-	-	-	-	-	-	No line of sight.
HC005			Y	N	82	5	830494	840618	33	325	30	-	-	-	-	-	-	No line of sight.
HC006			Y	N	82	5	830471	840644	33	340	30	-	-	-	-	-	-	No line of sight.
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	330	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	347	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	830473	840613	8	347	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	343	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	295	10	-	-	-	-	-	-	No line of sight.
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	295	10	-	-	-	-	-	-	No line of sight.
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	215	10	-	-	-	-	-	-	No line of sight.
SP001b		Air gun	Y	N	78	5	830663	840876	8	215	2	-	-	-	-	-	-	No line of sight.
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	277	10	-	-	-	-	-	-	No line of sight.
SP002b		Air gun	Y	N	78	5	830610	840913	8	277	2	-	-	-	-	-	-	No line of sight.
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	329	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	314	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	314	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	310	30	-	-	-	-	-	-	No line of sight.
															Tonality	3	3	
															Total SPL	65	57	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:

[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).

For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.

For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**R2201d**
NSR x coord:	**830803**
NSR y coord:	**840711**
NSR floor (/F)	**3**
1st floor level (mPD)	**26.6**
NSR height (mPD)	**27.80**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime					Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	72	30	-	-	-	-	-	-	No line of sight.
EL002			Y	N	82	5	62	30	-	-	-	-	-	-	No line of sight.
EL003			Y	N	82	5	54	30	-21	0	-5	3	60	-	EL003 has been completely screened by the architectural feature. Only -5dB(A) screening was applied for conservative assessment.
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	68	30	-	-	-	-	-	-	No line of sight.
EL005			Y	N	62	3	67	30	-	-	-	-	-	-	No line of sight.
EL006			Y	N	62	3	46	30	-	-	-	-	-	-	No line of sight.
EL007			Y	N	62	3	45	30	-	-	-	-	-	-	No line of sight.
EL008			Y	N	62	3	43	30	-	-	-	-	-	-	No line of sight.
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	38	30	-18	0	-	3	49	-	
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	52	30	-17	0	-	3	54	-	
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	89	30	-	-	-	-	-	-	No line of sight.
CL002			Y	N	62	3	87	30	-	-	-	-	-	-	No line of sight.
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	82	30	-	-	-	-	-	-	No line of sight.
CL004			Y	N	62	2	84	30	-	-	-	-	-	-	No line of sight.
CL005			Y	N	62	2	85	30	-	-	-	-	-	-	No line of sight.
CL006			Y	N	62	2	81	30	-	-	-	-	-	-	No line of sight.
CL007			Y	N	62	2	83	30	-	-	-	-	-	-	No line of sight.
CL008			Y	N	62	2	79	30	-	-	-	-	-	-	No line of sight.
CL009			Y	N	62	2	81	30	-	-	-	-	-	-	No line of sight.
CL010			Y	N	62	2	84	30	-	-	-	-	-	-	No line of sight.
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	219	30	-	-	-	-	-	-	No line of sight.
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	136	30	-	-	-	-	-	-	No line of sight.
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	176	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	171	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	165	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	160	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	154	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	127	30	-	-	-	-	-	-	No line of sight.
PK016			Y	Y	74	1	128	30	-	-	-	-	-	-	No line of sight.
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	159	30	-25	0	-5	3	54	54	PK017 has been completely screened by the architectural feature. Only -5dB(A) screening was applied for conservative assessment.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	190	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	198	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	208	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	178	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	102	30	-	-	-	-	-	-	No line of sight.
CP002			Y	Y	71	1	99	30	-	-	-	-	-	-	No line of sight.
CP003			Y	Y	74	1	95	30	-	-	-	-	-	-	No line of sight.
CP004			Y	Y	75	1	91	30	-	-	-	-	-	-	No line of sight.
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	114	30	-	-	-	-	-	-	No line of sight.
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	138	30	-	-	-	-	-	-	No line of sight.
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	180	30	-	-	-	-	-	-	No line of sight.
JP002			Y	N	81	7	180	30	-	-	-	-	-	-	No line of sight.
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	163	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	163	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	163	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	137	30	-	-	-	-	-	-	No line of sight.
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	224	30	-	-	-	-	-	-	No line of sight.
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	335	30	-	-	-	-	-	-	No line of sight.
HC002			Y	N	82	5	332	30	-	-	-	-	-	-	No line of sight.
HC003			Y	N	82	5	329	30	-	-	-	-	-	-	No line of sight.
HC004			Y	N	82	5	326	30	-	-	-	-	-	-	No line of sight.
HC005			Y	N	82	5	323	30	-	-	-	-	-	-	No line of sight.
HC006			Y	N	82	5	339	30	-	-	-	-	-	-	No line of sight.
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	327	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	345	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	345	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	342	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	293	10	-	-	-	-	-	-	No line of sight.
HC010b		Loading bottle with forklifting	Y	N	76	3	293	10	-	-	-	-	-	-	No line of sight.
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	217	10	-	-	-	-	-	-	No line of sight.
SP001b		Air gun	Y	N	78	5	217	2	-	-	-	-	-	-	No line of sight.
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	280	10	-	-	-	-	-	-	No line of sight.
SP002b		Air gun	Y	N	78	5	280	2	-	-	-	-	-	-	No line of sight.
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	327	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	311	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	311	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	308	30	-	-	-	-	-	-	No line of sight.
												Tonality	3	3	
												Total SPL	65	57	
												Criteria ANL	70	60	
												Exceedance	-	-	

Note:

[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).

For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.

For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**R2201d**
NSR x coord:	**830803**
NSR y coord:	**840711**
NSR floor (/F)	**4**
1st floor level (mPD)	**26.6**
NSR height (mPD)	**30.55**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime					Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	72	30	-	-	-	-	-	-	No line of sight.
EL002			Y	N	82	5	62	30	-	-	-	-	-	-	No line of sight.
EL003			Y	N	82	5	54	30	-21	0	-5	3	60	-	EL003 has been completely screened by the architectural feature. Only -5dB(A) screening was applied for conservative assessment.
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	68	30	-	-	-	-	-	-	No line of sight.
EL005			Y	N	62	3	67	30	-	-	-	-	-	-	No line of sight.
EL006			Y	N	62	3	46	30	-	-	-	-	-	-	No line of sight.
EL007			Y	N	62	3	45	30	-	-	-	-	-	-	No line of sight.
EL008			Y	N	62	3	43	30	-	-	-	-	-	-	No line of sight.
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	39	30	-18	0	-	3	48	-	
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	53	30	-18	0	-	3	54	-	
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	89	30	-	-	-	-	-	-	No line of sight.
CL002			Y	N	62	3	88	30	-	-	-	-	-	-	No line of sight.
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	83	30	-	-	-	-	-	-	No line of sight.
CL004			Y	N	62	2	84	30	-	-	-	-	-	-	No line of sight.
CL005			Y	N	62	2	85	30	-	-	-	-	-	-	No line of sight.
CL006			Y	N	62	2	81	30	-	-	-	-	-	-	No line of sight.
CL007			Y	N	62	2	83	30	-	-	-	-	-	-	No line of sight.
CL008			Y	N	62	2	80	30	-	-	-	-	-	-	No line of sight.
CL009			Y	N	62	2	82	30	-	-	-	-	-	-	No line of sight.
CL010			Y	N	62	2	84	30	-	-	-	-	-	-	No line of sight.
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	219	30	-	-	-	-	-	-	No line of sight.
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	136	30	-	-	-	-	-	-	No line of sight.
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	176	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	171	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	165	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	160	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	154	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	127	30	-	-	-	-	-	-	No line of sight.
PK016			Y	Y	74	1	127	30	-	-	-	-	-	-	No line of sight.
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	159	30	-25	0	-5	3	54	54	PK017 has been completely screened by the architectural feature. Only -5dB(A) screening was applied for conservative assessment.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	190	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	198	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	209	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	178	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	103	30	-	-	-	-	-	-	No line of sight.
CP002			Y	Y	71	1	99	30	-	-	-	-	-	-	No line of sight.
CP003			Y	Y	74	1	96	30	-	-	-	-	-	-	No line of sight.
CP004			Y	Y	75	1	92	30	-	-	-	-	-	-	No line of sight.
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	115	30	-	-	-	-	-	-	No line of sight.
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	138	30	-	-	-	-	-	-	No line of sight.
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	181	30	-	-	-	-	-	-	No line of sight.
JP002			Y	N	81	7	180	30	-	-	-	-	-	-	No line of sight.
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	163	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	163	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	163	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	138	30	-	-	-	-	-	-	No line of sight.
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	224	30	-	-	-	-	-	-	No line of sight.
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	335	30	-	-	-	-	-	-	No line of sight.
HC002			Y	N	82	5	332	30	-	-	-	-	-	-	No line of sight.
HC003			Y	N	82	5	329	30	-	-	-	-	-	-	No line of sight.
HC004			Y	N	82	5	326	30	-	-	-	-	-	-	No line of sight.
HC005			Y	N	82	5	323	30	-	-	-	-	-	-	No line of sight.
HC006			Y	N	82	5	339	30	-	-	-	-	-	-	No line of sight.
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	327	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	345	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	345	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	342	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	293	10	-	-	-	-	-	-	No line of sight.
HC010b		Loading bottle with forklifting	Y	N	76	3	293	10	-	-	-	-	-	-	No line of sight.
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	218	10	-	-	-	-	-	-	No line of sight.
SP001b		Air gun	Y	N	78	5	218	2	-	-	-	-	-	-	No line of sight.
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	280	10	-	-	-	-	-	-	No line of sight.
SP002b		Air gun	Y	N	78	5	280	2	-	-	-	-	-	-	No line of sight.
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	327	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	311	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	311	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	308	30	-	-	-	-	-	-	No line of sight.
												Tonality	3	3	
												Total SPL	65	57	
												Criteria ANL	70	60	
												Exceedance	-	-	

Note:

[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).

For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.

For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**R2202a**
NSR x coord:	**830812**
NSR y coord:	**840709**
NSR floor (/F)	**3**
1st floor level (mPD)	**26.6**
NSR height (mPD)	**27.80**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	77	30	-	-	-	-	-	-	No line of sight.
EL002			Y	N	82	5	830793	840772	32	66	30	-	-	-	-	-	-	No line of sight.
EL003			Y	N	82	5	830801	840765	32	58	30	-21	0	-5	3	59	-	EL003 has been completely screened by the architectural feature. Only - 5dB(A) screening was applied for conservative assessment.
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	74	30	-	-	-	-	-	-	No line of sight.
EL005			Y	N	62	3	830779	840773	32	72	30	-	-	-	-	-	-	No line of sight.
EL006			Y	N	62	3	830797	840757	32	50	30	-	-	-	-	-	-	No line of sight.
EL007			Y	N	62	3	830798	840756	32	49	30	-	-	-	-	-	-	No line of sight.
EL008			Y	N	62	3	830800	840754	32	47	30	-	-	-	-	-	-	No line of sight.
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	40	30	-	-	-	-	-	-	No line of sight.
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	49	30	-17	0	-	3	55	-	
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	80	30	-30	0	-	3	35	-	
CL002			Y	N	62	3	830890	840706	21	79	30	-30	0	-	3	35	-	
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	74	30	-34	0	-	3	31	-	
CL004			Y	N	62	2	830887	840705	21	75	30	-34	0	-	3	31	-	
CL005			Y	N	62	2	830887	840703	21	76	30	-34	0	-	3	31	-	
CL006			Y	N	62	2	830883	840705	21	72	30	-34	0	-	3	31	-	
CL007			Y	N	62	2	830885	840703	21	74	30	-34	0	-	3	31	-	
CL008			Y	N	62	2	830882	840703	21	71	30	-33	0	-	3	31	-	
CL009			Y	N	62	2	830884	840702	21	73	30	-34	0	-	3	31	-	
CL010			Y	N	62	2	830886	840701	21	75	30	-34	0	-	3	31	-	
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	227	30	-	-	-	-	-	-	No line of sight.
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	143	30	-	-	-	-	-	-	No line of sight.
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	184	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	179	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	173	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	168	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	162	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	135	30	-	-	-	-	-	-	No line of sight.
PK016			Y	Y	74	1	830700	840786	32	136	30	-	-	-	-	-	-	No line of sight.
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	167	30	-25	0	-5	3	54	54	PK017 has been completely screened by the architectural feature. Only - 5dB(A) screening was applied for conservative assessment.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	198	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	206	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	216	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	186	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	111	30	-	-	-	-	-	-	No line of sight.
CP002			Y	Y	71	1	830706	840716	11	107	30	-	-	-	-	-	-	No line of sight.
CP003			Y	Y	74	1	830710	840721	11	104	30	-	-	-	-	-	-	No line of sight.
CP004			Y	Y	75	1	830714	840725	11	100	30	-	-	-	-	-	-	No line of sight.
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	123	30	-	-	-	-	-	-	No line of sight.
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	147	30	-	-	-	-	-	-	No line of sight.
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	186	30	-	-	-	-	-	-	No line of sight.
JP002			Y	N	81	7	830662	840600	28	185	30	-	-	-	-	-	-	No line of sight.
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	170	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	170	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	830650	840657	8	170	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	142	30	-	-	-	-	-	-	No line of sight.
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	228	30	-	-	-	-	-	-	No line of sight.
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	343	30	-	-	-	-	-	-	No line of sight.
HC002			Y	N	82	5	830481	840629	33	340	30	-	-	-	-	-	-	No line of sight.
HC003			Y	N	82	5	830486	840625	33	337	30	-	-	-	-	-	-	No line of sight.
HC004			Y	N	82	5	830490	840621	33	334	30	-	-	-	-	-	-	No line of sight.
HC005			Y	N	82	5	830494	840618	33	331	30	-	-	-	-	-	-	No line of sight.
HC006			Y	N	82	5	830471	840644	33	346	30	-	-	-	-	-	-	No line of sight.
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	335	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	352	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	830473	840613	8	352	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	350	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	301	10	-	-	-	-	-	-	No line of sight.
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	301	10	-	-	-	-	-	-	No line of sight.
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	225	10	-	-	-	-	-	-	No line of sight.
SP001b		Air gun	Y	N	78	5	830663	840876	8	225	2	-	-	-	-	-	-	No line of sight.
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	288	10	-	-	-	-	-	-	No line of sight.
SP002b		Air gun	Y	N	78	5	830610	840913	8	288	2	-	-	-	-	-	-	No line of sight.
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	319	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	303	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	303	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	299	30	-40	0	-	3	34	34	
															Tonality	3	3	
															Total SPL	64	57	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:

[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).

For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.

For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**R2202a**
NSR x coord:	**830812**
NSR y coord:	**840709**
NSR floor (/F)	**4**
1st floor level (mPD)	**26.6**
NSR height (mPD)	**30.55**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	77	30	-	-	-	-	-	-	No line of sight.
EL002			Y	N	82	5	830793	840772	32	66	30	-	-	-	-	-	-	No line of sight.
EL003			Y	N	82	5	830801	840765	32	58	30	-21	0	-5	3	59	-	EL003 has been completely screened by the architectural feature. Only - 5dB(A) screening was applied for conservative assessment.
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	74	30	-	-	-	-	-	-	No line of sight.
EL005			Y	N	62	3	830779	840773	32	72	30	-	-	-	-	-	-	No line of sight.
EL006			Y	N	62	3	830797	840757	32	50	30	-	-	-	-	-	-	No line of sight.
EL007			Y	N	62	3	830798	840756	32	49	30	-	-	-	-	-	-	No line of sight.
EL008			Y	N	62	3	830800	840754	32	47	30	-	-	-	-	-	-	No line of sight.
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	41	30	-	-	-	-	-	-	No line of sight.
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	50	30	-17	0	-	3	55	-	
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	80	30	-30	0	-	3	35	-	
CL002			Y	N	62	3	830890	840706	21	79	30	-30	0	-	3	35	-	
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	74	30	-34	0	-	3	31	-	
CL004			Y	N	62	2	830887	840705	21	76	30	-34	0	-	3	31	-	
CL005			Y	N	62	2	830887	840703	21	77	30	-34	0	-	3	31	-	
CL006			Y	N	62	2	830883	840705	21	73	30	-34	0	-	3	31	-	
CL007			Y	N	62	2	830885	840703	21	74	30	-34	0	-	3	31	-	
CL008			Y	N	62	2	830882	840703	21	71	30	-34	0	-	3	31	-	
CL009			Y	N	62	2	830884	840702	21	73	30	-34	0	-	3	31	-	
CL010			Y	N	62	2	830886	840701	21	75	30	-34	0	-	3	31	-	
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	227	30	-	-	-	-	-	-	No line of sight.
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	143	30	-	-	-	-	-	-	No line of sight.
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	184	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	179	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	173	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	168	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	162	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	135	30	-	-	-	-	-	-	No line of sight.
PK016			Y	Y	74	1	830700	840786	32	136	30	-	-	-	-	-	-	No line of sight.
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	167	30	-25	0	-5	3	54	54	PK017 has been completely screened by the architectural feature. Only - 5dB(A) screening was applied for conservative assessment.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	198	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	206	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	216	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	186	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	111	30	-	-	-	-	-	-	No line of sight.
CP002			Y	Y	71	1	830706	840716	11	108	30	-	-	-	-	-	-	No line of sight.
CP003			Y	Y	74	1	830710	840721	11	104	30	-	-	-	-	-	-	No line of sight.
CP004			Y	Y	75	1	830714	840725	11	101	30	-	-	-	-	-	-	No line of sight.
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	123	30	-	-	-	-	-	-	No line of sight.
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	147	30	-	-	-	-	-	-	No line of sight.
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	186	30	-	-	-	-	-	-	No line of sight.
JP002			Y	N	81	7	830662	840600	28	185	30	-	-	-	-	-	-	No line of sight.
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	171	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	171	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	830650	840657	8	171	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	143	30	-	-	-	-	-	-	No line of sight.
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	228	30	-	-	-	-	-	-	No line of sight.
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	343	30	-	-	-	-	-	-	No line of sight.
HC002			Y	N	82	5	830481	840629	33	340	30	-	-	-	-	-	-	No line of sight.
HC003			Y	N	82	5	830486	840625	33	337	30	-	-	-	-	-	-	No line of sight.
HC004			Y	N	82	5	830490	840621	33	334	30	-	-	-	-	-	-	No line of sight.
HC005			Y	N	82	5	830494	840618	33	331	30	-	-	-	-	-	-	No line of sight.
HC006			Y	N	82	5	830471	840644	33	346	30	-	-	-	-	-	-	No line of sight.
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	335	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	352	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	830473	840613	8	352	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	351	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	301	10	-	-	-	-	-	-	No line of sight.
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	301	10	-	-	-	-	-	-	No line of sight.
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	225	10	-	-	-	-	-	-	No line of sight.
SP001b		Air gun	Y	N	78	5	830663	840876	8	225	2	-	-	-	-	-	-	No line of sight.
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	288	10	-	-	-	-	-	-	No line of sight.
SP002b		Air gun	Y	N	78	5	830610	840913	8	288	2	-	-	-	-	-	-	No line of sight.
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	319	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	303	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	303	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	300	30	-40	0	-	3	34	34	
															Tonality	3	3	
															Total SPL	64	57	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:

[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).

For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.

For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**R2204a**
NSR x coord:	**830826**
NSR y coord:	**840690**
NSR floor (/F)	**3**
1st floor level (mPD)	**26.6**
NSR height (mPD)	**27.80**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	100	30	-	-	-	-	-	-	No line of sight.
EL002			Y	N	82	5	830793	840772	32	89	30	-	-	-	-	-	-	No line of sight.
EL003			Y	N	82	5	830801	840765	32	80	30	-	-	-	-	-	-	No line of sight.
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	97	30	-	-	-	-	-	-	No line of sight.
EL005			Y	N	62	3	830779	840773	32	96	30	-	-	-	-	-	-	No line of sight.
EL006			Y	N	62	3	830797	840757	32	73	30	-	-	-	-	-	-	No line of sight.
EL007			Y	N	62	3	830798	840756	32	71	30	-	-	-	-	-	-	No line of sight.
EL008			Y	N	62	3	830800	840754	32	70	30	-	-	-	-	-	-	No line of sight.
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	60	30	-	-	-	-	-	-	No line of sight.
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	60	30	-19	0	-	3	53	-	
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	68	30	-29	0	-	3	36	-	
CL002			Y	N	62	3	830890	840706	21	67	30	-29	0	-	3	37	-	
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	62	30	-32	0	-	3	32	-	
CL004			Y	N	62	2	830887	840705	21	63	30	-32	0	-	3	32	-	
CL005			Y	N	62	2	830887	840703	21	63	30	-33	0	-	3	32	-	
CL006			Y	N	62	2	830883	840705	21	60	30	-32	0	-	3	33	-	
CL007			Y	N	62	2	830885	840703	21	61	30	-32	0	-	3	32	-	
CL008			Y	N	62	2	830882	840703	21	58	30	-32	0	-	3	33	-	
CL009			Y	N	62	2	830884	840702	21	59	30	-32	0	-	3	33	-	
CL010			Y	N	62	2	830886	840701	21	61	30	-32	0	-	3	32	-	
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	250	30	-	-	-	-	-	-	No line of sight.
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	167	30	-	-	-	-	-	-	No line of sight.
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	207	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	203	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	196	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	191	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	185	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	158	30	-	-	-	-	-	-	No line of sight.
PK016			Y	Y	74	1	830700	840786	32	159	30	-	-	-	-	-	-	No line of sight.
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	190	30	-26	0	-5	3	52	52	PK017 has been completely screened by the architectural feature. Only -5dB(A) screening was applied for conservative assessment.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	221	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	229	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	240	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	209	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	127	30	-	-	-	-	-	-	No line of sight.
CP002			Y	Y	71	1	830706	840716	11	124	30	-	-	-	-	-	-	No line of sight.
CP003			Y	Y	74	1	830710	840721	11	121	30	-	-	-	-	-	-	No line of sight.
CP004			Y	Y	75	1	830714	840725	11	118	30	-	-	-	-	-	-	No line of sight.
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	140	30	-	-	-	-	-	-	No line of sight.
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	165	30	-	-	-	-	-	-	No line of sight.
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	188	30	-	-	-	-	-	-	No line of sight.
JP002			Y	N	81	7	830662	840600	28	187	30	-	-	-	-	-	-	No line of sight.
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	179	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	179	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	830650	840657	8	179	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	144	30	-	-	-	-	-	-	No line of sight.
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	225	30	-	-	-	-	-	-	No line of sight.
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	353	30	-	-	-	-	-	-	No line of sight.
HC002			Y	N	82	5	830481	840629	33	350	30	-	-	-	-	-	-	No line of sight.
HC003			Y	N	82	5	830486	840625	33	346	30	-	-	-	-	-	-	No line of sight.
HC004			Y	N	82	5	830490	840621	33	343	30	-	-	-	-	-	-	No line of sight.
HC005			Y	N	82	5	830494	840618	33	340	30	-	-	-	-	-	-	No line of sight.
HC006			Y	N	82	5	830471	840644	33	357	30	-	-	-	-	-	-	No line of sight.
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	342	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	361	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	830473	840613	8	361	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	363	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	313	10	-	-	-	-	-	-	No line of sight.
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	313	10	-	-	-	-	-	-	No line of sight.
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	248	10	-	-	-	-	-	-	No line of sight.
SP001b		Air gun	Y	N	78	5	830663	840876	8	248	2	-	-	-	-	-	-	No line of sight.
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	311	10	-	-	-	-	-	-	No line of sight.
SP002b		Air gun	Y	N	78	5	830610	840913	8	311	2	-	-	-	-	-	-	No line of sight.
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	296	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	280	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	280	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	277	30	-39	0	-	3	34	34	
															Tonality	3	3	
															Total SPL	59	55	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:
[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).
For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.
For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**R2204a**
NSR x coord:	**830826**
NSR y coord:	**840690**
NSR floor (/F)	**4**
1st floor level (mPD)	**26.6**
NSR height (mPD)	**30.55**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	100	30	-	-	-	-	-	-	No line of sight.
EL002			Y	N	82	5	830793	840772	32	89	30	-	-	-	-	-	-	No line of sight.
EL003			Y	N	82	5	830801	840765	32	80	30	-	-	-	-	-	-	No line of sight.
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	97	30	-	-	-	-	-	-	No line of sight.
EL005			Y	N	62	3	830779	840773	32	96	30	-	-	-	-	-	-	No line of sight.
EL006			Y	N	62	3	830797	840757	32	73	30	-	-	-	-	-	-	No line of sight.
EL007			Y	N	62	3	830798	840756	32	71	30	-	-	-	-	-	-	No line of sight.
EL008			Y	N	62	3	830800	840754	32	70	30	-	-	-	-	-	-	No line of sight.
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	61	30	-	-	-	-	-	-	No line of sight.
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	61	30	-19	0	-	3	53	-	
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	69	30	-29	0	-	3	36	-	
CL002			Y	N	62	3	830890	840706	21	67	30	-29	0	-	3	37	-	
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	62	30	-32	0	-	3	32	-	
CL004			Y	N	62	2	830887	840705	21	64	30	-33	0	-	3	32	-	
CL005			Y	N	62	2	830887	840703	21	64	30	-33	0	-	3	32	-	
CL006			Y	N	62	2	830883	840705	21	60	30	-32	0	-	3	33	-	
CL007			Y	N	62	2	830885	840703	21	62	30	-32	0	-	3	32	-	
CL008			Y	N	62	2	830882	840703	21	58	30	-32	0	-	3	33	-	
CL009			Y	N	62	2	830884	840702	21	60	30	-32	0	-	3	33	-	
CL010			Y	N	62	2	830886	840701	21	62	30	-32	0	-	3	32	-	
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	250	30	-	-	-	-	-	-	No line of sight.
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	167	30	-	-	-	-	-	-	No line of sight.
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	207	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	203	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	196	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	191	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	185	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	158	30	-	-	-	-	-	-	No line of sight.
PK016			Y	Y	74	1	830700	840786	32	158	30	-	-	-	-	-	-	No line of sight.
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	190	30	-27	0	-5	3	52	52	PK017 has been completely screened by the architectural feature. Only -5dB(A) screening was applied for conservative assessment.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	221	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	230	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	240	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	209	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	127	30	-	-	-	-	-	-	No line of sight.
CP002			Y	Y	71	1	830706	840716	11	124	30	-	-	-	-	-	-	No line of sight.
CP003			Y	Y	74	1	830710	840721	11	121	30	-	-	-	-	-	-	No line of sight.
CP004			Y	Y	75	1	830714	840725	11	119	30	-	-	-	-	-	-	No line of sight.
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	140	30	-	-	-	-	-	-	No line of sight.
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	165	30	-	-	-	-	-	-	No line of sight.
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	188	30	-	-	-	-	-	-	No line of sight.
JP002			Y	N	81	7	830662	840600	28	187	30	-	-	-	-	-	-	No line of sight.
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	180	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	180	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	830650	840657	8	180	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	144	30	-	-	-	-	-	-	No line of sight.
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	226	30	-	-	-	-	-	-	No line of sight.
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	353	30	-	-	-	-	-	-	No line of sight.
HC002			Y	N	82	5	830481	840629	33	350	30	-	-	-	-	-	-	No line of sight.
HC003			Y	N	82	5	830486	840625	33	346	30	-	-	-	-	-	-	No line of sight.
HC004			Y	N	82	5	830490	840621	33	343	30	-	-	-	-	-	-	No line of sight.
HC005			Y	N	82	5	830494	840618	33	340	30	-	-	-	-	-	-	No line of sight.
HC006			Y	N	82	5	830471	840644	33	357	30	-	-	-	-	-	-	No line of sight.
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	342	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	361	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	830473	840613	8	361	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	364	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	313	10	-	-	-	-	-	-	No line of sight.
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	313	10	-	-	-	-	-	-	No line of sight.
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	249	10	-	-	-	-	-	-	No line of sight.
SP001b		Air gun	Y	N	78	5	830663	840876	8	249	2	-	-	-	-	-	-	No line of sight.
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	311	10	-	-	-	-	-	-	No line of sight.
SP002b		Air gun	Y	N	78	5	830610	840913	8	311	2	-	-	-	-	-	-	No line of sight.
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	296	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	281	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	281	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	278	30	-39	0	-	3	34	34	
															Tonality	3	3	
															Total SPL	59	55	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:
[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).
For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.
For noise sources marginally screened, no screening correction is applied for conservative assessment.

Appendix 6.5

Calculation of Fixed Noise Levels at Receivers for AFB , RCHE, IVRSC, HMMH and EMO

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**AFB-119**
NSR x coord:	**830728**
NSR y coord:	**840537**
NSR floor (/F)	**1**
1st floor level (mPD)	**27.3**
NSR height (mPD)	**28.50**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	250	30	-	-	-	-	-	-	No line of sight.
EL002			Y	N	82	5	830793	840772	32	245	30	-	-	-	-	-	-	No line of sight.
EL003			Y	N	82	5	830801	840765	32	240	30	-	-	-	-	-	-	No line of sight.
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	243	30	-	-	-	-	-	-	No line of sight.
EL005			Y	N	62	3	830779	840773	32	242	30	-	-	-	-	-	-	No line of sight.
EL006			Y	N	62	3	830797	840757	32	231	30	-	-	-	-	-	-	No line of sight.
EL007			Y	N	62	3	830798	840756	32	230	30	-	-	-	-	-	-	No line of sight.
EL008			Y	N	62	3	830800	840754	32	229	30	-	-	-	-	-	-	No line of sight.
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	226	30	-	-	-	-	-	-	No line of sight.
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	237	30	-	-	-	-	-	-	No line of sight.
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	237	30	-	-	-	-	-	-	No line of sight.
CL002			Y	N	62	3	830890	840706	21	235	30	-	-	-	-	-	-	No line of sight.
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	232	30	-	-	-	-	-	-	No line of sight.
CL004			Y	N	62	2	830887	840705	21	232	30	-	-	-	-	-	-	No line of sight.
CL005			Y	N	62	2	830887	840703	21	231	30	-	-	-	-	-	-	No line of sight.
CL006			Y	N	62	2	830883	840705	21	230	30	-	-	-	-	-	-	No line of sight.
CL007			Y	N	62	2	830885	840703	21	230	30	-	-	-	-	-	-	No line of sight.
CL008			Y	N	62	2	830882	840703	21	227	30	-	-	-	-	-	-	No line of sight.
CL009			Y	N	62	2	830884	840702	21	227	30	-	-	-	-	-	-	No line of sight.
CL010			Y	N	62	2	830886	840701	21	228	30	-	-	-	-	-	-	No line of sight.
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	335	30	-30	0	-	3	47	47	
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	273	30	-37	0	-	3	45	45	
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	304	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	301	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	296	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	292	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	287	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	254	30	-48	0	-	3	29	29	
PK016			Y	Y	74	1	830700	840786	32	251	30	-48	0	-	3	29	29	
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	292	30	-	-	-	-	-	-	No line of sight.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	316	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	322	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	331	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	287	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	178	30	-45	0	-	3	33	33	
CP002			Y	Y	71	1	830706	840716	11	182	30	-45	0	-	3	29	29	
CP003			Y	Y	74	1	830710	840721	11	186	30	-45	0	-	3	31	31	
CP004			Y	Y	75	1	830714	840725	11	190	30	-46	0	-	3	33	33	
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	188	30	-39	0	-	3	34	34	
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	209	30	-32	0	-	3	40	40	
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	96	30	-23	0	-	3	61	-	
JP002			Y	N	81	7	830662	840600	28	90	30	-22	0	-	3	61	-	
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	145	2	-29	-12	-	3	40	-	
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	145	2	-34	-12	-	3	46	-	
JP003c		Hammering	Y	N	81	3	830650	840657	8	145	2	-34	-12	-	3	38	-	
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	93	30	-30	0	-	3	42	-	
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	76	30	-20	0	-	3	48	-	
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	268	30	-35	0	-	3	51	-	
HC002			Y	N	82	5	830481	840629	33	263	30	-34	0	-	3	51	-	
HC003			Y	N	82	5	830486	840625	33	258	30	-34	0	-	3	51	-	
HC004			Y	N	82	5	830490	840621	33	253	30	-34	0	-	3	51	-	
HC005			Y	N	82	5	830494	840618	33	248	30	-34	0	-	3	52	-	
HC006			Y	N	82	5	830471	840644	33	277	30	-35	0	-	3	51	-	
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	237	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	266	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	830473	840613	8	266	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	301	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	247	10	-32	-5	-	3	38	-	
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	247	10	-38	-5	-	3	36	-	
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	346	10	-	-	-	-	-	-	No line of sight.
SP001b		Air gun	Y	N	78	5	830663	840876	8	346	2	-	-	-	-	-	-	No line of sight.
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	395	10	-	-	-	-	-	-	No line of sight.
SP002b		Air gun	Y	N	78	5	830610	840913	8	395	2	-	-	-	-	-	-	No line of sight.
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	341	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	327	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	327	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	333	30	-	-	-	-	-	-	No line of sight.
															Tonality	-	-	
															Total SPL	66	50	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:

[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).

For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.

For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**RCHE-101**
NSR x coord:	**830654**
NSR y coord:	**840531**
NSR floor (/F)	**1**
1st floor level (mPD)	**13.6**
NSR height (mPD)	**14.80**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	282	30	-	-	-	-	-	-	No line of sight.
EL002			Y	N	82	5	830793	840772	32	279	30	-	-	-	-	-	-	No line of sight.
EL003			Y	N	82	5	830801	840765	32	278	30	-	-	-	-	-	-	No line of sight.
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	274	30	-	-	-	-	-	-	No line of sight.
EL005			Y	N	62	3	830779	840773	32	274	30	-	-	-	-	-	-	No line of sight.
EL006			Y	N	62	3	830797	840757	32	268	30	-	-	-	-	-	-	No line of sight.
EL007			Y	N	62	3	830798	840756	32	268	30	-	-	-	-	-	-	No line of sight.
EL008			Y	N	62	3	830800	840754	32	268	30	-	-	-	-	-	-	No line of sight.
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	267	30	-	-	-	-	-	-	No line of sight.
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	283	30	-	-	-	-	-	-	No line of sight.
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	296	30	-	-	-	-	-	-	No line of sight.
CL002			Y	N	62	3	830890	840706	21	294	30	-	-	-	-	-	-	No line of sight.
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	291	30	-	-	-	-	-	-	No line of sight.
CL004			Y	N	62	2	830887	840705	21	291	30	-	-	-	-	-	-	No line of sight.
CL005			Y	N	62	2	830887	840703	21	290	30	-	-	-	-	-	-	No line of sight.
CL006			Y	N	62	2	830883	840705	21	288	30	-	-	-	-	-	-	No line of sight.
CL007			Y	N	62	2	830885	840703	21	289	30	-	-	-	-	-	-	No line of sight.
CL008			Y	N	62	2	830882	840703	21	286	30	-	-	-	-	-	-	No line of sight.
CL009			Y	N	62	2	830884	840702	21	286	30	-	-	-	-	-	-	No line of sight.
CL010			Y	N	62	2	830886	840701	21	288	30	-	-	-	-	-	-	No line of sight.
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	332	30	-	-	-	-	-	-	No line of sight.
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	284	30	-	-	-	-	-	-	No line of sight.
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	308	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	305	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	302	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	299	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	295	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	264	30	-	-	-	-	-	-	No line of sight.
PK016			Y	Y	74	1	830700	840786	32	260	30	-	-	-	-	-	-	No line of sight.
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	298	30	-	-	-	-	-	-	No line of sight.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	317	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	322	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	329	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	285	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	188	30	-	-	-	-	-	-	No line of sight.
CP002			Y	Y	71	1	830706	840716	11	193	30	-	-	-	-	-	-	No line of sight.
CP003			Y	Y	74	1	830710	840721	11	198	30	-	-	-	-	-	-	No line of sight.
CP004			Y	Y	75	1	830714	840725	11	204	30	-	-	-	-	-	-	No line of sight.
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	193	30	-	-	-	-	-	-	No line of sight.
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	206	30	-	-	-	-	-	-	No line of sight.
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	74	30	-20	0	-5	3	58	-	Screened. Refer to Section Drawing for RCHE-101
JP002			Y	N	81	7	830662	840600	28	71	30	-20	0	-5	3	58	-	Screened. Refer to Section Drawing for RCHE-102
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	127	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	127	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	830650	840657	8	127	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	103	30	-	-	-	-	-	-	No line of sight.
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	16	30	-6	0	-	3	62	-	
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	204	30	-	-	-	-	-	-	No line of sight.
HC002			Y	N	82	5	830481	840629	33	199	30	-	-	-	-	-	-	No line of sight.
HC003			Y	N	82	5	830486	840625	33	194	30	-	-	-	-	-	-	No line of sight.
HC004			Y	N	82	5	830490	840621	33	189	30	-	-	-	-	-	-	No line of sight.
HC005			Y	N	82	5	830494	840618	33	183	30	-	-	-	-	-	-	No line of sight.
HC006			Y	N	82	5	830471	840644	33	215	30	-	-	-	-	-	-	No line of sight.
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	169	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	199	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	830473	840613	8	199	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	242	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	191	10	-30	-5	-	3	40	-	
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	191	10	-36	-5	-	3	38	-	
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	346	10	-	-	-	-	-	-	No line of sight.
SP001b		Air gun	Y	N	78	5	830663	840876	8	346	2	-	-	-	-	-	-	No line of sight.
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	385	10	-	-	-	-	-	-	No line of sight.
SP002b		Air gun	Y	N	78	5	830610	840913	8	385	2	-	-	-	-	-	-	No line of sight.
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	413	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	400	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	400	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	406	30	-	-	-	-	-	-	No line of sight.
															Tonality	-	-	
															Total SPL	65	-	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:
[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).
For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.
For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**IVRSC-105**
NSR x coord:	**830683**
NSR y coord:	**840476**
NSR floor (/F)	**1**
1st floor level (mPD)	**21.3**
NSR height (mPD)	**22.50**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	321	30	-	-	-	-	-	-	No line of sight.
EL002			Y	N	82	5	830793	840772	32	316	30	-	-	-	-	-	-	No line of sight.
EL003			Y	N	82	5	830801	840765	32	313	30	-	-	-	-	-	-	No line of sight.
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	313	30	-	-	-	-	-	-	No line of sight.
EL005			Y	N	62	3	830779	840773	32	312	30	-	-	-	-	-	-	No line of sight.
EL006			Y	N	62	3	830797	840757	32	303	30	-	-	-	-	-	-	No line of sight.
EL007			Y	N	62	3	830798	840756	32	302	30	-	-	-	-	-	-	No line of sight.
EL008			Y	N	62	3	830800	840754	32	302	30	-	-	-	-	-	-	No line of sight.
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	299	30	-	-	-	-	-	-	No line of sight.
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	311	30	-	-	-	-	-	-	No line of sight.
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	311	30	-	-	-	-	-	-	No line of sight.
CL002			Y	N	62	3	830890	840706	21	309	30	-	-	-	-	-	-	No line of sight.
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	306	30	-	-	-	-	-	-	No line of sight.
CL004			Y	N	62	2	830887	840705	21	306	30	-	-	-	-	-	-	No line of sight.
CL005			Y	N	62	2	830887	840703	21	305	30	-	-	-	-	-	-	No line of sight.
CL006			Y	N	62	2	830883	840705	21	304	30	-	-	-	-	-	-	No line of sight.
CL007			Y	N	62	2	830885	840703	21	304	30	-	-	-	-	-	-	No line of sight.
CL008			Y	N	62	2	830882	840703	21	302	30	-	-	-	-	-	-	No line of sight.
CL009			Y	N	62	2	830884	840702	21	302	30	-	-	-	-	-	-	No line of sight.
CL010			Y	N	62	2	830886	840701	21	303	30	-	-	-	-	-	-	No line of sight.
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	387	30	-31	0	-	3	46	46	
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	334	30	-38	0	-	3	43	43	
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	361	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	358	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	354	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	351	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	347	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	315	30	-50	0	-	3	27	27	
PK016			Y	Y	74	1	830700	840786	32	311	30	-50	0	-	3	27	27	
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	350	30	-	-	-	-	-	-	No line of sight.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	371	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	377	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	384	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	340	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	237	30	-	-	-	-	-	-	No line of sight.
CP002			Y	Y	71	1	830706	840716	11	242	30	-	-	-	-	-	-	No line of sight.
CP003			Y	Y	74	1	830710	840721	11	246	30	-	-	-	-	-	-	No line of sight.
CP004			Y	Y	75	1	830714	840725	11	251	30	-	-	-	-	-	-	No line of sight.
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	245	30	-	-	-	-	-	-	No line of sight.
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	261	30	-	-	-	-	-	-	No line of sight.
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	129	30	-	-	-	-	-	-	No line of sight.
JP002			Y	N	81	7	830662	840600	28	125	30	-	-	-	-	-	-	No line of sight.
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	185	2	-	-	-	-	-	-	No line of sight.
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	185	2	-	-	-	-	-	-	No line of sight.
JP003c		Hammering	Y	N	81	3	830650	840657	8	185	2	-	-	-	-	-	-	No line of sight.
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	149	30	-	-	-	-	-	-	No line of sight.
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	75	30	-19	0	-	3	48	-	
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	259	30	-	-	-	-	-	-	No line of sight.
HC002			Y	N	82	5	830481	840629	33	253	30	-	-	-	-	-	-	No line of sight.
HC003			Y	N	82	5	830486	840625	33	248	30	-	-	-	-	-	-	No line of sight.
HC004			Y	N	82	5	830490	840621	33	242	30	-	-	-	-	-	-	No line of sight.
HC005			Y	N	82	5	830494	840618	33	237	30	-	-	-	-	-	-	No line of sight.
HC006			Y	N	82	5	830471	840644	33	270	30	-	-	-	-	-	-	No line of sight.
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	220	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	251	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	830473	840613	8	251	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	299	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	251	10	-	-	-	-	-	-	No line of sight.
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	251	10	-	-	-	-	-	-	No line of sight.
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	401	10	-	-	-	-	-	-	No line of sight.
SP001b		Air gun	Y	N	78	5	830663	840876	8	401	2	-	-	-	-	-	-	No line of sight.
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	443	10	-	-	-	-	-	-	No line of sight.
SP002b		Air gun	Y	N	78	5	830610	840913	8	443	2	-	-	-	-	-	-	No line of sight.
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	386	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	375	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	375	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	382	30	-	-	-	-	-	-	No line of sight.
															Tonality	-	-	
															Total SPL	51	48	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:

[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).

For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.

For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**HMMH-101**
NSR x coord:	**830701**
NSR y coord:	**840487**
NSR floor (/F)	**1**
1st floor level (mPD)	**27.3**
NSR height (mPD)	**28.50**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	305	30	-	-	-	-	-	-	No line of sight.
EL002			Y	N	82	5	830793	840772	32	300	30	-	-	-	-	-	-	No line of sight.
EL003			Y	N	82	5	830801	840765	32	296	30	-	-	-	-	-	-	No line of sight.
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	298	30	-	-	-	-	-	-	No line of sight.
EL005			Y	N	62	3	830779	840773	32	297	30	-	-	-	-	-	-	No line of sight.
EL006			Y	N	62	3	830797	840757	32	287	30	-	-	-	-	-	-	No line of sight.
EL007			Y	N	62	3	830798	840756	32	286	30	-	-	-	-	-	-	No line of sight.
EL008			Y	N	62	3	830800	840754	32	285	30	-	-	-	-	-	-	No line of sight.
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	282	30	-	-	-	-	-	-	No line of sight.
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	293	30	-	-	-	-	-	-	No line of sight.
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	292	30	-	-	-	-	-	-	No line of sight.
CL002			Y	N	62	3	830890	840706	21	289	30	-	-	-	-	-	-	No line of sight.
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	287	30	-	-	-	-	-	-	No line of sight.
CL004			Y	N	62	2	830887	840705	21	287	30	-	-	-	-	-	-	No line of sight.
CL005			Y	N	62	2	830887	840703	21	286	30	-	-	-	-	-	-	No line of sight.
CL006			Y	N	62	2	830883	840705	21	285	30	-	-	-	-	-	-	No line of sight.
CL007			Y	N	62	2	830885	840703	21	284	30	-	-	-	-	-	-	No line of sight.
CL008			Y	N	62	2	830882	840703	21	282	30	-	-	-	-	-	-	No line of sight.
CL009			Y	N	62	2	830884	840702	21	282	30	-	-	-	-	-	-	No line of sight.
CL010			Y	N	62	2	830886	840701	21	283	30	-	-	-	-	-	-	No line of sight.
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	379	30	-31	0	-	3	46	46	
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	322	30	-38	0	-	3	43	43	
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	351	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	348	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	344	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	340	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	336	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	303	30	-50	0	-	3	27	27	
PK016			Y	Y	74	1	830700	840786	32	299	30	-50	0	-	3	28	28	
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	340	30	-	-	-	-	-	-	No line of sight.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	362	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	368	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	376	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	331	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	226	30	-47	-	-	-	28	28	
CP002			Y	Y	71	1	830706	840716	11	230	30	-47	-	-	-	24	24	
CP003			Y	Y	74	1	830710	840721	11	235	30	-47	-	-	-	26	26	
CP004			Y	Y	75	1	830714	840725	11	240	30	-48	-	-	-	28	28	
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	235	30	-41	-	-	-	29	29	
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	252	30	-34	0	-	3	38	38	
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	124	30	-25	0	-	3	59	-	
JP002			Y	N	81	7	830662	840600	28	119	30	-25	0	-	3	59	-	
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	179	2	-31	-12	-	3	38	-	
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	179	2	-36	-12	-	3	44	-	
JP003c		Hammering	Y	N	81	3	830650	840657	8	179	2	-36	-12	-	3	36	-	
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	138	30	-33	0	-	3	38	-	
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	77	30	-20	0	-	3	48	-	
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	267	30	-	-	-	-	-	-	No line of sight.
HC002			Y	N	82	5	830481	840629	33	262	30	-	-	-	-	-	-	No line of sight.
HC003			Y	N	82	5	830486	840625	33	256	30	-	-	-	-	-	-	No line of sight.
HC004			Y	N	82	5	830490	840621	33	251	30	-	-	-	-	-	-	No line of sight.
HC005			Y	N	82	5	830494	840618	33	245	30	-	-	-	-	-	-	No line of sight.
HC006			Y	N	82	5	830471	840644	33	278	30	-	-	-	-	-	-	No line of sight.
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	231	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	261	10	-	-	-	-	-	-	No line of sight.
HC008b		Air gun	Y	N	78	5	830473	840613	8	261	2	-	-	-	-	-	-	No line of sight.
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	306	10	-	-	-	-	-	-	No line of sight.
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	256	10	-33	-5	-	3	38	-	
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	256	10	-39	-5	-	3	36	-	
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	392	10	-	-	-	-	-	-	No line of sight.
SP001b		Air gun	Y	N	78	5	830663	840876	8	392	2	-	-	-	-	-	-	No line of sight.
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	437	10	-	-	-	-	-	-	No line of sight.
SP002b		Air gun	Y	N	78	5	830610	840913	8	437	2	-	-	-	-	-	-	No line of sight.
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	368	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	356	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	356	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	363	30	-	-	-	-	-	-	No line of sight.
															Tonality	-	-	
															Total SPL	62	49	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:
[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).
For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.
For noise sources marginally screened, no screening correction is applied for conservative assessment.

Project :	**Sheung Shui A30**
Project number:	**276006-03**
Title:	**Fixed Noise Assessment (Unmitigated Scenario)**
Subtitle:	**Calculation of Fixed Noise Levels at Receivers for Residential Blocks**
NSR ID:	**EMO-205**
NSR x coord:	**830835**
NSR y coord:	**840643**
NSR floor (/F)	**1**
1st floor level (mPD)	**18.2**
NSR height (mPD)	**19.40**
ASR	**C**

Noise source ID	Description	Activities/Equipment	Operation		Max measured SPL, dB(A)	Measurement distance from source, m	Source Location			Shortest separation distance from centre of source, m	Worst Operating Time in 30 mins, min	Correction, dB(A)				Predicted daytime SPL at NSR, dB(A)	Predicted nighttime SPL at NSR, dB(A)	Remark
			Daytime	Nighttime			X (m)	Y (m)	Z (mpd)			Distance	Time	Screening effect	Facade			
EL001	Early Light International Centre (rooftop)	Chiller on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830784	840781	32	147	30	-	-	-	-	-	-	No line of sight.
EL002			Y	N	82	5	830793	840772	32	137	30	-	-	-	-	-	-	No line of sight.
EL003			Y	N	82	5	830801	840765	32	128	30	-	-	-	-	-	-	No line of sight.
EL004		Condenser on rooftop (2 fans, LxWxH = ~2mx1mx1.5m)	Y	N	62	3	830778	840775	32	144	30	-	-	-	-	-	-	No line of sight.
EL005			Y	N	62	3	830779	840773	32	142	30	-	-	-	-	-	-	No line of sight.
EL006			Y	N	62	3	830797	840757	32	121	30	-	-	-	-	-	-	No line of sight.
EL007			Y	N	62	3	830798	840756	32	119	30	-	-	-	-	-	-	No line of sight.
EL008			Y	N	62	3	830800	840754	32	117	30	-	-	-	-	-	-	No line of sight.
EL009	Early Light International Centre (Louver on facade)	Louvers (2 units) to Ka Fu Close (LxW = ~4mx0.5m)	Y	N	63	5	830810	840747	16	107	30	-	-	-	-	-	-	No line of sight.
VM001	Sheung Shui Vegetable Marketing & Credit Co-operative Society	Loading & unloading	Y	N	69	7	830837	840746	9	103	30	-23	0	-	3	48	-	
CL001	CLP Region Office (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~2mx1mx2m)	Y	N	62	3	830891	840707	21	85	30	-31	0	-	3	35	-	
CL002			Y	N	62	3	830890	840706	21	83	30	-30	0	-	3	35	-	
CL003		Condensers on rooftop (1 fan, LxWxH = ~2mx1mx2m)	Y	N	62	2	830885	840707	21	81	30	-35	0	-	3	30	-	
CL004			Y	N	62	2	830887	840705	21	81	30	-35	0	-	3	30	-	
CL005			Y	N	62	2	830887	840703	21	80	30	-34	0	-	3	30	-	
CL006			Y	N	62	2	830883	840705	21	79	30	-34	0	-	3	30	-	
CL007			Y	N	62	2	830885	840703	21	78	30	-34	0	-	3	30	-	
CL008			Y	N	62	2	830882	840703	21	76	30	-34	0	-	3	31	-	
CL009			Y	N	62	2	830884	840702	21	76	30	-34	0	-	3	31	-	
CL010			Y	N	62	2	830886	840701	21	77	30	-34	0	-	3	30	-	
PK001-003	Park'n Sheung Shui Fresh Food Distribution Centre (rooftop)	Condensers on rooftop (2 fans, LxWxH = ~3mx2mx4m)	Y	Y	74	11	830644	840861	34	290	30	-	-	-	-	-	-	No line of sight.
PK004		Chiller on rooftop (1 motor, LxWxH = ~3mx2.5mx2m)	Y	Y	79	4	830709	840809	33	209	30	-	-	-	-	-	-	No line of sight.
PK005-006	Park'n Sheung Shui Fresh Food Distribution Centre (3/F)	Condenser on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	73	2	830680	840837	23	248	30	-	-	-	-	-	-	No line of sight.
PK007-008			Y	Y	73	2	830684	840834	23	244	30	-	-	-	-	-	-	No line of sight.
PK009-010			Y	Y	73	2	830689	840830	23	237	30	-	-	-	-	-	-	No line of sight.
PK011-012			Y	Y	73	2	830692	840827	23	233	30	-	-	-	-	-	-	No line of sight.
PK013-014		AHUs on 3/F (1 motor, LxWxH = ~2mx2mx2m)	Y	Y	85	2	830697	840823	23	227	30	-	-	-	-	-	-	No line of sight.
PK015	Park'n Sheung Shui Fresh Food Distribution Centre (facade)	Louvers to Po Shek Wu Road (LxW = ~1mx1m)	Y	Y	74	1	830703	840790	32	198	30	-	-	-	-	-	-	No line of sight.
PK016			Y	Y	74	1	830700	840786	32	197	30	-	-	-	-	-	-	No line of sight.
PK017		Louvers to Ka Fu Close (LxW = ~5mx0.5m)	Y	Y	81	9	830694	840826	17	231	30	-	-	-	-	-	-	No line of sight.
PK018		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830671	840847	17	262	30	-	-	-	-	-	-	No line of sight.
PK019		Louvers to Ka Fu Close (LxW = ~1mx1m)	Y	Y	74	1	830665	840853	17	270	30	-	-	-	-	-	-	No line of sight.
PK020		Louvers to Ka Fu Close (LxW = ~1mx0.5m)	Y	Y	74	1	830657	840860	17	280	30	-	-	-	-	-	-	No line of sight.
PK021		Louver to San Wan Road (LxW = ~2mx2m)	Y	Y	72	4	830660	840815	17	246	30	-	-	-	-	-	-	No line of sight.
CP001	Cambridge Plaza (facade)	Exhaust fans to Po Shek Wu Road (LxW = ~0.5mx0.5m)	Y	Y	75	1	830702	840712	11	150	30	-	-	-	-	-	-	No line of sight.
CP002			Y	Y	71	1	830706	840716	11	148	30	-	-	-	-	-	-	No line of sight.
CP003			Y	Y	74	1	830710	840721	11	147	30	-	-	-	-	-	-	No line of sight.
CP004			Y	Y	75	1	830714	840725	11	146	30	-	-	-	-	-	-	No line of sight.
CP005		Exhaust fans to San Wan Road (LxW = ~0.5mx0.5m)	Y	Y	71	2	830691	840720	11	164	30	-	-	-	-	-	-	No line of sight.
CP006	Cambridge Plaza (Wai Kee)	Loading and unloading	Y	Y	69	5	830669	840736	8	191	30	-	-	-	-	-	-	No line of sight.
JP001	Jumbo Plaza (rooftop)	Chillers on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	81	7	830659	840603	28	181	30	-	-	-	-	-	-	No line of sight.
JP002			Y	N	81	7	830662	840600	28	178	30	-	-	-	-	-	-	No line of sight.
JP003a	Jumbo Plaza (Scania to San Wan Road)	Air gun	Y	N	78	5	830650	840657	8	185	2	-31	-12	-	3	38	-	
JP003b		Electric screwing machine	Y	N	89	3	830650	840657	8	185	2	-36	-12	-	3	44	-	
JP003c		Hammering	Y	N	81	3	830650	840657	8	185	2	-36	-12	-	3	36	-	
JP004	Jumbo Plaza (Vannex to San Wan Road)	Recycling works	Y	N	69	3	830700	840623	8	137	30	-33	0	-	3	39	-	
JP005	Jumbo Plaza (Warehouse to Choi Fai Street)	Loading and unloading	Y	N	65	8	830655	840544	8	206	30	-	-	-	-	-	-	No line of sight.
HC001	Hi-tech Centre (rooftop)	Chillers (2 units) on rooftop (8 fans, LxWxH = ~4mx2mx2m)	Y	N	82	5	830478	840632	33	358	30	-37	0	-	3	48	-	
HC002			Y	N	82	5	830481	840629	33	354	30	-37	0	-	3	48	-	
HC003			Y	N	82	5	830486	840625	33	350	30	-37	0	-	3	48	-	
HC004			Y	N	82	5	830490	840621	33	346	30	-37	0	-	3	49	-	
HC005			Y	N	82	5	830494	840618	33	343	30	-37	0	-	3	49	-	
HC006			Y	N	82	5	830471	840644	33	364	30	-37	0	-	3	48	-	
HC007	Hi-tech Centre (facade)	Louver to Choi Yuen Road (LxW = ~0.5mx0.5m)	Y	N	70	1	830498	840594	13	341	30	-	-	-	-	-	-	No line of sight.
HC008a	Hi-tech Centre (Sheung Tat tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830473	840613	8	363	10	-42	-5	-	3	40	-	
HC008b		Air gun	Y	N	78	5	830473	840613	8	363	2	-37	-12	-	3	32	-	
HC009	Hi-tech Centre (Habasit East Asia Limited)	Loading and unloading	Y	N	81	5	830463	840679	8	374	10	-	-	-	-	-	-	
HC010a	Hi-tech Centre (Water bottle warehouse)	Unloading empty bottle	Y	N	72	6	830515	840661	8	321	10	-35	-5	-	3	36	-	
HC010b		Loading bottle with forklifting	Y	N	76	3	830515	840661	8	321	10	-41	-5	-	3	34	-	
SP001a	Sheung Shui Plaza (Sung Cheung tyre repairing workshop on G/F)	Impact Wrench	Y	N	84	3	830663	840876	8	290	10	-	-	-	-	-	-	No line of sight.
SP001b		Air gun	Y	N	78	5	830663	840876	8	290	2	-	-	-	-	-	-	No line of sight.
SP002a	Sheung Shui Plaza (Good Year Autocare on G/F)	Impact Wrench	Y	N	84	3	830610	840913	8	352	10	-	-	-	-	-	-	No line of sight.
SP002b		Air gun	Y	N	78	5	830610	840913	8	352	2	-	-	-	-	-	-	No line of sight.
BZ001a	Shek Wu Hui Agricultural Produce Bazaar	Loading and unloading	Y	Y	67	3	831067	840519	8	263	30	-	-	-	-	-	-	No line of sight.
BZ001b		Pumper Truck for fisheries stores in the bazaar	Y	Y	70	2	831054	840529	8	248	30	-	-	-	-	-	-	No line of sight.
BZ001c		Pumper Truck for street sweeping	Y	N	77	4	831054	840529	8	248	30	-	-	-	-	-	-	No line of sight.
BZ001d		Other activities	Y	Y	71	3	831059	840542	8	247	30	-	-	-	-	-	-	No line of sight.
															Tonality	-	-	
															Total SPL	58	-	
															Criteria ANL	70	60	
															Exceedance	-	-	

Note:

[1] For noise sources on the rooftop /podium of buildings which are blocked by other buildings in front of the proposed residential development, a 10dB(A) screening correction is applied to these sources for NSRs at the lower levels (those with height below the screening building).

For noise sources on the rooftop /podium of buildings which are screened by the building itself (but not blocked by another building), a 5dB(A) screening correction is applied to NSRs at shadow zone.

For noise sources marginally screened, no screening correction is applied for conservative assessment.

Appendix 8.1

DSD Letter

By Fax

Confidential
MEMO

From	Chief Engineer/Sewerage Projects, DSD	To	Director of Housing
Ref.	( ) in SPC/ 4388DS	Attn.:	Ms. Arlene W.L. LO
Tel. No.	2594 7462	Email	
Fax. No.	2827 8700	Your Ref.	( ) in HD (CE) 746/113/26
Email	wcpoon@dsd.gov.hk	Dated	19.11.2015 Fax. No. 2129 3095
Date	25 November 2015	Total Pages	1

Proposed Public Housing Development at Sites 1 & 2 in Fanling/Sheung Shui Area 30
Request for Information for Shek Wu Hui Sewage Treatment Works

I refer to your above quoted memo and our telecon on 24.11.2015.

2. Please be advised that the expansion programme of the Shek Wu Hui Sewage Treatment Works (SWHSTW) is updated as follow:-

Expansion Phase	Design Capacity (m^3/day)	Tenative Year of Completion
Existing	93,000	-
Phase 1A	133,000	2023
Phase 1B	153,000	2023
Phase 2	190,000	2030 (1)

Note: (1) Phase 2 expansion programme shall be subject to KTN and FLN NDAs development.

3. Since the expansion scheme of the SWHSTW is still under review, you could refer to the layout and the environmental assessment results from the apporved EIA study for North East New Territories New Development Areas Planning and Engineering Study – Investigation (AEIAR-175/2015) for your assessment at this stage. We confirm that there is no material change on the layout and environmental assessment results anticipated based on our current assessment.

4. Should you require further information, please feel free to call the undersigned at 2594 7462.

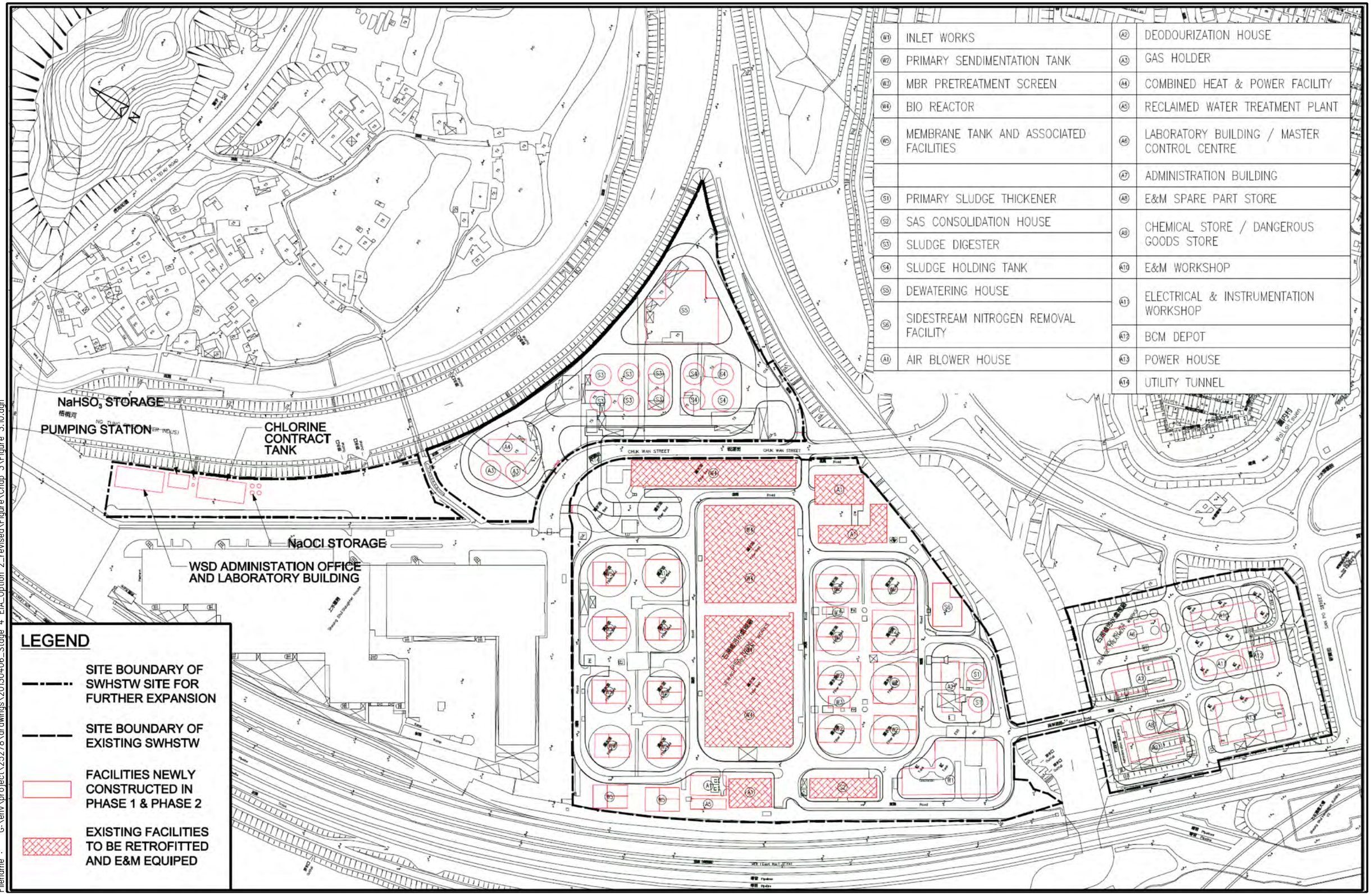
(Gigi W.C. POON)
for Chief Engineer/Sewerage Projects
Drainage Services Department

c.c.
CE/MN (Attn: Mr. Ryan CHAK) - Fax: 2770 4761

Internal – E/S8, E/S18 – please note in file

Appendix 8.2

Proposed Layout for the Expansion of SWHSTW



W1	INLET WORKS	A2	DEODOURIZATION HOUSE
W2	PRIMARY SENDIMENTATION TANK	A3	GAS HOLDER
W3	MBR PRETREATMENT SCREEN	A4	COMBINED HEAT & POWER FACILITY
W4	BIO REACTOR	A5	RECLAIMED WATER TREATMENT PLANT
W5	MEMBRANE TANK AND ASSOCIATED FACILITIES	A6	LABORATORY BUILDING / MASTER CONTROL CENTRE
		A7	ADMINISTRATION BUILDING
S1	PRIMARY SLUDGE THICKENER	A8	E&M SPARE PART STORE
S2	SAS CONSOLIDATION HOUSE	A9	CHEMICAL STORE / DANGEROUS GOODS STORE
S3	SLUDGE DIGESTER		
S4	SLUDGE HOLDING TANK	A10	E&M WORKSHOP
S5	DEWATERING HOUSE	A11	ELECTRICAL & INSTRUMENTATION WORKSHOP
S6	SIDESTREAM NITROGEN REMOVAL FACILITY		
		A12	BCM DEPOT
A1	AIR BLOWER HOUSE	A13	POWER HOUSE
		A14	UTILITY TUNNEL

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土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

規劃署
PLANNING DEPARTMENT

ARUP

Job Title
Agreement No. CE 61/2007 (CE)
North East New Territories New Development Areas
Planning and Engineering Study - Investigation

Drawing Title
Layout Plan of the Proposed Sewage Treatment Works Extension in FLN NDA

Rev	Description	Date
D	FIFTH ISSUE	04/13
C	FOURTH ISSUE	02/13
B	THIRD ISSUE	07/12
A	SECOND ISSUE	01/12
-	FIRST ISSUE	10/10

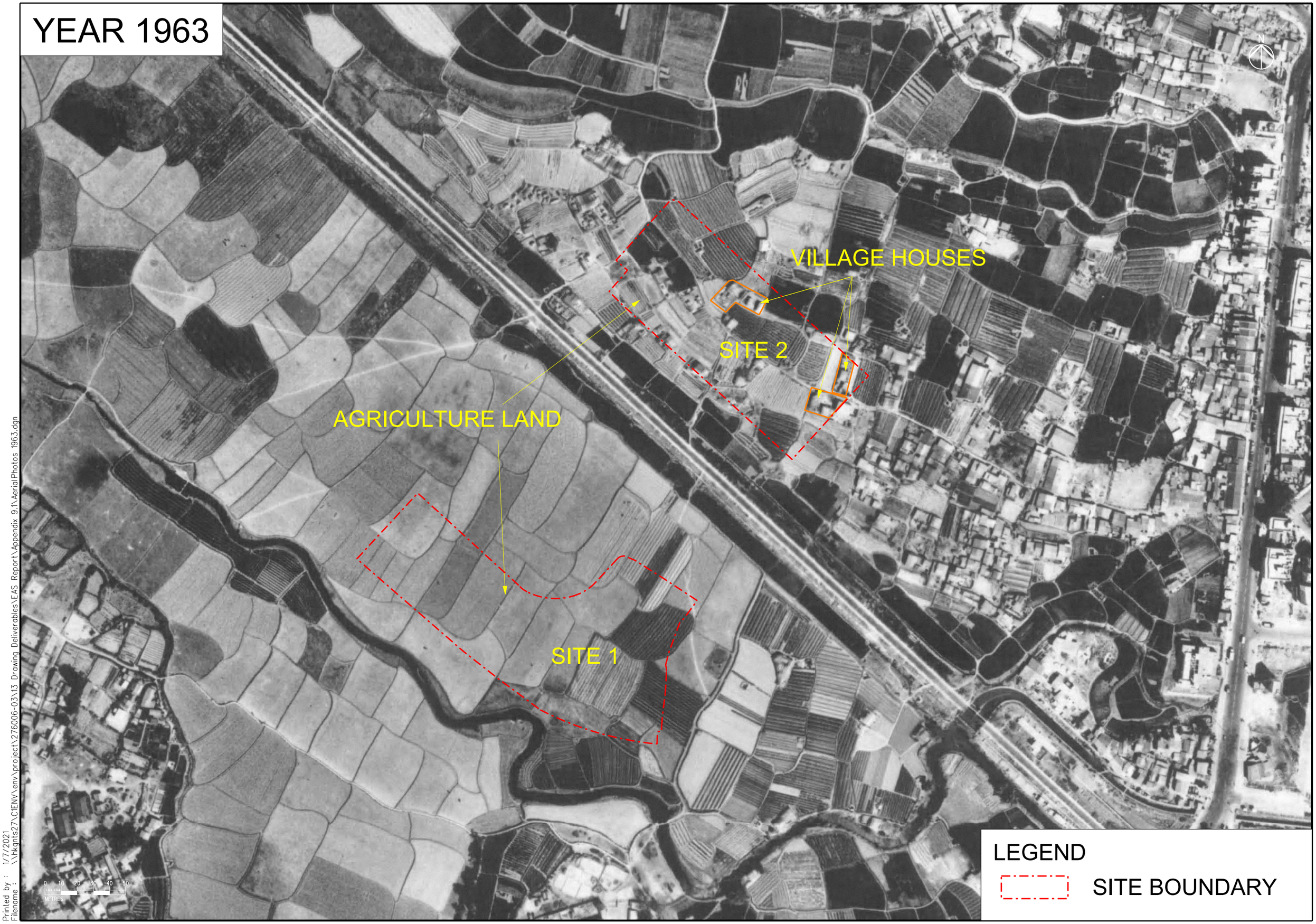
Drawn: GL
Date: 04/13
Checked: KL
Approved: ST
Scale: 1:2500 on A3

Drawing No.
Figure 3.10
Rev. **D**

Appendix 9.1

Historical Aerial Photos

YEAR 1963



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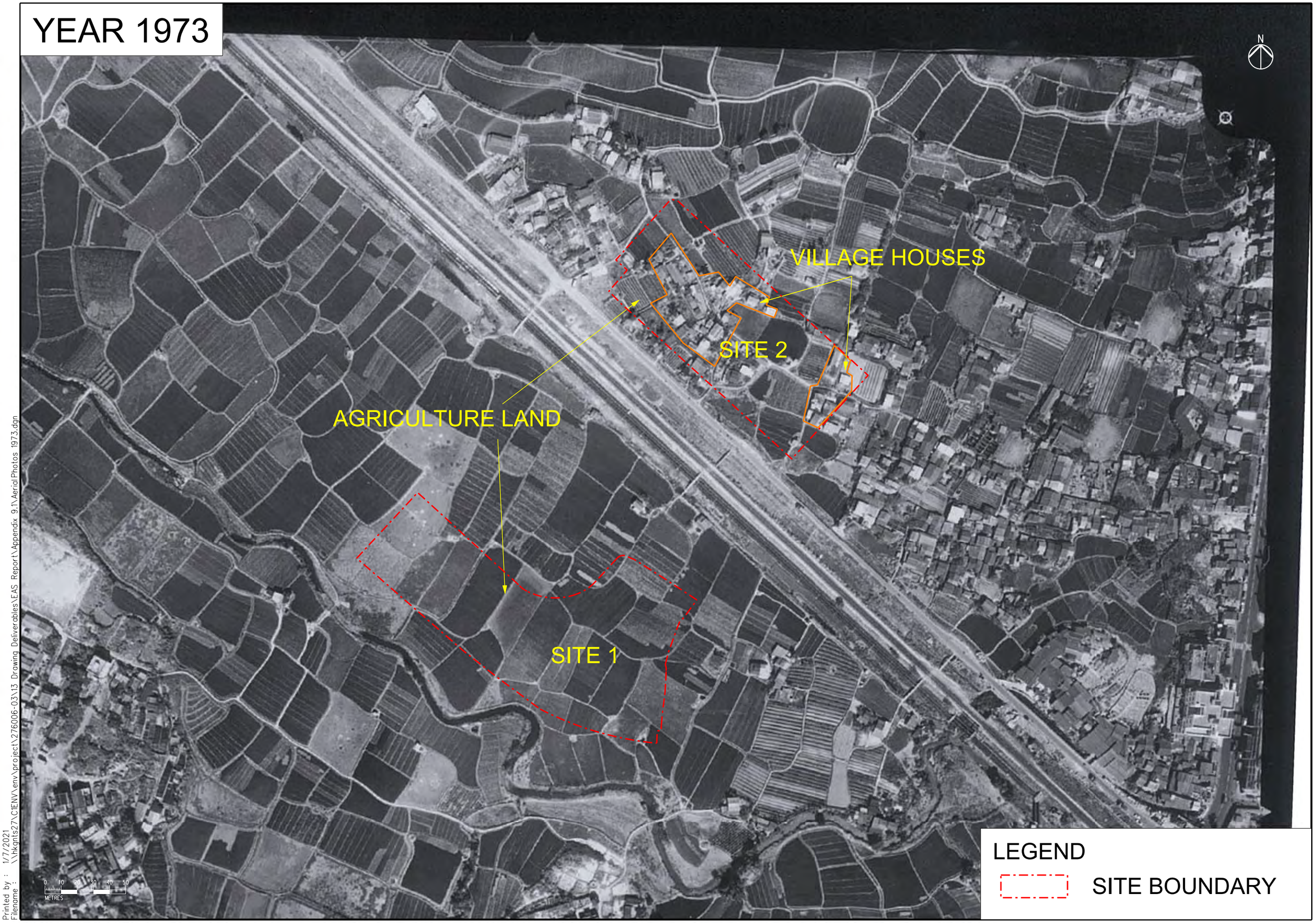
YEAR 1973



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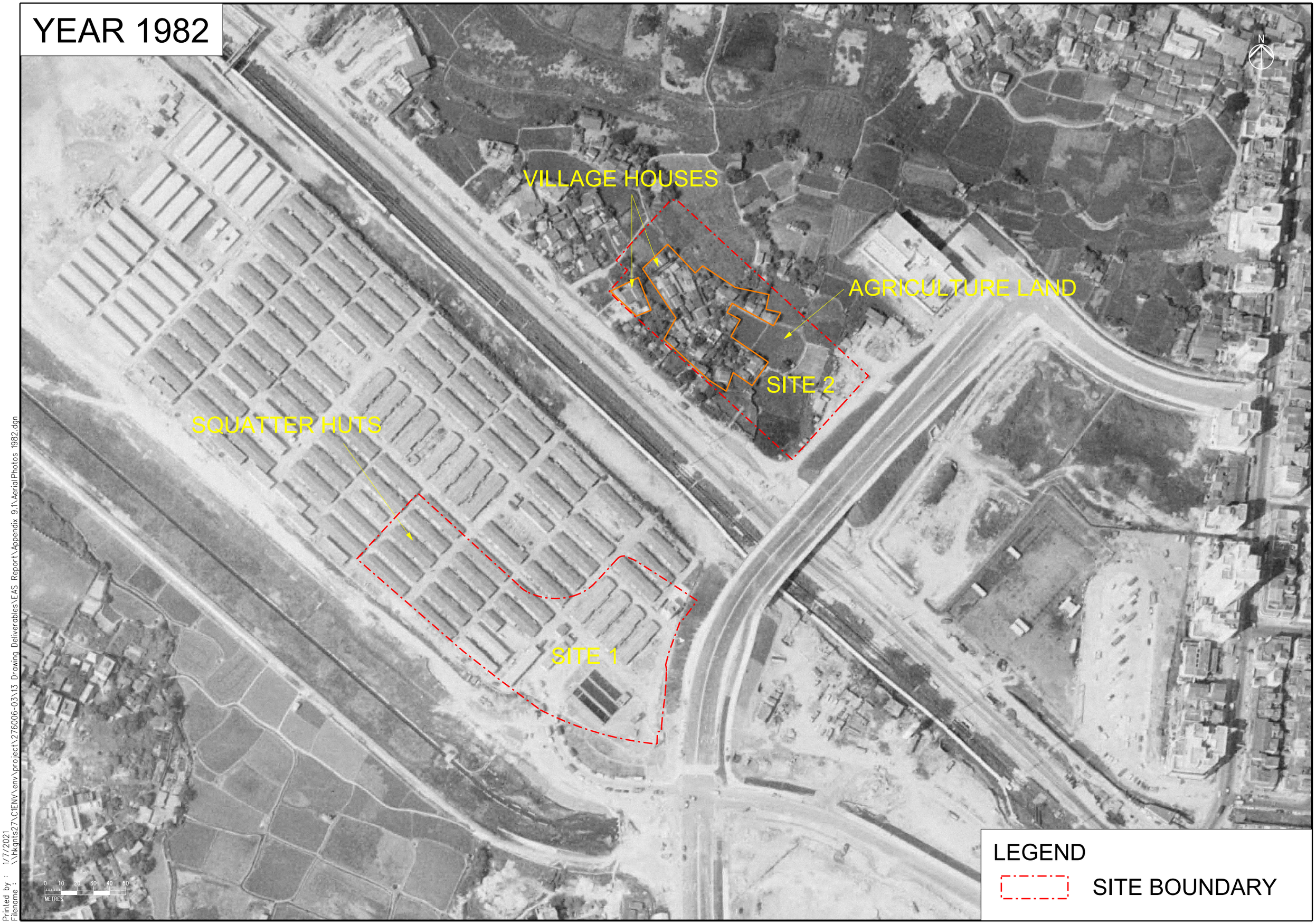
YEAR 1982



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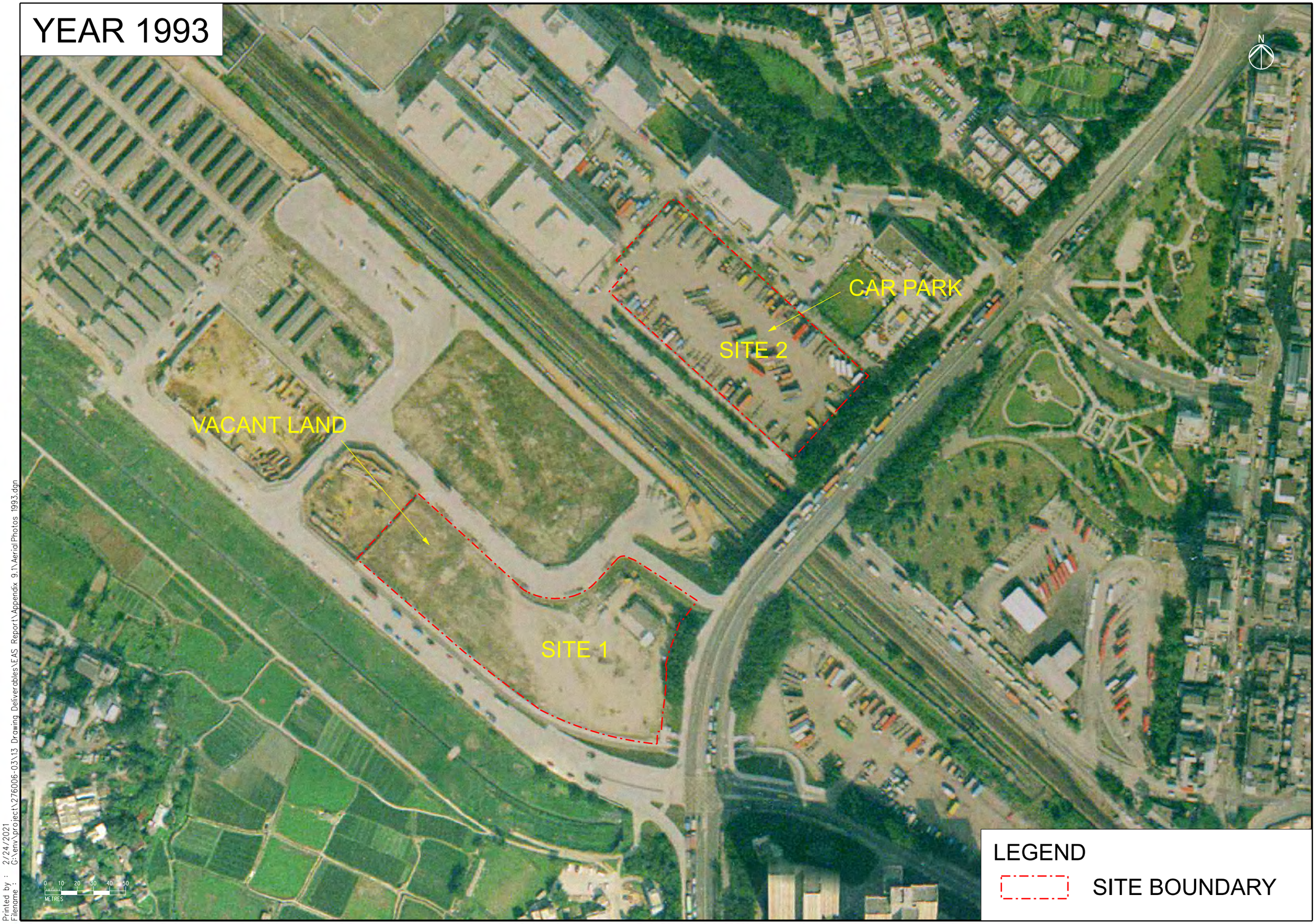

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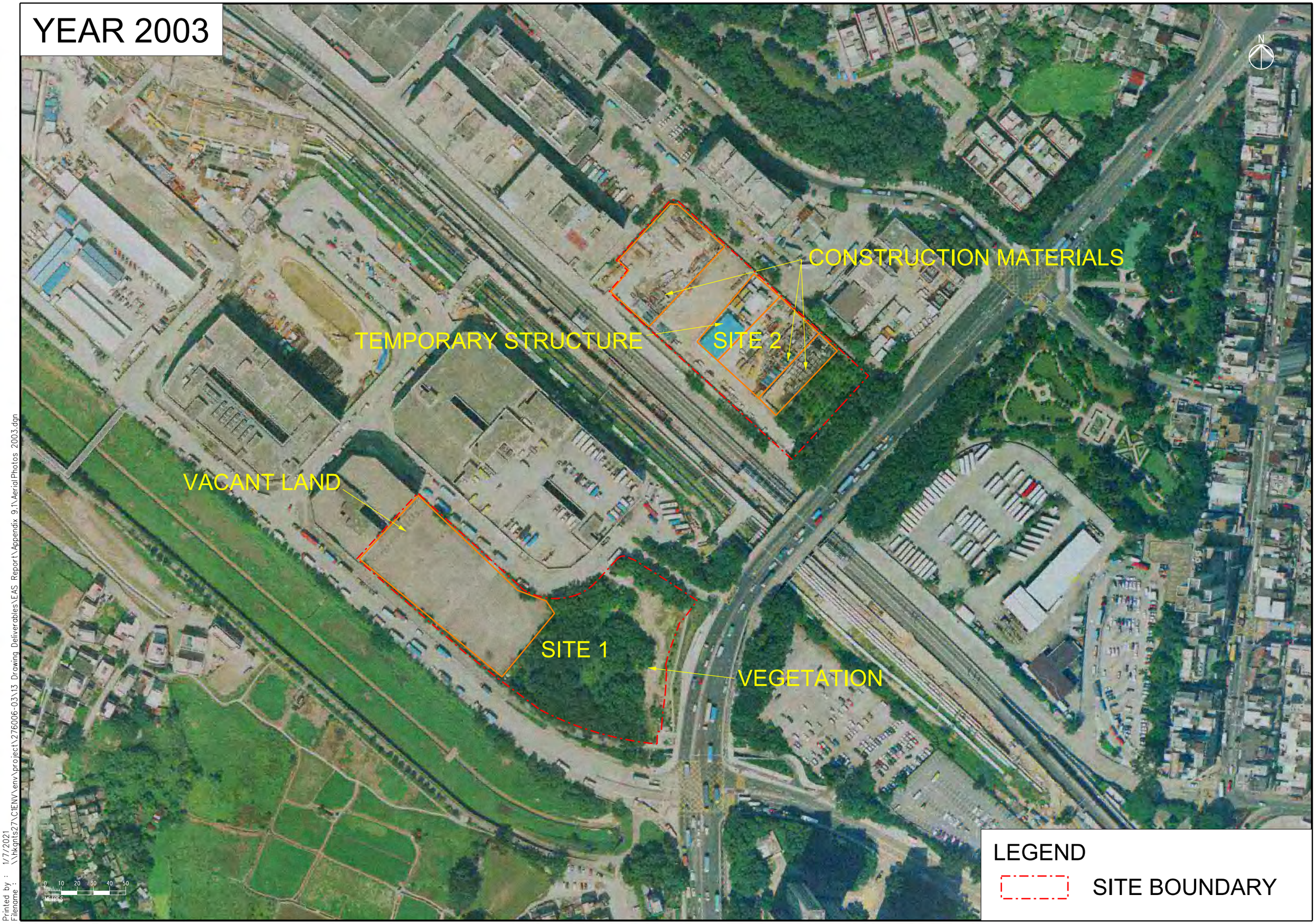

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YEAR 2012

Printed by : 1/7/2021
Filename : \\hkgnts27\CIENV\env\project\276006-03\13 Drawing Deliverables\EAS Report\Appendix 9.1\Aerial Photos 2012.dgn

YEAR 2015

Printed by : 1/7/2021
Filename : \\hkgnts27\CIENV\env\project\276006-03\13 Drawing Deliverables\EAS Report\Appendix 9.1\Aerial Photos 2015.dgn

YEAR 2019

© Co

m Eagle 210mm

N

LEGEND

SITE BOUNDARY

Printed by : 1/7/2021
Filename : \\hkgnts27\C\ENV\env\project\276006-03\13 Drawing Deliverables\EAS Report\Appendix 9.1\Aerial Photos 2019.dgn

Appendix 9.2

EPD & FSD Letters

Our ref 276006-03/L003/JS/js

ARUP

By Post and Fax (2739 5879)

Management Group
9/F, Fire Services Headquarters Building,
No. 1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon

For the attention of Access to Information Officer

Level 5, Festival Walk
80 Tat Chee Avenue
Kowloon Tong, Kowloon
Hong Kong

t +852 2528 3031
d +852 2908 4381
f +852 2268 3380

johnny.so@arup.com
www.arup.com

11 August 2020

Dear Sir/Madam,

Environmental Assessment Study for the Proposed Public Housing Development at Site 1 & 2 at Fanling/ Sheung Shui Area 30, Sheung Shui
Request for Information on Dangerous Goods and Incident Records

We have been recently appointed by Hong Kong Housing Authority (HKHA) to conduct an environmental assessment study for the Proposed Public Housing Development at Site 1 & 2 at Fanling/ Sheung Shui Area 30, Sheung Shui (see Attachment). As part of the study, we are required to review the historical and present land use around the area and evaluate any potential land contamination issues in the Study Area (Site 1 & 2) as shown in Attachment 2.

It would be very much appreciated if you could provide us the following information for our assessment:

- Records of Dangerous Goods License issued within the Study Area;
- Past and present incident records within the Study Area; and
- Any other information related to the use and/or storage of dangerous goods in the concerned area.

We would be grateful if you could provide a reply to us by 28 August 2020.

We look forward to receiving your reply. Should you have any queries, please do not hesitate to contact our Mr. Ricky Chui at 2268 3437. Thank you for your help in advance.

Yours faithfully

Johnny So
Consultant

cc HKHA - Ms. Elaine Y.L. Lam (CE/T234), by fax: 3549 6536

Ove Arup & Partners Hong Kong Ltd | Registered in England & Wales
Registered Number: 1359968 | Registered Address: 13 Fitzroy Street London W1T 4BQ

香港房屋委員會
Hong Kong Housing Authority

Our Ref. : ( ) in HD(CE) 144/111/01
Tel No. : 3549 6089
Fax No. : 3549 6536

Date : 30 July 2020

TO WHOM IT MAY CONCERN

Dear Sir/Madam,

Proposed Public Housing Development Sites 1 & 2 in Sheung Shui Areas 4 and 30 – Environmental Assessment Study & Traffic Impact Assessment

Housing Department is carrying out the Environmental Assessment Study & Traffic Impact Assessment (the Study) for the Proposed Public Housing Development Sites 1 & 2 in Sheung Shui Areas 4 and 30. This letter serves to confirm that Ove Arup & Partners Hong Kong Ltd. was appointed by Hong Kong Housing Authority to conduct the Study. I should be grateful if you would provide them with assistance for the Study.

Should you have any enquiries, please feel free to contact the undersigned at 3549 6089. Thank you for your assistance.

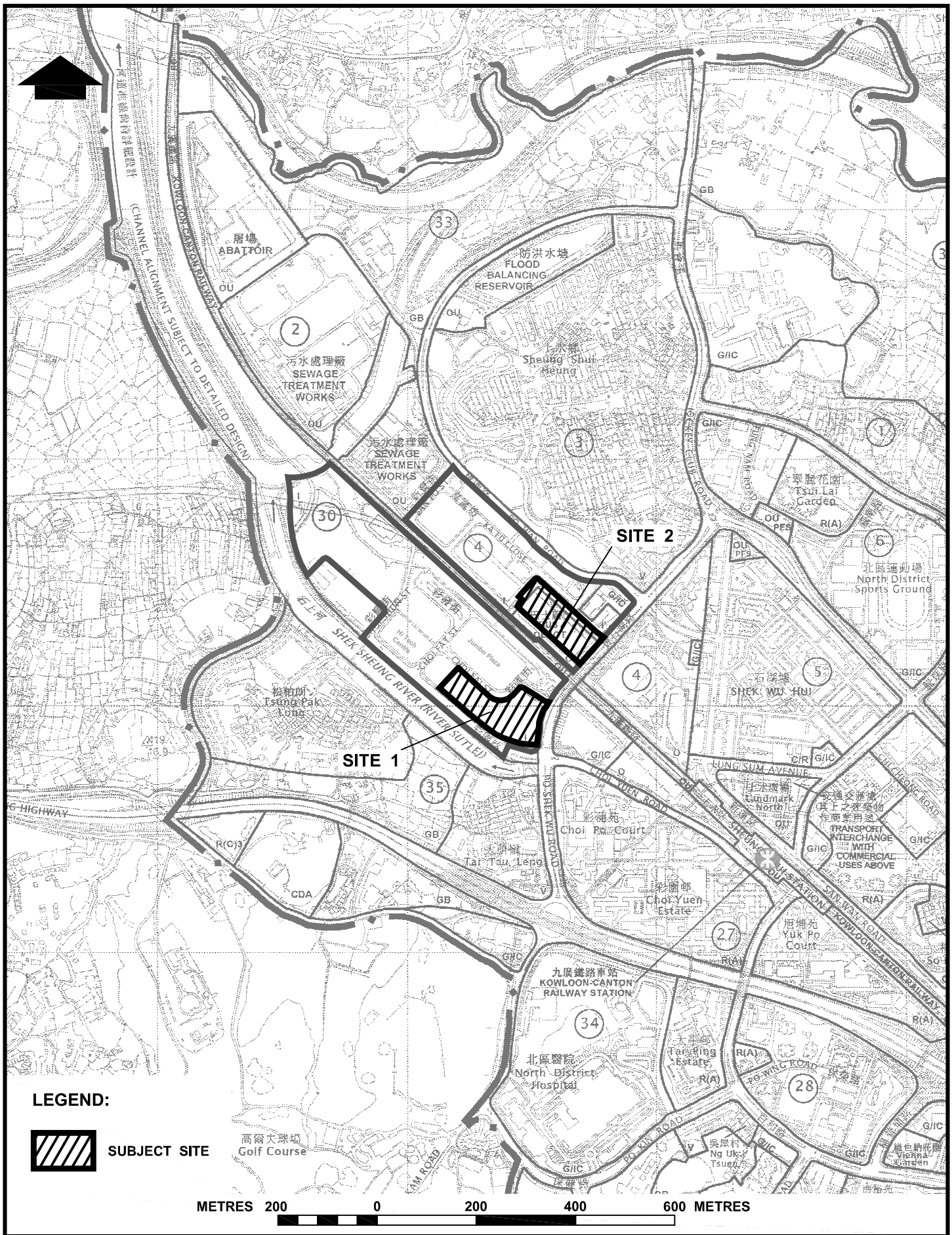
Yours faithfully,

(Elaine Y. L. LAM)
Civil Engineer/T234
for Director of Housing

File copy via SCE/1 and CE/T234

香港九龍彌敦道750號始創中心13樓
13/F, Pioneer Centre, 750 Nathan Road, Kowloon, Hong Kong
互聯網網址：
Internet Homepage Address: http://www.housingauthority.gov.hk

Attechment 2 **CONFIDENTIAL**



POTENTIAL PUBLIC HOUSING SITES IN FANLING / SHEUNG SHUI AREA 30

HOUSING DEPARTMENT
PLANNING SECTION

DATE :
12. 3. 2013

BASE EXTRACTED FROM OZP. No. S/FSS/16

13_0322N_B&W

消 防 處
香港九龍尖沙咀東部康莊道 1 號
消防總部大廈

FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

本處檔號 **OUR REF.** : (179) in FSD GR 6-5/4 R Pt. 28
來函檔號 **YOUR REF.** : 276006-03/L003/JS/js
電子郵件 **E-mail** : hkfsdenq@hkfsd.gov.hk
圖文傳真 **FAX NO.** : 2739 5879
電 話 **TEL NO.** : 2733 7741

16 September 2020

ARUP
Level 5, Festival Walk,
80 Tat Chee Avenue,
Kowloon Tong, Kowloon
(Attn: Mr. Jonny SO, Consultant)

Dear Mr. SO,

Environmental Assessment Study for
the Proposed Public Housing Development
at Site 1 & 2 at Fanling / Sheung Shui Area 30, Sheung Shui
Request for Information of Dangerous Goods & Incident Records

I refer to your letter of 11.8.2020 regarding the captioned request and reply below in response to your questions:-

Please be advised that neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found in connection with the given conditions of your request at the subject location.

If you have further questions, please feel free to contact the undersigned.

Yours sincerely,

(KONG Wai-chung)
for Director of Fire Services

Our ref 276006-03/L004/JS/js

ARUP

By Post and Fax (2685 1133)

Environmental Protection Department
Environmental Compliance Division
Regional Office (North),
10/F., Sha Tin Government Offices,
No. 1 Sheung To Che Road, Sha Tin,
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Level 5, Festival Walk
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johnny.so@arup.com
www.arup.com

For the attention of Mr. Lau Kok Yee, Leo

11 August 2020

Dear Mr. Lau,

Environmental Assessment Study for the Proposed Public Housing Development at Site 1 & 2 at Fanling/ Sheung Shui Area 30, Sheung Shui
Request for Information on Chemical Spillage Accident

We have been recently appointed by Hong Kong Housing Authority (HKHA) to conduct an environmental assessment study for the Proposed Public Housing Development at Site 1 & 2 at Fanling/ Sheung Shui Area 30, Sheung Shui (see Attachment 1). As part of the study, we are required to review the historical and present land use around the area and evaluate any potential land contamination issues in the Study Area (Site 1 & 2) as shown in Attachment 2.

It would be very much appreciated if you could provide us the following information for our assessment:

- The records of Chemical Waste Producers Registration within the Study Area; and
- Past and present chemical spillage / leakage records within the Study Area.

We would be grateful if you could provide a reply to us by 28 August 2020.

We look forward to receiving your reply. Should you have any queries, please do not hesitate to contact our Mr. Ricky Chui at 2268 3437. Thank you for your help in advance.

Yours faithfully

Johnny So
Consultant

cc HKHA - Ms. Elaine Y.L. Lam (CE/T234), by fax: 3549 6536

Ove Arup & Partners Hong Kong Ltd | Registered in England & Wales
Registered Number: 1359968 | Registered Address: 13 Fitzroy Street London W1T 4BQ

香港房屋委員會
Hong Kong Housing Authority

Our Ref. : ( ) in HD(CE) 144/111/01
Tel No. : 3549 6089
Fax No. : 3549 6536

Date : 30 July 2020

TO WHOM IT MAY CONCERN

Dear Sir/Madam,

Proposed Public Housing Development Sites 1 & 2 in Sheung Shui Areas 4 and 30 – Environmental Assessment Study & Traffic Impact Assessment

Housing Department is carrying out the Environmental Assessment Study & Traffic Impact Assessment (the Study) for the Proposed Public Housing Development Sites 1 & 2 in Sheung Shui Areas 4 and 30. This letter serves to confirm that Ove Arup & Partners Hong Kong Ltd. was appointed by Hong Kong Housing Authority to conduct the Study. I should be grateful if you would provide them with assistance for the Study.

Should you have any enquiries, please feel free to contact the undersigned at 3549 6089. Thank you for your assistance.

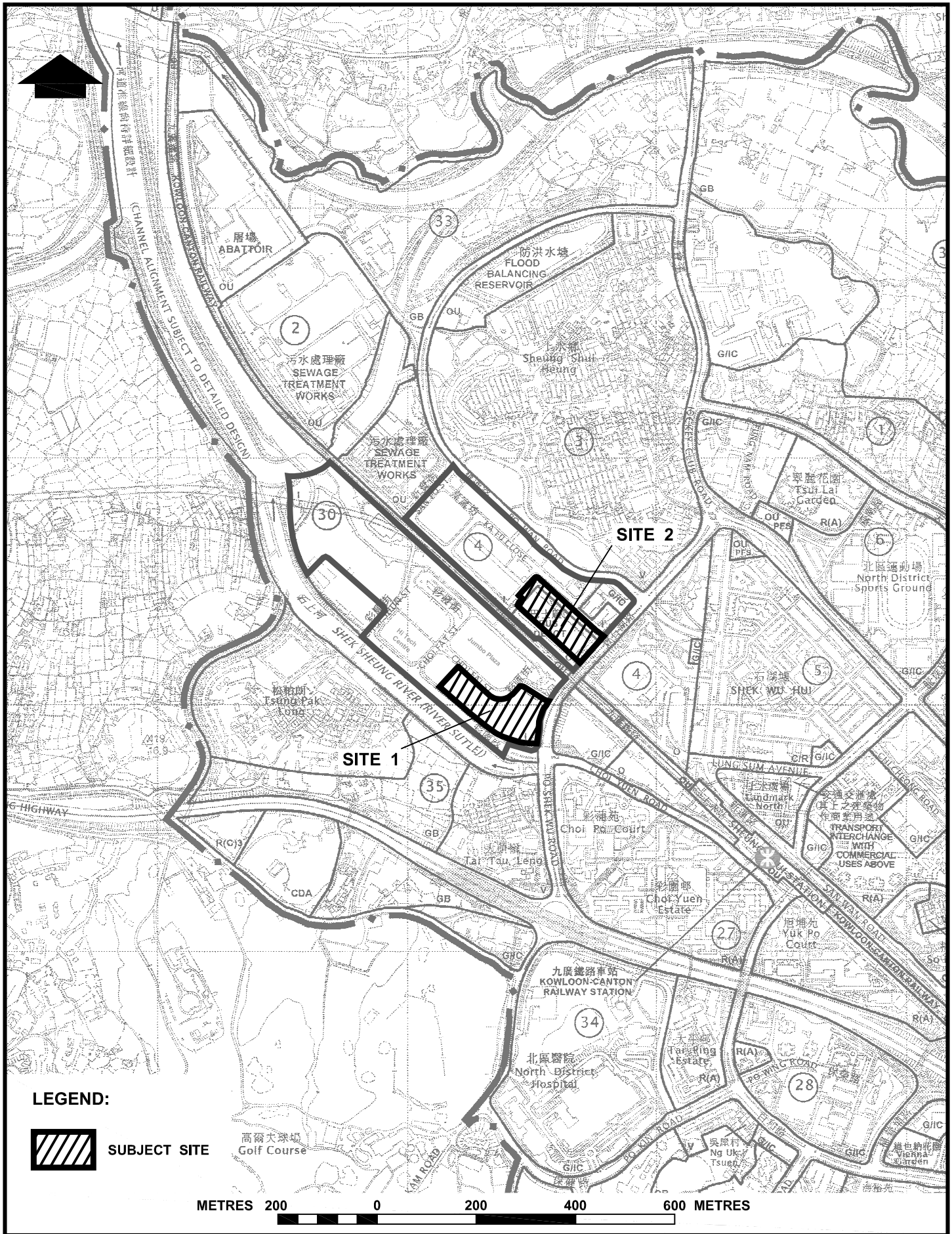
Yours faithfully,

(Elaine Y. L. LAM)
Civil Engineer/T234
for Director of Housing

File copy via SCE/1 and CE/T234

香港九龍彌敦道750號始創中心13樓
13/F, Pioneer Centre, 750 Nathan Road, Kowloon, Hong Kong
互聯網網址：
Internet Homepage Address: http://www.housingauthority.gov.hk

Figure 1 **CONFIDENTIAL**



POTENTIAL PUBLIC HOUSING SITES IN FANLING / SHEUNG SHUI AREA 30

HOUSING DEPARTMENT
PLANNING SECTION

DATE :
12. 3. 2013

BASE EXTRACTED FROM OZP. No. S/FSS/16

13_0322N_B&W

本署檔號
OUR REF:
來函檔號
YOUR REF: 276006-03/L004/JS/js
電　話
TEL. NO.: 2158 5842
圖文傳真
FAX NO: 2685 1133
網　址
HOMEPAGE: http://www.epd.gov.hk

Environmental Protection Department
Environmental Compliance Division
Regional Office (North)
10/F, Sha Tin Government Offices,
No. 1 Sheung Wo Che Road,
Sha Tin, New Territories.

環境保護署
環保法規管理科
區域辦事處(北)
新界沙田
上禾輋路一號
沙田政府合署十樓

21 August 2020

Ove Arup & Partners Hong Kong Ltd.
Level 5, Festival Walk,
80 Tat Chee Avenue,
Kowloon Tong, Kowloon,
Hong Kong
(Attn.: Johnny So)

Dear Mr. So,

Environmental Assessment Study for the Proposed Public Housing Development at Site 1 & 2 at Fanling/ Sheung Shui Area 30, Sheung Shui
Request for Information on Chemical Spillage Accident

I refer to your letter dated 11 August 2020 (Your Reference: 276006-03-L004/JS/js) on the captioned.

Regarding your enquiries in the above letter, this Regional Office has no record of spillage or leakage of chemical waste or chemicals within the Study Area. You may like to check with other relevant parties or departments for such information as appropriate.

As registered chemical waste producers at the location are concerned, a register of chemical waste producers is available for inspection in the Territorial Control Office of this department. If you would like to inspect, please contact Mr. Dennis LEUNG at 2835 1017 for making appointment to view the records.

Should you have any query on the matter, please contact the undersigned at 2158 5842.

Yours sincerely,

David

(David CHOW)
Regional Office (North)
For Director of Environmental Protection

cc. TCO (Attn.: Mr. Dennis LEUNG) Fax: 2305 0453

Appendix 9.3

Site Survey Photos

Photo 9.1.1 showing the dense vegetation
(Taken on 10 Dec 2015)

Photo 9.2.1 showing a car park
(Taken on 29 Sep 2020)

Photo 9.2.2 showing vacant land
(Taken on 29 Sep 2020)

Photo 9.1.2 showing a car park
(Taken on 21 Aug 2020)

Photo 9.2.3 showing a car park
(Taken on 29 Sep 2020)

Photo 9.1.3 showing a car park
(Taken on 21 Aug 2020)

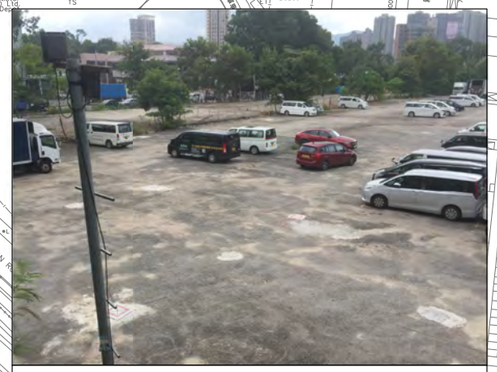


Photo 9.2.4 showing a car park
(Taken on 29 Sep 2020)

PHOTO 9.2.3

PHOTO 9.2.2

PHOTO 9.2.4

SITE 2

PHOTO 9.2.1

PHOTO 9.1.2

PHOTO 9.1.3

SITE 1

PHOTO 9.1.1

LEGEND

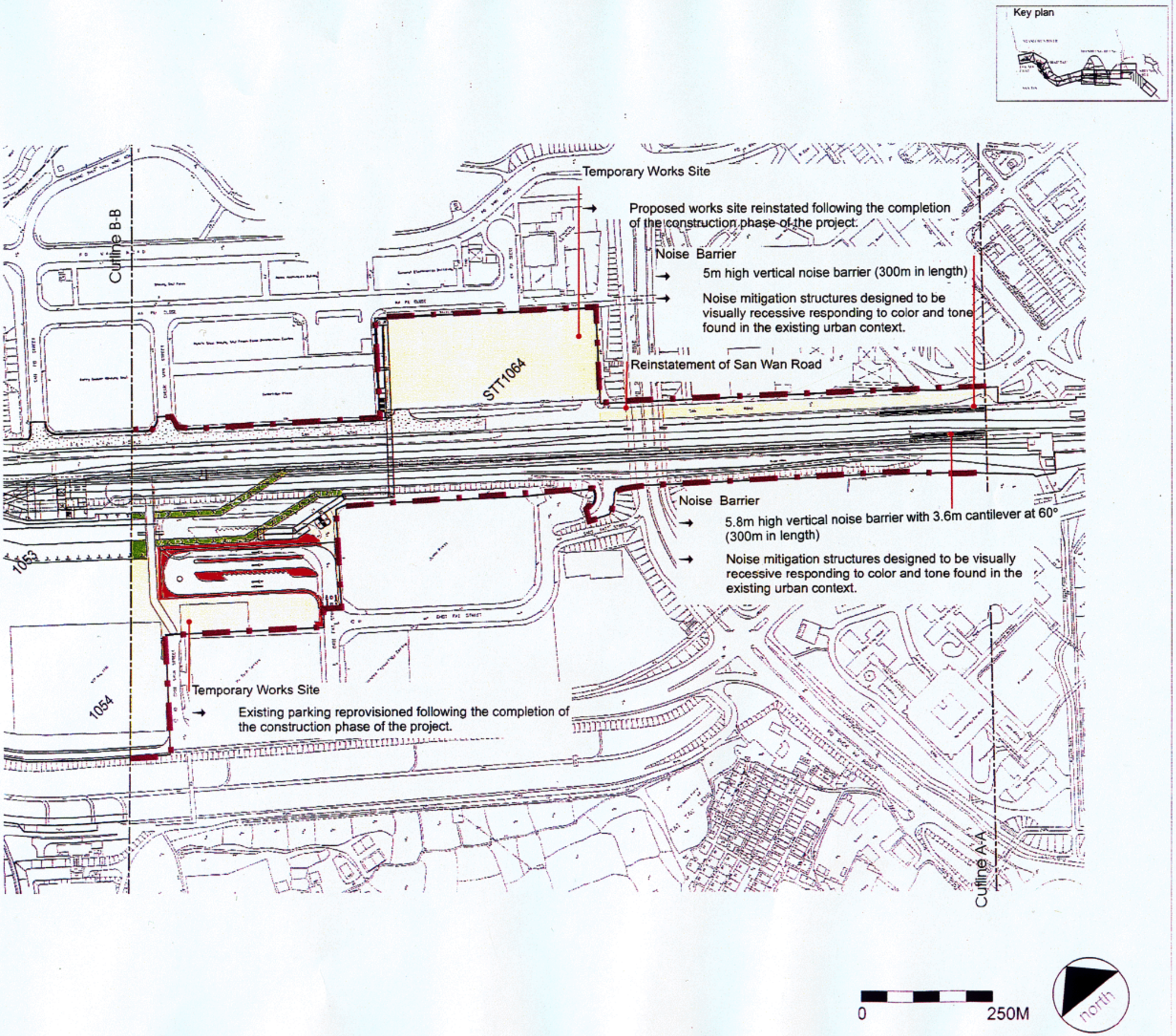
SITE BOUNDARY

PHOTO TAKING POINT

Printed by : 1/4/2021
Filename : \\hkgnts27\CIENV\env\project\276006-03\13 Drawing Deliverables\EAS Report\Appendix 9.3\Appendix 9.3- Site Survey Record.dgn

Appendix 9.4

Previous Land Uses of Site 2



LEGEND:

- Scheme Boundary
- Tree and Shrub Planting on the Proposed Embankment
- Reinstatement of Roadside Planting
- Reinstatement of Pond Areas below Proposed Viaduct, including Screen Planting at Viaduct Piers
- Reinstatement of Field Areas below Proposed Viaduct, including Screen Planting at Viaduct Piers
- Reinstatement Planting
- Landscape Treatment below Viaduct
- Hydroseeding
- Screen Planting
- Noise Barrier

DRAWING STATUS

SIGNATURE

ISSUE DATE

KCR
九廣鐵路

East Rail Extensions
東鐵支線

BINNIE BLACK & VEATCH HONG KONG LTD

CAD FILE NO.

JOB TITLE
SHEUNG SHUI-
LOK MA CHAU
SPUR LINE

DRAWING TITLE
Figures 12.7b
Landscape Mitigation Proposals

N.T.S

BCL105Dfig12.7b

From: Arlene WL LO
To: Elvis Lau
Cc: Hilary Lau; HKG ENVFiling; Isis Lai; James Fung; Toby Lung
Subject: RE: 235910-10 RE: Site 1 of Sheung Shui Area 30
Date: Wednesday, June 7, 2017 3:54:09 PM
Attachments: Site 1 & site2.docx

Dear Elvis,

Please find attached the land use table provided by LandsD and see if it could facilitate the land contamination assessment.

(See attached file: Site 1 & site2.docx)

Regards,

Arlene W.L. LO
Civil Engineer/22, Housing Department
Tel: 2129 3713

Site 1		Location	Area in m^2	user	Commencing date	tenant	remarks
	DLON252						
	STT 1255	Choi Fat Street	6220	Fee-paying public carpark	2003.3.17	China Spirit Investment Ltd	Terminate from 2004.10.1
	STT 1437	〃	〃	〃	2008.12.1	Moral well international ltd	Terminate from 2012.3.16
	STT 1583	〃	〃	〃	2012.3.16	Skye Parking Ltd	Terminate from 2013.3.16
	STT 1646	〃	〃	〃	2013.3.16	Golden Store Ltd	
	Propose STT1701	〃	〃	〃			
Site 2		Location	Area in m^2	user	Commencing date	tenant	remarks
	GLA-TDN1386	Ka Fu Closed,Sheung Shui	3950	Work area	2008.9.1 to 2013.8.31	W.S.D	Applied for time extension to 2017.6.30
	STT 1489	San Wan Road	7350	Fee-paying public carpark	2009.4.1	Goldfort Corporation ltd	Terminate from 2012.5.31
	STT 1594	〃	〃	〃	2012.5.31	Skye Parking Ltd	Terminate from 2013.6.7
	STT 1651	〃	〃	〃	2013.6.7	Skye Parking Ltd	
	Propose STT1701						

Site Photo Record at Sheung Shui Area 30 Site 2 in Jan 2017

CONFIDENTIAL
MEMO

From	Director of Electrical & Mechanical Services	To	Director of Housing
Ref.	in EMSD/GSD-B/047/02(C)	(Attn.:	Mr S K WONG)
Tel. No.	2808 3661	Your Ref.	in HD(BS1)GAS/1029
Fax. No.	2576 5945	dated	27.10.2020 Fax. No. 3152 2030
Date	24.11.2020	Total Pages	1

Re-Submission of Quantitative Risk Assessment (QRA) Report
Proposed Public Housing Development in Sheung Shui Area 4 & 30 Site 1

I refer to our previous reply memo, ref. EMSD/GSD-B/047/02(C) dated 30 January 2019, your above-quoted memo and further revision of the QRA report (Version: 2) under your memo dated 17 November 2020.

2. We have no comment on the revised QRA Report (Version 2) from gas safety perspectives.

3. Should you have any queries, please feel free to contact the undersigned.

(Stephen KWOK)
for Director of Electrical &
Mechanical Services

AECOM

Hong Kong Housing Authority

Quantitative Risk Assessment for The Public Housing Development at Sheung Shui Areas 4 and 30 Site 1, Phase 1 and Phase 2

QRA Report

November 2020

	Name	Signature
Prepared & Checked:	Connie Tsai	
Reviewed & Approved:	Marcus Ip	

Version: 2 Date: 11 November 2020

Disclaimer

The information contained in this report is, to the best of our knowledge, correct at the time of printing. The interpretation and recommendations in the report are based on our experience, using reasonable professional skill and judgment, and based upon the information that was available to us. These interpretations and recommendations are not necessarily relevant to any aspect outside the restricted requirements of our brief. This report has been prepared for the sole and specific use of Hong Kong Housing Authority and AECOM Asia Co. Ltd. (AECOM) accepts no responsibility for its use by others.

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QRA STUDY FOR THE PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1, PHASE 1 AND PHASE 2

EXECUTIVE SUMMARY

Introduction

Hong Kong Housing Authority, the project proponent of the public housing development Phase 1 and Phase 2 at Sheung Shui Areas 4 and 30 Site 1 (the Project), has commissioned a QRA Study (the Study) to demonstrate that the risk posed by the Choi Po Court LPG Store on the proposed development complies with the Hong Kong Risk Guidelines.

Proposed Public Housing Development

The Project is located at Sheung Shui Areas 4 and 30 Site 1 north of the intersection of Choi Yuen Road and Po Shek Wu Road in Sheung Shui (the Site). The Site is currently partly vacant land and partly fee-paying car park. The Project will have three residential buildings to be completed in two phases. Phase 1 of the Project will include two residential buildings and Phase 2 one residential building. The total design population of the Project will be 6,432, with population intake for Phase 1 and Phase 2 anticipated in 2026 and 2030, respectively. The Project also include retail facilities, kindergartens, community hall, social welfare facilities, car parks, public transport interchange (PTI) and District Health Centre (DHC).

Choi Po Court LPG Store

The Choi Po Court LPG Store consists of two underground storage vessels (each with a water capacity of 11 cubic metres), which were assumed to be filled to the maximum permissible level, i.e. 75% of the maximum capacity, in this Study. There are four vaporisers installed. The LPG Store is surrounded by roads, public housing and village houses, and its location is considered compatible with adjacent land use. The LPG Store has incorporated safety design features into the LPG Store and tankers such as underground storage, fail safe devices, Chartek for LPG road tankers and safety features for LPG delivery.

Quantitative Risk Assessment

The standard methodology for assessing risk to the nearby population in the vicinity of LPG facility in Hong Kong was adopted in this Study, taking into account the adjacent land uses and developments. The inherent hazards associated with the operation are mainly related to fireball, jet fire, flash fire and explosion caused by the leakage or loss of containment of the LPG facility, mainly as a result of the failure of storage vessels and road tankers. The frequencies of occurrence of such events and their consequences to the nearby population were considered in the Study.

Conclusion

The Study show that the off-site individual risk would be lower than 1×10^{-5} per year. The societal risk curve lies within the ‘Acceptable’ and ‘As Low As Reasonably Practicable’ (ALARP) regions. Although a portion of the societal risk curve falls within the lower ALARP region, the assessment shows that there is only a marginal increase of total PLLs (around 0.03% for Year 2030 and 0.01% for Year 2026) with the Project in place, and therefore the risk associated with the population increase brought about by the operation of the Project is considered negligible. Based on the results of the assessment, the Study concludes that the risks posed by the LPG Store, taking into account both its adjacent land uses and the proposed development meet the criteria stipulated in the Hong Kong Risk Guidelines.

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1 INTRODUCTION

1.1 Background

1.1.1 AECOM Asia Company Limited (AECOM) has been commissioned by Hong Kong Housing Authority (HKHA) to carry out a quantitative risk assessment (QRA) study (the Study) for Phase 1 and Phase 2 of a proposed public housing development at Sheung Shui Areas 4 and 30 Site 1 (the Project).

1.1.2 This Site is located north of the intersection of Choi Yuen Road and Po Shek Wu Road and close to the Liquefied Petroleum Gas (LPG) Store at Choi Po Court (the LPG Store). The Site is currently designated "Residential (Group A)4" ("R(A)4")) on the approved Fanling/Sheung Shui Outline Zoning Plan (OZP) No. S/FSS/24.

1.1.3 This Study is undertaken to determine if the risks posed by the LPG Store, with the Project in place, comply with the Hong Kong Risk Guidelines stipulated in Chapter 12 of the Hong Kong Planning Standards and Guidelines (HKPSG).

1.2 Scope of Work

1.2.1 The scope of this Study is:

(a) to identify potential hazards and to estimate the associated frequencies by reviewing the LPG system design and historical data;
(b) to determine the risk levels impacted by the LPG Store with a QRA;
(c) to present the QRA results in the form of iso-risk contours and "FN" curve for individual and societal risks respectively; and
(d) to compare the QRA results for both the scenario with the existing land uses (Existing Scenario) and that with the proposed development in place (Future Scenario) with the Hong Kong Risk Guidelines, and propose risk mitigation measures if necessary.

1.2.2 The following boundaries have been set for this Study:

(a) The consideration of risks associated with the transport of LPG by road tankers have been restricted to those related to their final approach to the LPG Store; and
(b) The risk assessment has been limited to those events that have the potential for off-site fatalities.

1.3 Hong Kong Risk Guidelines

1.3.1 The LPG Store stores LPG in bulk quantities of less than 25 tonnes. It is classified as a Notifiable Gas Installation (NGI) under the Gas Safety Ordinance Cap. 51 (GSO) but not a Potential Hazardous Installation (PHI) as defined in Chapter 12 of HKPSG.

1.3.2 An NGI should meet the criteria for individual and societal risks in the Hong Kong Risk Guidelines. The criterion for individual risk is that no person off-site should be subject to an additional risk of 1×10^{-5} per year owing to the operation of the LPG Store. The societal risk guideline specifies ranges of risk values that define the limits of "acceptable" and "unacceptable" risks. For societal risk that exceeds the "acceptable" risk limits but not the "unacceptable" ones, cost-effective measures should be taken to reduce the risk to a level that is "as low as reasonably practicable" (ALARP). The societal risk guidelines are shown in **Figure 1**.

1.4 Structure of the Report

1.4.1 After this introductory section, the remainder of the report is organised as follows:

- Section 2 provides background information on the characteristics of the LPG Store, its surrounding environments, the proposed development and other relevant matters;
- Section 3 identifies all potential failure cases of the operation of the LPG facilities and their frequencies of occurrence;
- Section 4 estimates the frequencies of hazard events that could lead to a gas release;
- Section 5 presents the method for analysing the consequences of the outcomes, given a release;
- Section 6 presents the results of the associated risk computations and examines whether they are likely to be regarded as acceptable in relation to the Risk Guidelines;
- Section 7 summarises the overall findings and conclusions; and
- Section 8 provides a list of references used for the Study.

2 SITE DESCRIPTION

2.1 Study Area

2.1.1 The LPG Store is located in the northwest corner of Choi Po Court and to the south of the intersection of Choi Yuen Road and Po Shek Wu Road in Sheung Shui. It is surrounded by Choi Yuen Road, Po Shek Wu Road, a playground and residential buildings. No slope is located near the LPG Store.

2.1.2 A Study Area defined by extending a 200m radius from the LPG Store, as shown in **Figure 2**, was adopted for the Study.

2.2 The Proposed Development

2.2.1 The Project is located at Sheung Shui Areas 4 and 30 Site 1 north of the intersection of Choi Yuen Road and Po Shek Wu Road in Sheung Shui. The Site is currently partly vacant land and partly fee-paying car park. The Project will have three residential buildings to be completed in two phases. Phase 1 of the Project will include two residential buildings and Phase 2 one residential building. The total number of residential units to be provided will be 2,088 and the design population for the proposed residential buildings will be 6,432, and the anticipated population intake years for Phase 1 and Phase 2 are 2026 and 2030, respectively.

2.2.2 The Project also includes retail facilities, kindergartens, community hall, social welfare facilities, car parks, public transport interchange (PTI) and District Heath Centre (DHC). **Figure 3** presents the layout plan of the Project. To minimise the potential risk associated with the LPG Store at Choi Po Court, considerations have been given during the formulation of development scheme layout plan to locate the vulnerable population in the kindergartens and other risk sensitive uses (i.e. the elderly and the mentally handicapped persons) of the Project as far as practicable from the LPG Store and avoid areas within the 100m zone of the LPG Store.

2.3 The Existing LPG Store

2.3.1 The LPG Store is operated by DSG Energy (DSG) for supplying LPG to Choi Po Court. According to the information provided by DSG, the LPG Store consists of two underground storage vessels (each with a water capacity 11 cubic metres). These storage vessels were assumed to be filled to the maximum permissible level (i.e. 75% of the maximum capacity) in the Study. In addition, there are four vaporisers installed. The layout plan and other design details of the LPG Store are provided in **Appendix A**.

2.3.2 Since the vessels have to be designed, manufactured and tested in accordance with the requirements of GSO, the Study assumed that the storage vessels are covered with corrosion protection coating, stress-relieved and 100% radiographed.

2.4 LPG Delivery and Transfer

2.4.1 LPG is delivered to the LPG Store by road tankers. The maximum capacity of the road tanker is about 9 tonnes. Based on the information presented in the approved QRA Report for another housing development at Choi Yuen Road Sites 3 and 4 (named 'Po Shek Wu Estate') [10], there are approximately 60 ± 5% annual LPG deliveries on the basis of 4 to 6 deliveries made per month. The exact number of deliveries depends on the seasonal demand. The latest information provided by DSG shows LPG consumption with around 60 LPG deliveries annually. Adopting a conservative approach, 6 deliveries per month or 72 deliveries per year were assumed for risk modelling purpose in this Study.

2.4.2 According to the information provided by DSG, the residence time for each road tanker to unload LPG at the LPG Store is around 45 minutes.

2.4.3 The road tankers were assumed to be operated in accordance with the standard requirements of the LPG Store operator and Section 8.5 in Module 3 of the *Code of Practice for Hong Kong LPG Industry* [8].

2.5 Population

2.5.1 Societal risk is a measure of the consequence magnitude and the frequency of the hazardous events. To establish the impact of any release (expressed as the number of people likely to be affected), it is necessary to have a good knowledge of the current population levels around the LPG Store. This includes the residential population, institutional / commercial population, transport population but excludes the staff present at the LPG Store (as they are considered to be voluntary takers of risk).

Population of the Proposed Public Housing Development

2.5.2 According to the information provided by HKHA, the total design population for the three residential buildings of the Project is 6,432. A 15% margin for the residential population was included in the risk assessment to allow flexibility in the building design. The tentative intake years for Phase 1 and Phase 2 are 2026 and 2030, respectively.

Other Population in the Study Area

2.5.3 The population estimation for the residential buildings and villages was based on the observation made during the site survey, and the population data from HKHA and 2016 Population By-Census. Photographs showing the surrounding environment of the LPG Store and the Site are provided in **Appendix B**. Reference is also made to the latest approved OZP No. S/FSS/24 for the designated land uses in the surrounding areas.

2.5.4 The existing land uses in the Study Area, including that of the Site, are summarised in **Table 2.1**.

Table 2.1 Existing Land Uses in the Vicinity of the LPG Store

Direction	Within 100m	Within 200m
North	Residential Buildings [R(A)1], Road	Residential Buildings [R(A)1], Road, Railway [OU], Open Area [O], Vacant Land [I]
North-east	Residential Buildings [R(A)1], Road	Residential Buildings [R(A)1], Road, Railway [OU], Open Area [O], Vacant Land [G/IC]
East	Playground [R(A)], Road	Playground [R(A)], Road, Residential Buildings [R(A)1]), Open Area [O]
South-east	Residential Buildings [R(A)]	Residential Buildings, Playground [R(A)]
South	Residential Buildings and Multi-storey Car Park [R(A)]	Residential Buildings and Multi-storey Car Park [R(A)]
South-west	Road, Village Houses [V]	Road, Village Houses [V)
West	Road, River	Road, River
North-west	Road, Vacant land and Fee-paying Car Park [R(A)4] (Project Site)	Road, Vacant land and Fee-paying Car Park [R(A)4] (Project Site)

2.5.5 There are two other new public rental housing (PRH) developments in the vicinity of the Site. One of them is Po Shek Wu Estate (Choi Yuen Road Sites 3 and 4) opposite the Site across Po Shek Wu Road. Construction of Po Shek Wu Estate was completed in 2019 and population intake commenced in the same year. The other PRH development is located over 250m away from the LPG Store and its anticipated population intake year is 2024. Since this PRH development site is located outside the Study Area, the residential population of this site is not included in this QRA.

2.5.6 An increase in population in the vicinity of the LPG Store is anticipated as time progresses. Apart from the scenario for Year 2020, Year 2026 and Year 2030 were chosen as the

assessment years for the future scenarios. The population of the residential areas, including Choi Po Court and the village houses nearby, in Years 2020, 2026 and 2030 was projected based on 2016 Population By-Census data and the annual growth rate of 1.28% reported for the residential population in "Fanling / Sheung Shui New Town" in *Projection of Population Distribution 2019-2028* [11].

Time Modes

2.5.7 Four representative time modes were identified in the previous assessment [10] to address the variations in the levels of activities that could lead to a release and the variation in population in the Study Area with time. The same time modes were adopted in the present Study and these are presented in **Table 2.2**.

Table 2.2 Definitions of Time Modes

Time Period	Definition	Proportion of Time
Peak Hour	Mon-Fri, 7am-9am, 5pm-7pm Sat, 7am-9am, 1pm-3pm	14.29%
Night (all days)	7pm – 7am	50%
Weekend Day	Sat, 3pm-7pm Sun, 7am – 7pm	9.52%
Weekday	Mon-Fri, 9am – 5pm Sat 9am-1pm	26.19%

Population Distribution

2.5.8 The population in each part of the Study Area is listed in **Table 2.3**. Details of the population of different time modes and the corresponding information sources are provided in **Appendix C**. The estimates of population were made with the following assumptions:

(a) According to *Projection of Population Distribution 2019-2028* [11], an annual growth rate of 1.28% is observed for "Fanling / Sheung Shui New Town". This annual growth rate was used for projecting the population in Year 2020, Year 2026 and Year 2030.
(b) Most residential buildings in Tai Tau Leng Village were three-storey with three letter boxes, as observed during the Consultant's site visit, and therefore it was assumed that each floor of all buildings accommodated only one household.
(c) According to 2016 Population By-Census, there were 2.9 residents in a household in the Sheung Shui Rural Area (N11). All households in the village buildings were assumed to be of a size of 2.9 in Year 2016.
(d) The weekend daytime and night-time population was assumed to be 100% of the maximum residential population.
(e) The weekday daytime and peak hour residential population was assumed to be 30% of the maximum population.
(f) An average of 5% residential population was taken to be outdoors.
(g) For the proposed development, the 5% outdoor residential population was assumed to be located in the car park and the podium garden.
(h) Choi Po Kindergarten is located on the ground floor of the multi-storey car park at Choi Po Court. The kindergarten operates two sessions, i.e. morning session and afternoon session, during the daytime (9am – 4:30pm) on weekdays only. The maximum population was taken as the number of students in the morning session with the number of staff as the number of students attending the morning session was higher than that in the afternoon session.
(i) Choi Po Gospel Church is located on the ground floor of the multi-storey car park at Choi Po Court. The church holds its Sunday services on Sundays and runs some small classes during the weekday daytime and night-time. Based on the fact that the church is capable of accommodating around 250 persons for its Sunday services, the figure was divided by 2 to derive its average daytime population on Saturdays and

Sundays. An average population of 20 was assumed for both weekday daytime time and night-time modes based on site observations by the Consultant.

(j) The multi-storey car parks were assumed to have an average of 2 people present at any-time.

(k) Tung Hing School has ceased operation since Year 2005. The school buildings have not been demolished as observed during the Consultant's site visit. No activities are being carried out in the school buildings currently. According to *Vacant School Premises Sites Reviewed under the Central Clearing House Mechanism* published by the Planning Department [12], the long-term use of the school buildings has not yet been determined. Taking a conservative approach, it was assumed that the operation of the school would resume in the future and the school population assumed in previous assessment [10] was adopted.

Table 2.3 Population in the Study Area

Location	Description	Land Use	Maximum Population		
			2020	2026	2030
1	**Project Site (Proposed Development)**	R(A)4			
1a	Residential Blocks				
	- Block 1		0	2,066	2,066
	- Block 2		0	3,118	3,118
	- Block 3		0	0	2,214
1b	Ancillary Facilities Block				
	- Community Hall		0	0	690
	- Day Activity Centre (DAC)		0	0	104
	- Hostel for Severely Mentally Handicapped Persons (HSMH)		0	0	69
	- District Health Centre		0	0	288
1c	Other Uses at Block 1				
	- Kindergarten		0	230	230
	- Car Park		0	259	370
1d	Other Uses at Block 2				
	- Shops		0	117	117
	- Residential Care Home for Elderly (RCHE)		0	138	138
1e	Other Uses at Block 3				
	- Hostel for Moderately Mentally Handicapped Persons (HMMH)		0	0	69
	- Integrated Vocational Rehabilitation Services Centre (IVRSC)		0	0	110
1f	Public Transport Interchange (PTI)		0	0	1,354
1g	Construction Site of Phase 2		0	700	0
2	**Project Site (Existing Land Use)**	R(A)4			
2a	Vacant Land		0	0	0
2b	Fee-paying Carpark		15	0	0
3	**Po Shek Wu Estate (PRH Development at Choi Yuen Road Sites 3 and 4)**	R(A)1			
3a	Site 3 - Residential Blocks 1 & 2		2,000	2,000	2,000
3b	Site 4a - Residential Block 3		1,381	1,381	1,381
3c	Site 4b - Welfare Facilities		0	517	517
3d	Car Park / Sitting Out Area		169	169	169
4	**Construction Site**	R(A)1	100	0	0
5	**Choi Po Court**	R(A)			
5a	Choi Ying House		1,192	1,286	1,354

Location	Description	Land Use	Maximum Population		
			2020	2026	2030
5b	Choi Ching House		1,267	1,368	1,440
5c	Choi Pik House		1,344	1,451	1,527
5d	Choi Ngan House		1,267	1,368	1,440
5e	Multi-storey Car Park / Choi Po Kindergarten / Choi Po Gospel Church		449	449	449
5f	Gardening Storage		0	0	0
5g	Road 1		0	0	0
5h	Elevated Road		0	0	0
6	**Tai Tau Leng Tsuen**	V			
6a	Tai Tau Leng Tsuen House Group 1		623	673	708
6b	Tai Tau Leng Tsuen House Group 2		156	169	177
6c	Tai Tau Leng Tsuen House Group 3		10	11	11
6d	Tai Tau Leng Tsuen House Group 4		28	30	32
6e	Tai Tau Leng Tsuen House Group 5		147	158	167
6f	Tai Tau Leng Tsuen House Group 6		74	80	84
6g	Tai Tau Leng Tsuen House Group 7		18	20	21
6h	Tung Hing School		0	694	694
6i	Building Beside Village Office		3	3	3
6j	Village Office		22	23	24
6k	Lavatory		2	2	2
6l	8 Tai Tau Leng		10	11	11
6m	1A Tai Tau Leng 2nd Lane		10	11	11
6n	210, 211, 213 Tai Tau Leng		28	30	32
7	**Bus Depot**	O	5	5,180	5,180
8	**Choi Yuen Road**	Road	58	58	58
9	**Po Shek Wu Road**	Road	105	105	105
10	**San Wan Road**	Road	6	6	6
11	**Choi Fai Street**	Road	2	2	2

2.5.9 Relevant traffic data is extracted from *Annual Traffic Census 2018* [2] and the Traffic Impact Assessment (TIA) for the Project provided by HKHA to estimate the traffic population and the source data referenced is presented in **Appendix D**. The traffic speed limit on Choi Yuen Road and Po Shek Wu Road is 50km/hr. The road population is predicted based on the following equation:

*Population = No. of person/vehicle * No. of vehicles/hr * Road Length / Speed*

2.5.10 The estimated population on the roads within the Study Area is presented in **Table 2.4** with the following assumptions:

(a) The traffic data extracted from TIA for the Project was adopted for the estimation of the existing road population and future road population.
(b) The traffic density for daytime was assumed to be the same as the peak-hour traffic density (7.1% of AADT).
(c) The traffic speed for daytime and night-time traffic was assumed to be 50km/hr and the peak hour traffic speed was assumed to be 30km/hr.
(d) According to the information provided in *Annual Traffic Census 2018* for Jockey Club Road (from Lok Yip Road to Wo Hop Shek Interchange), the percentage of daytime (12-hour basis) and night-time traffic was 73.5% and 26.5%, respectively. Based on this, the night-time road population was assumed to be 36.1% of the daytime population.
(e) The data for Jockey Club Road (from Lok Yip Road to Wo Hop Shek Interchange) was used for the estimation of vehicle type distribution and the corresponding occupancy.

(f) Traffic flows at Year 2045 were projected in the TIA. Due to the anticipated positive growth of traffic flows within the assessment area, the traffic flows at Year 2045 were used for all the assessment scenarios as a conservative approach.

Table 2.4 Road Population within the Study Area

Road	Length of Road Segment (km)	Year 2020 / Year 2026 / Year 2030			
		Peak Hour Traffic Flow (vehicle per hour)	Estimated Population		
			Day	Night	Peak
Choi Yuen Road	0.43	1,968	35	13	58
Po Shek Wu Road	0.46	3,337	63	23	105
San Wan Road	0.25	309	4	2	6
Choi Fai Street	0.14	139	1	1	2

2.6 Meteorology

2.6.1 Meteorological data is required for consequence modelling and risk calculation. Consequence modelling (dispersion modelling) requires wind speed and stability class to determine the degree of turbulent mixing potential whereas risk calculation requires wind-rose frequencies for each combination of wind speed and stability class.

2.6.2 Meteorological data for 2019 is obtained from Ta Kwu Ling Weather Station where wind speed, stability class, weather class and wind direction are available. This data represents the weather conditions in the area for the whole year of 2019 and has already taken into account seasonal variations, and therefore is considered applicable for the Study. **Table 2.5** shows the wind speed-stability frequencies.

Table 2.5 Stability Category-Wind Speed Frequencies at Ta Kwu Ling Station

Daytime							
Wind Speed (m/s)	**A**	**B**	**C**	**D**	**E**	**F**	**Total (%)**
0.0-1.9	13.23	6.87	0	11.24	0	12.02	43.36
2.0-3.9	7.74	19.10	8.85	9.56	3.07	0.47	48.79
4.0-5.9	0	3.09	1.79	2.29	0.09	0	7.26
6.0-7.9	0	0	0.02	0.38	0	0	0.40
Over 8.0	0	0	0	0.19	0	0	0.19
All (%)	20.97	29.06	10.66	23.66	3.16	12.49	100.00

Night-time							
Wind Speed (m/s)	**A**	**B**	**C**	**D**	**E**	**F**	**Total (%)**
0.0-1.9	0	0	0	2.59	0	69.68	72.27
2.0-3.9	0	0	0	7.59	12.36	2.17	22.12
4.0-5.9	0	0	0	4.76	0.45	0	5.21
6.0-7.9	0	0	0	0.38	0	0	0.38
Over 8.0	0	0	0	0.02	0	0	0.02
All (%)	0	0	0	15.34	12.81	71.85	100.00

2.6.3 According to **Table 2.5**, 6 combinations (2B, 1D, 3D, 6D, 2E and 1F) and 5 combinations (1D, 4D, 6D, 2E and 1F) of wind speed and stability class are chosen for daytime and night-time meteorological conditions respectively. These combinations are considered adequate to reflect the full range of observed variations in these quantities. It is not necessary and efficient to consider every combination observed. The principle is to group these combinations into representative weather classes that together cover all conditions observed.

2.6.4 Once the weather classes have been selected, frequencies for each wind direction for each weather class can then be determined. These frequency distributions are given in **Table 2.6** for the daytime and night-time meteorological conditions respectively.

Table 2.6 Weather Class-Wind Direction Frequencies at Ta Kwu Ling Station

Daytime							
Direction	**2B**	**1D**	**3D**	**6D**	**2E**	**1F**	**Total**
0 – 30	6.02	0.78	3.29	0.41	0.90	1.10	12.50
30 – 60	2.61	0.49	0.83	0.15	0.27	0.39	4.74
60 – 90	4.09	0.32	1.07	0.07	0.34	0.58	6.47
90 – 120	17.10	1.00	12.85	0.19	2.73	1.34	35.21
120 – 150	3.46	0.85	4.41	0.19	1.92	1.12	11.95
150 – 180	1.27	0.37	0.37	0	0.19	0.85	3.05
180 – 210	1.97	0.51	0.71	0	0.10	0.56	3.85
210 – 240	5.21	0.61	1.85	0.07	0.12	0.68	8.54
240 – 270	4.63	0.46	0.44	0	0.05	0.54	6.12
270 – 300	1.44	0.27	0.05	0	0.02	0.29	2.07
300 – 330	1.34	0.19	0.12	0	0.02	0.17	1.84
330 – 360	2.39	0.29	0.49	0	0.12	0.37	3.66
All	51.53	6.14	26.48	1.08	6.78	7.99	100.00

Night-time						
Direction	**1D**	**4D**	**6D**	**2E**	**1F**	**Total**
0 – 30	0.55	2.13	0.30	3.03	5.59	11.60
30 – 60	0.14	0.93	0.03	1.42	1.47	3.99
60 – 90	0.05	0.35	0	1.50	3.00	4.90
90 – 120	0.22	5.81	0.08	12.42	8.26	26.79
120 – 150	0.16	3.95	0.08	8.97	9.33	22.49
150 – 180	0.08	0.19	0	1.39	7.31	8.97
180 – 210	0.08	0.03	0	0.49	6.35	6.95
210 – 240	0.03	0.33	0	1.83	3.87	6.06
240 – 270	0.05	0.11	0	0.22	2.75	3.13
270 – 300	0.03	0	0	0	1.09	1.12
300 – 330	0.03	0.03	0	0.05	1.45	1.56
330 – 360	0.16	0.05	0	0.57	1.66	2.44
All	1.58	13.91	0.49	31.89	52.13	100.00

3 HAZARD IDENTIFICATION AND ANALYSIS

3.1 Introduction

3.1.1 A hazard is described as the property of a material or activity with the potential to do harm. A release of flammable gas such as LPG has the potential to cause fire or explosion if ignited. Without ignition, the gas vapours will disperse harmlessly. Under normal conditions, the LPG at the LPG Store will be stored and handled in contained and controlled manners. For LPG to pose a hazard to the people in the surrounding area, a release must occur as a result of a failure of that containment or as a result of faulty transfer procedures.

3.1.2 This section of the report summarises all possible failure cases and associated failure rates that could lead to a release of LPG. The failure rates adopted throughout this report are quoted from the paper *Quantitative Risk Assessment Methodology for LPG Installations* (Reeves, Minah and Chow, 1997) [1]. Furthermore, reference for certain frequencies are drawn from approved EIA Reports [3][7] and QRA studies [5][6] where necessary and appropriate. In addition, possible initiating events are identified.

3.2 Behaviour of LPG Releases

3.2.1 LPG is a mixture of butane and propane. The gas is twice as heavy as air. For a release of LPG, the nature of the combustion will depend on the timing of ignition and the size of the release.

3.2.2 A release of several tonnes of LPG, if ignited immediately, will produce a fireball. Initially, the gas concentration in the mixture will be above the Upper Flammability Limit (UFL). As burning occurs around the edges of the release, this will entrain more air into the mixture and more combustion will take place. The process accelerates until the mixture rises above the ground as a ball of fire. A fireball may also result from a boiling liquid expanding vapour explosion (BLEVE). This results from the bursting of a vessel (owing to a high internal pressure and a weakening of the vessel material, as a result of a fire for example). The vessel contents rapidly vaporise and are ignited.

3.2.3 If not ignited immediately, the gas will disperse and dilute. If ignition occurs when the gas concentration is between the Lower Flammability Limit (LFL) and Upper Flammability Limit (UFL), a flame front will propagate to produce a flash fire.

3.2.4 For small releases, immediate ignition will produce a long vigorous jet flame from the point of release. As for large releases, delayed ignition will generally produce a flash fire.

3.2.5 For all sizes of release, the LPG will disperse harmlessly if there is no source of ignition.

3.3 Hazard Analysis

<u>Spontaneous Failures</u>

Failure of Storage Vessel

3.3.1 Failure of a vessel can result from: (i) a cold catastrophic failure leading to instantaneous release of the full inventory; and (ii) a partial failure leading to continuous release of the full inventory via a 25mm hole. The causes of failure are summarised as follows:

(a) Spontaneous failure due to corrosion, fatigue, etc
(b) Overfilling
(c) Earthquake

Failure of Road Tanker

3.3.2 The causes of failure of a road tanker are similar to those of a storage vessel. Furthermore, road tankers are vulnerable to collision with other road vehicles during delivery.

Guillotine Failure of Liquid Filling Line to Storage Vessel

3.3.3 Failure of the liquid line is possible as a result of corrosion or fatigue, vehicle impact and external events. Only guillotine failure of the LPG pipework is considered in this Study as partial failure of the pipeworks is an insignificant contributor to the overall risk levels. The failure would result in LPG leaking from the full bore of the pipe. Moreover, part of the pipeworks is installed aboveground. Failure of the aboveground portion of the liquid filling line can result from vehicle impact while failure of the underground portion of the liquid filling line can result from earthquakes.

Guillotine Failure of Liquid Supply Line to Vaporisers

3.3.4 The liquid supply line connects the underground storage vessel and vaporisers. Failure of the liquid line is possible as a result of corrosion or fatigue, vehicle impact and external events. Only guillotine failure of the LPG pipework is considered in this Study as partial failure of pipeworks is an insignificant contributor to the overall risk levels. The failure would result in LPG leaking from the full bore of the pipe. Since the pipework is protected by fencing, vehicle impact is not considered credible. However, failure of the liquid line can result from earthquakes.

Failure of Vaporisers

3.3.5 Four units of flameproof electrically heated water bath type “Kosan” vaporisers are installed at the LPG Store. Each vaporiser can convert LPG to gaseous fuel at the maximum capacity of 0.15 tonnes/hour. The vaporisers are housed in a semi-enclosed concrete structure. Apart from spontaneous failure and loading failure, failure of the vaporisers can result from earthquakes and aircraft crashes.

Guillotine Failure of Liquid Line from Tanker Pipe to Loading Hose

3.3.6 The cause of failure of this line is similar to that of the liquid filling line to the storage vessel, namely mainly corrosion or fatigue. Moreover, the failure can be due to vehicle impact and other external events.

Failure of Flexible Hose

3.3.7 The loading hose could fail from the following causes:

(a) Fatigue
(b) Hose misconnection
(c) Hose disconnection during loading or unloading process
(d) Operator / driver error

<u>Loading / Unloading Failures</u>

3.3.8 When LPG releases occur as a direct result of the road tanker unloading operation, the failure events can be regarded as loading failures.

3.3.9 The failure events that could be categorised as loading failures are as follows:

(a) Hose misconnection and disconnection error
(b) Tanker drive-away error
(c) Road tanker collision
(d) Vehicle impact with road tanker during unloading
(e) Storage vessel overfilling

(f) Over-pressurisation of pipework

Hose Misconnection and Disconnection Error

3.3.10 A significant release of LPG during its transfer from road tanker to storage vessel could occur as a result of the failure of the transfer hoses and coupling, human error, or vehicle impact.

Tanker Drive-away Error

3.3.11 This error could result from: (i) repositioning of the road tanker during delivery; and/or (ii) the driver driving the road tanker away before the delivery is completed.

Road Tanker Collision

3.3.12 Road tanker collision refers to an event in which an LPG road tanker strikes the facilities of the LPG Store and causes damages to these facilities. Provision of dedicated road tanker parking area and unloading area, implementation of speed control and well-adopted training system are safety measures commonly adopted to avoid serious collision incidents. Moreover, kerbs with appropriate markings are provided between the unloading area and the LPG facilities to prevent direct impact. Road tanker collision leading to failure of the road tanker itself is considered to be insignificant. Underground facilities such as LPG storage vessel and pipework would not be affected by this event since they are installed underground. Collision of an LPG road tanker with other road tankers is not possible as the LPG Store can only accommodate one LPG road tanker on site at a time.

Vehicle Impact with Road Tanker during Unloading

3.3.13 Dedicated road tanker parking area and unloading area is provided, impact on the road tanker by other vehicles during unloading is thus considered unlikely.

Storage Vessel Overfilling

3.3.14 Failure of the LPG storage vessel could occur as a result of overfilling of LPG from the road tanker to the vessel.

Over-pressurisation of Pipework

3.3.15 Over-pressurisation could be caused by continuing unloading operation when a storage vessel is overfilled or the isolation valves at the receiving storage vessel are closed.

External Events

3.3.16 A LPG release event could occur as a result of external events and the consequences could be catastrophic. The related external events are listed as follows:

(a) Earthquake
(b) Aircraft crash
(c) Landslide
(d) Severe environmental event such as typhoon or tsunami
(e) Subsidence
(f) Lightning
(g) High wind loading

3.3.17 According to Reeves et al. (1997) [1], an earthquake of Modified Mercali Intensity (MMI) VIII could provide enough intensity to result in damage to the storage vessel or pipework, and therefore earthquake was considered in this Study.

3.3.18 Aircrafts crashing into the LPG Store during take-off and landing as well as arrival/departure flight paths were taken into account in this Study. The method given in HSE (1997) [4] for the calculation of aircraft crash frequency was adopted.

3.3.19 The LPG Store is not situated near any hillside and LPG release events could not result from landslides, and therefore this external event was not further considered in this Study.

3.3.20 According to BDEIA [3], loss of LPG content owing to severe environmental event such as typhoon or tsunami (i.e. a tidal wave following an earthquake) was considered to be insignificant as the installation of LPG vessels is situated underground and away from the seashore. Subsidence is usually slow in movement and such movement can be observed and remedial action can be taken in time. Based on the above, the probabilities of severe environmental events and subsidence are very small or negligible so these external events were not further considered in this Study.

3.3.21 The LPG Store is surrounded by tall buildings that shield the LPG Store from damages by high winds. Also, lightning is more likely to strike the tall structures than the LPG Store. In the previous hazard assessment, the frequency of high winds damaging the LPG Store and lightning strike on the LPG Store was assumed to be less than the credible frequency of 1×10^{-9} per year. As the nearby environment has not been changed since the previous hazard assessment, a LPG release due to lightning was not considered in this Study.

Safety Features

3.3.22 Safety features installed in the facilities of the LPG Store can act in different combination to mitigate LPG releases. Such features are highlighted in the following sections.

Non-return Valve

3.3.23 Non-return valve on the liquid filling line can isolate release immediately. If it functions properly, there will be no significant consequence.

Excess Flow Valve

3.3.24 Excess flow valve installed at the LPG road tanker and the storage vessel is expected to mitigate a release from guillotine failure of the pipework or the flexible filling hose.

Emergency Shutdown System

3.3.25 Such system is installed on both the road tankers and the vessels. For a release from a road tanker, the emergency isolation system and the engine emergency stop system can be activated to isolate the release caused by equipment failure and human error. For a release from the vessel, the emergency isolation system can be triggered to prevent a release on the filling line or downstream of the hose connection.

Breakaway Coupling

3.3.26 One problem identified with road tankers is the possibility of them being driven away whilst the hose is still connected, thereby causing damage to the facilities of the LPG Store and resulting in the release of LPG. The breakaway coupling is installed to prevent undue spillage of LPG owing to the movement of road tankers.

Manual Isolation System

3.3.27 A manual valve is installed for the operators / drivers to shut off the delivery connection manually in case of failure.

Double-check Filler Valve

3.3.28 Double-check filler valve is provided at the hose connection point on the liquid filling line to prevent release to be fed back from the vessel. The design of this valve is essentially 2 non-return valves in series.

Relief Valve

3.3.29 Relief valve is employed to ensure that the vessel is not subject to an excessive internal pressure that may cause a failure as a result of overfilling. It also offers protection against excessive pressure build-up within the vessel in case of fire.

Human Error

3.3.30 When a failure of equipment or loading process occurs, it is possible for the staff to rectify the problem before a hazard event occurs. Human error of this nature was regarded as a failure case.

Fire Protection / Fighting System

Chartek Coating

3.3.31 Chartek coating is a safety feature of all road tankers. The coating has been reported to provide protection for at least 30 minutes in the case of a jet fire. The coating could prevent a hot spot from developing in a jet fire attack on the road tanker, which can cause thermal weakening of the road tanker wall leading to BLEVE.

Water Spray System

3.3.32 There is no water spray system installed at the LPG Store. No provision for fire service installation for controlling road tanker fires or lowering the temperature of fires to avoid BLEVE was applied.

Fire Services

3.3.33 The fire services will be available within a few minutes in case of a fire. The extinction of fire by fire fighters prevents BLEVE from occurring.

Escalation

3.3.34 BLEVE of an LPG road tanker can happen if the road tanker is impinged by jet fire from the failure of aboveground LPG facilities listed below:

(a) Cold partial failure of road tanker
(b) Guillotine failure of liquid filling line to vessel
(c) Guillotine failure of liquid supply line to vaporiser
(d) Failure of flexible hose during loading to storage vessel
(e) Failure of liquid line from tanker to loading hose
(f) Vaporiser failure

Summary

3.3.35 The possible hazard events for the day-to-day operations of the LPG Store have been identified and reviewed in the previous sections. Only those possible failure cases considered to have the potential to cause off-site fatality are summarised in **Table 3.1**.

3.3.36 The significance of each failure case and adoption of generic frequency are discussed in the next section.

Table 3.1 Identified Failure Cases for the LPG Store

Failure Types	Failure Cases
Spontaneous Failure of Pressurised LPG Equipment	• Storage Vessel Failure • Road Tanker Failure • Pipework Failure • Hose Failure • Vaporiser Failure
External Event	• Earthquake MMI VIII • Aircraft Crash
Delivery Failure	• Hose Misconnection Error • Hose Disconnection Error • Tanker Drive-away Error • Road Tanker Collision during Unloading • Storage Vessel Overfilling • Over-pressurisation of pipework
Safety System Failure	• Pressure Relief Valve Failure • Non-return Valve Failure • Excess Flow Valve Failure • Emergency Shutdown System Failure • Double-check Filler Valve Failure • Breakaway Coupling Failure • Human Error • Manual Isolation Valve Failure
Fire Fighting System Failure	• Fire Services Failure • Chartek Coating Failure

<u>Spontaneous Failure of Pressurised LPG Equipment</u>

Storage Vessel Failure

3.3.37 A release of LPG could occur as a result of catastrophic failure or partial failure of the storage vessel and such a failure would lead to either a loss of entire contents of the vessel or a continuous release of LPG to atmosphere.

3.3.38 A generic failure rate of 1.8×10^{-7} per vessel year [1] was adopted for cold catastrophic failure and a generic failure rate of 5.0×10^{-6} per vessel year [1] was applied for cold partial failure.

Road Tanker Failure

3.3.39 As discussed in **Section 3.3.2**, the definitions of catastrophic and partial failures are similar to those of the storage vessel. It is generally considered that the catastrophic failure rate for LPG road tankers could be higher than that for a fixed storage vessel because of a) stresses experienced by the road tanker owing to vibration during transportation; and b) cyclic loading associated with filling/unloading the road tanker.

3.3.40 A rate of 2.0×10^{-6} per tanker year [1] was adopted for catastrophic tanker failure and a failure rate of 5.0×10^{-6} per tanker year [1] was applied for partial failure of road tanker.

Pipework Failure

3.3.41 Reeves et al. (1997) [1] indicated that releases from pipework partial failures were insignificant contributors to the overall risk levels. Based on this, this Study only considered guillotine failure of LPG pipework as the contribution of a release from the partial failure of pipework to the overall risk levels was insignificant. A generic rate of 1.0×10^{-6} per metre per year for guillotine failure of the pipework was adopted.

Vaporiser Failure

3.3.42 The effect of partial failure of the vaporiser was ignored. A generic rate of 1.0×10^{-6} per metre per year [1] for guillotine failure of the vaporiser coil was adopted.

Hose Failure

3.3.43 The effect of partial failure of the hose was ignored. A generic guillotine failure rate of flexible hose was taken to be 1.8×10^{-7} per transfer [1] or 9.0×10^{-8} per hour [1].

External Events

Earthquake MMI VIII

3.3.44 The probability of 1.0×10^{-5} per year was adopted for the occurrence of an MMI VIII earthquake. The rate of failure of pipework and partial failure of underground vessel owing to earthquakes was assumed to be 0.01 [3], whereas the probability failure for road tanker was considered to be zero.

Aircraft Crash

3.3.45 The distance between the nearest arrival flight path for the Hong Kong International Airport (HKIA) and the LPG Store is approximately 12.5km. The distance between the LPG Store and HKIA is about 30km, which exceeds the criteria of 5 miles (8 km) for the consideration of airfield accident. At such distances, the LPG Store does not come into the flight paths of the critical takeoff and landing phases, and therefore only the background crash rate and airway crash rate were taken into account. The frequency of aircraft crash was estimated using the methodology of the HSE (1997) [4]. The model took into account specific factors such as the target area of the LPG Store and the distance between the LPG Store and the runway threshold. The aircraft crash frequency per year was calculated as:

$$\textit{Frequency (per year)} = \textit{Background Crash Rate} + \textit{Airway Crash Rate}$$

$$\textit{Frequency (per year)} = (A \times B_i) + (A \times N_i \times R_i \times afac/\ alt)$$

where A is the area of the LPG Store, N is the number of runway movements per year and Ri is the aircraft in-flight reliability per year per km per aircraft movement. According to the statistics from *Civil International Air Transport Movements of Aircraft* [13], there are 419,768 movements from January 2019 to December 2019. The detailed calculation of aircraft crash frequency is shown in **Appendix G**.

3.3.46 The frequency of background and airway aircraft crash impacting the LPG Store was estimated to be 4.77×10^{-10} per year.

Loading / Unloading Failures

Hose Misconnection Error

3.3.47 A significant release of LPG during its transfer from the road tanker to the storage vessel could occur as a result of the failure of the transfer hoses and coupling, human error, or vehicle impact. The likelihood of such an event was taken as 3×10^{-5} per operation [1].

Hose Disconnection Error

3.3.48 A rate of 2.0×10^{-6} per operation [1] was adopted for this failure case.

Tanker Drive-away Error

3.3.49 Tanker drive-away error refers to an event in which the tanker moves away with the hose still connected. It could result from the tanker driver inadvertently driving the vehicle away before delivery is completed. It was considered that drive-away was unlikely. Even if such errors do

occur, it is highly likely that the failure can be immediately rectified since the delivery process would not go unattended. A failure rate of 4.0×10^{-6} per operation [1] was adopted.

Tanker Collision during Unloading

3.3.50 A release of LPG cloud occurs as a result of an incident involving an LPG tanker and LPG equipment during delivery. It was assumed that the failure rate of tanker impact during unloading was 1.5×10^{-4} per delivery [1].

Overfilling of Storage Vessel

3.3.51 The practice on-site in unloading LPG to the storage vessel is that the vessel will be only filled to 75% of the maximum capacity. It is considered that the probability of the driver overfilling a storage vessel is low. A rate of 2.0×10^{-2} per operation [1] was adopted for this failure case.

Over-pressurization of Pipework

3.3.52 This event has been taken into account by the pipework and hose failure data discussed in **Sections 3.3.41** and **3.3.43**. It was not considered separately in the assessment

Safety System Failure

3.3.53 If the safety system operates as designed, then releases will not present an off-site hazard. There is, however, a potential for failure of the safety system. A typical safety system involves pressure relief valve, non-return valve, excess flow valve, emergency shutdown system, breakaway coupling and double-check filler valve.

Pressure Relief Valve Failure

3.3.54 Pressure relief valve avoids the LPG pipework or underground storage vessel from getting overpressure. A generic failure rate of 1×10^{-4} [1] for the pressure relief valve per demand was adopted.

Pump Overpressure Protection System

3.3.55 Such system is installed on LPG road tankers to control the maximum outlet pressure of the pump. In addition to internal pump overpressure by-pass, the pump or adjacent pipework is fitted with a separate by-pass valve set at a lower differential pressure to automatically carry any excess liquid back to the road tanker vessel when the delivery valve is closed.

3.3.56 A generic failure rate of 1×10^{-4} [1] for the pump overpressure protection system per demand was adopted.

Non-return Valve Failure

3.3.57 Non-return valve is intended to avoid the back flow of LPG. A generic failure rate of 0.013 per demand [1] was adopted.

Excess Flow Valve Failure

3.3.58 The excess flow valve installed at road tanker and storage vessel is expected to be functional when guillotine failure of pipework or flexible hose occurs. A generic failure rate of 0.13 per demand [1] was adopted for the line to vaporiser.

Emergency Shutdown System Failure

3.3.59 A generic failure rate of 1.0×10^{-4} per demand [1] was assumed.

Breakaway Coupling Failure

3.3.60 A generic failure rate of 0.013 per demand [1] was adopted for road tanker.

Double-check Filler Valve Failure

3.3.61 A double-check filler valve prevents the LPG release to be fed back from the storage vessel. The design has two non-return valves in series. A generic failure rate of 2.6×10^{-3} per demand [1] for common mode failure was adopted.

Manual Isolation Valve

3.3.62 A manual valve is installed for the operators/ drivers to shut off the delivery connection manually in case of failure.

3.3.63 A generic failure rate of 0.5 per demand [1] was adopted.

Fire Fighting System Failure

Water Spray System Failure

3.3.64 As indicated in **Section 3.3.33**, water spray system is not installed on site.

Failure of Fire Services

3.3.65 It was assumed that the fire services would always be available, and therefore zero probability was applied for the failure case of fire services arriving late. A generic failure rate of 0.5 per demand [1] was assumed for the Fire Services to be ineffective against a fire attack.

Chartek Coating Failure

3.3.66 A generic failure rate of 0.1 per demand [1] was applied for the Chartek coating failing to prevent a hot spot from developing on the road tanker in a jet fire attack owing to poor maintenance.

3.3.67 The identified failure cases and their corresponding failure rates adopted are presented in **Table 3.2**.

Table 3.2 Summary of Identified Failure Cases and Their Corresponding Failure Rates

Failure Cases	Failure Rates	Reference Source
Spontaneous Failure of Pressurised LPG Equipment		
Catastrophic Failure of Storage Vessel	1.8×10^{-7} per vessel year	Reference [1]
Partial Failure of Storage Vessel	5.0×10^{-6} per vessel year	Reference [1]
Catastrophic Failure of Road Tanker	2.0×10^{-6} per tanker year	Reference [1]
Partial Failure of Road Tanker	5.0×10^{-6} per tanker year	Reference [1]
Guillotine Failure of Pipework	1.0×10^{-6} per meter per year	Reference [1]
Vaporiser Failure	1.0×10^{-6} per meter per year	Reference [1]
Hose Failure	1.8×10^{-7} per transfer or 9.0×10^{-8} per hour	Reference [1]
External Event		
Earthquake MMI VIII	1.0×10^{-5} per year	Reference [1]
Aircraft Crash	4.77×10^{-10} per year	**Appendix G**
LPG Loading Failure		
Hose Misconnection Failure	3.0×10^{-5} per operation	Reference [1]
Hose Disconnection Failure	2.0×10^{-6} per operation	Reference [1]
Tanker Drive-away Error	4.0×10^{-6} per operation	Reference [1]

Failure Cases	Failure Rates	Reference Source
Road Tanker Collision	1.5×10^{-4} per operation	Reference [1]
Storage Vessel Overfilling	2.0×10^{-2} per operation	Reference [1]
Safety Features Failure		
Pressure Relief Valve Failure	1.0×10^{-4} per demand	Reference [1] based on ESD system
Failure of Pump Over-pressurization Protection	1.0×10^{-4} per demand	Based that for failure of pressure relief valve
Non-return Valve Failure	0.013 per demand	Reference [1]
Excess Flow Valve Failure	1.00 per demand for liquid filling line and flexible hose 0.13 per demand for line to vaporiser	Reference [1]
Manual Isolation Valve Failure	0.5 per demand	Reference [1]
Emergency Shutdown System Failure	1.0×10^{-4} per demand	Reference [1]
Breakaway Coupling Failure	0.013 per demand for tanker	Reference [1] Conservative estimate, based on breakaway coupling for road tanker
Double-check Filler Valve Failure	2.6×10^{-3} per demand	Reference [1]
Operator fails to Rectify Problem	1.5×10^{-3} per demand	Reference [9]
Fire Protection / Fighting System Failure		
Water Spray System Failure	1.00 per demand	There is no water spray system
Failure of Fire Services	0.5 per demand	Reference [1]
Chartek Coating Failure	0.1	Reference [1]
Failure Probability		
Catastrophic failure of vessel provided over-pressurization	0.01	Reference [9]
Partial failure of vessel provided over-pressurization	0.1	Reference [9]; 10 times of catastrophic failure
Probability of catastrophic / guillotine failure due to aircraft crash	1	Assume 100% failure leading to rupture / guillotine failure
Probability of partial failure due to aircraft crash	0	Assume 100% failure leading to rupture / guillotine failure
Probability of equipment failure due to earthquake	0.01	Reference [3]
Probability of catastrophic / partial failure in earthquake	0.5 / 0.5	It is more likely for an earthquake to lead to the failure of the pipeline connection rather than the failure of the storage vessel, for which damages would be prevented by the buffering effect of the washed sand . Pipeline failure has already been accounted for in other hazardous events, and therefore a 50:50 split was conservatively adopted for vessel failure events.

Escalation

3.3.68 Escalation refers to the situation in which a relatively insignificant accident causing an event with much more significance to occur. This was addressed in this assessment with the event tree analysis in **Appendix F**.

4 HAZARD OCCURRENCE

4.1 Introduction

4.1.1 Subsequent to the Hazard Identification and Analysis in the previous section, the next step is to estimate the likelihoods of the various LPG release cases. There are combinations of hazard initiating events, as identified in the previous section, which would lead to an LPG release.

4.1.2 Fault Tree Analysis (FTA) permits the hazardous incident ("Significant Failure Events") frequency to be estimated from a logical model of the failure mechanisms of a system. The model is based on the combinations of failures of more basic components, safety systems and human errors.

4.1.3 FTA is the use of a combination of simple logic gates, "AND" and "OR" gates, to synthesise a failure model of the hazardous installation. The "Significant Failure Events" frequency is calculated from failure data of more simple events.

4.1.4 A basic assumption in FTA is that all failures in a system are binary in nature, a component or operator either performs successfully or fails completely. In addition, the system is assumed to be functioning if all sub-components are operating properly.

4.1.5 The steps for an FTA are presented below:

(a) Hazard identification and selection of the "Significant Failure Events", where the "Significant Failure Events" are considered as significant LPG release cases.
(b) Construction of fault tree
(c) Quantitative evaluation of the fault tree

4.2 Frequency of Occurrence

Fault Tree Analysis

4.2.1 Fault tree analysis was used to provide models for the calculation of failure rates or the probabilities of the hazardous scenarios described in **Table 4.1**. The fault tree diagrams for this Study are provided in **Appendix E**.

Event Tree Analysis

4.2.2 The event trees evaluate the hazard event outcomes for the LPG events assessed in this Study are shown in **Appendix F**.

4.2.3 Potential hazardous event outcomes following an LPG release can be BELVE, fireball, jet fire, vapour cloud explosion (VCE) and flash fire.

4.2.4 In this Study, it was considered that there were no significant areas of confinement/congestion to generate the turbulence required for a vapour cloud explosion upon ignition of a flammable gas cloud, and therefore the probability of occurrence of a VCE was assigned a value of 0 for all LPG release events.

4.2.5 The frequencies of the hazardous outcomes assessed in this Study are summarised in **Table 4.1**.

Table 4.1 Event Outcome Frequencies of Significant LPG Releases

Ref.	Event Description	Hole Size (mm)	Outcome Event	Event Frequency per year	Outcome Probability	Probability of Failure to isolate	Total Outcome Frequency /year
F1.1	Cold Catastrophic Failure of Storage Vessel 1	Rupture	FBL	2.30E-07	9.00E-01	1.00E+00	2.07E-07
F1.1	Cold Catastrophic Failure of Storage Vessel 1	Rupture	VCE	2.30E-07	0.00E+00	1.00E+00	0.00E+00
F1.1	Cold Catastrophic Failure of Storage Vessel 1	Rupture	FFR	2.30E-07	1.00E-01	1.00E+00	2.30E-08
F1.2	Cold Catastrophic Failure of Storage Vessel 2	Rupture	FBL	2.30E-07	9.00E-01	1.00E+00	2.07E-07
F1.2	Cold Catastrophic Failure of Storage Vessel 2	Rupture	VCE	2.30E-07	0.00E+00	1.00E+00	0.00E+00
F1.2	Cold Catastrophic Failure of Storage Vessel 2	Rupture	FFR	2.30E-07	1.00E-01	1.00E+00	2.30E-08
F2.1	Cold Partial Failure of Storage Vessel 1	25	JFI	5.05E-06	0.00E+00	1.00E+00	2.53E-07
F2.1	Cold Partial Failure of Storage Vessel 1	25	BLEVE	5.05E-06	0.00E+00	1.00E+00	0.00E+00
F2.1	Cold Partial Failure of Storage Vessel 1	25	VCE	5.05E-06	0.00E+00	1.00E+00	0.00E+00
F2.1	Cold Partial Failure of Storage Vessel 1	25	FFR	5.05E-06	0.00E+00	1.00E+00	4.80E-06
F2.2	Cold Partial Failure of Storage Vessel 2	25	JFI	5.05E-06	0.00E+00	1.00E+00	2.53E-07
F2.2	Cold Partial Failure of Storage Vessel 2	25	BLEVE	5.05E-06	0.00E+00	1.00E+00	0.00E+00
F2.2	Cold Partial Failure of Storage Vessel 2	25	VCE	5.05E-06	0.00E+00	1.00E+00	0.00E+00
F2.2	Cold Partial Failure of Storage Vessel 2	25	FFR	5.05E-06	0.00E+00	1.00E+00	4.80E-06
F3	Cold Catastrophic Failure of Road Tanker	Rupture	FBL	1.23E-08	9.00E-01	1.00E+00	1.11E-08
F3	Cold Catastrophic Failure of Road Tanker	Rupture	VCE	1.23E-08	0.00E+00	1.00E+00	0.00E+00
F3	Cold Catastrophic Failure of Road Tanker	Rupture	FFR	1.23E-08	1.00E-01	1.00E+00	1.23E-09
F4	Cold Partial Failure of Road Tanker	25	JFI	3.08E-08	0.00E+00	1.00E+00	1.54E-09
F4	Cold Partial Failure of Road Tanker	25	BLEVE	3.08E-08	0.00E+00	1.00E+00	0.00E+00
F4	Cold Partial Failure of Road Tanker	25	VCE	3.08E-08	0.00E+00	1.00E+00	0.00E+00
F4	Cold Partial Failure of Road Tanker	25	FFR	3.08E-08	0.00E+00	1.00E+00	5.86E-09
F5.1	Guillotine Failure of Liquid filling Line to Vessel (fed	40	JFI	1.19E-07	5.00E-02	4.53E-03	2.69E-11

Ref.	Event Description	Hole Size (mm)	Outcome Event	Event Frequency per year	Outcome Probability	Probability of Failure to isolate	Total Outcome Frequency /year
	from Tanker)						
F5.1	Guillotine Failure of Liquid filling Line to Vessel (fed from Tanker)	40	BLEVE	1.19E-07	1.20E-04	4.53E-03	6.47E-14
F5.1	Guillotine Failure of Liquid filling Line to Vessel (fed from Tanker)	40	VCE	1.19E-07	0.00E+00	4.53E-03	0.00E+00
F5.1	Guillotine Failure of Liquid filling Line to Vessel (fed from Tanker)	40	FFR	1.19E-07	1.90E-01	4.53E-03	1.02E-10
F5.2	Guillotine Failure of Liquid filling Line to Vessel (fed from Vessel)	40	JFI	1.19E-07	5.00E-02	1.30E-02	7.73E-11
F5.2	Guillotine Failure of Liquid filling Line to Vessel (fed from Vessel)	40	BLEVE	1.19E-07	1.20E-04	1.30E-02	1.86E-13
F5.2	Guillotine Failure of Liquid filling Line to Vessel (fed from Vessel)	40	VCE	1.19E-07	0.00E+00	1.30E-02	0.00E+00
F5.2	Guillotine Failure of Liquid filling Line to Vessel (fed from Vessel)	40	FFR	1.19E-07	1.90E-01	1.30E-02	2.94E-10
F6	Guillotine Failure of Liquid Supply Line to Vaporiser	50	JFI	1.31E-05	5.00E-02	1.29E-01	8.46E-08
F6	Guillotine Failure of Liquid Supply Line to Vaporiser	50	BLEVE	1.31E-05	1.20E-04	1.29E-01	2.03E-10
F6	Guillotine Failure of Liquid Supply Line to Vaporiser	50	VCE	1.31E-05	0.00E+00	1.29E-01	0.00E+00
F6	Guillotine Failure of Liquid Supply Line to Vaporiser	50	FFR	1.31E-05	1.90E-01	1.29E-01	3.21E-07
F7	Guillotine Failure of Liquid Filling Line to Flexible Hose	50	JFI	2.48E-08	5.00E-02	7.55E-03	9.34E-12
F7	Guillotine Failure of Liquid Filling Line to Flexible Hose	50	BLEVE	2.48E-08	1.20E-04	7.55E-03	2.24E-14
F7	Guillotine Failure of Liquid Filling Line to Flexible Hose	50	VCE	2.48E-08	0.00E+00	7.55E-03	0.00E+00
F7	Guillotine Failure of Liquid Filling Line to Flexible Hose	50	FFR	2.48E-08	1.90E-01	7.55E-03	3.55E-11
F8	Vaporiser Failure	50	JFI	2.01E-05	5.00E-02	1.30E-01	1.31E-07
F8	Vaporiser Failure	50	BLEVE	2.01E-05	1.20E-06	1.30E-01	3.14E-12
F8	Vaporiser Failure	50	VCE	2.01E-05	0.00E+00	1.30E-01	0.00E+00
F8	Vaporiser Failure	50	FFR	2.01E-05	1.90E-01	1.30E-01	4.96E-07

Ref.	Event Description	Hole Size (mm)	Outcome Event	Event Frequency per year	Outcome Probability	Probability of Failure to isolate	Total Outcome Frequency /year
F9.1	Guillotine Failure of Flexible Hose (fed from Tanker)	32	JFI	5.27E-05	5.00E-02	7.55E-03	1.99E-08
F9.1	Guillotine Failure of Flexible Hose (fed from Tanker)	32	BLEVE	5.27E-05	2.40E-04	7.55E-03	9.55E-11
F9.1	Guillotine Failure of Flexible Hose (fed from Tanker)	32	VCE	5.27E-05	0.00E+00	7.55E-03	0.00E+00
F9.1	Guillotine Failure of Flexible Hose (fed from Tanker)	32	FFR	5.27E-05	1.90E-01	7.55E-03	7.54E-08
F9.2	Guillotine Failure of Flexible Hose (fed from Vessel)	32	JFI	5.28E-05	5.00E-02	1.30E-03	3.43E-09
F9.2	Guillotine Failure of Flexible Hose (fed from Vessel)	32	BLEVE	5.28E-05	2.40E-04	1.30E-03	1.65E-11
F9.2	Guillotine Failure of Flexible Hose (fed from Vessel)	32	VCE	5.28E-05	0.00E+00	1.30E-03	0.00E+00
F9.2	Guillotine Failure of Flexible Hose (fed from Vessel)	32	FFR	5.28E-05	1.90E-01	1.30E-03	1.30E-08

Note 1: FBL – Fireball; BLE – Boiling Liquid Expanding Vapour Explosion (BLEVE); VCE – Vapour Cloud Explosion; JFI – Jet fire; FFR – Flash Fire

5 CONSEQUENCES AND IMPACT ANALYSIS

5.1 Introduction

5.1.1 Consequence and impact analysis is conducted to provide a quantitative estimate of the likelihood and number of deaths associated with the range of possible outcomes (i.e. fireball, jet fire, flash fire) which are resulted from failure cases identified in the previous sections. In this Study, PhastRisk 6.7 was used for such estimation.

5.1.2 The underground LPG storage vessels in the LPG Store are situated inside a concrete chamber filled with washed sand. Literature published by The Netherlands Organisation (TNO) [14] has considered this to be a special provision. A BLEVE of the LPG tank as a result of a fire underneath the tank or a jet fire was considered impossible, and therefore no BLEVE occurrence was assumed for this scenario.

5.2 Modelling Input

5.2.1 Failure events identified in the previous sections were considered and evaluated through consequence analysis. Taking into account the safeguard measures, the layout plan of the LPG Store and effect distances of failure events, some failure events would have insignificant off-site impact. Those failure events having potential off-site impacts are listed as follows:

(a) Rupture of storage vessel
(b) Rupture of road tanker
(c) Partial failure of storage vessel
(d) Partial failure of road tanker
(e) Guillotine failure of liquid filling line to flexible hose
(f) Guillotine failure of flexible hose
(g) Guillotine failure of liquid filling line to storage vessel
(h) Guillotine failure of supply line to vaporisers
(i) Vaporiser failure
(j) BLEVE of road tanker

5.2.2 There are two storage vessels, each with a water capacity of 11 cubic metres, at the LPG Store. The storage vessels were assumed to be filled to a maximum permissible level (75% of the maximum capacity) in this Study. Replenishment of LPG was assumed to be arranged during either daytime or night-time each day for risk modelling purpose. The list of parameters of the PhastRisk model is provided in **Appendix H**.

5.3 Ignition Source

5.3.1 To calculate the risk from flammable materials, information on ignition sources presented in the study area needs to be identified. Such data was included in the risk model for each type of ignition source (i.e. point sources, line sources and area sources). The risk calculation program (MPACT) is a module in PhastRisk. MPACT calculates the impact of the release of a toxic or flammable chemical on the population. It takes the results of the consequence calculations of the toxic and flammable effects, together with additional data on wind direction, ignition sources, event location and frequency and superimposes them on the population to calculate the fatality risk in the surrounding area. It then predicts the probability of a flammable cloud being ignited (delayed ignition) as the cloud moves downwind over ignition sources.

<u>Point Sources</u>

5.3.2 Since there is no significant ignition source at the LPG Store, no point source was applied to the risk model. Instead, the line sources and area sources described in the following sections were applied.

Line Sources

5.3.3 Roads are defined as line sources in PhastRisk. The following assumptions were applied to estimate the presence factor of the line source and the ignition probability:

(a) The probability of ignition for a vehicle was taken as 0.4 in 60 seconds; and
(b) The traffic density was based on the projected peak traffic flow as shown in **Table 2.4**.

5.3.4 The traffic density for the daytime was assumed to be the same as that of the peak hour . The night-time traffic density was assumed to be 36.1% of that in the daytime . The ignition line sources are summarised in **Table 5.1**.

Table 5.1 Summary of Line Ignition Sources

Line Source	Peak Hour Traffic Density (veh / hr)	Daytime Traffic Density (veh / hr)	Night-time Traffic Density (veh / hr)	Average Traffic Speed (km / hr)
Choi Yuen Road	1,968	1,968	710	30 (Peak) 50 (Daytime and Night-time)
Po Shek Wu Road	3,337	3,337	1,203	
San Wan Road	309	309	111	
Choi Fai Street	139	139	50	

Area Source

5.3.5 PhastRisk considers a residential population to an ignition source (as a result of activities such as cooking, smoking, use of heating appliances etc.). The ignition probability was derived from the population densities in the concerned area.

5.4 Ignition Probability

5.4.1 Immediate ignition probabilities of 0.9 and 0.05 [1] were adopted for instantaneous release and continuous release of LPG, respectively. These ignition probabilities were applied to event trees as shown in **Appendix F**.

5.5 Vulnerability

5.5.1 With reference to previous practice of assessments using PhastRisk in Hong Kong, the population at the locations listed in **Table 2.3** were applied to the risk model and described in the following sections.

Protection afforded to persons by being on the upper floors of building

5.5.2 Cloud height decreases further away from the source. Most dispersed clouds for LPG will have a cloud height lower than 10m [1]. It is equivalent to having only the population on the two lowest floors of a building (including that at the ground level) affected. The actual population affected by the release events is dependent on the gas dispersion results predicted by PhastRisk. The height protection factors applied to various population types for flash fire events are described in **Table 5.2**. The actual population predicted to be affected by flash fire events is detailed in **Appendix C**.

Table 5.2 Population Input for Gas Dispersion Events

Population Type	Population Elevation / Building Height	Revised Population Factor
Road Population	At ground level	1
Population in open area	At ground level	1
Population of Village Houses	3 storeys	1
Population of Residential Buildings at Choi Po Court Note 1	Varies	2 storeys per total number of storeys
Population of Residential Buildings at Po Shek Wu Estate (PRH development at Choi Yuen Road Sites 3 and 4) Note 2	Varies	0

Note:

(1) *Residential buildings at Choi Po Court have their lift lobbies on the ground floor. The protection factor of a residential building in Choi Po Court is calculated based on the first two storeys aboveground divided by the total number of storeys of that building, assuming each storey has the same population distribution.*

(2) *Residential Buildings at Po Shek Wu Estate are built on top of a multi-storey carpark. As such, all the population in these residential buildings is protected from flash fire and jet fire.*

5.5.3 In the previous assessment, the jet fire events had been assumed to only affect population below 10m elevation, which was confirmed by the modelling results in this Study. All jet fires in the model were assumed to be horizontal or near-horizontal, and therefore reaching their maximum footprint radii. As with flash fires, only the population exposed (i.e. the population below 10m elevation) were considered in the risk summation for the jet fire events and the rest was excluded by the use of protection factor. Since the detailed layout of the proposed development was not available during the preparation of this QRA report, protection factors for flash fire and jet fire were not applied to the Project. The actual population predicted to be affected by jet fire events are detailed in **Appendix C**.

Shielding by buildings

5.5.4 Shielding protection factors for fireball events were applied to the population surrounding the LPG Store [1].

5.5.5 For buildings wholly within the fireball diameter, the population at the back of the buildings was considered protected.

5.5.6 For buildings wholly outside the fireball diameter, the population without a direct line of sight of the LPG facilities was considered protected.

5.5.7 For buildings partly inside and partly outside the fireball diameter, the population outside the fireball diameter was considered shielded by the rest of the respective buildings.

5.5.8 The actual population predicted to be affected by fireball events are detailed in **Appendix C**.

6 RISK EVALUATION

6.1 Introduction

6.1.1 In this section, the risks arising from the LPG supply facilities are evaluated in terms of both individual and societal risks.

6.1.2 Individual risk is a measure of the risk to a chosen individual at a particular location. As such, this is evaluated by summing the contributions to that risk across a spectrum of incidents that could occur at a particular location.

6.1.3 Societal risk is a measure of the overall impact of an activity upon the surrounding community. As such, the likelihoods and consequences of the range of incidents postulated for that particular activity are combined to create a cumulative picture of the spectrum of the possible consequences and their frequencies. This is usually presented as an FN curve and the acceptability of the results can be judged against the societal risk criterion under the risk guidelines.

6.2 Individual Risk

6.2.1 The predicted individual risk levels are shown in **Figure 4**. The four risk contours encompass areas with risk levels at 1×10^{-6}, 1×10^{-7}, 1×10^{-8} and 1×10^{-9} per year, respectively. The risk levels were based on 100% occupancy with no allowance made for shelter or escape, as specified in the user manual of PhastRisk.

6.2.2 The 1×10^{-6}, 1×10^{-7}, 1×10^{-8} and 1×10^{-9} per year contours extend 50m, 70m, 75m, and 100m from the LPG Store, respectively. As observed in the figure, no offsite risk with frequency greater than 1×10^{-5} per year (individual risk criterion) was found.

<u>Acceptability</u>

6.2.3 Based on the results discussed above, the level of individual risk posed by the operation of the LPG Store with the Project in place meets the Hong Kong Risk Guidelines, and therefore is acceptable.

6.3 Societal Risk

6.3.1 The societal risks were evaluated for the range of incidents with the potential for fatalities in the vicinity of the LPG Store and are shown in **Figure 5** (Existing Scenario), **Figure 6** (Future Scenario – Year 2026) and **Figure 7** (Future Scenario – Year 2030). The depiction of societal risk is more complex than that of individual risk but, in essence, comprises three regions:

(a) Unacceptable – a region within which the risks may be regarded as unacceptable
(b) Acceptable – a region within which the risks may be regarded as acceptable
(c) ALARP – a region between the two mentioned above in which measures should be taken to demonstrate the risks as “as low as reasonably practicable” (ALARP). In other words, consideration is given not only to the level of risk but also the cost and practicality of reducing it

6.3.2 Numerically, the upper bound of the ALARP region (which lies also on the borderline of “unacceptability”) can be summarised as:

(a) 1 chance in 1,000 per year of an incident resulting in 1 or more fatalities;
(b) 1 chance in 10,000 per year of an incident resulting in 10 or more fatalities;
(c) 1 chance in 100,000 per year of an incident resulting in 100 or more fatalities; and
(d) not more than 1,000 fatalities at a frequency of greater than 1 chance in a billion (1,000,000,000) per year.

Acceptability

6.3.3 As shown in **Figure 5** to **Figure 7**, the societal risk associated with the operation of the LPG Store falls below the upper risk guidelines. A section of the FN curve with fatalities between 20 and 170 lies within the "ALARP" region. Upon comparing the existing land uses (**Figure 5**) with those in the Year 2026 scenario (**Figure 6**) and Year 2030 scenario (**Figure 7**), it would appear that the changes in the overall risk outcomes are mainly caused by the growth in the population of the surrounding area. When the scenarios in Year 2030 with and without the Project are compared, there is only a marginal increase in total PLLs (around 0.03%) attributable to the Project. The increase in total PLLs for the Year 2026 scenarios attributable to the Project is also marginal (around 0.01%). It is thus considered that the risk attributable to the population increase brought about by the Project would be negligible throughout the operation period (**Figure 6**).

Table 6.1 Societal Risk Data with Proposed Development for Year 2026 Scenario

No. Fatalities	Frequency (/year)	No. Fatalities	Frequency (/year)	No. Fatalities	Frequency (/year)
1	5.73E-06	12	5.63E-07	80	2.59E-07
2	3.42E-06	15	5.03E-07	100	2.58E-07
3	2.66E-06	20	4.49E-07	120	2.58E-07
4	2.16E-06	25	4.38E-07	150	2.53E-07
5	1.71E-06	30	4.34E-07	200	6.79E-09
6	1.48E-06	40	4.31E-07	250	6.79E-09
8	1.04E-06	50	4.29E-07	300	6.79E-09
10	7.66E-07	60	4.28E-07		

Table 6.2 Societal Risk Data with Proposed Development for Year 2030 Scenario

No. Fatalities	Frequency (/year)	No. Fatalities	Frequency (/year)	No. Fatalities	Frequency (/year)
1	5.73E-06	12	6.01E-07	80	2.59E-07
2	3.42E-06	15	5.04E-07	100	2.58E-07
3	2.67E-06	20	4.58E-07	120	2.58E-07
4	2.17E-06	25	4.38E-07	150	2.53E-07
5	1.71E-06	30	4.34E-07	200	6.81E-09
6	1.49E-06	40	4.31E-07	250	6.80E-09
8	1.10E-06	50	4.29E-07	300	6.79E-09
10	7.67E-07	60	4.28E-07		

6.4 Potential Loss of Life (PLL)

6.4.1 The total PLL and top seven most significant contributors for the modelled case for the operation of the LPG Store for Year 2026 and Year 2030 are shown in **Table 6.3** and **Table 6.4**, respectively. The total PLLs for the modelled cases for Year 2026 and Year 2030 were found to be 7.48×10^{-5} per year and 7.78×10^{-5} per year, respectively. The most significant events were the fireball events from the Cold Catastrophic Failure of Storage Vessels 1 & 2, flash fire events from the Cold Partial Failure of Storage Vessels 1 & 2 and fireball event from the Cold Catastrophic Failure of Road Tanker.

Table 6.3 Breakdown of PLL for the LPG Store for Year 2026 Scenario

Event Description	Outcome	Potential Loss of Life (PLL) / per year	% of Total PLL
Cold Catastrophic Failure of Storage Vessel 1	Fireball	2.70E-05	36.1
Cold Catastrophic Failure of Storage Vessel 2	Fireball	2.70E-05	36.1
Cold Partial Failure of Storage Vessel 1	Flash fire	7.75E-06	10.4
Cold Partial Failure of Storage Vessel 2	Flash fire	7.75E-06	10.4
Cold Catastrophic Failure of Road Tanker	Fireball	2.83E-06	3.8
Cold Partial Failure of Storage Vessel 1	Jet fire	5.94E-07	0.8
Cold Partial Failure of Storage Vessel 2	Jet fire	5.94E-07	0.8
Others	-	1.36E-06	1.8
Total		7.46E-05	100

Table 6.4 Breakdown of PLL for the LPG Store for Year 2030 Scenario

Event Description	Outcome	Potential Loss of Life (PLL) / per year	% of Total PLL
Cold Catastrophic Failure of Storage Vessel 1	Fireball	2.83E-05	36.3
Cold Catastrophic Failure of Storage Vessel 2	Fireball	2.83E-05	36.3
Cold Partial Failure of Storage Vessel 1	Flash fire	7.84E-06	10.1
Cold Partial Failure of Storage Vessel 2	Flash fire	7.84E-06	10.1
Cold Catastrophic Failure of Road Tanker	Fireball	2.95E-06	3.8
Cold Partial Failure of Storage Vessel 1	Jet fire	6.13E-07	0.8
Cold Partial Failure of Storage Vessel 2	Jet fire	6.13E-07	0.8
Others	-	1.39E-06	1.8
Total		7.75E-05	100

6.5 Risk Mitigation Measures

Risk Mitigation Measure Identification

6.5.1 As part of the FN curve lies within the “ALARP” region of the risk guidelines, risk mitigation measures were proposed. A cost-benefit analysis was performed to assess the feasibility of the proposed risk mitigation measures.

6.5.2 It is noted from **Table 6.2** that the dominant events for PLLs are fireballs from the catastrophic failure of storage vessels, with the largest fireball radius extending to around 47m. However, the Project is located well outside this 47m hazard zone, and therefore mitigation measures for reducing fatalities from fireball were considered ineffective for the Project.

6.5.3 Installation of gas detectors to alert the people within the buildings of the Project for evacuation in case of LPG gas leakage was instead proposed. Gas detectors were proposed to be installed on the ground floor of the buildings for detecting dispersed flammable gas and giving early warning for the users of carpark, community hall and PTI, and the customers of the retail facilities.

Cost-Benefit Analysis

6.5.4 The cost effectiveness of the proposed mitigation measures was subject to a Cost-Benefit Analysis (CBA) by calculating the Implied Cost of Averting Fatality (ICAF) for each mitigation measure identified. The ICAF was calculated using the following equation, which takes the reduction in potential loss of life (PLL) into account:

$$\text{ICAF} = \frac{\text{Cost of Mitigation Measure}}{(\text{Reduction in PLL Value} \times \text{Design Life of Mitigation Measure})}$$

6.5.5 The ICAF can be compared with the value of life (proposed to be HK$33M for the purpose of this Study) to determine whether the implementation of the identified mitigation measures is reasonably practicable.

6.5.6 To evaluate the justifiable expenditure on risk mitigation measures at this risk level, the Maximum Justifiable Expenditure (MJE) is determined as follows:

$$\text{MJE} = \text{Decrease in PLL Value (per year)} \times \text{Value of Life (HK\$)} \times \text{operating lifetime (years)} \times \text{aversion factor}$$

6.5.7 The aversion factor indicates the level of aversion to accidents causing large numbers of fatalities. An aversion factor of 20 (Maximum Aversion Factor for risks at the upper region of the Risk Guidelines) was proposed to adjust the Value of Life to reflect the people's aversion to high risk. With this factor applied, an adjusted Value of Life of HK$660M was adopted.

Risk Mitigation Measure Evaluation

6.5.8 With the installation of gas detectors, it was assumed that 100% of the users of the carpark, community hall and PTI, and the customers of the retail facilities could escape successfully. This assumption represented the optimal case of evacuation. The reductions in total PLL for the mitigated scenarios in Year 2026 and Year 2030 were both found to be 3.90×10^{-9} per year 2.01×10^{-8} per year respectively.

6.5.9 The cost of implementing the proposed mitigation measure would be around HK$100,000 and the design life of the mitigation measure was assumed to be 10 years.

6.5.10 The ICAF for installing the gas detectors for Year 2026 and Year 2030 was estimated to be HK$\$2.56\times10^{12}$ and HK$\$4.98\times10^{11}$ respectively. The MJE was calculated to be HK$26 and HK$133 for Year 2026 and Year 2030 respectively. The proposed mitigation measure of installing gas detectors to reduce the PLLs would not be justified based on the cost-benefit analysis.

6.5.11 With the relatively large separate distance between the LPG store and the Project (over 100m), the level of risk posed to the population of the Project was found to be insignificant as it was mostly located outside the 1×10^{-9} per year contour. The actual risk level posed to an individual would be less than 1×10^{-9} per year. In addition, the cost-benefit analysis was based on an assumption that 100% of the users of carpark, community hall and PTI, and the customers of the retail facilities could escape successfully. The actual percentage of the users who could successfully escape would not be 100%, hence the actual benefit of the installation of gas detectors would be less than HK$26 and HK$ 133 for Year 2026 and Year 2030 respectively.

7 CONCLUSIONS

7.1 Findings

7.1.1 A full quantitative risk assessment was carried out for the Project near the LPG Store at Choi Po Court in Sheung Shui based on information collected from Census and Statistics Department, Hong Kong Observatory, Planning Department, Transport Department and site visits made by the Consultant.

7.1.2 The 1×10^{-5} per year contour for individual risk was not found beyond the boundary of the LPG Store and within the Study Area extending a distance of 200m from the LPG Store. The individual risk was found to be acceptable and in compliance with the Hong Kong Risk Guidelines. The societal risk was found to fall into the lower ALARP region of the Hong Kong Risk Guidelines, with a section of the FN curve with fatalities between 20 and 170 lying within the "ALARP" region. When the risk levels of the scenarios with and without the Project in Year 2030 were compared, there was only a marginal increase in total PLLs of around 0.03% attributable to the Project. The increase in total PLLs for the Year 2026 scenarios attributable to the Project was also found to be marginal (around 0.01%). It was thus considered that the risk attributable to the population brought about by the Project would be negligible throughout the operation period. The feasibility of a risk mitigation measure, i.e. installation of gas detectors, was explored but the results showed that it is not effective.

7.1.3 Both the predicted individual and societal risks were found to comply with the Hong Kong Risk Guidelines as stipulated in HKPSG, assuming that the storage vessels were filled to a maximum permissible level (75% of the maximum capacity). Furthermore, considerations have been given during the formulation of development scheme layout plan to the vulnerable population in the kindergartens and other risk sensitive uses (i.e. the elderly and the mentally handicapped persons) of the Project to locate them as far as practicable from the LPG Store and avoid areas within the 100m zone of the LPG Store. The results of this Study indicate that the Project would not present unacceptable risks to the overall population around the LPG Store.

7.2 Recommendations

7.2.1 As discussed in the previous sections, the levels of individual and societal risks posed by the LPG Store on the population in its surrounding areas would comply with the Hong Kong Risk Guidelines based on the information and data available at the time of preparing this report. Future land uses in the vicinity of the LPG Store, particularly those likely to cause a significant increase in population when compared with that assumed in this assessment, should be carefully assessed to ensure that the level of risks posed to the new population are acceptable. A QRA is recommended to be conducted for further developments in the Study Area that may cause a significant change in population or a significant increase in LPG throughput of the LPG Store.

8 REFERENCES

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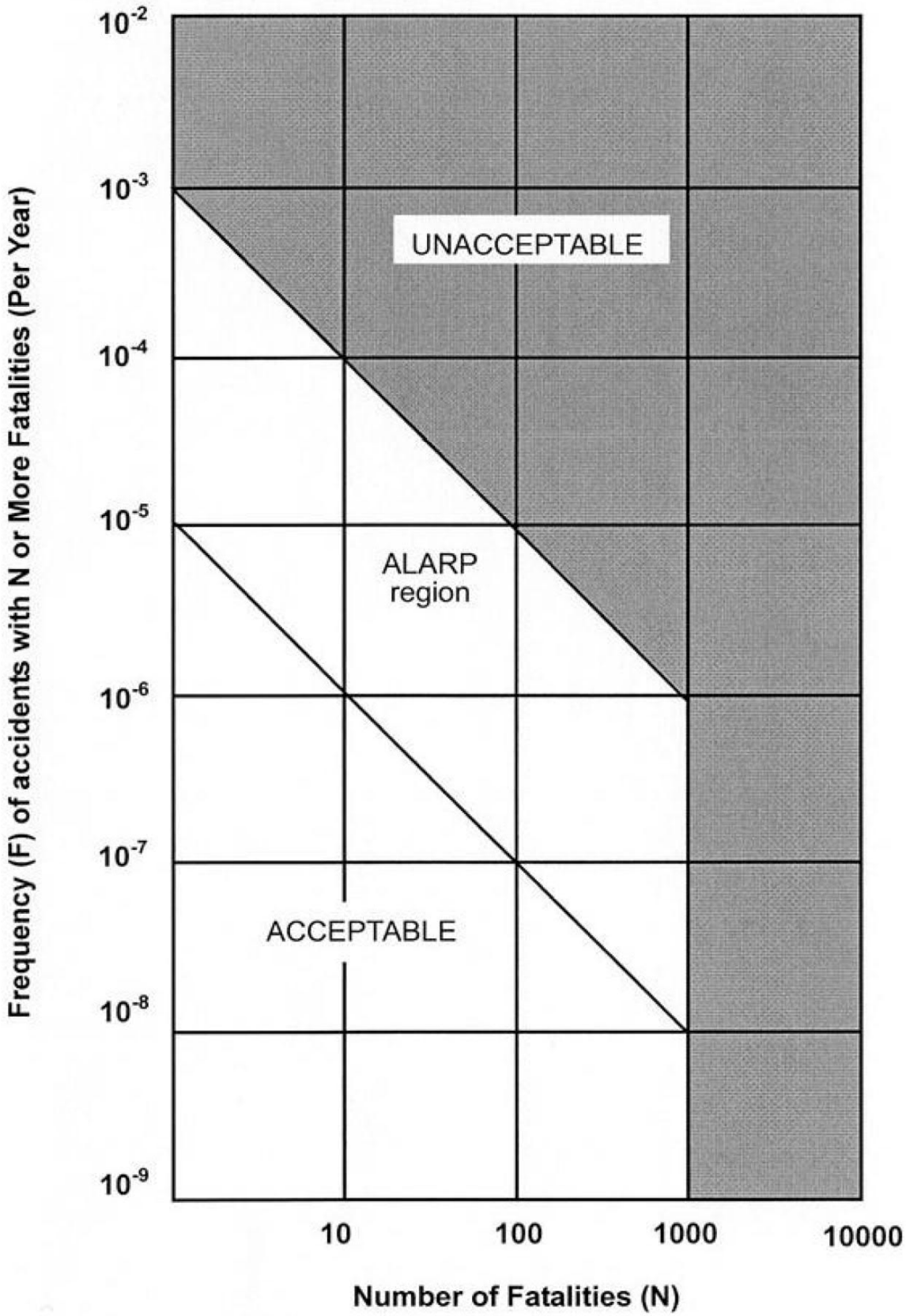
FIGURES



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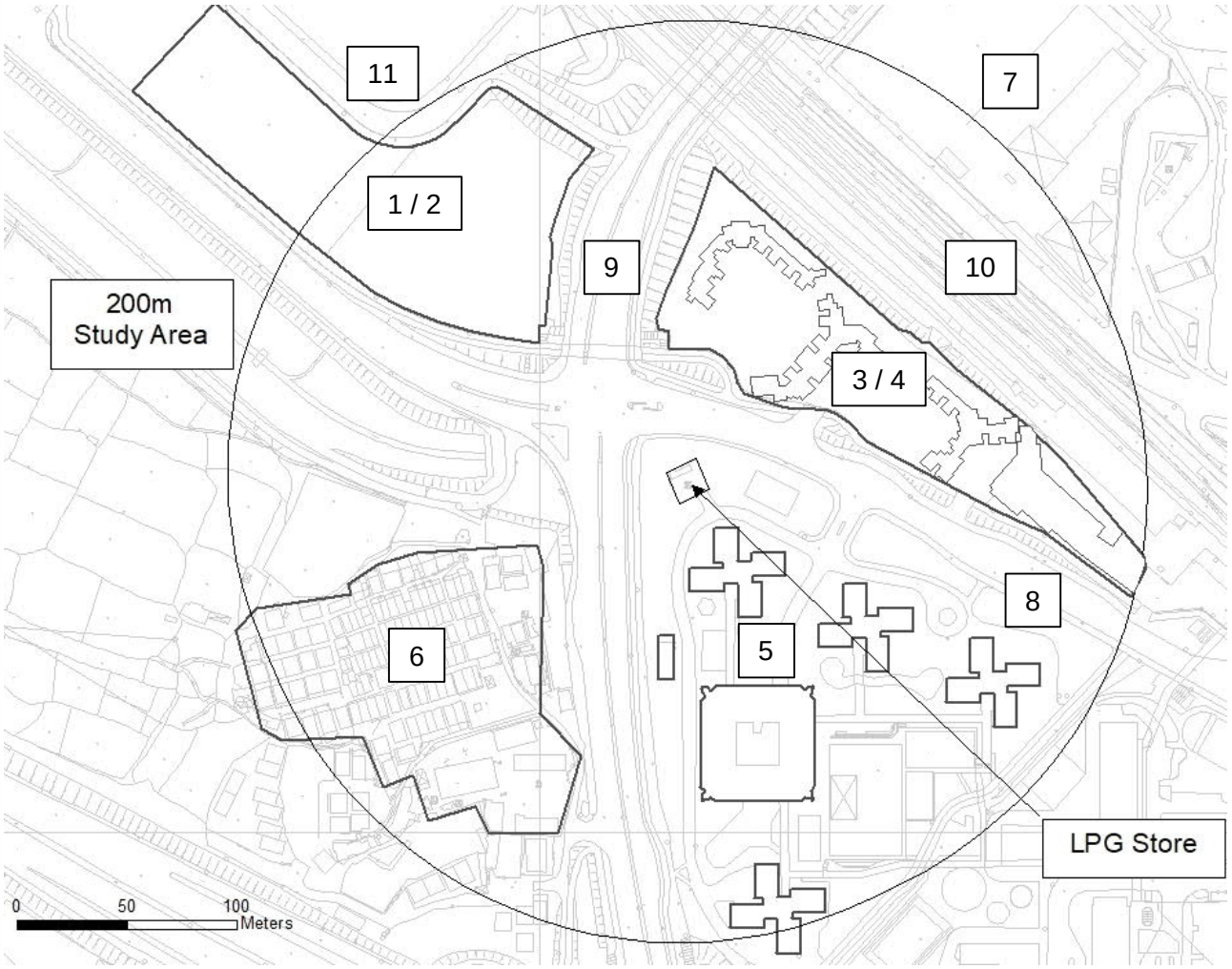
QUANTITATIVE RISK ASSESSMENT FOR THE PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1 PHASE 1 AND PHASE 2

Project No.: 60624206 Date: NOV 2020

SOCIETAL RISK GUIDELINES

AECOM

Figure 1



ID	Description
1	Proposed Development at Sheung Shui Areas 4 and 30 Site 1
2	Project Site (Existing Land Use)
3	PRH Development in Choi Yuen Road Site 3 & 4 (named 'Po Shek Wu Estate')
4	Construction Site
5	Choi Po Court
6	Tai Tau Leng Tsuen
7	Bus Depot
8	Choi Yuen Road
9	Po Shek Wu Road
10	San Wan Road
11	Choi Fai Street

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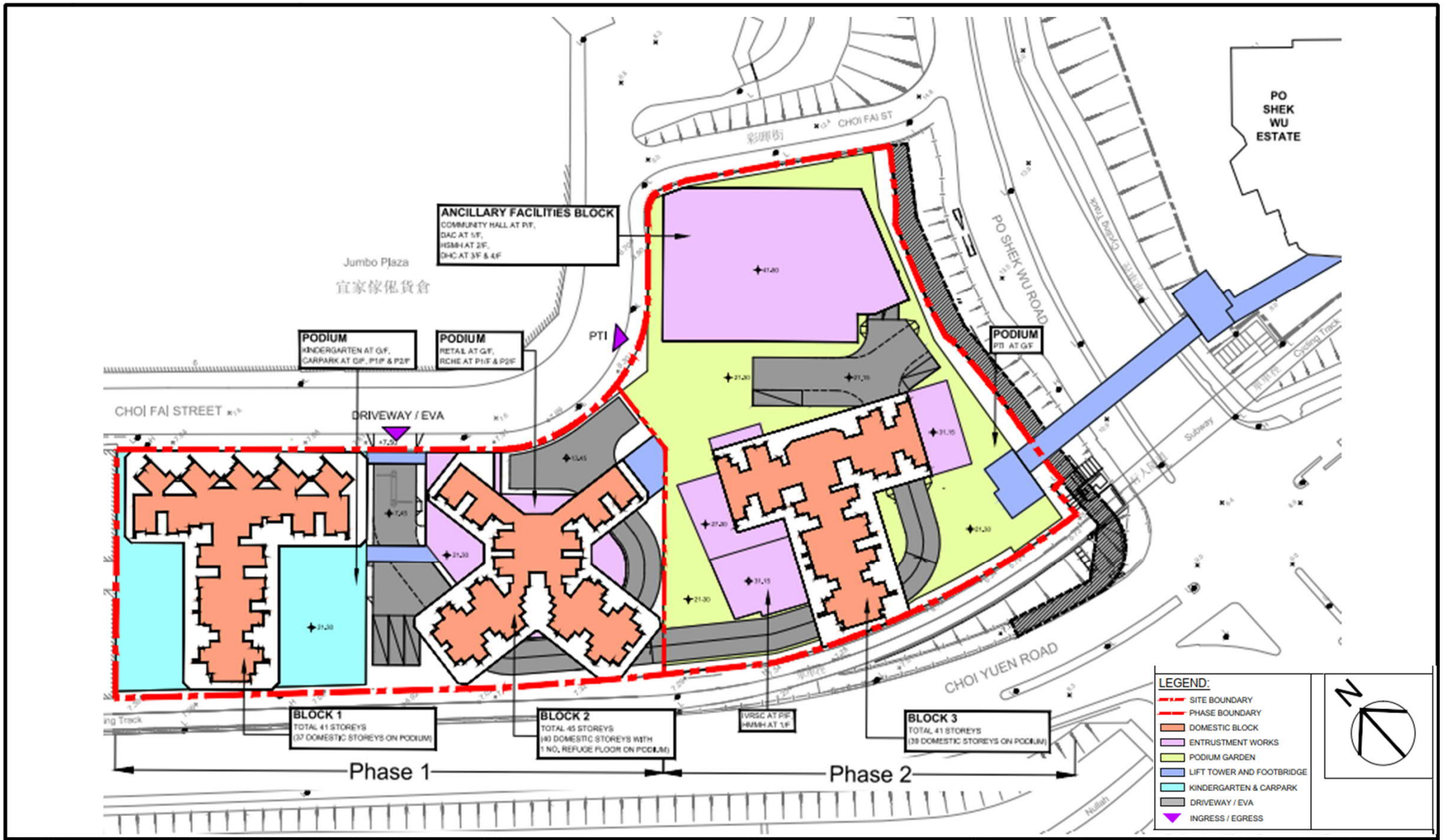
QUANTITATIVE RISK ASSESSMENT FOR
THE PUBLIC HOUSING DEVELOPMENT
AT SHEUNG SHUI AREAS 4 AND 30 SITE 1
PHASE 1 AND PHASE 2

Project No.: 60624206 Date: NOV 2020

STUDY AREA

AECOM

Figure 2



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QUANTITATIVE RISK ASSESSMENT FOR
THE PUBLIC HOUSING DEVELOPMENT
AT SHEUNG SHUI AREAS 4 AND 30 SITE 1
PHASE 1 AND PHASE 2

Project No.: 60624206 Date: NOV 2020

LAYOUT PLAN OF THE PROPOSED DEVELOPMENT

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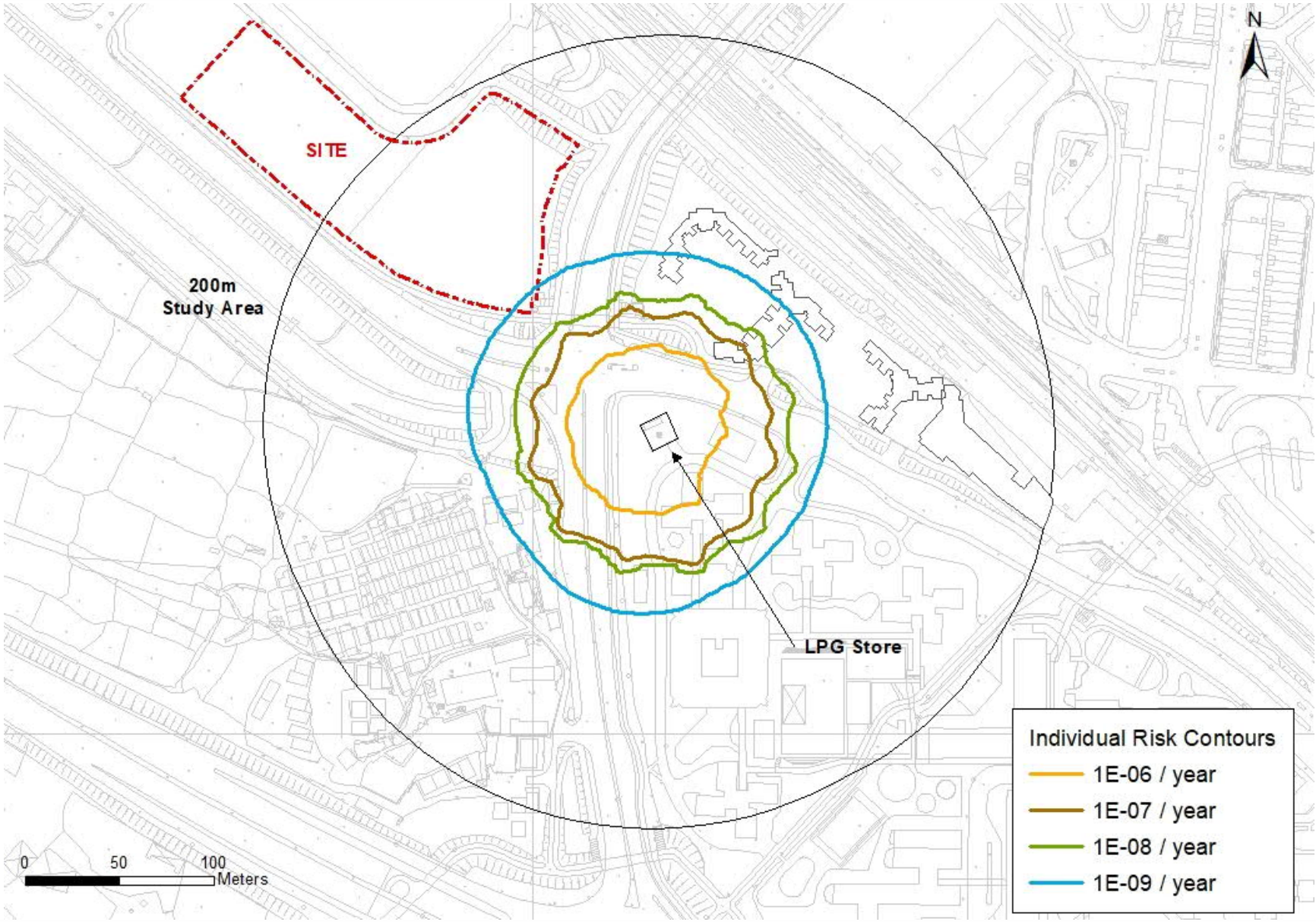
Figure 3



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QUANTITATIVE RISK ASSESSMENT FOR
THE PUBLIC HOUSING DEVELOPMENT
AT SHEUNG SHUI AREAS 4 AND 30 SITE 1
PHASE 1 AND PHASE 2

Project No.: 60624206 Date: NOV 2020

INDIVIDUAL RISK CONTOURS

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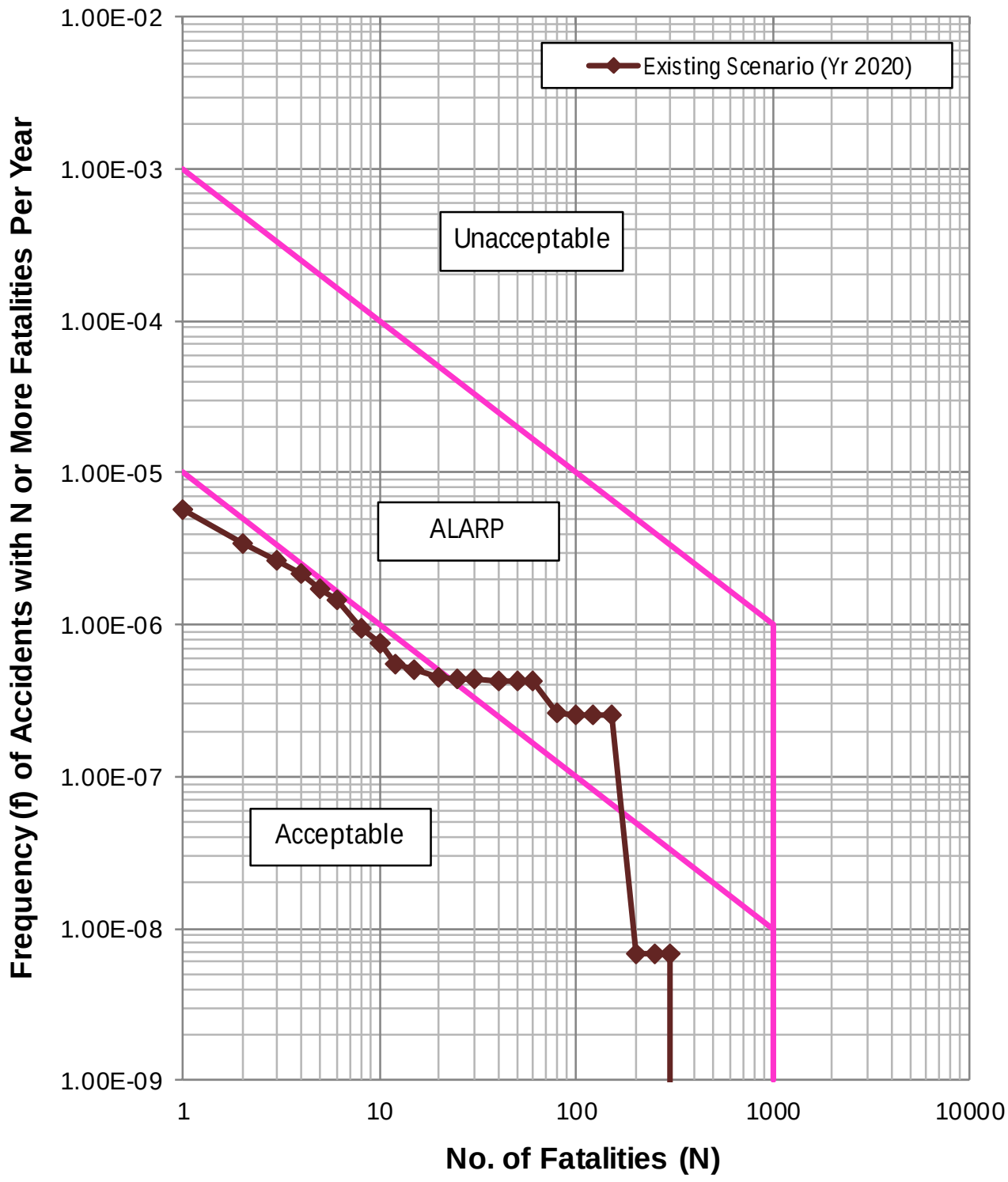
Figure 4



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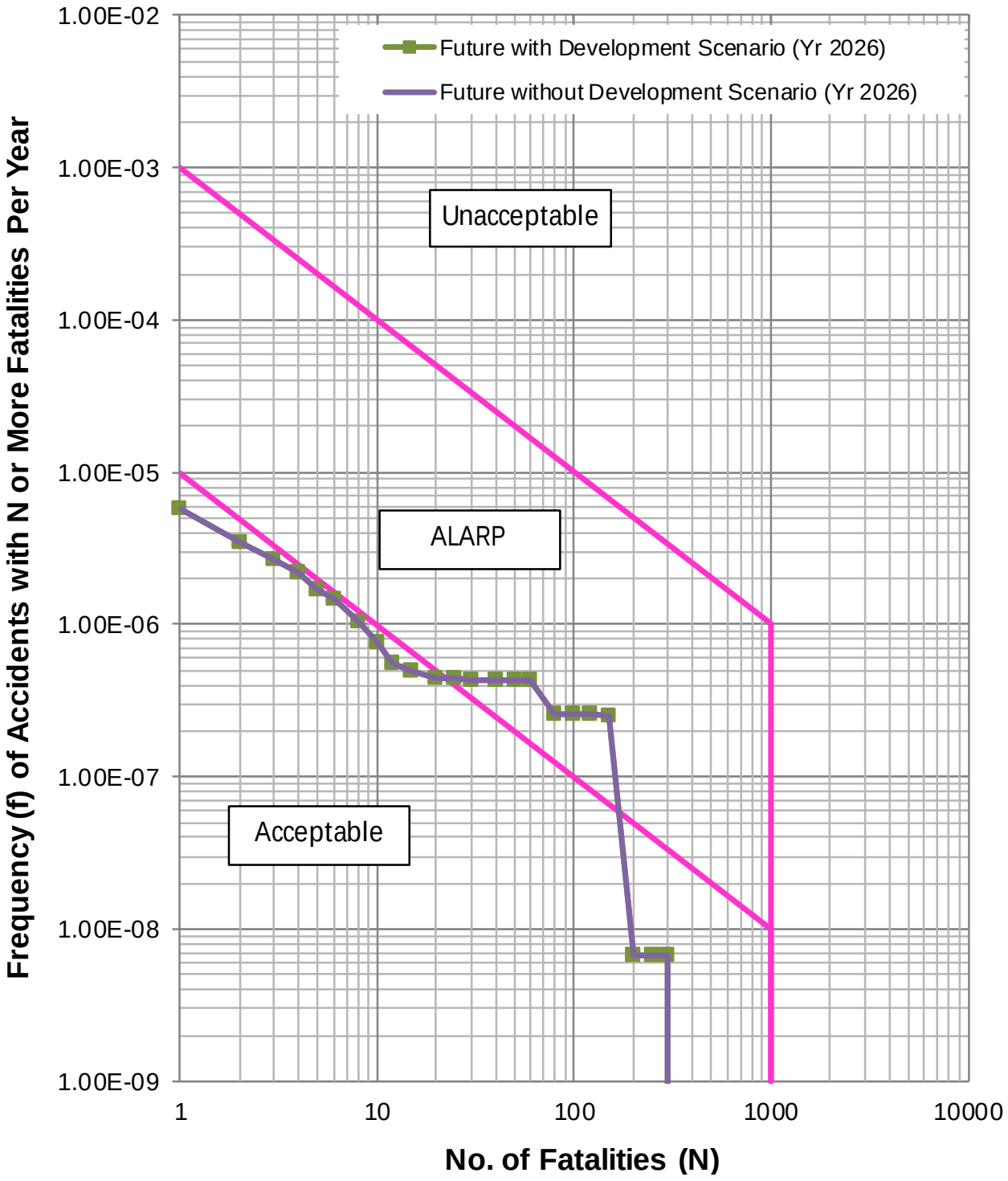
QUANTITATIVE RISK ASSESSMENT FOR THE PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1 PHASE 1 AND PHASE 2

Project No.: 60624206 Date: NOV 2020

SOCIETAL RISK CURVE (EXISTING SCENARIO)

AECOM

Figure 5



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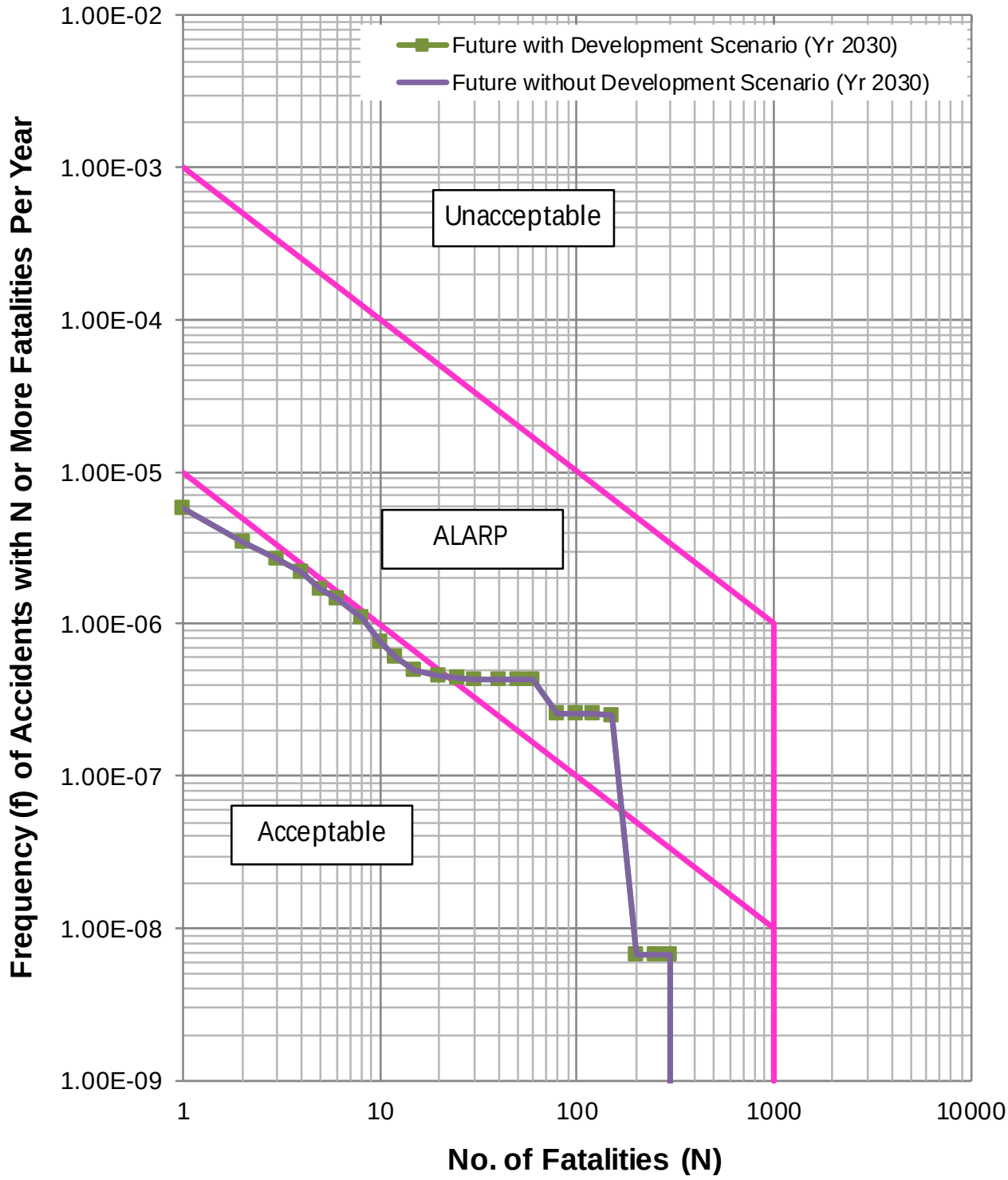
QUANTITATIVE RISK ASSESSMENT FOR THE PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1 PHASE 1 AND PHASE 2

Project No.: 60624206 Date: NOV 2020

SOCIETAL RISK CURVE (FUTURE SCENARIO – Year 2026)

AECOM

Figure 6



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QUANTITATIVE RISK ASSESSMENT FOR THE PUBLIC HOUSING DEVELOPMENT AT SHEUNG SHUI AREAS 4 AND 30 SITE 1 PHASE 1 AND PHASE 2

Project No.: 60624206 Date: NOV 2020

SOCIETAL RISK CURVE (FUTURE SCENARIO – Year 2030)

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Figure 7

APPENDIX A

Details of the LPG Store

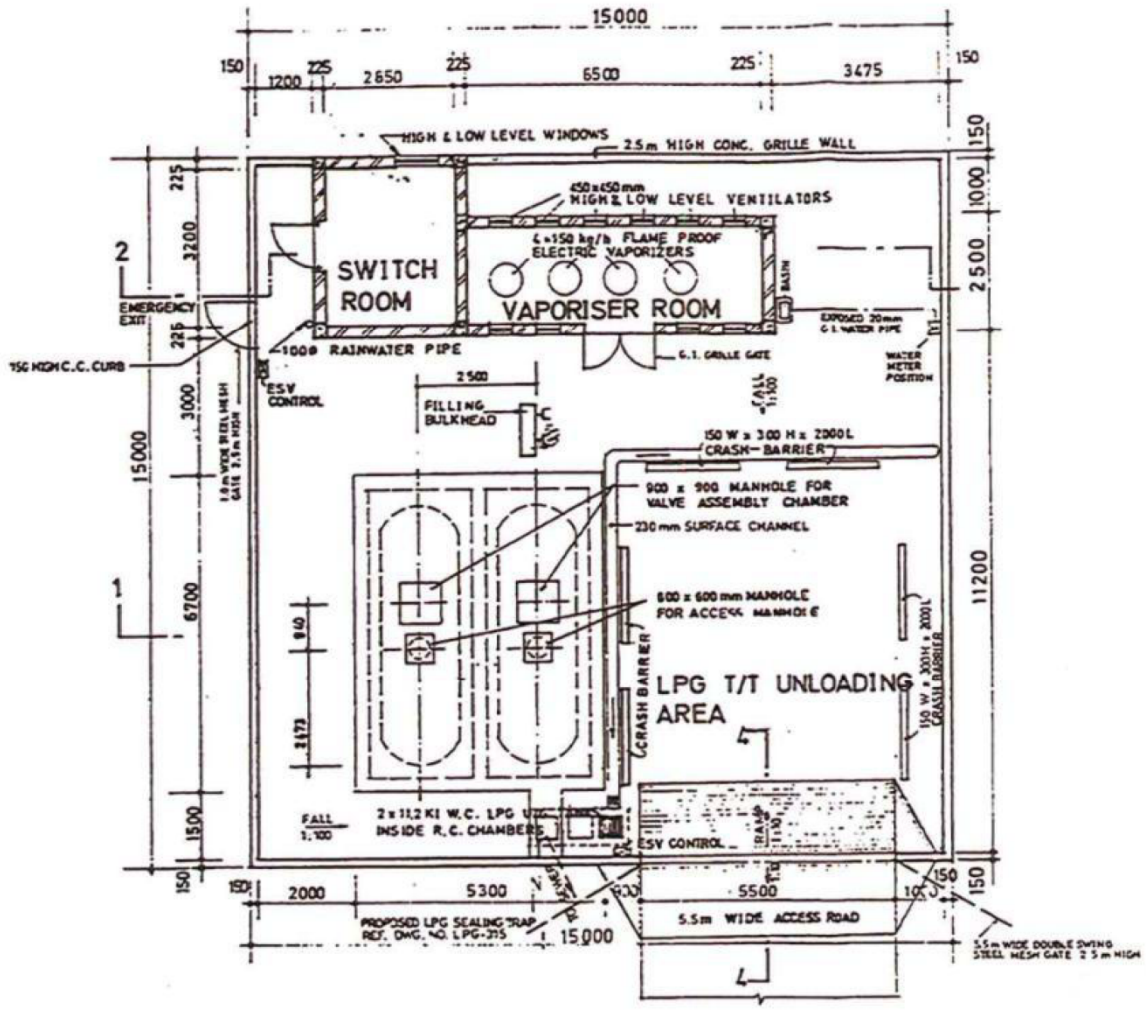

Figure A-1 Choi Po Court LPG Store Layout Plan

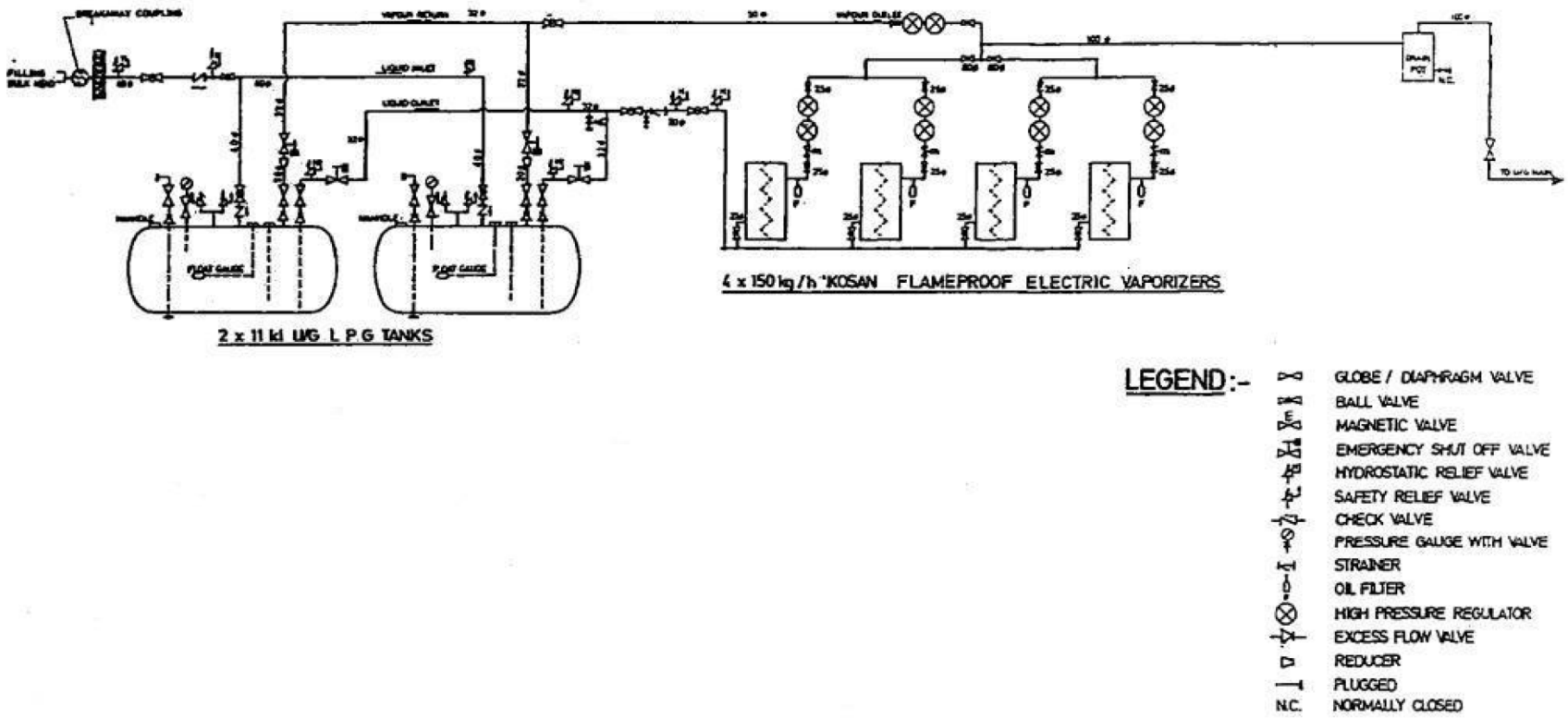

Figure A-2 Choi Po Court LPG Store P & ID

	Value	Units	Comments
Vessel Data			
Number of Vessel	2		
Size of Vessel 1	11kL *		Updated data from DSG on 6 Nov 2020
Size of Vessel 2	11kL *		Updated data from DSG on 6 Nov 2020
Manufacturing year	2003		
Maximum Inventory Level	75	%	Updated data from DSG on 5 Nov 2020
Radiography?			
Vessel 1	100	%	See EMSD Data Sheet
Vessel 2	100	%	See EMSD Data Sheet
Stress Relief?			
Vessel 1	100	%	See EMSD Data Sheet
Vessel 2	100	%	See EMSD Data Sheet
Above or Below Ground? (A/B)	B		
Dip Tube or Spray Fills?	S		
Average Daily consumption	1178	kg/day	Oil companies Data Sheets
Two safety relief valves are fitted to the storage vessels			
Road Tanker Data			
Average size of road tankers	9	te	Updated data from DSG on 6 Nov 2020
Delivery Frequency	60	per year	Updated data from DSG on 6 Nov 2020
Tanker Pumping Rate	180	l/min	Updated data from DSG on 6 Nov 2020
EFV Set Flow Rate	378	l/min	Updated data from DSG on 6 Nov 2020
Road Tanker Resident Time	45	min	
Average Delivery Mass	2.11	te	
Vaporizer Data			
Number of Vaporizers	4		Oil companies Data Sheets
Size of Vaporizer 1	150	kg/h	Oil companies Data Sheets
Size of Vaporizer 2	150	kg/h	Oil companies Data Sheets
Size of Vaporizer 3	150	kg/h	Oil companies Data Sheets
Size of Vaporizer 4	150	kg/h	Oil companies Data Sheets
Filling Line Length	6	m	Estimate from drawings/ photographs
Line to Vaporizer Length	13	m	Estimate from drawings/ photographs

Remark:

* The full capacity of a storage vessel is 11 kL, which is equivalent to 6.16 tonnes of LPG. Since the maximum inventory level of the vessel is 75% according to the latest information provided by DSG, a 5-tonnes inventory for the storage vessel was assumed in the risk assessment.

Safety Devices
(1 if present, else 0)

	Value	Units	Comments
Filling Line			
Line Diameter	40	mm	From P&ID
NRV	1		look at P&I Drawings in detail
Double Check Valve	0		look at P&I Drawings in detail
Relief Valve	1		look at P&I Drawings in detail
Pull away coupling	1		look at P&I Drawings in detail
Manual Isolation	0		look at P&I Drawings in detail
Emergency Isolation System	0		look at P&I Drawings in detail
Line to vaporizer			
Line Diameter	50	mm	From P&ID
NRV	0		look at P&I Drawings in detail
Double Check Valve	0		look at P&I Drawings in detail
Manual Isolation	1		look at P&I Drawings in detail
Emergency Isolation System	1		look at P&I Drawings in detail
Excess Flow Valve	1		look at P&I Drawings in detail
Tanker Pipework			
Line Diameter	50	mm	From P&ID
NRV	0		look at P&I Drawings in detail
Double Check Valve	1		look at P&I Drawings in detail
Manual Isolation	0		look at P&I Drawings in detail
Emergency Isolation System	1		look at P&I Drawings in detail
Excess Flow Valve	1		look at P&I Drawings in detail
Flexible Hose			
Hose length	40	mm	From P&ID
Hose Diameter	32	mm	From P&ID
Other Data			
Vapour pipework from vaporizer	25	m	

Tsai, Wai Yan Connie

From: Sonia <sonia@sinopechk.com>
Sent: Wednesday, January 15, 2020 10:29 AM
To: 'Shu Kei WONG'
Cc: Tsai, Wai Yan Connie; 'Chi Wai CHENG'; 'Sonia'
Subject: 答复: Info request for Choi Po Court LPG store

Follow Up Flag: Follow up
Flag Status: Flagged

Dear SK Wong,

We are pleased to confirm the operation data of LPG store at Choi Po Court is correct.

Best Regards,

Sonia Leung
Sinopec (Hong Kong) Gas Company Limited
19/F Office Tower, Convention Plaza, 1 Harbour Road, Wanchai, Hong Kong
D: (852) 25937472
F: (852) 28022154

-----邮件原件-----

发件人: Shu Kei WONG [mailto:shukei.wong@housingauthority.gov.hk]

发送时间: 2020 年 1 月 15 日 10:11

收件人: sonia@sinopechk.com

抄送: connie.tsai@aecom.com; Chi Wai CHENG <chiw.cheng@housingauthority.gov.hk>

主题: Info request for Choi Po Court LPG store

Dear Sonia

AECOM is appointed by Housing Department to carry out Quantitative Risk Assessment (QRA) for our development near the LPG store in Choi Po Court.

Referring to the ensuing email, our consultant (AECOM) contacted you for the Choi Po Court LPG store information in Year 2018.

Since there is a need for the QRA re-submission due to design changes of the proposed housing development, We would like you to confirm about the operational data of the LPG store as requested by EMSD.

Much appreciated if you can advise me the information again which was received from your side 18/2/2018 for our risk assessment work by 20/1/2020.

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Info.	Data acquired in year 2013	Updated data to be provided by Sinopec
LPG road tanker delivery frequency (per year)	60±5 annual LPG delivery	About 60 LPG delivery annually
Road tanker capacity	7-tonnes	About 15 kilolitre
Average road tanker's residence time in the LPG store	31 minutes	About 45 minutes
LPG vessel capacity	2 x 5-tonnes	2 x 11 kilolitre
Maximum inventory of the LPG vessels	75% of maximum capacity	85%
No. of vaporizers	4	4

Should You require any further comments, please contact undersigned or Ms Connie Tsai at 3922 9419.

Many Thanks
SK Wong
BSE/C10
Housing Department
2129 3599

From: Sonia <sonia@sinopechk.com>
Sent: Friday, September 7, 2018 10:44 AM

To: Tsai, Wai Yan Connie <connie.tsai@aecom.com>
Cc: 'Shu Kei WONG' <shukei.wong@housingauthority.gov.hk>; 'Lau Wing Sing' <swing@sinopechk.com>
Subject: 答复: Info request for Choi Po Court LPG store

Dear Connie,

As requested, please kindly find below for your information.

|----------+----------+----------
|----------+----------+----
----------|
|Info. |Data acquired in year 2013|Updated data to be provided by Sinopec |
|----------+----------+----------
|----------+----------+----
----------|
|LPG road tanker delivery frequency (per year) |60±5 annual LPG delivery |About 60 LPG delivery annually |
|----------+----------+----------
|----------+----------+----
----------|
|Road tanker capacity |7-tonnes |About 15 kilolitre |
|----------+----------+----------
|----------+----------+----
----------|
|Average road tanker's residence time in the LPG store |31 minutes |About 45 minutes |
|----------+----------+----------
|----------+----------+----
----------|
|LPG vessel capacity |2 x 5-tonnes |2 x 11 kilolitre |
|----------+----------+----------
|----------+----------+----
----------|
|Maximum inventory of the LPG vessels |75% of maximum capacity |85% |
|----------+----------+----------
|----------+----------+----
----------|
|No. of vaporizers |4 |4 |
|----------+----------+----------
|----------+----------+----

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Best Regards,

Sonia Leung
Local Sales Dept.
Sinopec (Hong Kong) Gas Company Limited
19/F Office Tower, Convention Plaza, 1 Harbour Road, Wanchai, Hong Kong
D: (852) 25937472
F: (852) 28022154

发件人: Tsai, Wai Yan Connie [mailto:connie.tsai@aecom.com]

发送时间: 2018 年 9 月 6 日 10:27

收件人: sonia@sinopechk.com

抄送: Shu Kei WONG <shukei.wong@housingauthority.gov.hk>

主题: Info request for Choi Po Court LPG store

Dear Sonia,

AECOM is appointed by Housing Department to carry out Quantitative Risk Assessment (QRA) for their development near the LPG store in Choi Po Court.

Per our telephone conversation this morning, we contacted you for the Choi Po Court LPG store information in Year 2013. Since there is a need for the QRA re-submission due to design changes of the proposed housing development, I am mailing to enquire and confirm about the operational data of the LPG store as requested by EMSD. Much appreciated if you can advise me the information again for our risk assessment work.

|----------+----------+----------
|----------+----------+----
----------|
|Info. |Data acquired in year 2013|Updated data to be
provided by Sinopec |
|----------+----------+----------
|----------+----------+----
----------|
|LPG road tanker delivery |60±5 annual LPG delivery |
|
|frequency (per year) | |
|
|----------+----------+----------
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----------|
|Road tanker capacity |7-tonnes |
|
|----------+----------+----------
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----------|
|Average road tanker's |31 minutes |
|
|residence time in the LPG | |

|
|store | |
|
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----------|
|LPG vessel capacity |2 x 5-tonnes |
|
|----------+----------+----------
|----------+----------+----
----------|
|Maximum inventory of the |75% of maximum capacity |
|
|LPG vessels | |
|
|----------+----------+----------
|----------+----------+----
----------|
|No. of vaporizers |4 |
|
|----------+----------+----------
|----------+----------+----
----------|

Please feel free to contact me if you have any queries. Thank you very much.

Best Regards,
Connie WY Tsai, BEng(Hons) PhD MAWMA MHKIEIA MHKIQEP SENIOR ENVIRONMENTAL CONSULTANT D +852 3922 9419 connie.tsai@aecom.com

AECOM
15/F, Tower 1, Grand Central Plaza, 138 Shatin Rural Committee Road, Shatin, New Territories, Hong Kong
T: +852 3922 9000 F +852 3922 9797
www.aecom.com

Tsai, Wai Yan Connie

From: Edgar Luk <edgar.luk@dsg-energy.com>
Sent: Friday, November 6, 2020 5:15 PM
To: Tsai, Wai Yan Connie
Cc: Nevil Ho; Edgar Luk
Subject: [EXTERNAL] RE: Housing Development near Choi Po Court LPG Compound_Verification of operating details

Dear Connie,

Pls see updates from DSG for your reference.

1. Vessel Data
   - Size of Vessel 1 ~~5~~ 6.16 te (11kL tank)
   - Size of Vessel 2 ~~5~~ 6.16 te (11kL tank)
   - Max. inventory Lv. ~~85~~ 75% (according to UA)
2. Road Tanker Data(according to previous data revert from Frankie per attached)
   - Av. Size of road tankers ~~8~~ 9 te. max.
   - Tanker Pumping Rate ~~341~~ 180 L/min
   - EFV Set Flow Rate ~~120~~ 378 L/min
3. Safety Devices (refer schematic diagram)
   - Filling Line
     - NRV ~~0~~ 1
   - Line to Vaporizer
     - Manual Isolation ~~0~~ 1

Should you need any further information, pls feel free to contact me. Thanks.

Best Regards,
Edgar Luk
Head of Technical & Engineering

DSG Energy Limited
Room 2201-2202, 22/F., AIA Kowloon Tower, Landmark East,
100 How Ming Street, Kwun Tong, H.K.

Tel : +852 2506 5382 Fax : +852 2435 7559 Mobile : + 852 9884 0416
Email : edgar.luk@dsg-energy.com Internet : www.dsg-energy.com

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From: Tsai, Wai Yan Connie <connie.tsai@aecom.com>
Sent: Tuesday, 3 November 2020 3:18 PM
To: Edgar Luk <edgar.luk@dsg-energy.com>
Subject: Housing Development near Choi Po Court LPG Compound_Verification of operating details

EXTERNAL: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect a potential phishing email, report it using the 'Report Message' button when using Outlook on your laptop or forward it to dsgenergyhelpdesk@dsg-energy.com from your mobile device.

Dear Edgar,

Per our converation AECOM is commissioned by Housing Department to conduct a QRA study for their proposed development near the Choi Po Court LPG compound. We checked with Sinopec on the operating details of the compound early this year and adopted the information received in our QRA, GSO would like us to approach you to verify if those used data are the latest and applicable for the QRA. Your prompt reply will be much appraciated. Thank you very much.

Regards,

Connie W Y Tsai
BEng (Hons) PhD MHKIEIA MHKIQEP
Associate
Environment, Hong Kong
Direct: +852 3922 9419
Email: connie.tsai@aecom.com

AECOM
13/F, Grand Central Plaza,
Tower 2, 138 Shatin Rural Committee Road,
Shatin, Hong Kong, China
T +852-3922-9000

Attachment for DSG's verification

	Value	Units	Comments
Vessel Data			
Number of Vessel	2		
Size of Vessel 1	5	te	
Size of Vessel 2	5	te	
Manufacturing year	2003		
Maximum Inventory Level	85	%	Updated data from Sinopec on 15 Jan 2020
Radiography?			
Vessel 1	100	%	See EMSD Data Sheet
Vessel 2	100	%	See EMSD Data Sheet
Stress Relief?			
Vessel 1	100	%	See EMSD Data Sheet
Vessel 2	100	%	See EMSD Data Sheet
Above or Below Ground? (A/B)	B		
Dip Tube or Spray Fills?	S		
Average Daily consumption	1178	kg/day	Oil companies Data Sheets
Two safety relief valves are fitted to the storage vessels			
Road Tanker Data			
Average size of road tankers	8	te	Updated data from Sinopec on 15 Jan 2020
Delivery Frequency	60	per year	Updated data from Sinopec on 15 Jan 2020
Tanker Pumping Rate	341	l/min	Oil companies Data Sheets
EFV Set Flow Rate	120	l/min	Oil companies Data Sheets
Road Tanker Resident Time	45	min	
Average Delivery Mass	2.11	te	
Vaporizer Data			
Number of Vaporizers	4		Oil companies Data Sheets
Size of Vaporizer 1	150	kg/h	Oil companies Data Sheets
Size of Vaporizer 2	150	kg/h	Oil companies Data Sheets
Size of Vaporizer 3	150	kg/h	Oil companies Data Sheets
Size of Vaporizer 4	150	kg/h	Oil companies Data Sheets
Filling Line Length	6	m	Estimate from drawings/ photographs
Line to Vaporizer Length	13	m	Estimate from drawings/ photographs

Safety Devices
(1 if present, else 0)

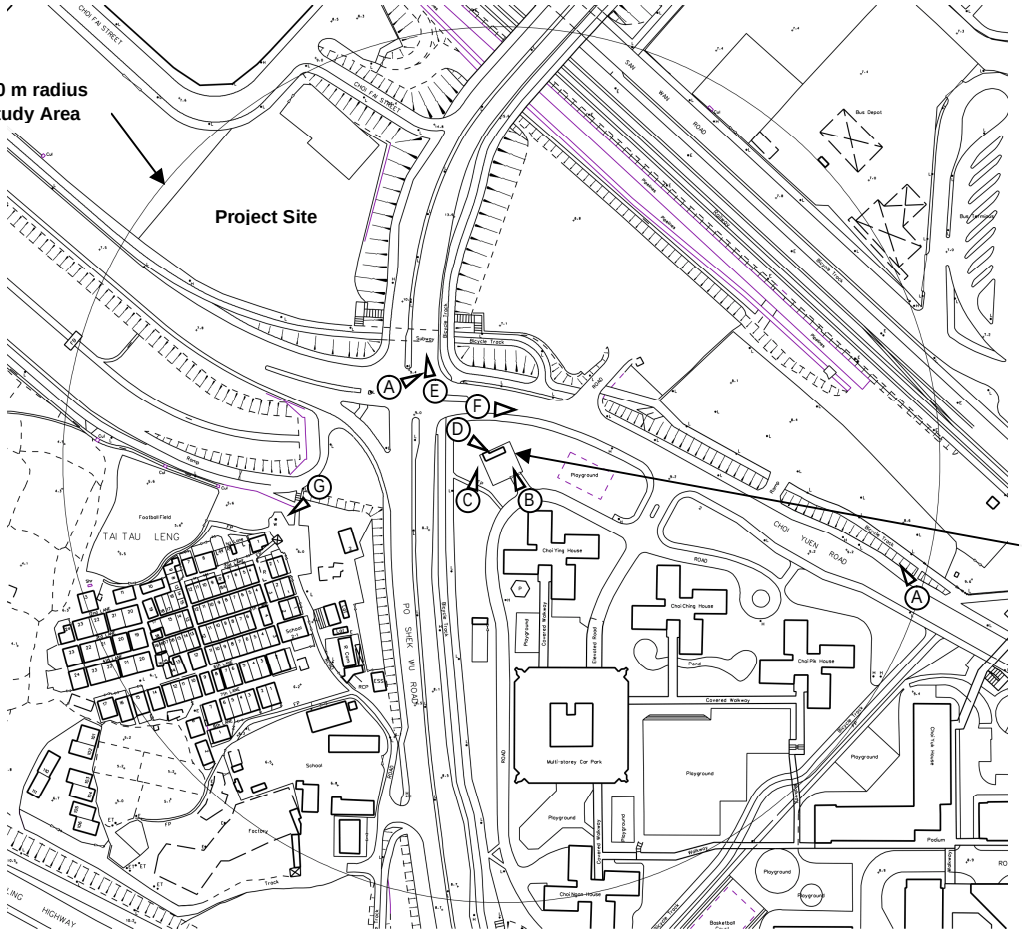
	Value	Units	Comments
Filling Line			
Line Diameter	40	mm	From P&ID
NRV	0		look at P&I Drawings in detail
Double Check Valve	0		look at P&I Drawings in detail
Relief Valve	1		look at P&I Drawings in detail
Pull away coupling	1		look at P&I Drawings in detail
Manual Isolation	0		look at P&I Drawings in detail
Emergency Isolation System	0		look at P&I Drawings in detail
Line to vaporizer			
Line Diameter	50	mm	From P&ID
NRV	0		look at P&I Drawings in detail
Double Check Valve	0		look at P&I Drawings in detail
Manual Isolation	0		look at P&I Drawings in detail
Emergency Isolation System	1		look at P&I Drawings in detail
Excess Flow Valve	1		look at P&I Drawings in detail
Tanker Pipework			
Line Diameter	50	mm	From P&ID
NRV	0		look at P&I Drawings in detail
Double Check Valve	1		look at P&I Drawings in detail
Manual Isolation	0		look at P&I Drawings in detail
Emergency Isolation System	1		look at P&I Drawings in detail
Excess Flow Valve	1		look at P&I Drawings in detail
Flexible Hose			
Hose length	40	mm	From P&ID
Hose Diameter	32	mm	From P&ID
Other Data			
Vapour pipework from vaporizer	25	m	

APPENDIX B

Photos Showing Surrounding Environment of the Proposed Residential Development

Appendix B - Photos Showing Surrounding Environment of the Project Site

Location of View Points



(A) Po Shek Wu Estate

(B) Choi Po Court LPG Store (front view)

(C) Choi Po Court LPG Store (side view)

(D) Choi Po Court LPG Store (back view)

(E) Po Shek Wu Road

(F) Choi Yuen Road

(G) Tai Tau Leng Tsuen

APPENDIX C

Population Data

ID	Description [future use]	Growth Factor	Land Use	Maximum Population			Indoor Ratio	Occupancy				Year 2020				Indoor Ratio	Occupancy				Year 2026 With Development				Indoor Ratio	Occupancy			
				Year 2020	Year 2026	Year 2030		Rush	Night	WE Day	WK Day	Rush	Night	WE Day	WK Day		Rush	Night	WE Day	WK Day	Rush	Night	WE Day	WK Day		Rush	Night	WE Day	WK Day
1	**Proposed Development in Fanling Sheung Shui Areas 4 and 30 Site 1 [Note 8]**																												
1a	Residential Blocks	-		0	5,184	7,397																							
	- Block 1			0	2,066	2,066	0.95	0.30	1.00	1.00	0.30	0	0	0	0	0.95	0.30	1.00	1.00	0.30	620	2066	2066	620	0.95	0.30	1.00	1.00	0.30
	- Block 2			0	3,118	3,118	0.95	0.30	1.00	1.00	0.30	0	0	0	0	0.95	0.30	1.00	1.00	0.30	935	3118	3118	935	0.95	0.30	1.00	1.00	0.30
	- Block 3			0	0	2,214	0.95	0.30	1.00	1.00	0.30	0	0	0	0	0.95	0.30	1.00	1.00	0.30	0	0	0	0	0.95	0.30	1.00	1.00	0.30
1b	Ancillary Facilities Block	-		0	0	1,150																							
	- Community Hall			0	0	690	0.95	1.00	0.00	1.00	1.00	0	0	0	0	0.95	1.00	0.00	1.00	1.00	0	0	0	0	0.95	1.00	0.00	1.00	1.00
	- Day Activity Centre (DAC)			0	0	104	0.95	0.00	0.00	1.00	1.00	0	0	0	0	0.95	0.00	0.00	1.00	1.00	0	0	0	0	0.95	0.00	0.00	1.00	1.00
	- Hostel for the Severely Mentally Handicapped Persons (HSMH)			0	0	69	0.95	1.00	1.00	0.00	0.00	0	0	0	0	0.95	1.00	1.00	0.00	0.00	0	0	0	0	0.95	1.00	1.00	0.00	0.00
	- District Health Centre (DHC)			0	0	288	0.95	1.00	0.00	1.00	1.00	0	0	0	0	0.95	1.00	0.00	1.00	1.00	0	0	0	0	0.95	1.00	0.00	1.00	1.00
1c	Other uses at Block 1		R(A)	0	489	600																							
	- Kindergarten			0	230	230	0.95	0.00	0.00	0.00	1.00	0	0	0	0	0.95	0.00	0.00	0.00	1.00	0	0	0	230	0.95	0.00	0.00	0.00	1.00
	- Car Park [Note 4]			0	259	370	0.00	0.30	1.00	1.00	0.30	0	0	0	0	0.00	0.30	1.00	1.00	0.30	78	259	259	78	0.00	0.30	1.00	1.00	0.30
1d	Other uses at Block 2			0	117	117																							
	- Shops			0	117	117	0.95	1.00	0.50	1.00	1.00	0	0	0	0	0.95	1.00	0.50	1.00	1.00	117	59	117	117	0.95	1.00	0.50	1.00	1.00
	- Residential Care Home for Elderly (RCHE)			0	138	138	0.95	1.00	1.00	1.00	1.00	0	0	0	0	0.95	1.00	1.00	1.00	1.00	138	138	138	138	0.95	1.00	1.00	1.00	1.00
1e	Other uses at Block 3			0	0	179																							
	- Hostel for Moderately Mentally Handicapped Persons (HMMH)			0	0	69	0.95	1.00	1.00	0.00	0.00	0	0	0	0	0.95	1.00	1.00	0.00	0.00	0	0	0	0	0.95	1.00	1.00	0.00	0.00
	- Integrated Vocational Rehabilitation Services Centre (IVRSC)			0	0	110	0.95	0.00	0.00	1.00	1.00	0	0	0	0	0.95	0.00	0.00	1.00	1.00	0	0	0	0	0.95	0.00	0.00	1.00	1.00
1f	Public Transport Interchange (PTI)			0	0	1,354	0.00	1.00	0.50	1.00	1.00	0	0	0	0	0.00	1.00	0.50	1.00	1.00	0	0	0	0	0.00	1.00	0.50	1.00	1.00
1g	Construction Site of Phase 2			0	700	0	0.00	1.00	0.00	1.00	1.00	0	0	0	0	0.00	1.00	0.00	1.00	1.00	700	0	700	700	0.00	1.00	0.00	1.00	1.00
2	**Project Site**																												
2a	Vacant Land		I	0	0	0	0.00	1.00	1.00	1.00	1.00	0	0	0	0	0.00	1.00	1.00	1.00	1.00	0	0	0	0	0.00	1.00	1.00	1.00	1.00
2b	Fee Paying Carpark			15	0	0	0.00	1.00	1.00	1.00	1.00	15	15	15	15	0.00	1.00	1.00	1.00	1.00	0	0	0	0	0.00	1.00	1.00	1.00	1.00
3	**PRH Development in Choi Yuen Road Site 3 & 4 [Note 9]**																												
3a	Site 3 - Residential Blocks 1 & 2	-	R(A)1	2000	2,000	2,000	0.95	0.30	1.00	1.00	0.30	600	2000	2000	600	0.95	0.30	1.00	1.00	0.30	600	2000	2000	600	0.95	0.30	1.00	1.00	0.30
3b	Site 4a - Residential Block 3	-		1381	1,381	1,381	0.95	0.30	1.00	1.00	0.30	414	1381	1381	414	0.95	0.30	1.00	1.00	0.30	414	1381	1381	414	0.95	0.30	1.00	1.00	0.30
3c	Site 4b - Welfare Facilities	-		0	517	517	0.95	1.00	1.00	1.00	1.00	0	0	0	0	0.95	1.00	1.00	1.00	1.00	517	517	517	517	0.95	1.00	1.00	1.00	1.00
3d	Car Park / Sitting Out Area	-		169	169	169	0.00	0.30	1.00	1.00	0.30	51	169	169	51	0.00	0.30	1.00	1.00	0.30	51	169	169	51	0.00	0.30	1.00	1.00	0.30
4	**Construction Site**		R(A)1	100	0	0	0.00	1.00	0.00	0.50	1.00	100	0	50	100	0.00	1.00	0.00	0.50	1.00	0	0	0	0	0.00	1.00	0.00	0.50	1.00
5	**Choi Po Court**																												
5a	Choi Ying House	1.28%	R(A)	1,192	1,286	1,354	0.95	0.30	1.00	1.00	0.30	358	1192	1192	358	0.95	0.30	1.00	1.00	0.30	386	1286	1286	386	0.95	0.30	1.00	1.00	0.30
5b	Choi Ching House	1.28%		1,267	1,368	1,440	0.95	0.30	1.00	1.00	0.30	380	1267	1267	380	0.95	0.30	1.00	1.00	0.30	410	1368	1368	410	0.95	0.30	1.00	1.00	0.30
5c	Choi Pik House	1.28%		1,344	1,451	1,527	0.95	0.30	1.00	1.00	0.30	403	1344	1344	403	0.95	0.30	1.00	1.00	0.30	435	1451	1451	435	0.95	0.30	1.00	1.00	0.30
5d	Choi Ngan house	1.28%		1,267	1,368	1,440	0.95	0.30	1.00	1.00	0.30	380	1267	1267	380	0.95	0.30	1.00	1.00	0.30	410	1368	1368	410	0.95	0.30	1.00	1.00	0.30
5e	Multi-storey Car Park [Note 6]/ Choi Po Kindergarten [Note 5]/ Choi Po Gospel Church	-		449	449	449	0.95	-	-	-	-	2	22	127	219	0.95	-	-	-	-	2	22	127	224	0.95	-	-	-	-
5f	Gardening Storage	-		0	0	0	0.95	-	-	-	-	0	0	0	0	0.95	-	-	-	-	0	0	0	0	0.95	-	-	-	-
5g	Road 1	-		0	0	0	0.00	-	-	-	-	0	0	0	0	0.00	-	-	-	-	0	0	0	0	0.00	-	-	-	-
5h	Elevated Road	-		0	0	0	0.00	-	-	-	-	0	0	0	0	0.00	-	-	-	-	0	0	0	0	0.00	-	-	-	-
6	**Tai Tau Leng Tsuen [Note 2]**																												
6a	Tai Tau Leng Tsuen House Group 1	1.28%	V	623	673	708	0.95	0.30	1.00	1.00	0.30	187	623	623	187	0.95	0.30	1.00	1.00	0.30	202	673	673	202	0.95	0.30	1.00	1.00	0.30
6b	Tai Tau Leng Tsuen House Group 2	1.28%		156	169	177	0.95	0.30	1.00	1.00	0.30	47	156	156	47	0.95	0.30	1.00	1.00	0.30	51	169	169	51	0.95	0.30	1.00	1.00	0.30
6c	Tai Tau Leng Tsuen House Group 3	1.28%		10	11	11	0.95	0.30	1.00	1.00	0.30	3	10	10	3	0.95	0.30	1.00	1.00	0.30	3	11	11	3	0.95	0.30	1.00	1.00	0.30
6d	Tai Tau Leng Tsuen House Group 4	1.28%		28	30	32	0.95	0.30	1.00	1.00	0.30	8	28	28	8	0.95	0.30	1.00	1.00	0.30	9	30	30	9	0.95	0.30	1.00	1.00	0.30
6e	Tai Tau Leng Tsuen House Group 5	1.28%		147	158	167	0.95	0.30	1.00	1.00	0.30	44	147	147	44	0.95	0.30	1.00	1.00	0.30	47	158	158	47	0.95	0.30	1.00	1.00	0.30
6f	Tai Tau Leng Tsuen House Group 6	1.28%		74	80	84	0.95	0.30	1.00	1.00	0.30	22	74	74	22	0.95	0.30	1.00	1.00	0.30	24	80	80	24	0.95	0.30	1.00	1.00	0.30
6g	Tai Tau Leng Tsuen House Group 7	1.28%		18	20	21	0.95	0.30	1.00	1.00	0.30	5	18	18	5	0.95	0.30	1.00	1.00	0.30	6	20	20	6	0.95	0.30	1.00	1.00	0.30
6h	Tung Hing School [Note 7]	-		0	694	694	0.95	0.00	0.00	0.00	1.00	0	0	0	0	0.95	0.00	0.00	0.00	1.00	0	0	0	694	0.95	0.00	0.00	0.00	1.00
6i	Building Beside Village Office	1.28%		3	3	3	0.95	0.30	1.00	1.00	0.30	1	3	3	1	0.95	0.30	1.00	1.00	0.30	1	3	3	1	0.95	0.30	1.00	1.00	0.30
6j	Village Office	1.28%		22	23	24	0.95	0.30	1.00	1.00	0.30	7	22	22	7	0.95	0.30	1.00	1.00	0.30	7	23	23	7	0.95	0.30	1.00	1.00	0.30
6k	Lavatory	1.28%		2	2	2	0.95	0.30	1.00	1.00	0.30	1	2	2	1	0.95	0.30	1.00	1.00	0.30	1	2	2	1	0.95	0.30	1.00	1.00	0.30
6l	8 Tai Tau Leng	1.28%		10	11	11	0.95	0.30	1.00	1.00	0.30	3	10	10	3	0.95	0.30	1.00	1.00	0.30	3	11	11	3	0.95	0.30	1.00	1.00	0.30
6m	1-1A Tai Tau Leng 2nd Lane	1.28%		10	11	11	0.95	0.30	1.00	1.00	0.30	3	10	10	3	0.95	0.30	1.00	1.00	0.30	3	11	11	3	0.95	0.30	1.00	1.00	0.30
6n	210, 211, 213 Tai Tau Leng	1.28%		28	30	32	0.95	0.30	1.00	1.00	0.30	8	28	28	8	0.95	0.30	1.00	1.00	0.30	9	30	30	9	0.95	0.30	1.00	1.00	0.30
7	**Bus Depot [Note 9]**		O	5	5,180	5,180	0.00	1.00	1.00	1.00	1.00	5	5	5	5	0.95	0.30	1.00	1.00	0.30	1554	5180	5180	1554	0.95	0.30	1.00	1.00	0.30
8	**Choi Yuen Road**		Road	58	58	58	0.00	-	-	-	-	58	13	35	35	0.00	-	-	-	-	58	13	35	35	0.00	-	-	-	-
9	**Po Shek Wu Road**		Road	105	105	105	0.00	-	-	-	-	105	23	63	63	0.00	-	-	-	-	105	23	63	63	0.00	-	-	-	-
10	**San Wan Road**	-	Road	6	6	6	0.00	-	-	-	-	6	2	4	4	0.00	-	-	-	-	6	2	4	4	0.00	-	-	-	-
11	**Choi Fai Street**	-	Road	2	2	2	0.00	-	-	-	-	2	1	1	1	0.00	-	-	-	-	2	1	1	1	0.00	-	-	-	-

Notes:

1 According to Projection of Population Distribution 2019-2028, an annual growth rate of 1.28% is observed for Sheung Shui District. This annual growth rate is used for population projection in year 2020, year 2026 and year 2030.

2 Most residential buildings in Tai Tau Leng Village are three-storey high with three post boxes as observed during the Consultant's site visit; hence, it is assumed that each household occupies one floor for each building.

3 According to Population By-Census 2016, there were 2.9 residents in a household in the Sheung Shui Rural Area (N11). All households in the village buildings have been assumed to have 2.9 people residing in a unit in year 2016.

4 For the proposed development, an average of 5% residential populations is taken to be out of doors and are assumed to be located in the car park.

5 Choi Po Kindergarten is located on the ground floor of the multi-storey car park. The Kindergarten operates during the weekday daytime only (9am – 4:30pm). The kindergarten has two sessions: morning session and afternoon session. The maximum population is taken as the number of students in the morning session with the number of staff as the morning session has more students attending than that in the afternoon session.

6 The multi-storey car parks have been assumed to have an average of 2 people present at any-time.

7 Tung Hing School has not been in operation since year 2005. The school structure has not been demolished as observed during the Consultant's site visit. No activities is being carried out in the school building currently. Future purpose of the school buildings has not yet determined. Taking a conservative approach, it is assumed the school site would be restored and operated in the future.

8 Population estimated based on information provided by Housing Authority.

9 Information extracted from the approved "Quantitative Risk Assessment for Proposed Public Housing Development at Sheung Shui Areas 4 and 30 Site 1" dated January 2019.

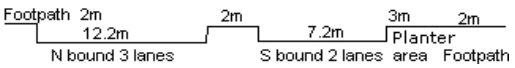
ID	Description [future use]	Year 2030 With Development				Shielding	Year 2020 (Fireball)				Protection	Year 2020 (Flashfire,Jetfire)				Shielding	Year 2026 (Fireball)				Protection	Year 2026 (Flashfire,Jetfire)			
		Rush	Night	WE Day	WK Day	Factor	Rush	Night	WE Day	WK Day	Factor	Rush	Night	WE Day	WK Day	Factor	Rush	Night	WE Day	WK Day	Factor	Rush	Night	WE Day	WK Day
1	**Proposed Development in Fanling Sheung Shui Areas 4 and 30 Site 1** [Note 8]																								
1a	Residential Blocks																								
	- Block 1	620	2066	2066	620	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0
	- Block 2	935	3118	3118	935	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0
	- Block 3	664	2214	2214	664	50	0	0	0	0	100	0	0	0	0	50	0	0	0	0	100	0	0	0	0
1b	Ancillary Facilities Block																								
	- Community Hall	690	0	690	690	50	0	0	0	0	100	0	0	0	0	50	0	0	0	0	100	0	0	0	0
	- Day Activity Centre (DAC)	0	0	104	104	50	0	0	0	0	100	0	0	0	0	50	0	0	0	0	100	0	0	0	0
	- Hostel for the Severely Mentally Handicapped Persons (HSMH)	69	69	0	0	50	0	0	0	0	100	0	0	0	0	50	0	0	0	0	100	0	0	0	0
	- District Health Centre (DHC)	288	0	288	288	50	0	0	0	0	100	0	0	0	0	50	0	0	0	0	100	0	0	0	0
1c	Other uses at Block 1																								
	- Kindergarten	0	0	0	230	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	230
	- Car Park [Note 4]	111	370	370	111	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	78	259	259	78
1d	Other uses at Block 2																								
	- Shops	117	59	117	117	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	117	59	117	117
	- Residential Care Home for Elderly (RCHE)	138	138	138	138	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	138	138	138	138
1e	Other uses at Block 3																								
	- Hostel for Moderately Mentally Handicapped Persons (HMMH)	69	69	0	0	50	0	0	0	0	100	0	0	0	0	50	0	0	0	0	100	0	0	0	0
	- Integrated Vocational Rehabilitation Services Centre (IVRSC)	0	0	110	110	50	0	0	0	0	100	0	0	0	0	50	0	0	0	0	100	0	0	0	0
1f	Public Transport Interchange (PTI)	1354	677	1354	1354	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1g	Construction Site of Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	700	0	700	700	0	700	0	700	700
2	**Project Site**																								
2a	Vacant Land	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2b	Fee Paying Carpark	0	0	0	0	0	15	15	15	15	0	15	15	15	15	0	0	0	0	0	0	0	0	0	0
3	**PRH Development in Choi Yuen Road Site 3 & 4** [Note 9]																								
3a	Site 3 - Residential Blocks 1 & 2	600	2000	2000	600	0	600	2000	2000	600	100	0	0	0	0	0	600	2000	2000	600	100	0	0	0	0
3b	Site 4a - Residential Block 3	414	1381	1381	414	38	257	856	856	257	100	0	0	0	0	38	257	856	856	257	100	0	0	0	0
3c	Site 4b - Welfare Facilities	517	517	517	517	27	0	0	0	0	0	0	0	0	0	27	377	377	377	377	0	517	517	517	517
3d	Car Park / Sitting Out Area	51	169	169	51	0	51	169	169	51	0	51	169	169	51	0	51	169	169	51	0	51	169	169	51
4	**Construction Site**	0	0	0	0	0	100	0	50	100	0	100	0	50	100	0	0	0	0	0	0	0	0	0	0
5	**Choi Po Court**																								
5a	Choi Ying House	406	1354	1354	406	50	179	596	596	179	94	21	72	72	21	50	193	643	643	193	94	23	77	77	23
5b	Choi Ching House	432	1440	1440	432	50	190	634	634	190	94	23	76	76	23	50	205	684	684	205	94	25	82	82	25
5c	Choi Pik House	458	1527	1527	458	50	202	672	672	202	94	24	81	81	24	50	218	726	726	218	94	26	87	87	26
5d	Choi Ngan house	432	1440	1440	432	90	38	127	127	38	94	23	76	76	23	90	41	137	137	41	94	25	82	82	25
5e	Multi-storey Car Park [Note 6]/ Choi Po Kindergarten [Note 5]/ Choi Po Gospel Church	2	22	127	224	25	2	17	95	164	0	2	22	127	219	25	2	17	95	168	0	2	22	127	224
5f	Gardening Storage	0	0	0	0	50	0	0	0	0	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0
5g	Road 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5h	Elevated Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	**Tai Tau Leng Tsuen** [Note 2]																								
6a	Tai Tau Leng Tsuen House Group 1	212	708	708	212	25	140	467	467	140	0	187	623	623	187	25	151	505	505	151	0	202	673	673	202
6b	Tai Tau Leng Tsuen House Group 2	53	177	177	53	90	5	16	16	5	0	47	156	156	47	90	5	17	17	5	0	51	169	169	51
6c	Tai Tau Leng Tsuen House Group 3	3	11	11	3	90	0	1	1	0	0	3	10	10	3	90	0	1	1	0	0	3	11	11	3
6d	Tai Tau Leng Tsuen House Group 4	10	32	32	10	50	4	14	14	4	0	8	28	28	8	50	5	15	15	5	0	9	30	30	9
6e	Tai Tau Leng Tsuen House Group 5	50	167	167	50	75	11	37	37	11	0	44	147	147	44	75	12	40	40	12	0	47	158	158	47
6f	Tai Tau Leng Tsuen House Group 6	25	84	84	25	75	6	19	19	6	0	22	74	74	22	75	6	20	20	6	0	24	80	80	24
6g	Tai Tau Leng Tsuen House Group 7	6	21	21	6	75	1	5	5	1	0	5	18	18	5	75	2	5	5	2	0	6	20	20	6
6h	Tung Hing School [Note 7]	0	0	0	694	25	0	0	0	0	0	0	0	0	0	25	0	0	0	521	0	0	0	0	694
6i	Building Beside Village Office	1	3	3	1	50	0	2	2	0	0	1	3	3	1	50	0	2	2	0	0	1	3	3	1
6j	Village Office	7	24	24	7	50	3	11	11	3	0	7	22	22	7	50	3	12	12	3	0	7	23	23	7
6k	Lavatory	1	2	2	1	50	0	1	1	0	0	1	2	2	1	50	0	1	1	0	0	1	2	2	1
6l	8 Tai Tau Leng	3	11	11	3	50	2	5	5	2	0	3	10	10	3	50	2	6	6	2	0	3	11	11	3
6m	1-1A Tai Tau Leng 2nd Lane	3	11	11	3	50	2	5	5	2	0	3	10	10	3	50	2	6	6	2	0	3	11	11	3
6n	210, 211, 213 Tai Tau Leng	10	32	32	10	50	4	14	14	4	0	8	28	28	8	50	5	15	15	5	0	9	30	30	9
7	**Bus Depot** [Note 9]	1554	5180	5180	1554	0	5	5	5	5	0	5	5	5	5	50	777	2590	2590	777	0	1554	5180	5180	1554
8	**Choi Yuen Road**	58	13	35	35	0	58	13	35	35	0	58	13	35	35	0	58	13	35	35	0	58	13	35	35
9	**Po Shek Wu Road**	105	23	63	63	0	105	23	63	63	0	105	23	63	63	0	105	23	63	63	0	105	23	63	63
10	**San Wan Road**	6	2	4	4	0	6	2	4	4	0	6	2	4	4	0	6	2	4	4	0	6	2	4	4
11	**Choi Fai Street**	2	1	1	1	0	2	1	1	1	0	2	1	1	1	0	2	1	1	1	0	2	1	1	1

ID	Description [future use]	Shielding Factor	Year 2030 (Fireball)				Protection Factor	Year 2030 (Flashfire,Jetfire)				Remarks / Reference Sources
			Rush	Night	WE Day	WK Day		Rush	Night	WE Day	WK Day	
1	**Proposed Development in Fanling Sheung Shui Areas 4 and 30 Site 1** [Note 8]											Designed population provided by the Housing Authority
1a	Residential Blocks											
	- Block 1	100	0	0	0	0	100	0	0	0	0	Population provided by HA, included 15% margin
	- Block 2	100	0	0	0	0	100	0	0	0	0	Population provided by HA, included 15% margin
	- Block 3	50	332	1107	1107	332	100	0	0	0	0	Population provided by HA, included 15% margin
1b	Ancillary Facilities Block											
	- Community Hall	50	345	0	345	345	100	0	0	0	0	Population provided by HA, included 15% margin
	- Day Activity Centre (DAC)	50	0	0	52	52	100	0	0	0	0	Population provided by HA, included 15% margin
	- Hostel for the Severely Mentally Handicapped Persons (HSMH)	50	35	35	0	0	100	0	0	0	0	Population provided by HA, included 15% margin
	- District Health Centre (DHC)	50	144	0	144	144	100	0	0	0	0	Population provided by HA, included 15% margin
1c	Other uses at Block 1											
	- Kindergarten	100	0	0	0	0	0	0	0	0	230	Assume 6 classroom, 30ppl/class + 20 staff, included 15% margin
	- Car Park [Note 4]	100	0	0	0	0	0	111	370	370	111	Assume all 0.05 outdoor residential population for podium garden / car park
1d	Other uses at Block 2											
	- Shops	100	0	0	0	0	0	117	59	117	117	Population provided by HA, included 15% margin
	- Residential Care Home for Elderly (RCHE)	100	0	0	0	0	0	138	138	138	138	Population provided by HA, included 15% margin
1e	Other uses at Block 3											
	- Hostel for Moderately Mentally Handicapped Persons (HMMH)	50	35	35	0	0	100	0	0	0	0	Population provided by HA, included 15% margin
	- Integrated Vocational Rehabilitation Services Centre (IVRSC)	50	0	0	55	55	100	0	0	0	0	Population provided by HA, included 15% margin
1f	Public Transport Interchange (PTI)	0	1354	677	1354	1354	0	1354	677	1354	1354	Population provided by HA, included 15% margin
1g	Construction Site of Phase 2	0	0	0	0	0	0	0	0	0	0	Population provided by HA
2	**Project Site**											Site Survey
2a	Vacant Land	0	0	0	0	0	0	0	0	0	0	
2b	Fee Paying Carpark	0	0	0	0	0	0	0	0	0	0	
3	**PRH Development in Choi Yuen Road Site 3 & 4** [Note 9]											Designed population provided by the Housing Authority
3a	Site 3 - Residential Blocks 1 & 2	0	600	2000	2000	600	100	0	0	0	0	
3b	Site 4a - Residential Block 3	38	257	856	856	257	100	0	0	0	0	
3c	Site 4b - Welfare Facilities	27	377	377	377	377	0	517	517	517	517	
3d	Car Park / Sitting Out Area	0	51	169	169	51	0	51	169	169	51	
4	**Construction Site**	0	0	0	0	0	0	0	0	0	0	
5	**Choi Po Court**											2016 Population By-Census
5a	Choi Ying House	50	203	677	677	203	94	24	81	81	24	
5b	Choi Ching House	50	216	720	720	216	94	26	86	86	26	
5c	Choi Pik House	50	229	764	764	229	94	27	92	92	27	
5d	Choi Ngan house	90	43	144	144	43	94	26	86	86	26	
5e	Multi-storey Car Park [Note 6]/ Choi Po Kindergarten [Note 5]/ Choi Po Gospel Church	25	2	17	95	168	0	2	22	127	224	
5f	Gardening Storage	50	0	0	0	0	0	0	0	0	0	
5g	Road 1	0	0	0	0	0	0	0	0	0	0	
5h	Elevated Road	0	0	0	0	0	0	0	0	0	0	
6	**Tai Tau Leng Tsuen** [Note 2]											2016 Population By-Census
6a	Tai Tau Leng Tsuen House Group 1	25	159	531	531	159	0	212	708	708	212	
6b	Tai Tau Leng Tsuen House Group 2	90	5	18	18	5	0	53	177	177	53	
6c	Tai Tau Leng Tsuen House Group 3	90	0	1	1	0	0	3	11	11	3	
6d	Tai Tau Leng Tsuen House Group 4	50	5	16	16	5	0	10	32	32	10	
6e	Tai Tau Leng Tsuen House Group 5	75	13	42	42	13	0	50	167	167	50	
6f	Tai Tau Leng Tsuen House Group 6	75	6	21	21	6	0	25	84	84	25	
6g	Tai Tau Leng Tsuen House Group 7	75	2	5	5	2	0	6	21	21	6	
6h	Tung Hing School [Note 7]	25	0	0	0	521	0	0	0	0	694	Abondoned. Future use of the structure has been assumed to have be in operation. School population has been taken from the last assessment report.
6i	Building Beside Village Office	50	0	2	2	0	0	1	3	3	1	
6j	Village Office	50	4	12	12	4	0	7	24	24	7	
6k	Lavatory	50	0	1	1	0	0	1	2	2	1	
6l	8 Tai Tau Leng	50	2	6	6	2	0	3	11	11	3	
6m	1-1A Tai Tau Leng 2nd Lane	50	2	6	6	2	0	3	11	11	3	
6n	210, 211, 213 Tai Tau Leng	50	5	16	16	5	0	10	32	32	10	
7	**Bus Depot** [Note 9]	50	777	2590	2590	777	0	1554	5180	5180	1554	Designed population provided by the Housing Authority
8	**Choi Yuen Road**	0	58	13	35	35	0	58	13	35	35	Traffic Impact Assessment
9	**Po Shek Wu Road**	0	105	23	63	63	0	105	23	63	63	Traffic Impact Assessment
10	**San Wan Road**	0	6	2	4	4	0	6	2	4	4	Traffic Impact Assessment
11	**Choi Fai Street**	0	2	1	1	1	0	2	1	1	1	Traffic Impact Assessment

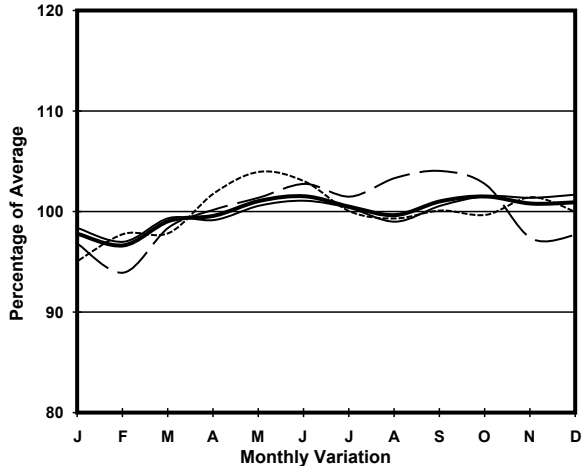
APPENDIX D

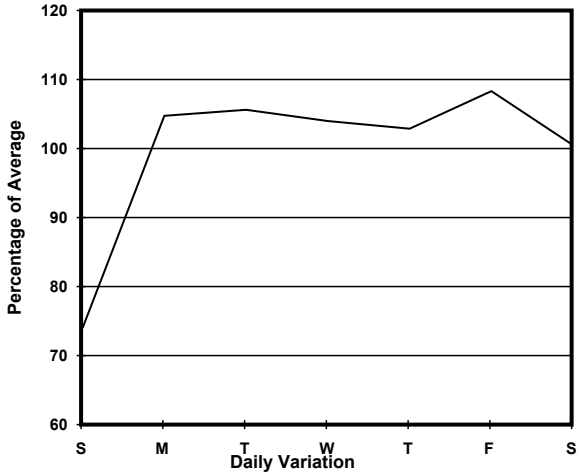
Traffic Data

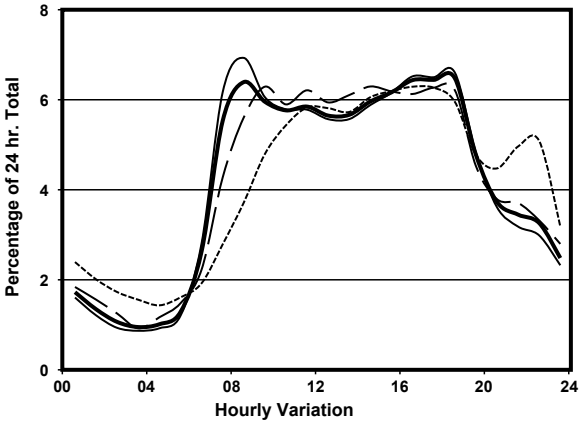
YEAR	2018	**LINK**	JOCKEY CLUB RD (from LOK YIP RD to WO HOP SHEK INT)
COVERAGE (B) STATION	6206		
ROAD NETWORK	MAJOR		
ROAD TYPE	PRIMARY DISTRIBUTOR		

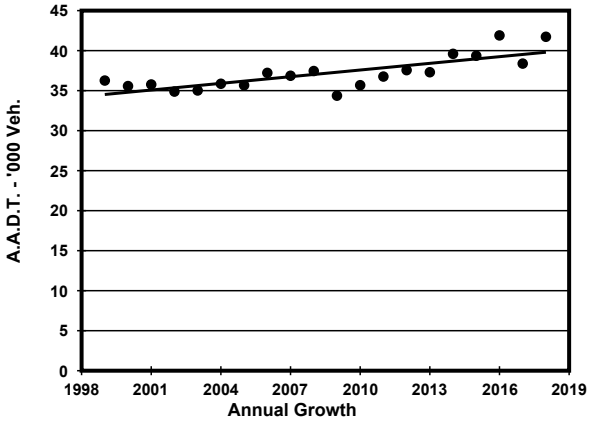


1. TRAFFIC FLOW VARIATION AND GROWTH









All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	20850	22180	21330	15750
R 12 / 24 - %	73.2	74.3	72.4	66.6
R 16 / 24 - %	87.2	87.6	86.9	84.8
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1280	1480	1390	810
T - % (AM)	-	16.8	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1400	1500	1370	1070
T - % (PM)	-	12.6	-	-
Prop.of commercial vehicles - 16 hr.	-	15.4	-	-
NORTH BOUND				
A.A.D.T.	20880	22300	21280	15560
R 12 / 24 - %	71.4	72.7	70.5	63.1
R 16 / 24 - %	87.8	88.6	86.6	83.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1420	1670	1290	690
T - % (AM)	-	16.3	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	1390	1530	1340	970
T - % (PM)	-	17.5	-	-
Prop.of commercial vehicles - 16 hr.	-	15.8	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.9	42.4	8.4	1.6	1.6	22.6	12.1	6.0	0.2	2.3
	Ocp	1.0	1.4	2.1	12.0	15.1	1.5	1.2	25.0	23.8	28.2
0800-0900	Pro	1.6	46.6	9.5	2.0	1.3	24.0	10.4	3.4	0.1	1.2
Peak hour	Ocp	1.1	1.3	2.2	4.2	11.2	1.5	1.2	6.0	22.0	22.5
0900-1000	Pro	1.2	38.8	10.0	2.2	1.3	27.6	15.6	1.6	0.1	1.5
	Ocp	1.0	1.3	1.9	2.1	10.0	1.6	1.2	3.9	4.7	15.3
1000-1100	Pro	0.3	38.6	8.3	1.1	1.2	31.5	16.3	0.9	0.1	1.7
	Ocp	1.0	1.4	2.0	2.1	4.9	1.5	1.3	6.2	7.3	14.8
1100-1200	Pro	0.7	34.9	8.3	1.8	1.3	35.4	13.4	2.6	0.0	1.6
	Ocp	1.0	1.4	2.0	3.7	9.1	1.4	1.3	18.3	0.0	11.6
1200-1300	Pro	0.3	39.7	9.7	2.4	1.5	25.5	17.7	1.5	0.1	1.7
	Ocp	1.0	1.5	1.8	5.6	5.3	1.5	1.2	19.8	19.5	13.6
1300-1400	Pro	0.2	37.0	10.9	1.0	2.5	25.1	19.4	2.2	0.2	1.6
	Ocp	1.0	1.6	1.6	1.8	5.3	1.4	1.2	6.2	7.5	12.5
1400-1500	Pro	0.9	36.3	9.6	0.9	1.9	31.2	15.9	1.7	0.1	1.4
	Ocp	1.0	1.6	1.9	2.0	2.5	1.4	1.3	2.6	7.3	10.7
1500-1600	Pro	1.0	42.6	10.7	1.0	1.2	26.9	11.7	3.1	0.2	1.6
	Ocp	1.0	1.5	1.7	2.7	6.4	1.4	1.2	7.8	6.8	14.5
1600-1700	Pro	0.8	38.8	13.8	1.4	0.9	29.0	12.1	1.6	0.2	1.6
	Ocp	1.0	1.4	1.7	5.6	10.2	1.5	1.2	16.6	30.3	13.7
1700-1800	Pro	2.6	44.9	10.3	1.1	1.2	27.9	8.0	2.1	0.2	1.7
	Ocp	1.1	1.5	1.9	1.4	10.3	1.5	1.2	5.9	16.5	22.5
1800-1900	Pro	2.0	61.2	8.0	0.5	1.1	18.1	5.0	2.3	0.2	1.7
	Ocp	1.0	1.5	1.7	2.7	13.0	1.4	1.2	9.3	21.4	18.9
1900-2000	Pro	2.1	62.6	13.9	0.2	0.9	13.5	2.1	2.3	0.2	2.3
	Ocp	1.2	1.4	2.2	1.0	11.6	1.4	1.0	19.0	9.4	24.1
2000-2100	Pro	1.2	65.1	11.7	0.0	2.0	10.5	2.7	4.4	0.3	2.2
	Ocp	1.0	1.5	2.0	0.0	3.6	1.3	1.0	10.2	8.6	15.3
2100-2200	Pro	1.8	57.2	21.6	0.0	3.3	7.8	3.6	2.1	0.5	2.2
	Ocp	1.2	1.4	1.8	0.0	4.9	1.3	1.3	2.6	10.8	13.7
2200-2300	Pro	2.2	55.2	19.0	0.3	2.2	13.4	4.4	0.6	0.3	2.4
	Ocp	1.1	1.4	1.7	1.0	3.7	1.5	1.4	1.0	10.5	13.9
16 hours	Pro	1.3	45.3	10.9	1.2	1.5	24.2	11.3	2.4	0.2	1.7
	Ocp	1.1	1.4	1.9	4.1	7.6	1.5	1.2	11.9	13.7	17.2

Legend

Pro.	Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp.	Average occupancy of vehicles including both driver and passengers*
M&H	Medium and Heavy
*	All traffic data are collected from combined bounds except for one way traffic

Road (station)	Peak hour traffic - % AADT	length (km)	Speed (km/hr) (Day & Night)	Speed (km/hr) (Rush)	Night-time population - daytime populaion	Daily Traffic 2045	Peak hour traffic flow (veh/hr) 2045	Night-time traffic flow (veh/hr) 2045	Daytime population 2045	Night time population 2045	Rush hr population 2045
Choi Yuen Road	7.1	0.43	50	30	36.1	27,789	1,968	710	35	13	58
Po Shek Wu Road	7.1	0.46	50	30	36.1	47,121	3,337	1,203	63	23	105
San Wan Road	7.1	0.25	50	30	36.1	4,363	309	111	4	2	6
Choi Fai Street	7.1	0.14	50	30	36.1	1,963	139	50	1	1	2

APPENDIX E

Fault Tree Analysis

Figure 1.1a Cold Catastrophic Failure of Storage Vessel 1
Tree F1.1

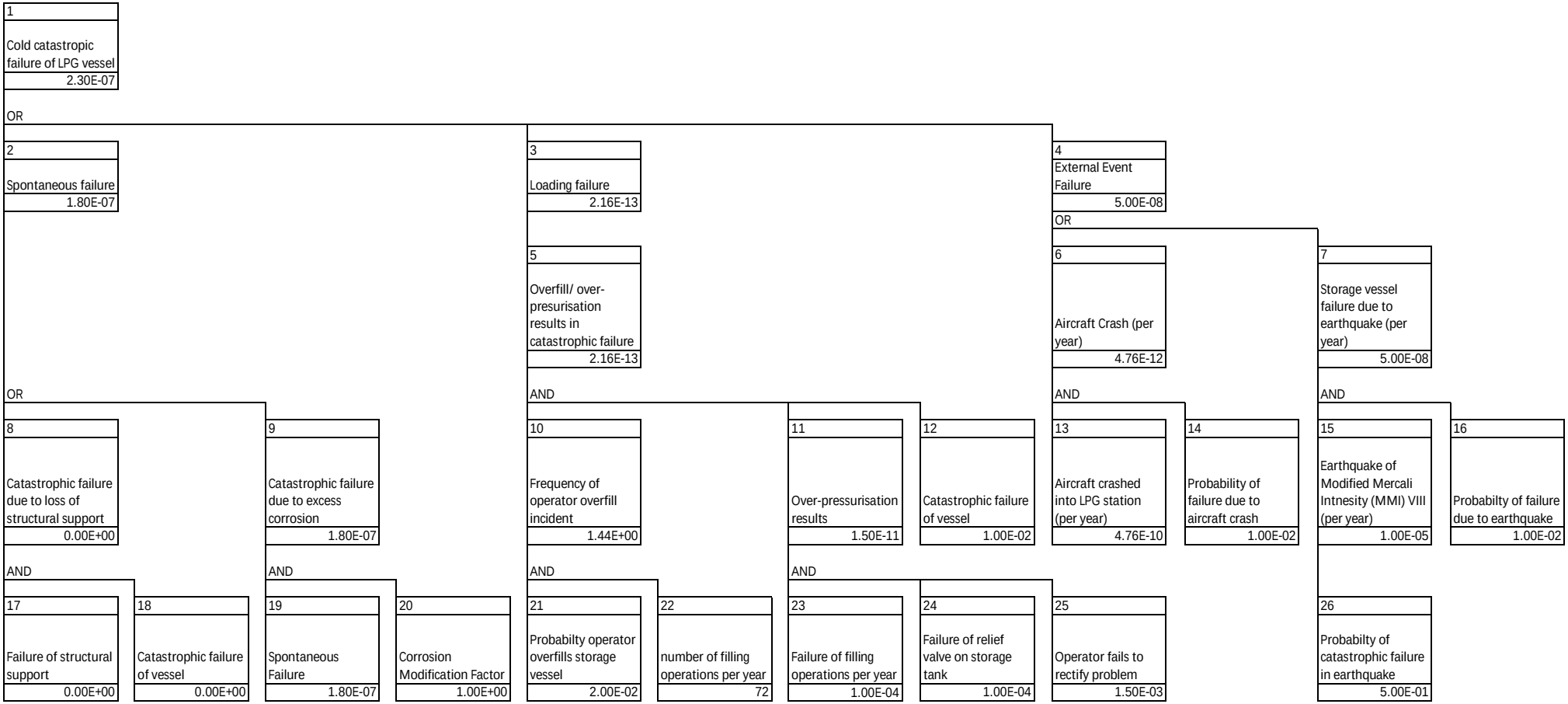


Figure 1.1b Cold Catastrophic Failure of Storage Vessel 2
Tree F1.2

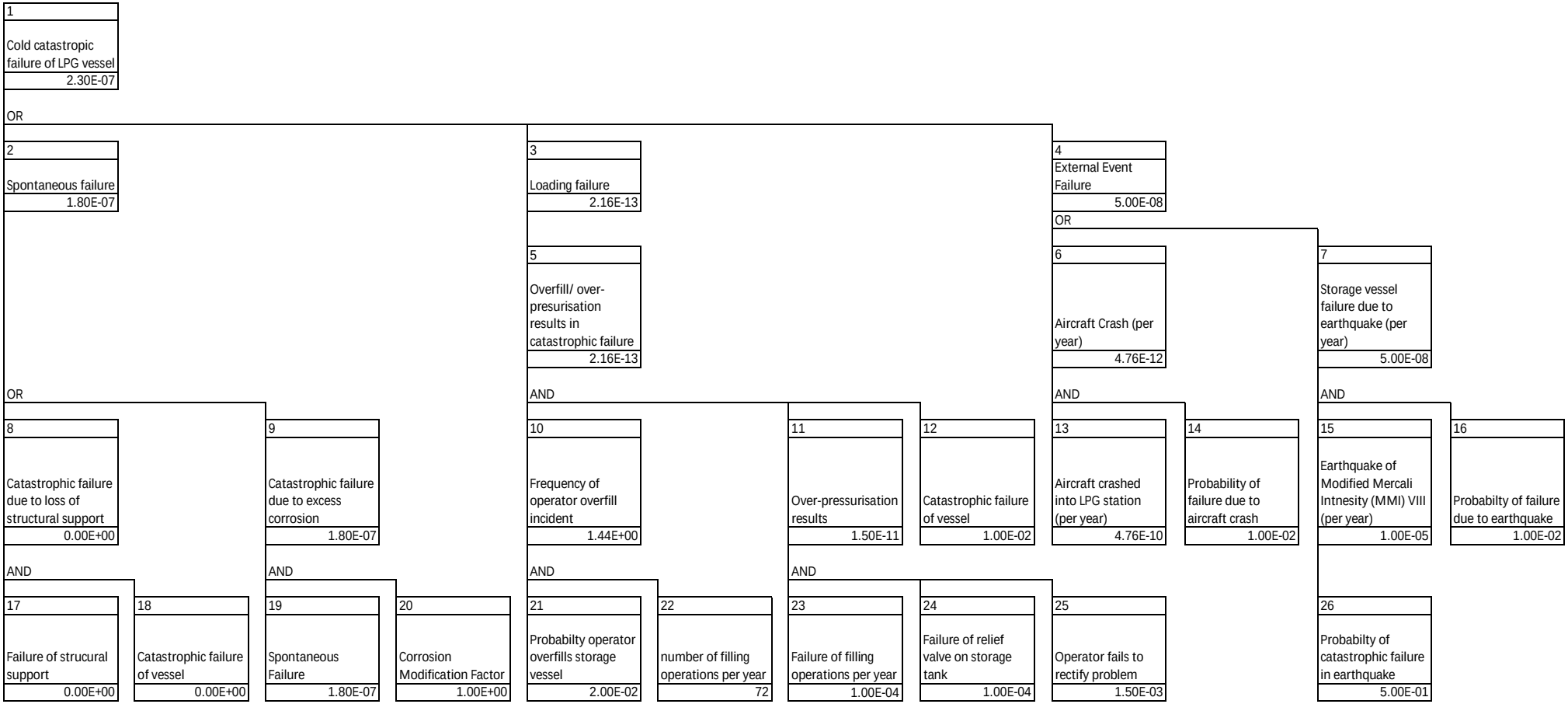


Figure 1.2a Cold Partial Failure of Storage Vessel 1
Tree F2.1

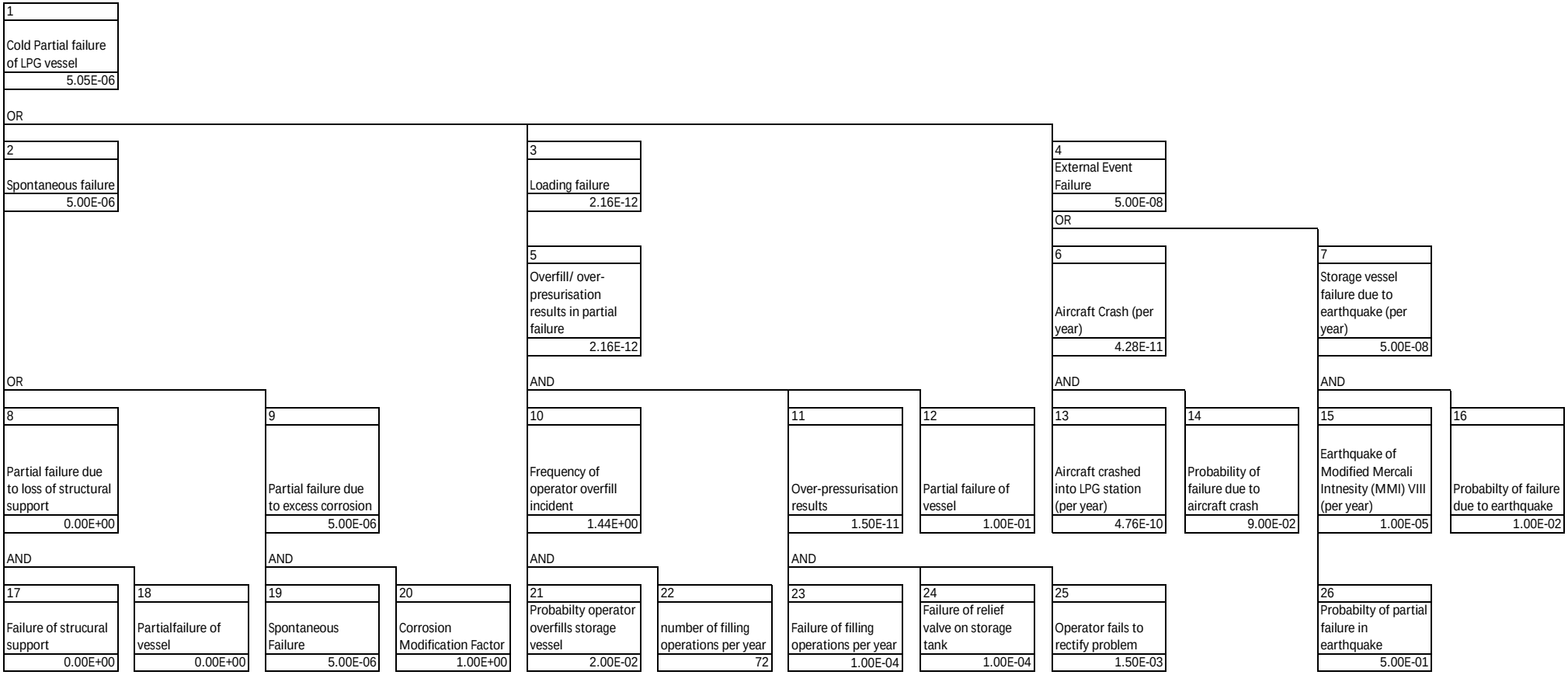


Figure 1.2b Cold Partial Failure of Storage Vessel 2
Tree F2.2

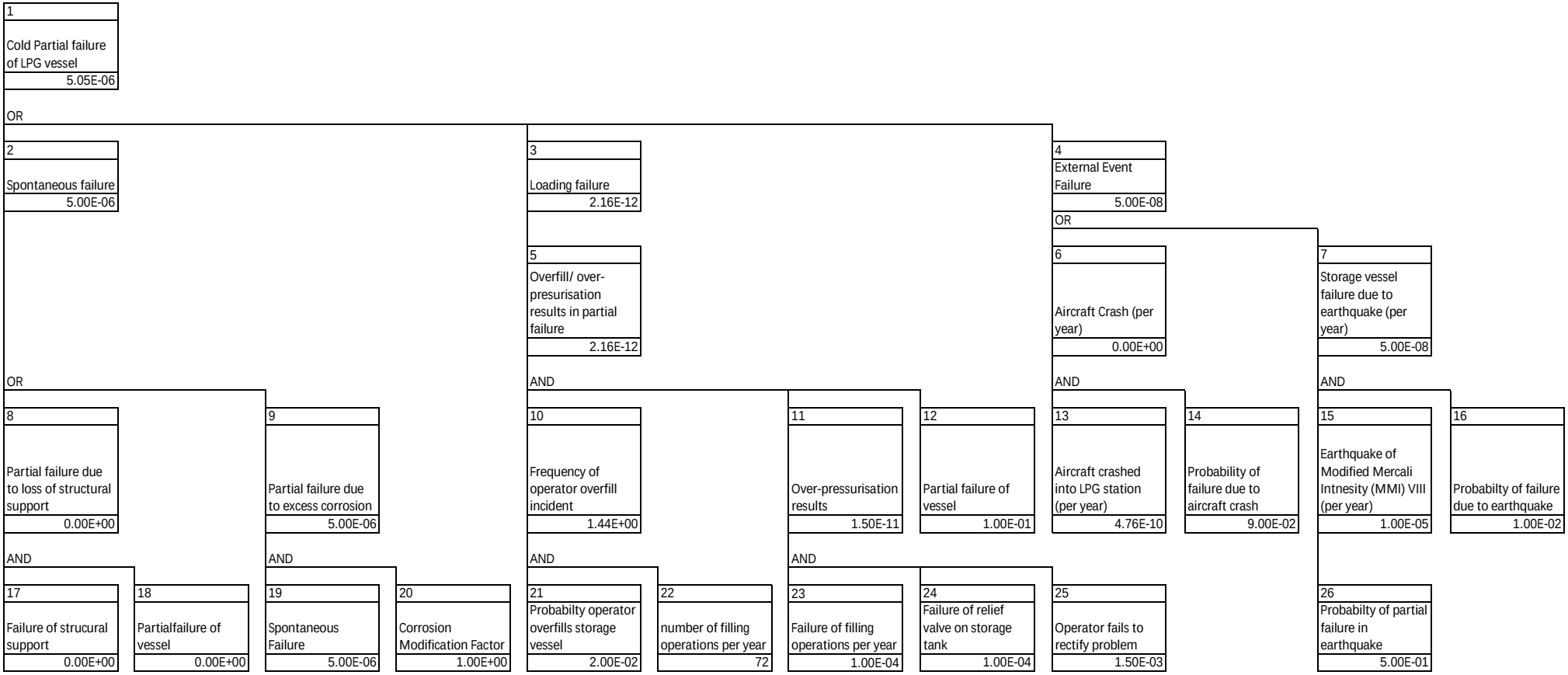


Figure 1.3a Cold Catastrophic Failure of Road Tanker
Tree F3

1
Cold catastrophic failure of LPG road tanker
1.23E-08

OR

2	3	4	5
Loading failure	Vehicle Impact Event	Spontaneous catastrophic failure of road tanker (time on site)	External Event Failure
0.00E+00	0.00E+00	1.23E-08	2.93E-12

AND

6	7	8	9	10	11
Tanker impact event	Vehicle impacts with LPG road tanker whilst unloading (per year)	catastrophic failure of road tanker results	Spontaneous catastrophic failure of road tanker (per year)	Proportion of time on site	Aircraft Crash (per year)
0.00E+00	0.00E+00	1.00E-04	2.00E-06	6.16E-03	2.93E-12

=72*45/60/8760

AND

12	13	14	15	16	17	18
Tanker impact during maneuvering into compound (per year)	catastrophic failure of road tanker results	Vehicle impacts with LPG road tanker whilst unloading (per visit)	number of filling operations per year	Aircraft crashed into LPG station (per year)	Probability of failure due to aircraft crash	Portion of time for tanker on site
2.16E-02	0.00E+00	0.00E+00	7.20E+01	4.76E-10	1.00E+00	6.16E-03

AND

19	20
Tanker impact during maneuvering into compound (per visit)	number of filling operations per year
3.00E-04	7.20E+01

Figure 1.4a Cold Partial Failure of Road Tanker
Tree F4

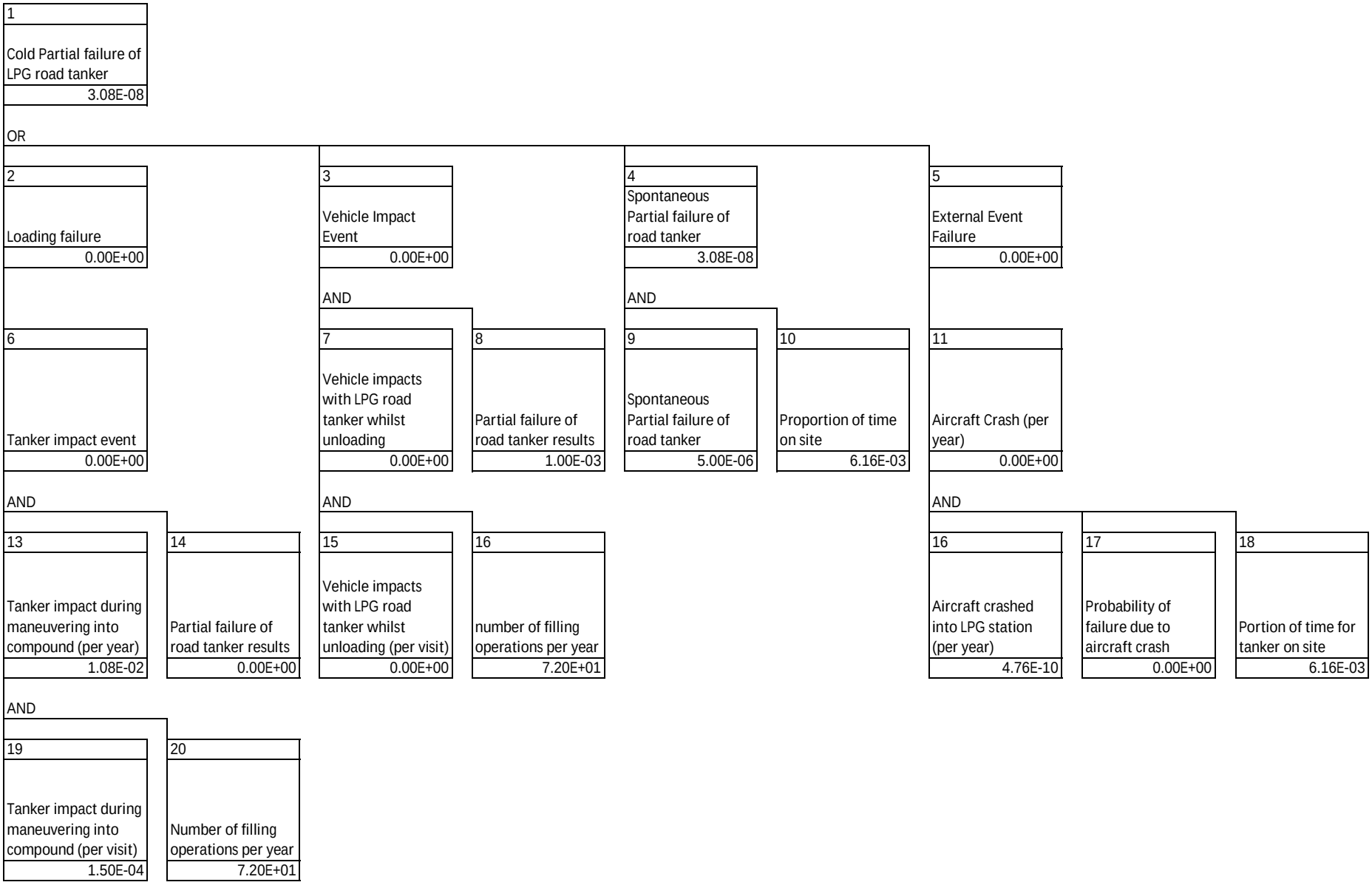


Figure 1.5a Guillotine Failure of LiquidFilling Line to Vessel (fed from Tanker)
Tree F5.1

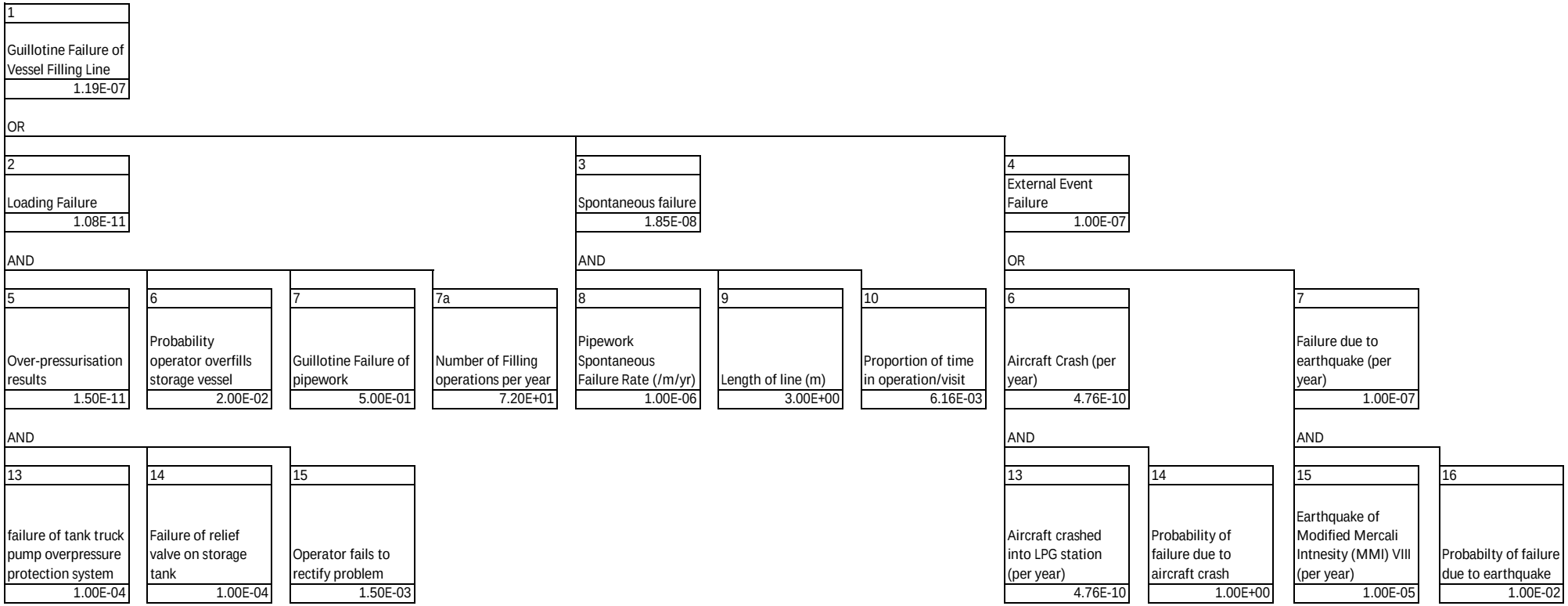


Figure 1.5b Guillotine Failure of LiquidFilling Line to Vessel (fed from Vessel)
Tree F5.2

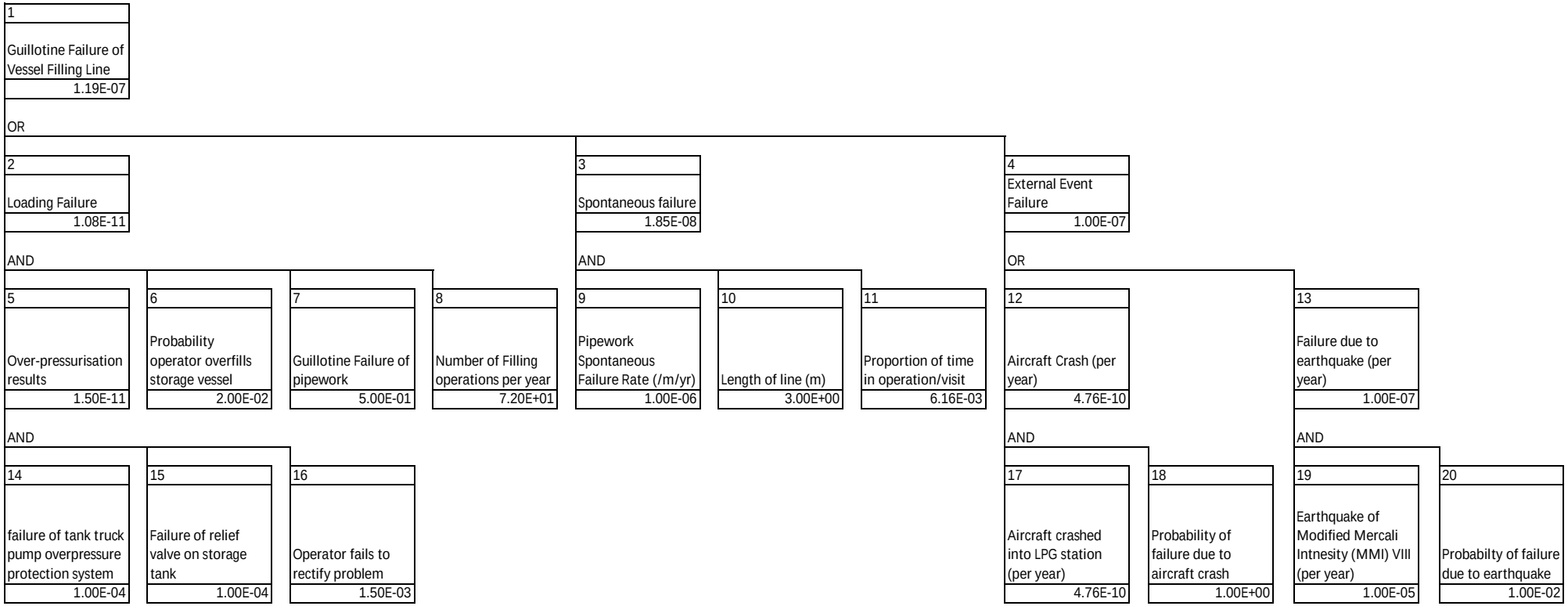


Figure 1.6a Guillotine Failure of Liquid Supply Line to Vaporiser
Tree F6

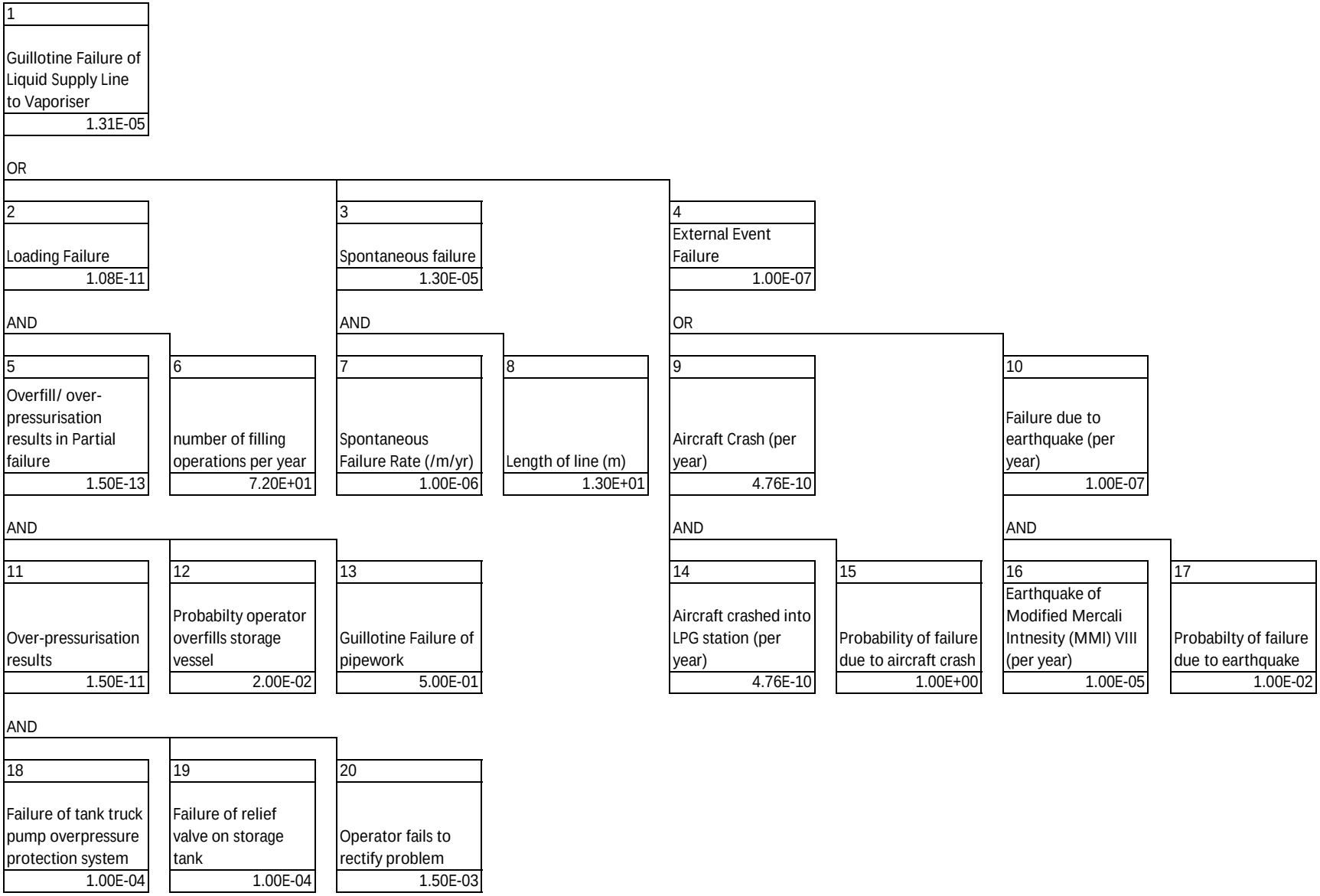


Figure 1.7a Guillotine Failure of LiquidFilling Line to Flexible Hose
Tree F7

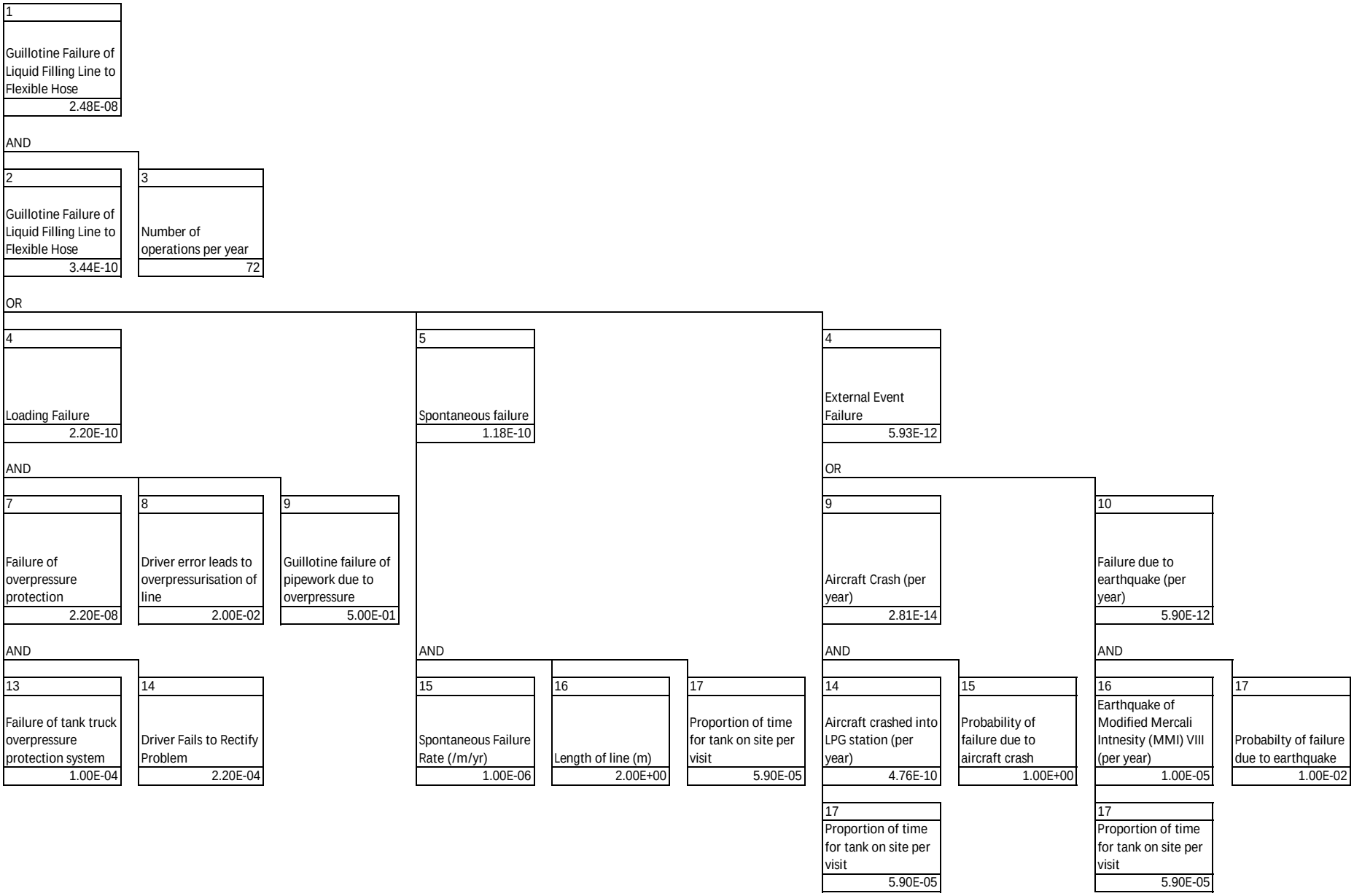


Figure 1.8a Vaporiser Failure
Tree F8

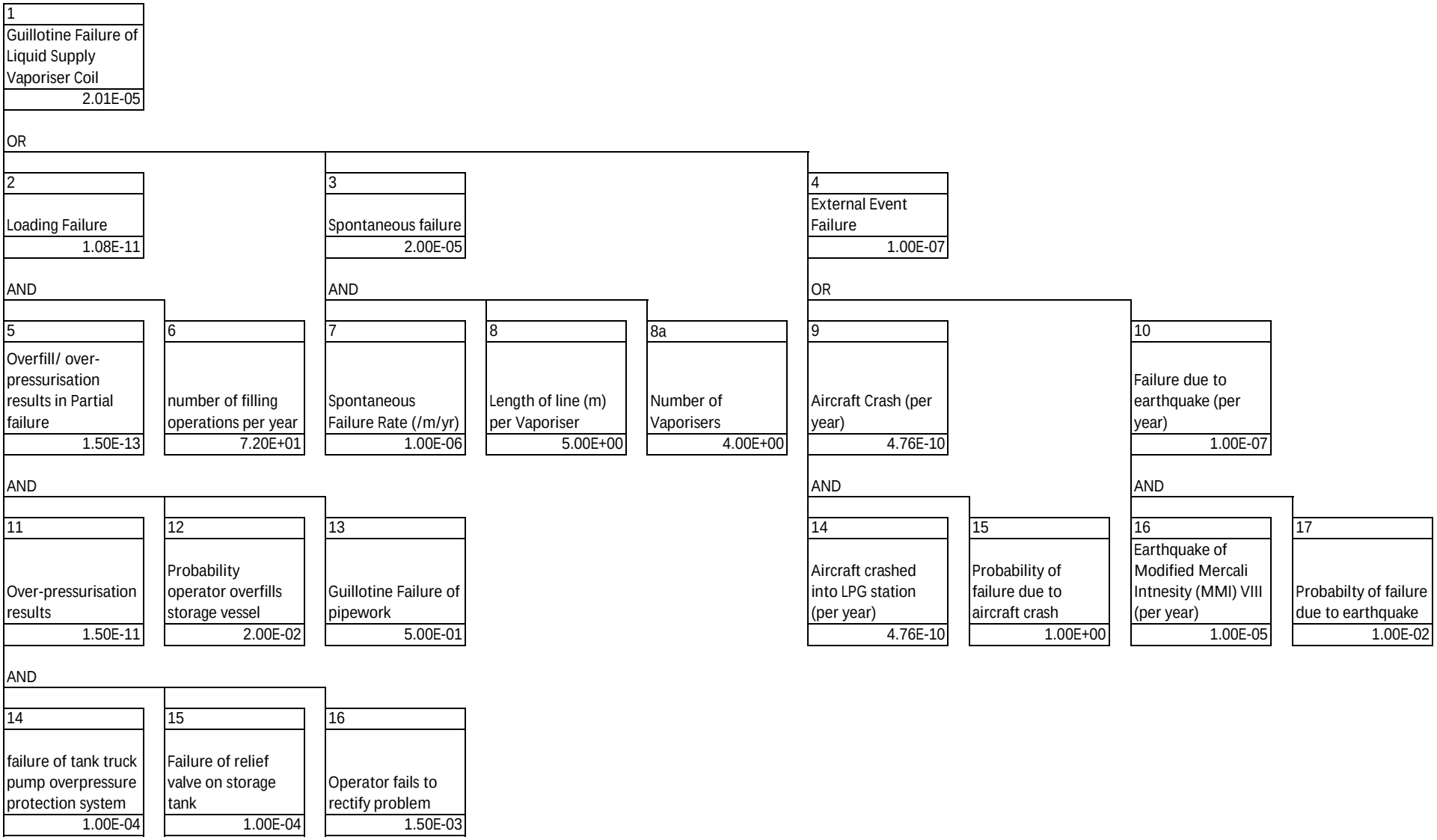


Figure 1.9a Guillotine Failure of Flexible Hose (Fed from Tanker)
Tree F9.1

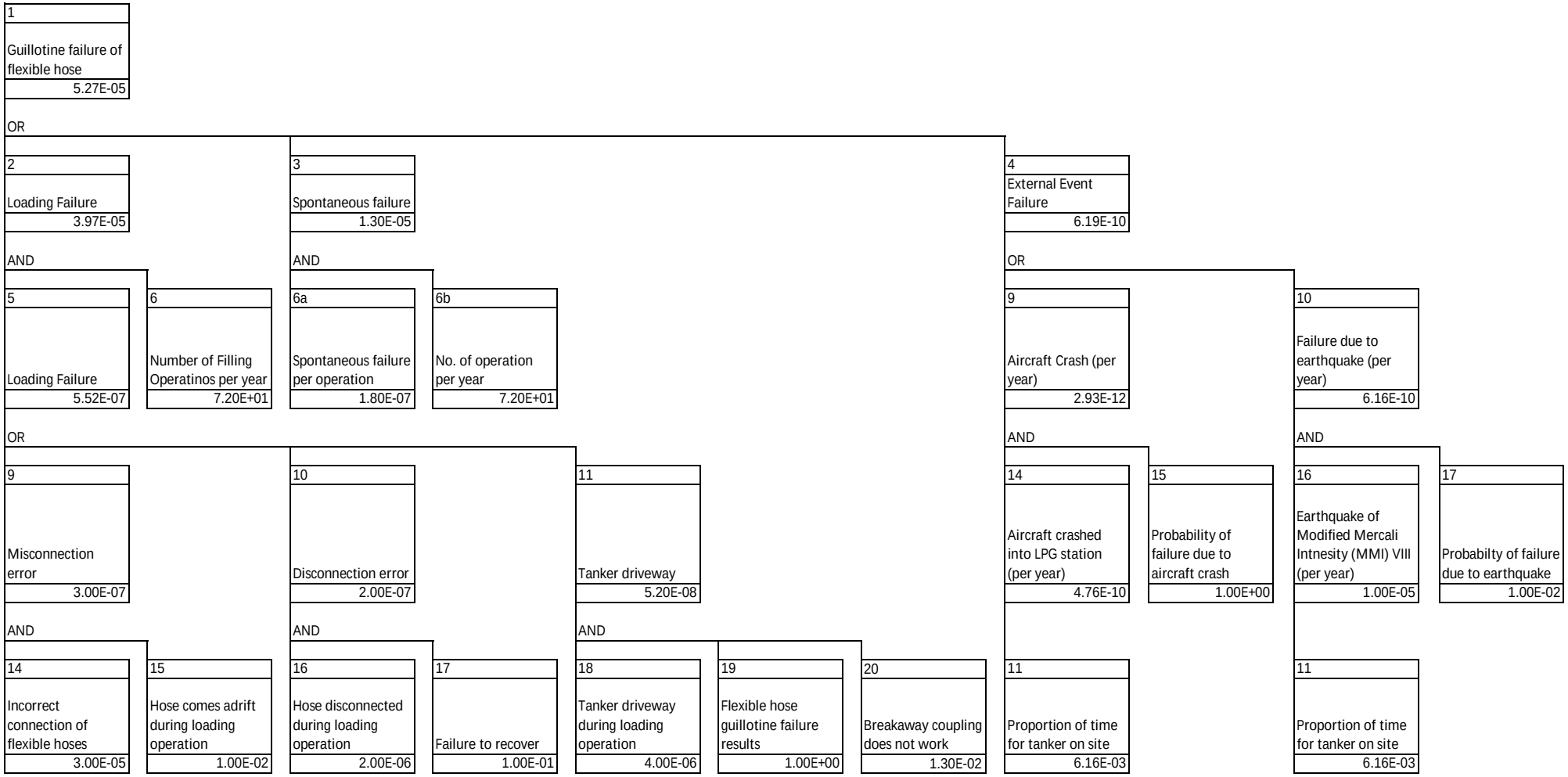


Figure 1.9b Guillotine Failure of Flexible Hose (Fed from Vessel)
Tree F9.2

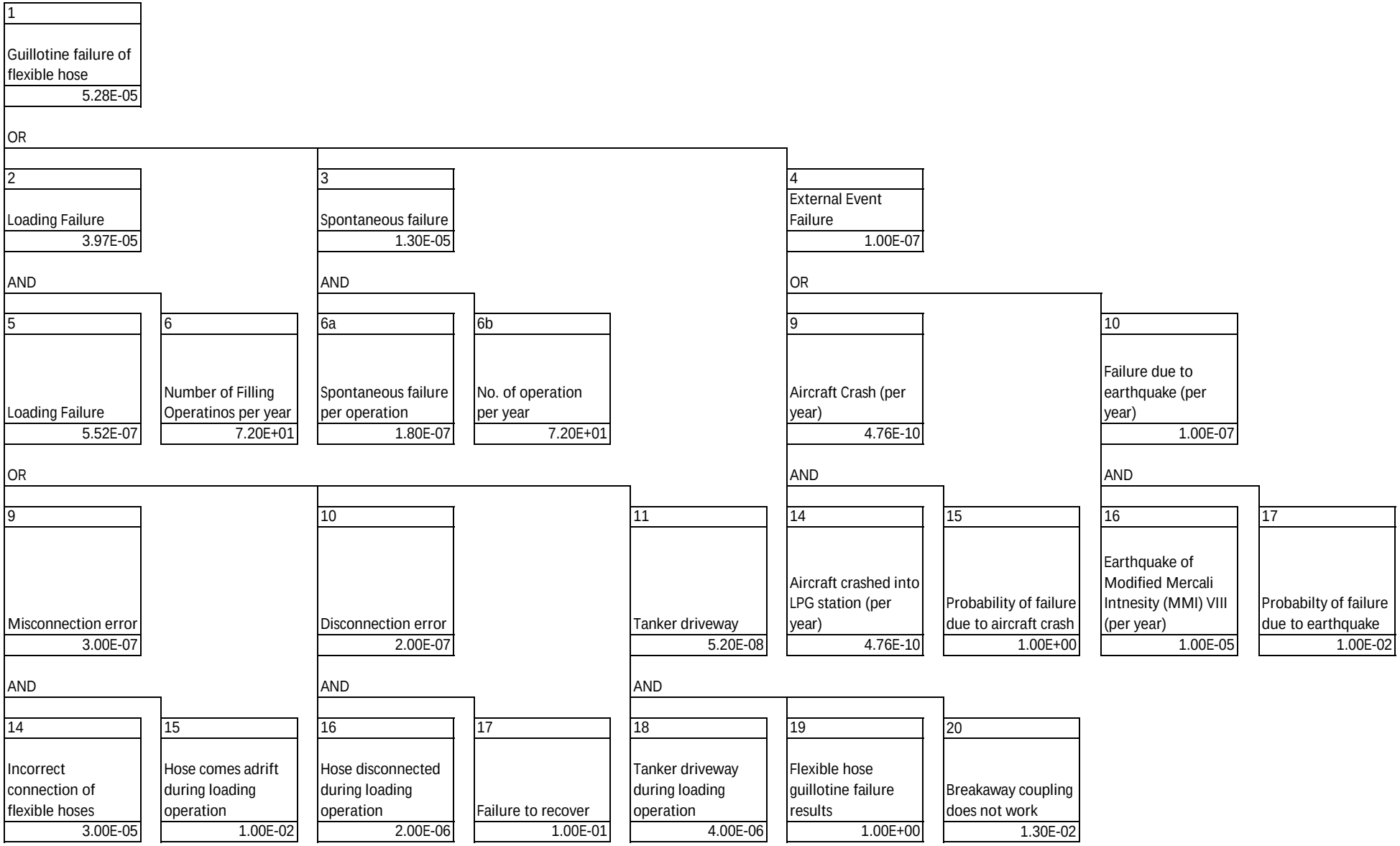


Figure 1.11a Failure to Isolate (Line to Vaporiser)
Tree F11.a

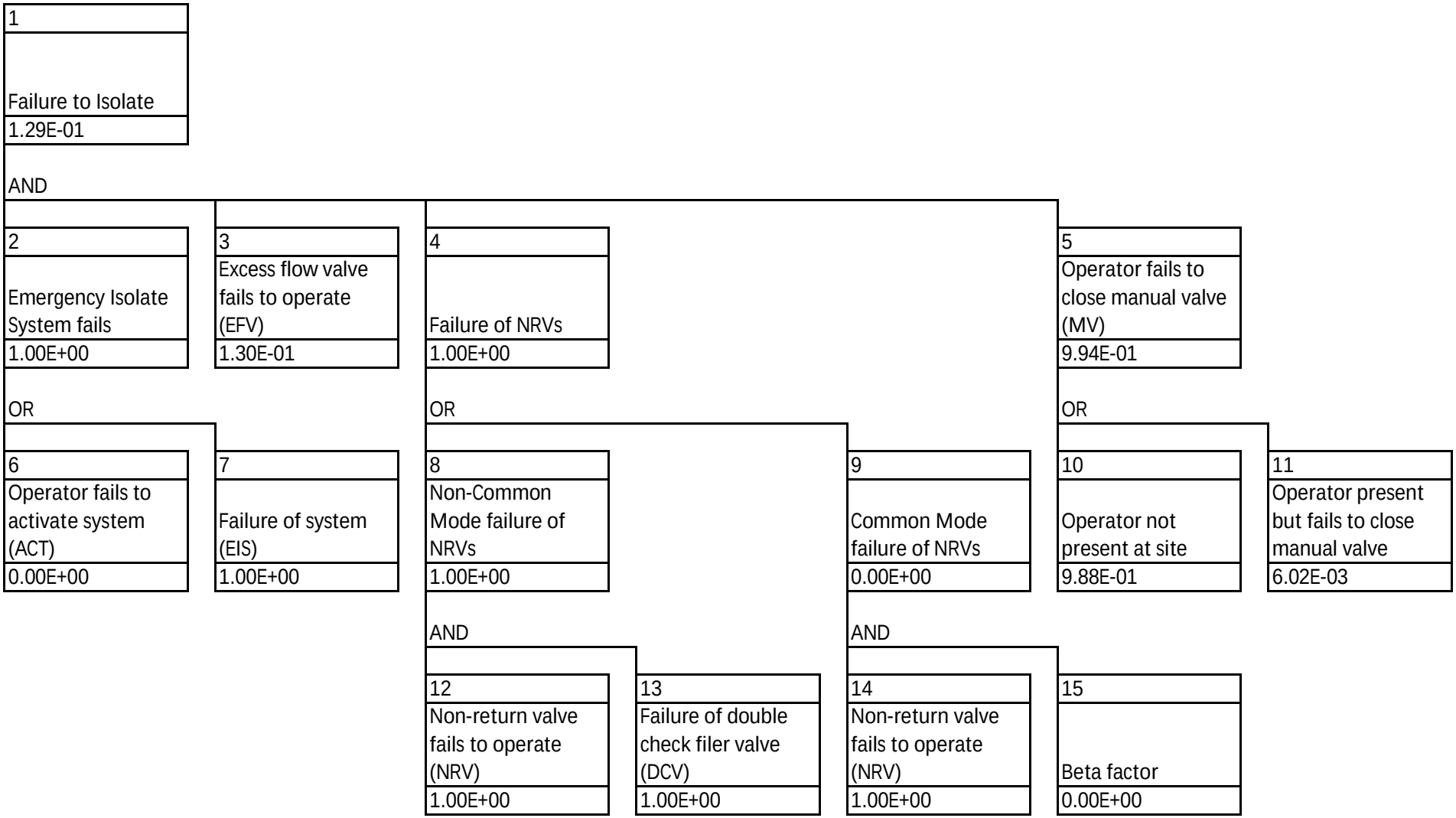


Figure 1.11b Failure to Isolate (Liquid filling line to flexible hose)
Tree F11.b

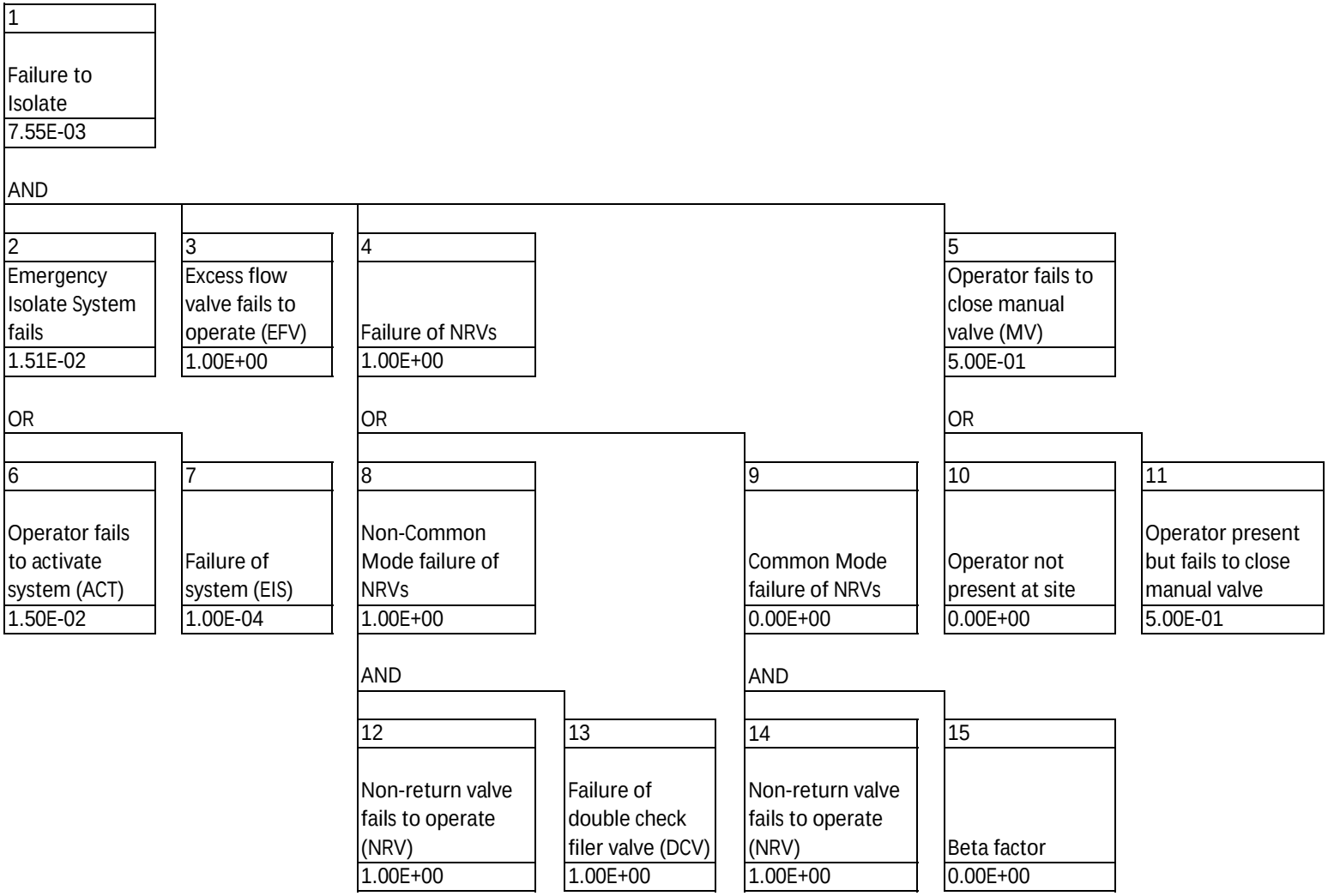


Figure 1.11c Failure to Isolate (Flexible Hose: Tanker)
Tree F11.c

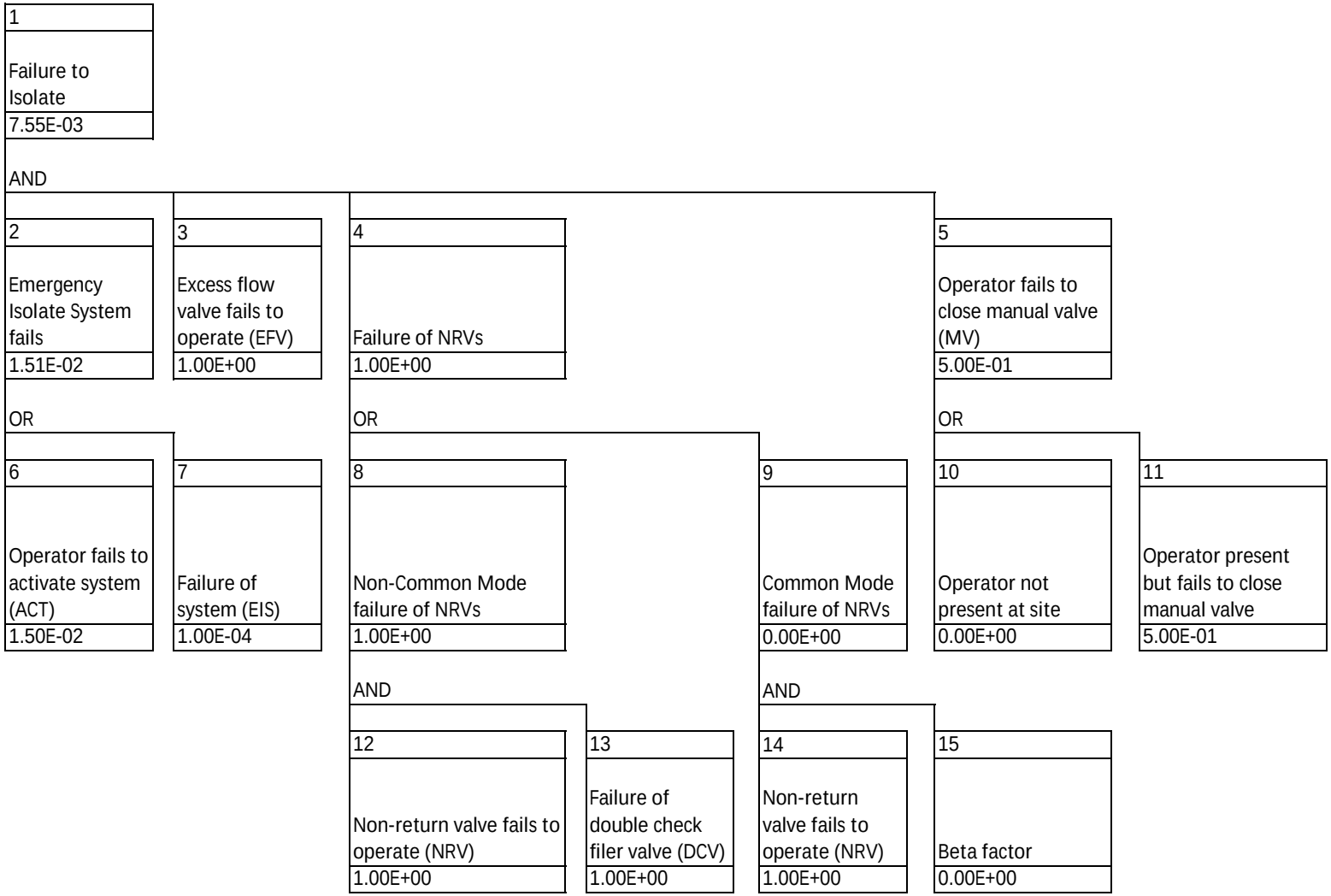


Figure 1.11d Failure to Isolate (Flexible Hose: Vessel)
Tree F11.d

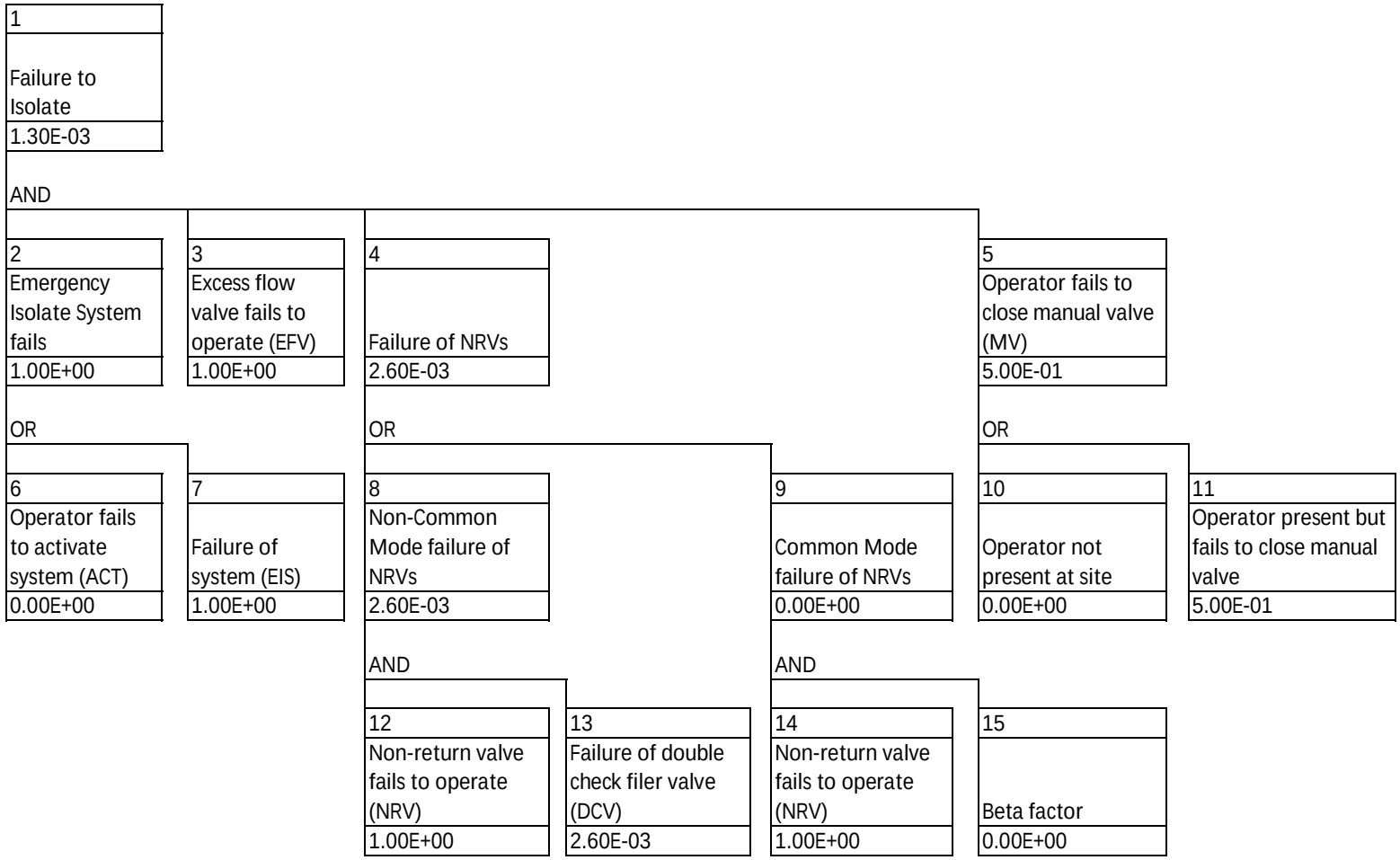


Figure 1.11e Failure to Isolate (Filling Line: Tanker)
Tree F11.e

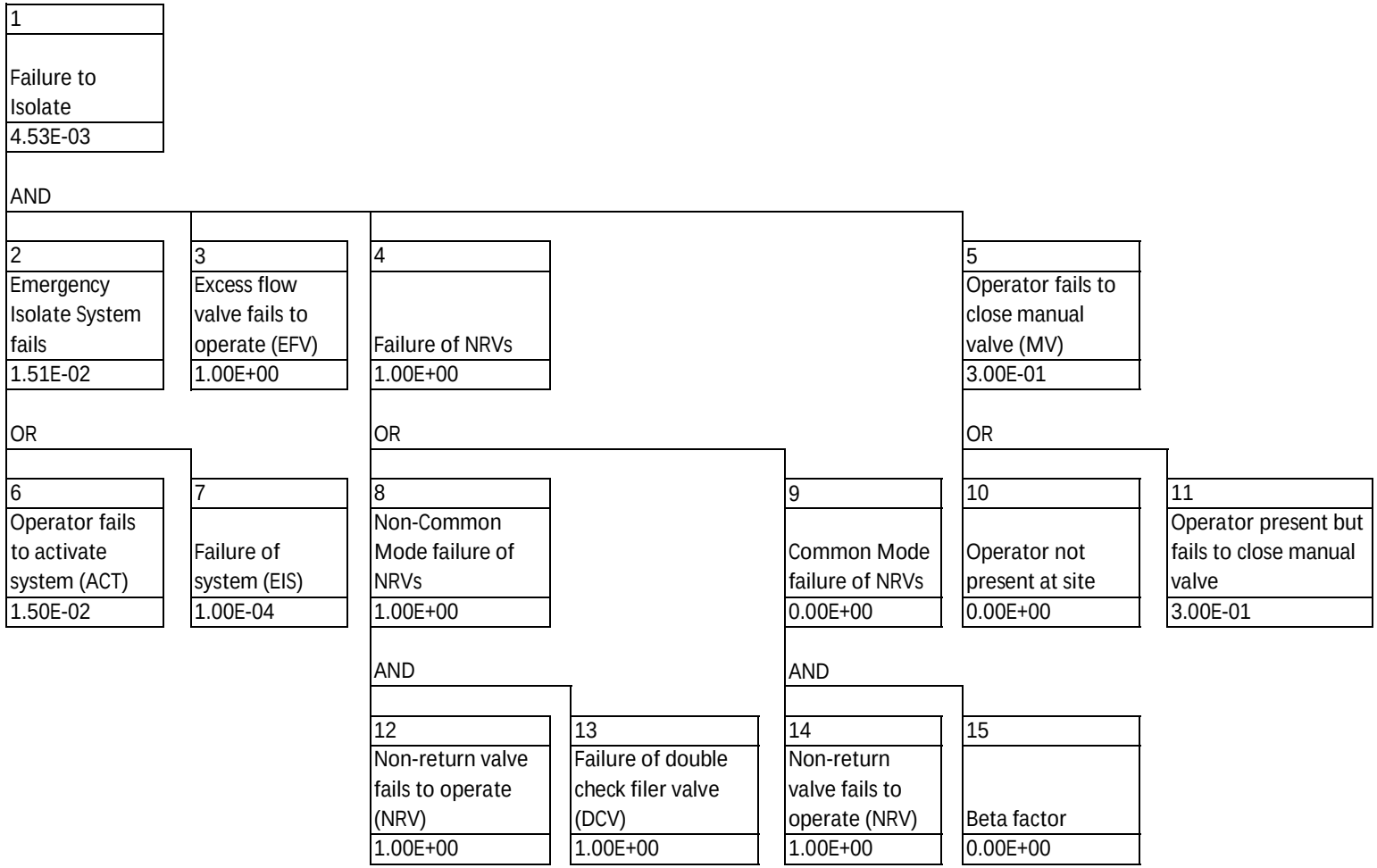


Figure 1.11f Failure to Isolate (Filling Line: Vessel)
Tree F11.f

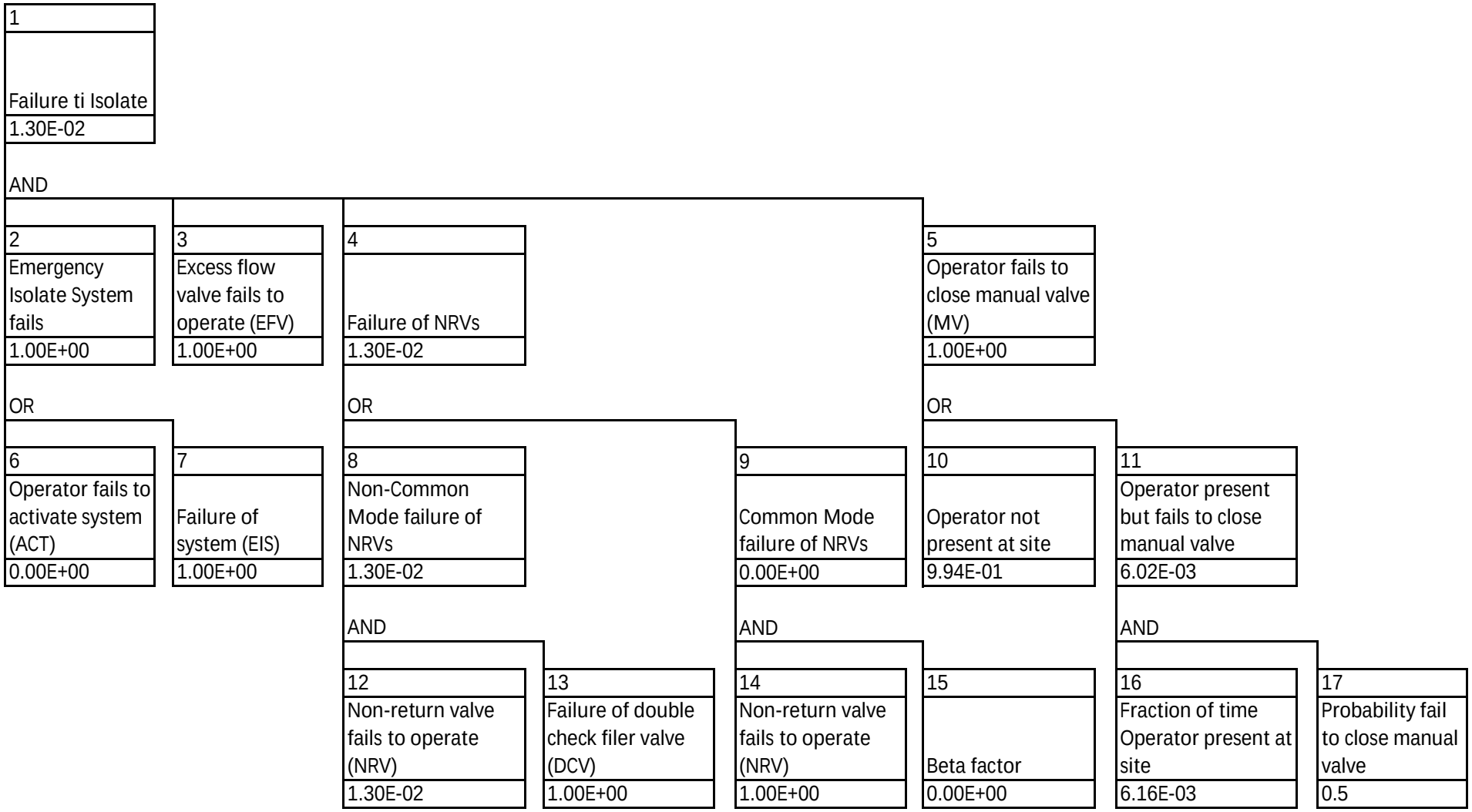


Figure 1.11g Failure to Isolate (Vaporiser)
Tree F11.g

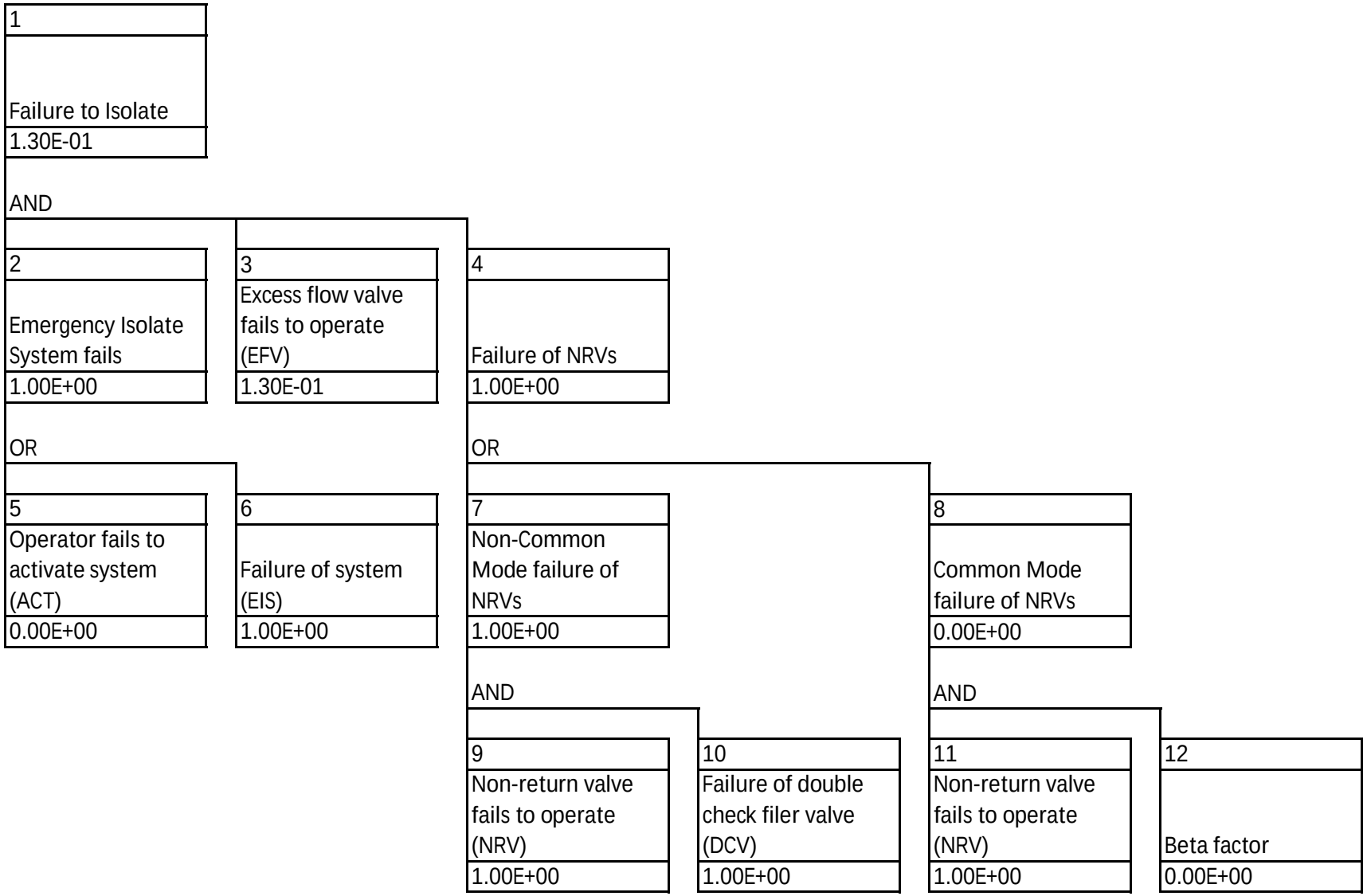
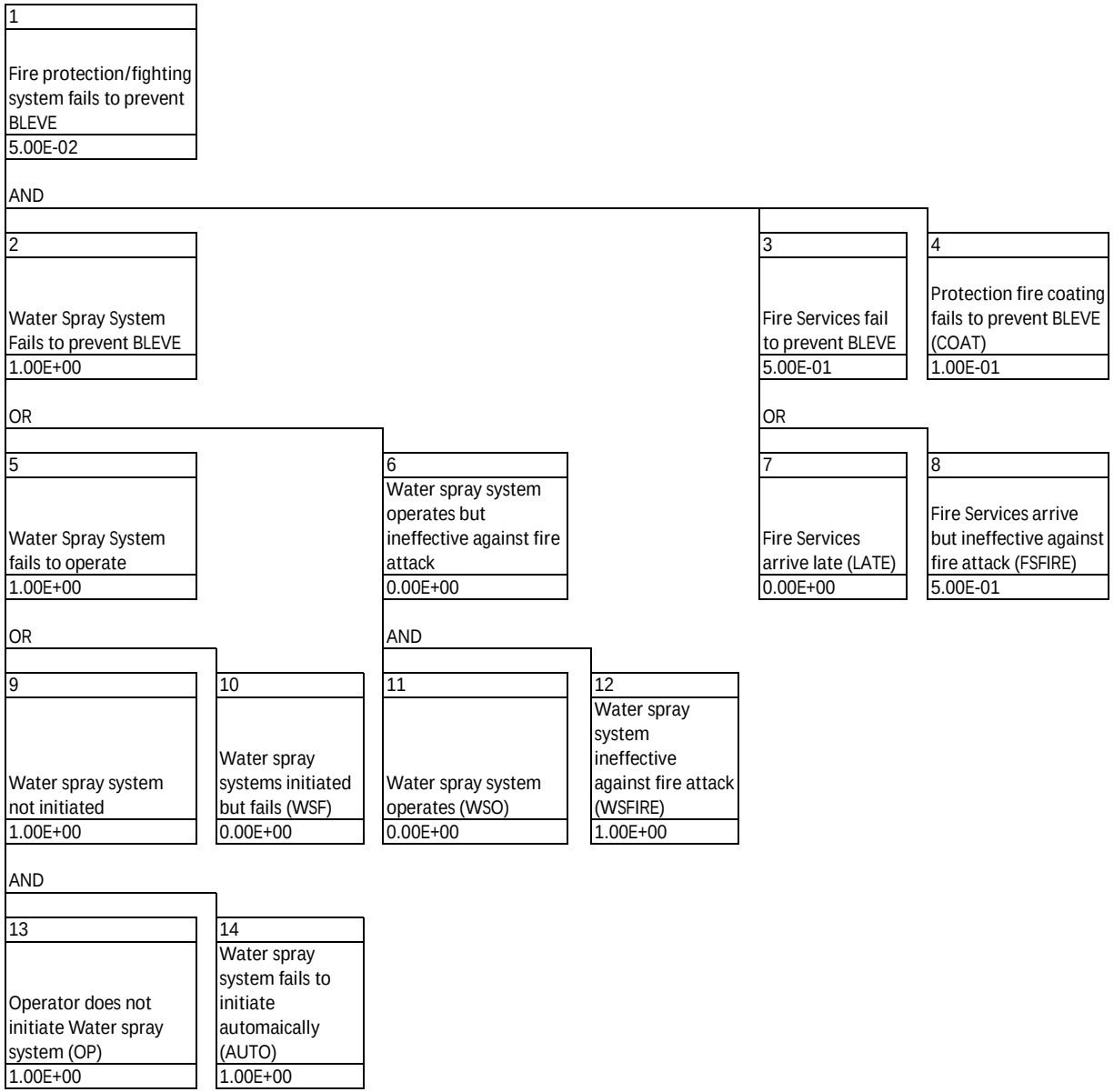


Figure 1.12a Fire Protection/Fighting Systems Fail to Prevent BLEVE (jet Fire, Road Tanker)
Tree F12a

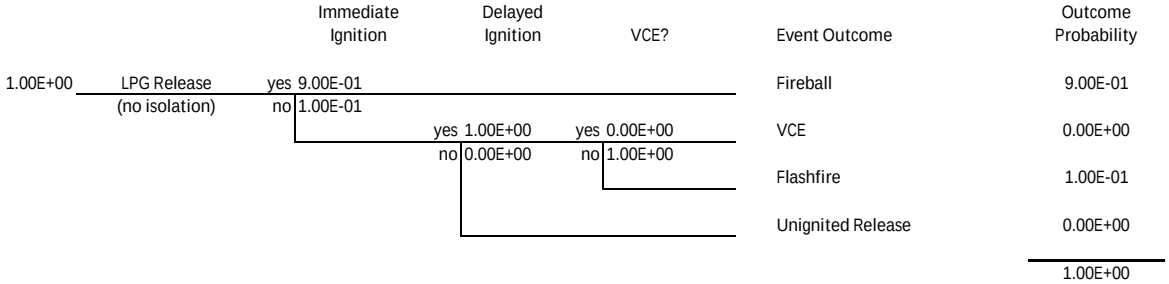


APPENDIX F

Event Tree Analysis

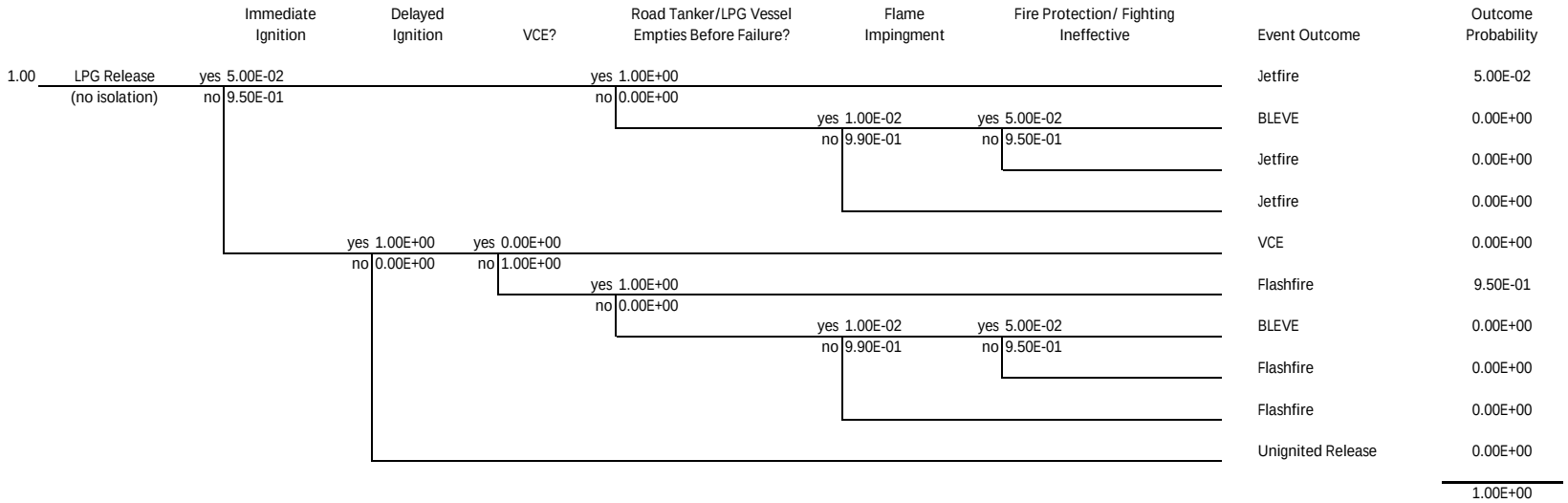
Event Trees A2.1a Event Tree for LPG Instantaneous Release

Cold Catastrophic Failure of LPG Vessel



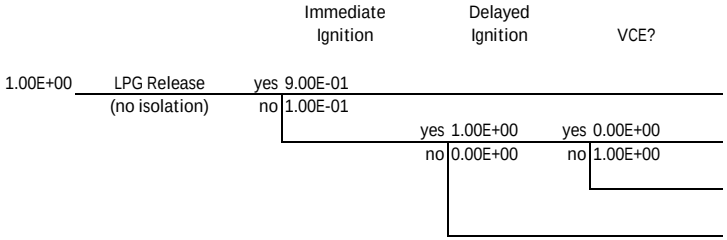
Event Outcome	Outcome Probability
Fireball	9.00E-01
VCE	0.00E+00
Flashfire	1.00E-01
Unignited Release	0.00E+00
	1.00E+00

Event Trees A2.1b Event Tree for LPG Continous Release
Cold Partial Failure of LPG Vessel



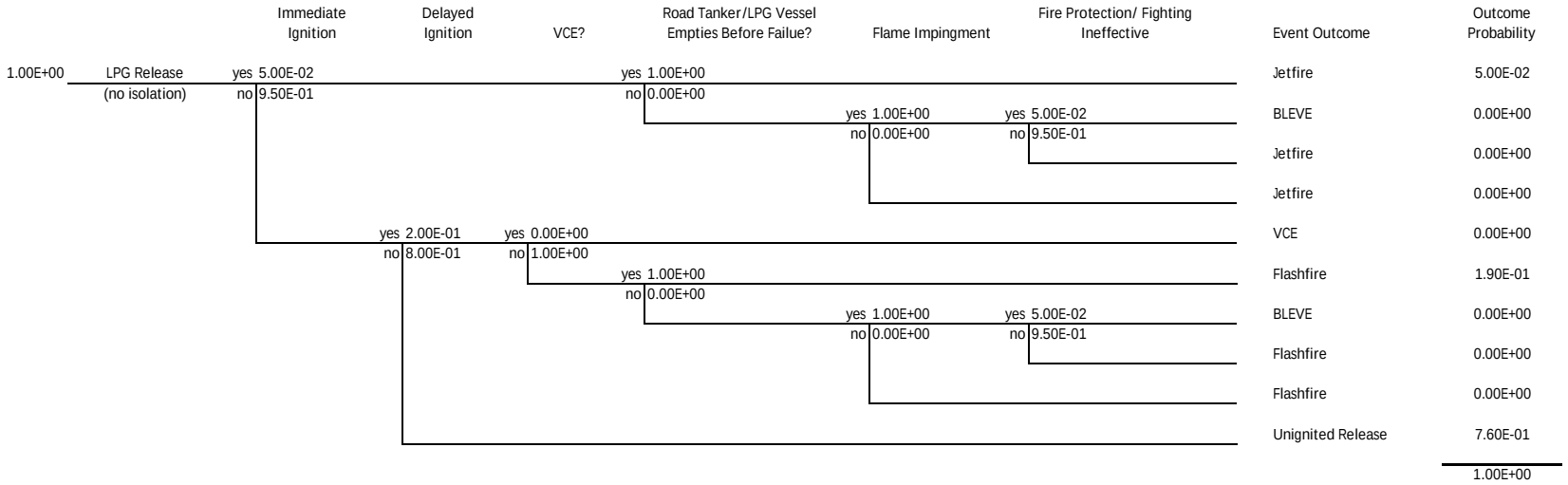
Event Trees A2.1c Event Tree for LPG Instantaneous Release

Cold Catastrophic Failure of Road Tanker



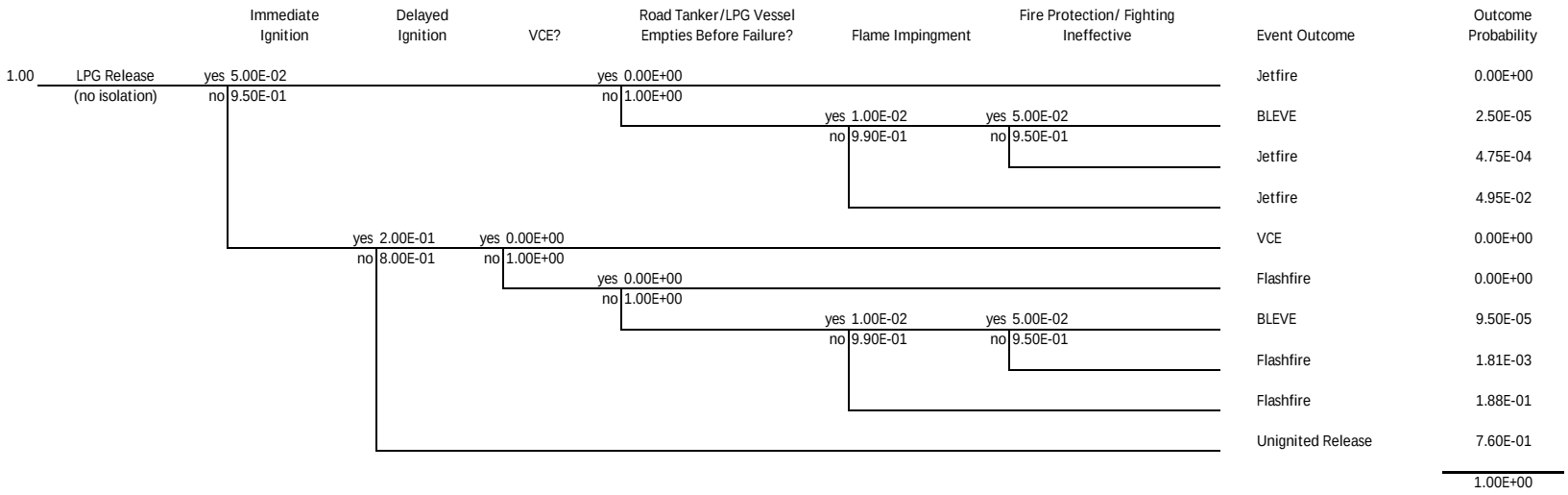
Event Outcome	Outcome Probability
Fireball	9.00E-01
VCE	0.00E+00
Flashfire	1.00E-01
Unignited Release	0.00E+00
	1.00E+00

Event Trees A2.1d Event Tree for LPG Continous Release
Cold Partial Failure of LPG Tanker



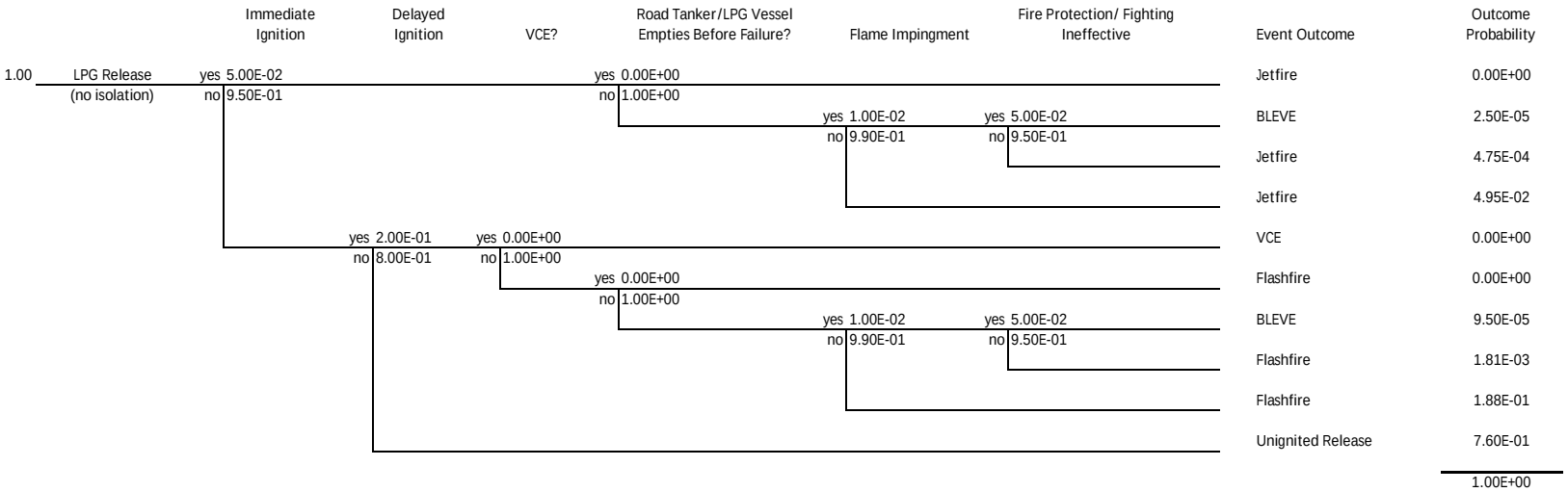
Event Trees A2.1e Event Tree for LPG Continous Release

Failure of Filling Line to Flexible Hose



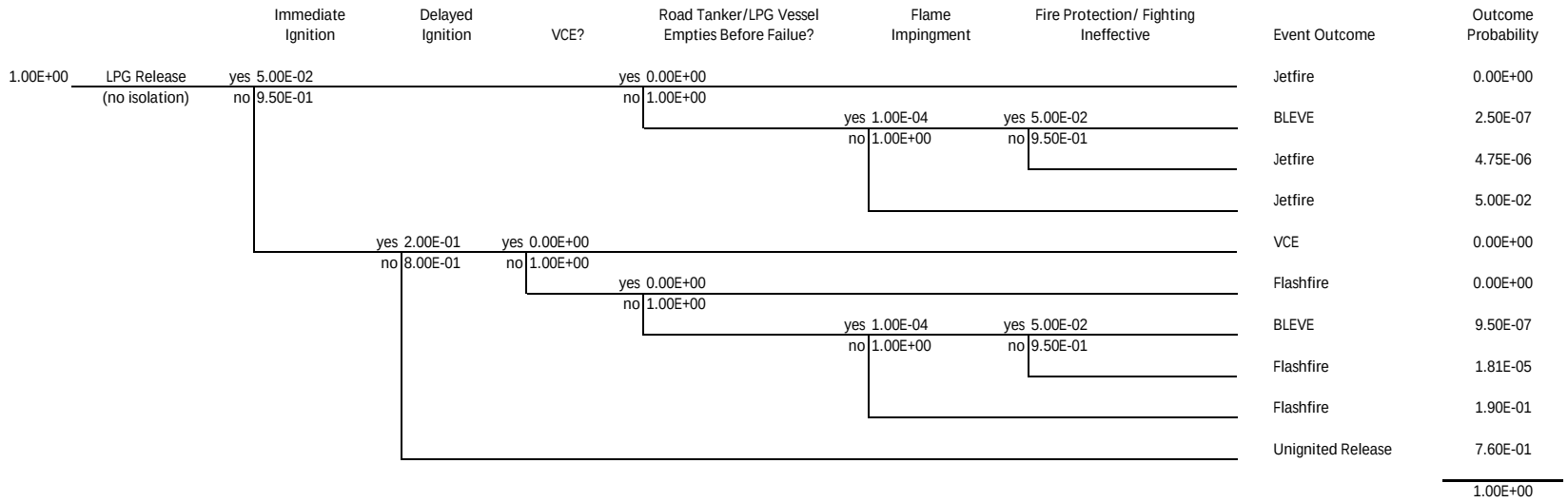
Event Trees A2.1f Event Tree for LPG Continous Release

Failure of Liquid Supply Line to Vapouriser



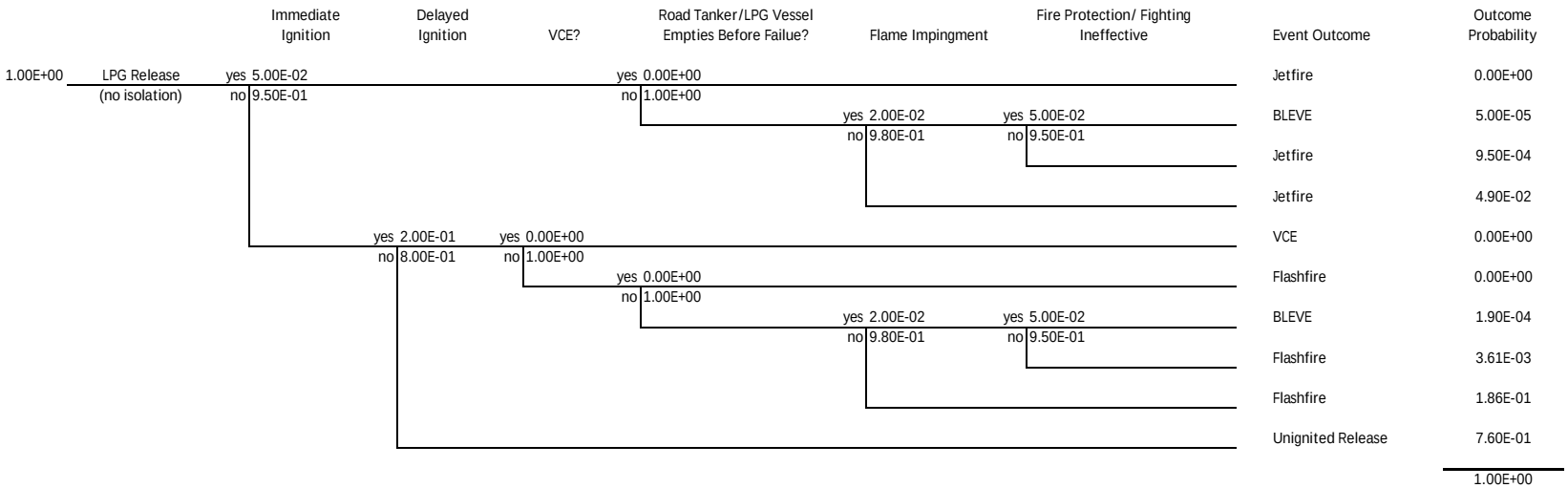
Event Trees A2.1g
Failure of Vapouriser

Event Tree for LPG Continous Release

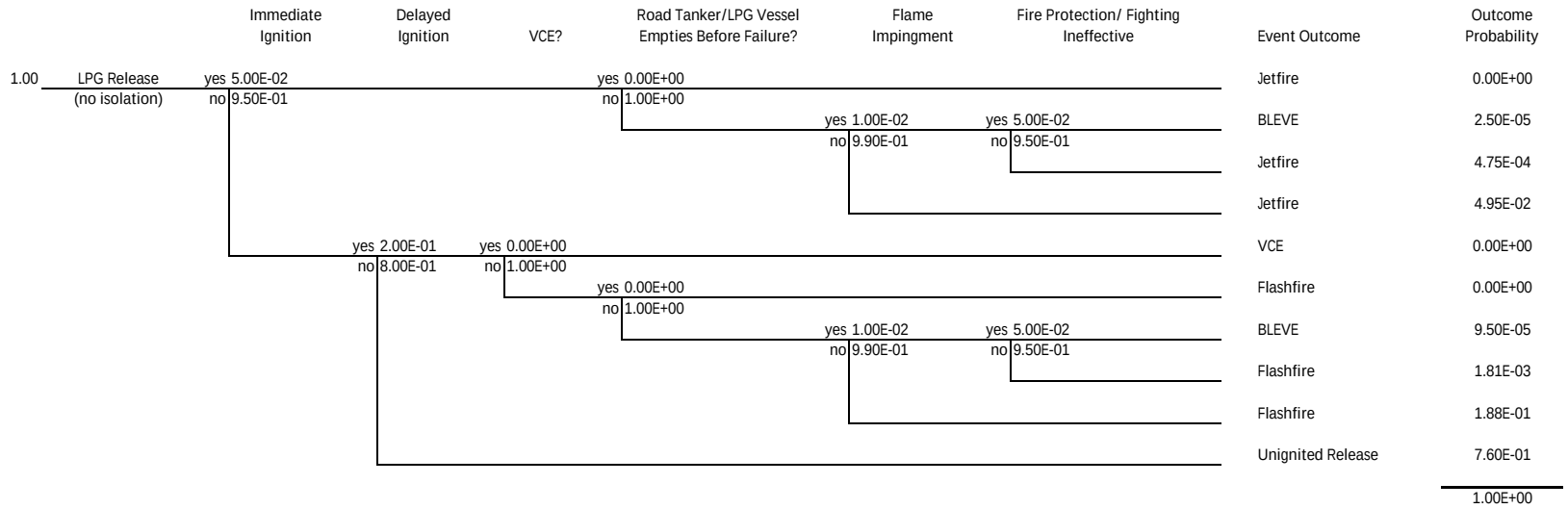


Event Trees A2.1h
Failure of Flexible Hose

Event Tree for LPG Continous Release



Event Trees A2.1i Event Tree for LPG Continous Release
Failure of Liquid Filling Line to Vessel



APPENDIX G

Aircraft Crash Frequency Calculation

APPENDIX G AIRCRAFT CRASH FREQUENCY CALCULATION

Introduction

The distance between the nearest arrival/departure flight path and the LPG Store at Choi Po Court is about 12.5 km. The distance between the LPG Store and Chek Lap Kok International Airport is 30 km (distance between the LPG Station and runway is approximately 29.8 km) and over 8 km which is the criteria for the consideration of airfield accident. At such distances, the LPG Store is not covered by critical takeoff and landing phases. The frequency of aircraft crash is estimated using the methodology of the HSE (1997). Civil aircraft is the main type using the airport. According to the statistic of Civil International Air Transport Movements of Aircraft, there are 419,768 movements between January 2019 and December 2019 inclusively.

Frequency Calculation

The frequency of aircraft crash of a particular aircraft type is calculated with reference to *Health and Safety Executives - The Calculation of Aircraft Crash Risk in the UK* prepared by J P Byrue in 1997, given by the following equation:

Frequency (per year) = Background Crash Rate + Airway Crash Rate

Frequency (per year) $= (A \times B_i) + (A \times N_i \times R_i \times afac/alt)$, *where*

- A = area of the LPG Station (in km^2)
- N_i = number of aircraft movement (for aircraft type i)
- B_i = background crash rate for aircraft (for aircraft type i, in per year per km^2)
- R_i = aircraft in-flight reliability (for aircraft type i, crashes per year per km per aircraft movement)
- alt = altitudes of airways (in km)
- afac = area factor used in airway calculation

The parameters of the above equation are listed as follows:

- Area of the LPG Station (A): 2.25×10^{-4} km^2 = 225.3m^2
- Number of aircraft movement (N):
  - There is 419,768 aircraft movement annually.
- Background aircraft crash rate (B_i):
  - The background crash rate for airliners is 2×10^{-6} per year per km^2
- Aircraft in-flight crash rate (R_i):
  - It is taken as 4.7×10^{-11} per year per km per movement
- Altitudes of airways (alt):
  - altitudes of airways is taken as 5 km
- Area factor (afac):
  - area factor (afac) is taken as 0.03 from Table 9 of Byrne (1997) with corresponding x1 = 2.50
    (x1 = x/alt where x = the minimum horizontal distance from airway/ flight path to the site which is taken as 12.5 km)

By substituting the parameters into the equation listed above, the annual aircraft crash rate can be estimated and listed as follows:

- Crash rate for airliners = 4.77×10^{-10} per year

Therefore, the frequency of aircraft crash at the LPG Store
= 4.77×10^{-10} per year.

Probability of LPG Equipment Failure due to Aircraft Crash

It is assumed that when there is an aircraft crash, the LPG liquid-line pipework (i.e. 'liquid inlet pipeline to storage vessel' will definitely fail (i.e. probability = 1).

For failure of road tanker, it is assumed that the probability of 'road tanker rupture' and 'road tanker partial failure' given that there is an aircraft crash are 1 and 0 respectively. This assumption is to address in case of aircraft crash to a road tanker, the only possible result is catastrophic failure of the road tanker. For failure of storage vessel, as the LPG storage vessel is protected by a concrete chamber, it is assumed that the probability of 'storage vessel rupture' and 'storage vessel partial failure' given that there is an aircraft crash are 0.01 and 0.09 respectively.

APPENDIX H

Input Parameters of PhastRisk

SheungShuiArea30_v1 (RunRow 2030 wed_mm_f

Parameters FB

Discharge Parameters

Continuous Critical Weber number	12.5	
Instantaneous Critical Weber number	12.5	
Venting equation constant	24.82	
Relief valve safety factor	1.2	
Minimum RV diameter ratio	1	
Critical pressure greater than flow phase	0.3447	bar
Maximum release velocity	500	m/s
Minimum drop diameter allowed	0.01	um
Maximum drop diameter allowed	1E4	um
Default Liquid Fraction	1	fraction
Continuous Drop Slip factor	1	
Instantaneous Drop Slip factor	1	
Number of Time Steps	100.00	
Maximum Number of Data Points	1,000.00	
Tolerance	0.0001	
Thermal coupling to the wall	No modelling of heat transfer	
Use Bernoulli for forced -phase liq-liq discharge	Use compressible flow eqn	
Capping of pipe flow rates	Use leak scenario cap, disallow flashing	
Velocity capping method	FixedVelocity	
Droplet Method - continuous only	Modified CCPS	
Thermodynamic Option for Gas Pipellines	Non-ideal Gas	
Excess Flow Valve velocity head losses	0	
Non-Return Valve velocity head losses	0	
Shut-Off Valve velocity head losses	0	
Frequency of bends in long pipes	0	/m
Frequency of couplings in long pipes	0	/m
Frequency of junctions in long pipes	0	/m
Line length	10	m
Pipe roughness	0.0457	mm
Air changes	3	/hr
Elevation	1	m
Atmospheric Expansion Method	Closest to Initial Conditions	
Tank Roof Failure Model Effects	Instantaneous effects	
Frequency of Excess Flow Valves	0	/m
Frequency of Non-Return Valves	0	/m
Frequency of Shut-Off Valves	0	/m
Mechanism for forcing droplet breakup - Inst.	Use flashing correlation	
Mechanism for forcing droplet breakup - Cont	Do not force correlation	
Flashing in the orifice	No flashing in the orifice	
Handling of droplets	Not Trapped	
Indoor mass modification factor	3	
Vacuum Relief Valve	Operating	
Vacuum Relief Valve Set Point	0	bar

Dispersion Parameters

Expansion zone length/source diameter ratio	0.01	
Near Field Passive Entrainment Parameter	1	
Jet Model	Morton et.al.	
Jet entrainment coefficient alpha1	0.17	
Jet entrainment coefficient alpha2	0.35	

Drag coefficient between plume and air	0	
Dense cloud parameter gamma - continuous	0	
Dense cloud parameter gamma - instant	0.3	
Dense cloud parameter K - continuous	1.15	
Dense cloud parameter K - instantaneous	1.15	
Modeling of instantaneous expansion	Standard Method	
Maximum Cloud/Ambient Velocity Difference	0.1	
Maximum Cloud/Ambient Density Difference	0.015	
Maximum Non-passive entrainment fraction	0.3	
Maximum Richardson number	15	
Distance multiple for full passive entrainment	2	
Core Averaging Time	18.75	s
Ratio instantaneous/continuous sigma-y	1	
Ratio instantaneous/continuous sigma-z	1	
Droplet evaporation thermodynamics model	No Rainout, Equilibrium	
Ratio Droplet/ expansion velocity for inst. release	0.8	
Expansion energy cutoff for droplet angle	0.69	kJ/kg
Coefficient of Initial Rainout	0	
Flag to reset rainout position	Do not reset rainout position	
Richardson Number for passive transition above pool	0.015	
Pool Vaporization entrainment parameter	1.5	
Richardson number criterion for cloud lift-off	-20	
Flag for Heat/Water vapor transfer	Heat and Water	
Surface over which the dispersion occurs	Land	
Minimum temperature allowed	-262.1	degC
Maximum temperature allowed	626.9	degC
Minimum release velocity for cont. release	0.1	m/s
Minimum Continuous Release Height	0	m
Maximum distance for dispersion	5E4	m
Maximum height for dispersion	1000	m
Minimum cloud depth	0.02	m
Treatment of top mixing layer	Constrained	
Model In Use	Best Estimate	
Lee Length	Calculate	
Lee Half-Width	Calculate	
Lee Height	Calculate	
K-Factor	Calculate	
Switch Distance	Calculate	
Maximum Initial Step Size	10	m
Minimum Number of Steps per Zone	5.00	
Factor for Step Increase	1.2	
Maximum Number of Output Steps	1,000.00	
Flag for finite duration correction	QI without Duration Adjustment	
Quasi-instantaneous transition parameter	0.8	
Relative tolerance for dispersion calculations	0.001	
Relative tolerance for droplet calculations	0.001	
Initial integration step size - Instantaneous	0.01	s
Initial integration step size - Continuous	0.01	m
Maximum integration step size - Instantaneous	100	s
Maximum integration step size - Continuous	100	m
Criterion for halting dispersion model	Risk based	
Impingement Option	Use Velocity Modification Factor	
Impinged velocity limit	500	m/s
Impinged Velocity Factor	0.25	
Dispersion Model to use	Version 2 model	

Fixed step size - Instantaneous	0.01	s
Fixed step size - Continuous	0.1	m
Number of fixed size output steps	20.00	
Multiplier for output step sizes	1.2	

Event Tree Probabilities

Probability of a BLEVE	1	fraction
Probability of a Pool Fire	1	fraction
Toxic Probability	1	fraction
Continuous no Rainout Immediate Ignition	1	fraction
Continuous no Rainout Long Duration Horizontal Fraction	0	fraction
Continuous no Rainout Long Duration Horizontal Jet Fire	0	fraction
Continuous no Rainout Long Duration Vertical Jet Fire	0	fraction
Continuous no Rainout Short Duration Fraction	1	fraction
Continuous no Rainout Short Duration BLEVE	1	fraction
Continuous no Rainout Short Duration Flash Fire	0	fraction
Continuous no Rainout Short Duration Explosion	0	fraction
Continuous no Rainout Delayed Ignition Flash Fire	0	fraction
Continuous no Rainout Delayed Ignition Explosion	0	fraction
Continuous with Rainout Immediate Ignition	0.05	fraction
Continuous with Rainout Long Duration Horizontal Fraction	0.6	fraction
Continuous with Rainout Long Duration Horizontal Jet Fire	0	fraction
Continuous with Rainout Long Duration Horizontal Pool Fire	0	fraction
Continuous with Rainout Long Duration Horizontal Jet Fire with Pool Fire	1	fraction
Continuous with Rainout Long Duration Vertical Pool Fire	0	fraction
Continuous with Rainout Long Duration Vertical Jet Fire	0	fraction
Continuous with Rainout Short Duration Fraction	1	fraction
Continuous with Rainout Long Duration Vertical Jet Fire with Pool Fire	1	fraction
Continuous with Rainout Short Duration BLEVE with Pool Fire	1	fraction
Continuous with Rainout Short Duration BLEVE alone	0	fraction
Continuous with Rainout Short Duration Flash Fire with Pool Fire	0	fraction
Continuous with Rainout Short Duration Flash Fire Alone	0	fraction
Continuous with Rainout Short Duration Explosion with Pool Fire	0	fraction
Continuous with Rainout Short Duration Explosion Alone	0	fraction
Continuous with Rainout Short Duration Pool Fire	0	fraction
Continuous with Rainout Residual Pool Fire	0.15	fraction
Continuous with Rainout Delayed Ignition Flash Fire	0	fraction
Continuous with Rainout Delayed Ignition Explosion	0.4	fraction
Instantaneous no Rainout Immediate Ignition	1	fraction
Instantaneous no Rainout BLEVE	1	fraction
Instantaneous no Rainout Immediate Flash Fire	0	fraction
Instantaneous no Rainout Immediate Explosion	0	fraction
Instantaneous no Rainout Delayed Ignition Flash Fire	0	fraction
Instantaneous no Rainout Delayed Ignition Explosion	0	fraction
Instantaneous with Rainout Immediate Ignition	0.9	fraction
Instantaneous with Rainout BLEVE with Pool Fire	1	fraction
Instantaneous with Rainout BLEVE Alone	0	fraction
Instantaneous with Rainout Immediate Flash Fire with Pool Fire	0	fraction
Instantaneous with Rainout Immediate Flash Fire Alone	0	fraction
Instantaneous with Rainout Immediate Explosion with Pool Fire	0	fraction
Instantaneous with Rainout Immediate Explosion Alone	0	fraction
Instantaneous with Rainout Immediate Pool Fire Alone	0	fraction
Instantaneous with Rainout Residual Pool Fire	0.15	fraction
Instantaneous with Rainout Delayed Ignition Flash Fire	0	fraction
Instantaneous with Rainout Delayed Ignition Explosion	0.4	fraction

Immediate Ignition	0.1	fraction
Explosion Given Ignition	0.5	fraction
Long Duration Jet Fire	0.5	fraction
Short Duration Any Ignition of Cloud	0.5	fraction
Short Duration Ignition of Cloud with Pool Fire	0	fraction
Long Duration Horizontal Jet Fire with Pool	0	fraction
Long Duration Vertical Jet Fire with Pool	0	fraction
Short Duration Fraction for Effects	0	fraction
Short Duration BLEVE not Flash Fire	0.5	fraction
Volume based explosion probabilities	No	
FlamespeedLowMedium	0.45	m/s
FlamespeedMediumHigh	0.75	m/s
Obstructed Cloud Volume (1)	200	m3
Obstructed Cloud Volume (2)	3000	m3
Obstructed Cloud Volume (3)	6000	m3
Low Flame Speed Probability (1)	0	fraction
Low Flame Speed Probability (2)	0.3	fraction
Low Flame Speed Probability (3)	0.6	fraction
Medium Flame Speed Probability (1)	0.3	fraction
Medium Flame Speed Probability (2)	0.6	fraction
Medium Flame Speed Probability (3)	0.9	fraction
High Flame Speed Probability (1)	0.6	fraction
High Flame Speed Probability (2)	0.9	fraction
High Flame Speed Probability (3)	1	fraction

Explosion Parameters

Over Pressure Level 1	0.02068	bar
Over Pressure Level 2	0.1379	bar
Over Pressure Level 3	0.2068	bar
Explosion Location Criterion	Cloud Front (LFL Fraction)	
Minimum explosive mass	0	kg
Minimum Explosion Energy	5E6	kJ
Explosion Efficiency	0.1	fraction
Coefficient for zone of heavy damage	0.03	
Coefficient for zone of light damage	0.06	
Explosion efficiency	10	%
Air or Ground burst	Air burst	
Explosion Mass Modification Factor	3	
Use of mass modification factor	Early and late explosions	

Fireball and BLEVE Blast Parameters

Maximum surface emissive power	400	kW/m2
Radiation Dose for Fireball risk calculations	5.784E6	
Calculate Dose	Unselected	
Calculate Probit	Unselected	
Calculate Lethality	Unselected	
TNO model flame temperature	1727	degC
Mass Modification Factor	3	
Calculation method for fireball	DNV Recommended	
Fireball Maximum Exposure Duration	20	s
Intensity Levels (1)	4	kW/m2
Intensity Levels (2)	12.5	kW/m2
Intensity Levels (3)	37.5	kW/m2
Probit Levels (1)	2.73	
Probit Levels (2)	3.72	

Probit Levels (3)	7.5	
Dose Levels (1)	1.27E6	
Dose Levels (2)	5.8E6	
Dose Levels (3)	2.51E7	
Lethality Levels (1)	0.01	
Lethality Levels (2)	0.1	
Lethality Levels (3)	1	
Ground Reflection	Ground Burst	
Ideal Gas Modeling	Model as real gas	
Minimum Distance	0	m
Number of Distance Points	100.00	
Ground Reflection	Ground Burst	
Ideal Gas Modeling	Model as real gas	
Minimum Distance	0	m
Number of Distance Points	100.00	
Ground Reflection	Ground Burst	
Ideal Gas Modeling	Model as real gas	
Minimum Distance	0	m
Number of Distance Points	100.00	

Flammable Parameters

Height for calculation of flammable effects	0	m
Flammable result grid step in X-direction	10	m
LFL fraction to finish	0.8	
Angle of inclination	0	deg
Observer direction	Variable	
Flammable mass calculation method	Mass between LFL and UFL	
Flammable Base averaging time	18.75	s
Radiation level for Jet/Pool Fire Risk	35	kW/m2
Cut Off fraction for cloud volume	0.001	fraction
UFL Multiple for immediate ignition	1	
Cut Off Time for Short Continuous Releases	20	s
Observer type radiation modelling flag	Planar	
Probit A Value	-36.38	
Probit B Value	2.56	
Probit N Value	1.333	
Height for reports	Centreline Height	
Angle of orientation	0	deg
Relative tolerance for radiation calculations	0.01	fraction
Number of Lethality Ellipses	5.00	
Ellipse linear spacing variable	Probit	
Minimum Probability Of Death	0.01	fraction
Number of radiation/distance points in linked radiation calculations	50.00	
Method for fitting ellipse to flash fire shape	ChiSq method	
Absolute tolerance for linked radiation calcs	1e-010	
Solar radiation	Exclude from calculations	
For time-varying releases	Don't Model Short Duration Effects	
Match fireball duration and mass released	No	

General Parameters

Maximum release duration	3600	s
Height for concentration output	0	m
Rotation	0	deg
Lower Elevation	0	m
Multicomponent aerosol behaviour	Single aerosol modelling	

General Risk Parameters

Use Free Field Modelling	No Free Field	
Distance to Site Boundary	0	m
Late Pool Fire	Exclude Effects	
Minimum Case Frequency	1e-012	/AvgeYear
Minimum Event Probability	1e-012	
Population Omega Factor	0.000168	
Maximum Number of Subsquares across Ellipse	10.00	
Maximum Number of Subdivisions per Square	5.00	
Factor for Toxic F-N Spread	2	
Grid Sizing	Calculated	
Grid Bounds Minimum X	-1000	m
Grid Bounds Maximum X	1000	m
Grid Bounds Minimum Y	-1000	m
Grid Bounds Maximum Y	1000	m
Grid Calculation Method	Number of cells	
Grid cell size	10	m
Maximum number of cells	40,000.00	
Aversion Index	1.2	
Indoor Population Omega Factor	0	
Number of wind subdivisions per sector	1.00	
Method for handling Indoor/Outdoor risk	Indoor and outdoor risk calculations	
Inter-ellipse interpolation method	Weighted	
Method option	Normal dispersion	
Cylinder height over radius ratio	3	
Building damage method	Worst point	
Reflection method	Calculated Angle	
Number of X steps per view	11.00	
Minimum X step	0.1	m
Number of time steps - continuous clouds	5.00	
Between Cloud Views	Minimise Gaps	
Pressure exceedance curves	Calculate	
Elevation of Floor or Ceiling	0	m
Concentration method for filling	Stoichiometric	
Minimum probability of death for explosions	0.001	
Minimum Pressure Filter	0.01	bar
Separation specification	Use Ratio	
Critical Separation Ratio	0.5	
Cloud Shape of Area Integration	Elliptical	
Explosion efficiency method	100% efficiency	
Explosion Type Calculation Method	Polynomial Curve-Fit Equations	
Number of Blast Curve Discretization Points	30,000.00	
Maximum No. effect points along transect	2.00	
Low to medium criterion	0.006	
Medium to high criterion	0.08	
Options available	Volume Averaged	
Method option:	Ground reflection	
Reflection factor	1	
Unconfined Explosion Strength	2	
Explosion Efficiency	1	fraction
Flammable Mass Calculation Type	Area Weighted Mass Integral	
Minimum Explosion Energy	0	kJ
Maximum number of time steps	100.00	
Number of timesteps - time varying clouds	10.00	
Active Shut Down	No Shut Down	

Fraction of Population Indoors for Societal Risk	0.9	fraction
Fraction of Population Indoors for Individual Risk	0	fraction

Indoor Vulnerability

Vulnerability Model	Discrete Overpressure	
Pressure Method - Building calculation	Reflected	
Pressure Method - Individual Risk	Side on	
Pressure Method - Grid population	Side on	
Overpressure for Lethality (1)	0.1	bar
Overpressure for Lethality (2)	0.3	bar
Lethality (1)	0.025	fraction
Lethality (2)	1	fraction
Lethality (1)	1	fraction
Equation Constant (1)	0.3	bar
Equation Exponent (1)	1	
Overpressure Offset (1)	0.3	bar
Impulse Offset (1)	0	N.s/m2
ProbitA	-10.46	
ProbitB	1.35	
ProbitN	1	
Number of overpressures	2.00	
Number of impulses	1.00	
Fireball (Societal Radiation Criteria Zone)	0.5	fraction
Fireball (Individual Radiation Criteria Zone)	1	fraction
Fireball (Societal Flammable Probit Zone)	0	fraction
Fireball (Individual Flammable Probit Zone)	0	fraction
Jet Fire (Societal Radiation Criteria Zone)	1	fraction
Jet Fire (Individual Radiation Criteria Zone)	1	fraction
Jet Fire (Societal Flammable Probit Zone)	0	fraction
Jet Fire (Individual Flammable Probit Zone)	0	fraction
Pool Fire (Societal Radiation Criteria Zone)	1	fraction
Pool Fire (Individual Radiation Criteria Zone)	1	fraction
Pool Fire (Societal Flammable Probit Zone)	0	fraction
Pool Fire (Individual Flammable Probit Zone)	0	fraction
Light Explosion Damage vulnerability	0.025	fraction
Heavy explosion damage vulnerability	1	fraction
Method for Radiation Vulnerability	Use Probit method	
Flash Fire Vulnerability	0.1	
Toxic Vulnerability	1	
Pool Fire Radiation Intensity Level (1)	4	kW/m2
Pool Fire Radiation Intensity Level (2)	12.5	kW/m2
Pool Fire Radiation Intensity Level (3)	37.5	kW/m2
Jet Fire Radiation Intensity Level (1)	4	kW/m2
Jet Fire Radiation Intensity Level (2)	12.5	kW/m2
Jet Fire Radiation Intensity Level (3)	37.5	kW/m2
Fire Ball Radiation Intensity Level (1)	4	kW/m2
Fire Ball Radiation Intensity Level (2)	12.5	kW/m2
Fire Ball Radiation Intensity Level (3)	37.5	kW/m2

Jet Fire Parameters

Maximum SEP for a Jet Fire	400	kW/m2
Jet Fire Averaging Time	20	s
Calculate Dose	Unselected	
Calculate Probit	Unselected	
Calculate Lethality	Unselected	

Crosswind Angle	0	deg
Correlation	DNV Recommended	
Horizontal Options	Use standard method	
Rate Modification Factor	3	
Jet Fire Maximum Exposure Duration	20	s
Emissivity Method	E and F calculated	
Intensity Levels (1)	4	kW/m2
Intensity Levels (2)	12.5	kW/m2
Intensity Levels (3)	37.5	kW/m2
Probit Levels (1)	2.73	
Probit Levels (2)	3.72	
Probit Levels (3)	7.5	
Dose Levels (1)	1.27E6	
Dose Levels (2)	5.8E6	
Dose Levels (3)	2.51E7	
Lethality Levels (1)	0.01	
Lethality Levels (2)	0.1	
Lethality Levels (3)	1	

Outdoor Vulnerability

Vulnerability Model	Discrete Overpressure	
Pressure Method - Building calculation	Reflected	
Pressure Method - Individual Risk	Side on	
Pressure Method - Grid population	Side on	
Overpressure for Lethality (1)	0.3	bar
Lethality (1)	1	fraction
Lethality (1)	1	fraction
Equation Constant (1)	0.3	bar
Equation Exponent (1)	1	
Overpressure Offset (1)	0.3	bar
Impulse Offset (1)	0	N.s/m2
ProbitA	-10.46	
ProbitB	1.35	
ProbitN	1	
Number of overpressures	1.00	
Number of impulses	1.00	
Fireball (Societal Radiation Criteria Zone)	1	fraction
Fireball (Individual Radiation Criteria Zone)	1	fraction
Fireball (Societal Flammable Probit Zone)	0.14	fraction
Fireball (Individual Flammable Probit Zone)	1	fraction
Jet Fire (Societal Radiation Criteria Zone)	1	fraction
Jet Fire (Individual Radiation Criteria Zone)	1	fraction
Jet Fire (Societal Flammable Probit Zone)	0.14	fraction
Jet Fire (Individual Flammable Probit Zone)	1	fraction
Pool Fire (Societal Radiation Criteria Zone)	1	fraction
Pool Fire (Individual Radiation Criteria Zone)	1	fraction
Pool Fire (Societal Flammable Probit Zone)	0.14	fraction
Pool Fire (Individual Flammable Probit Zone)	1	fraction
Light Explosion Damage vulnerability	0	fraction
Heavy explosion damage vulnerability	1	fraction
Method for Radiation Vulnerability	Use Probit method	
Flash Fire Vulnerability	1	
Toxic Vulnerability	1	
Pool Fire Radiation Intensity Level (1)	4	kW/m2
Pool Fire Radiation Intensity Level (2)	12.5	kW/m2

Pool Fire Radiation Intensity Level (3)	37.5	kW/m2
Jet Fire Radiation Intensity Level (1)	4	kW/m2
Jet Fire Radiation Intensity Level (2)	12.5	kW/m2
Jet Fire Radiation Intensity Level (3)	37.5	kW/m2
Fire Ball Radiation Intensity Level (1)	4	kW/m2
Fire Ball Radiation Intensity Level (2)	12.5	kW/m2
Fire Ball Radiation Intensity Level (3)	37.5	kW/m2

Pool Fire Parameters

Instantaneous releases	10	s
Continuous releases	10	s
Calculate Dose	Not selected	
Calculate Probit	Not selected	
Calculate Lethality	Not selected	
MaxExposureDuration	20	s
Radiative fraction for general fires	0.4	fraction
Intensity Levels (1)	4	kW/m2
Intensity Levels (2)	12.5	kW/m2
Intensity Levels (3)	37.5	kW/m2
Dose Levels (1)	1.27E6	
Dose Levels (2)	5.8E6	
Dose Levels (3)	2.51E7	
Probit Levels (1)	2.73	
Probit Levels (2)	3.72	
Probit Levels (3)	7.5	
Lethality Levels (1)	0.01	
Lethality Levels (2)	0.1	
Lethality Levels (3)	1	

Pool Vaporization Parameters

Toxics cut-off rate for pool evaporation	0.001	kg/s
Flammable cut-off rate for pool evaporation	0.1	kg/s
Concentration power to use in pool rate load calculation	1	
Maximum number of pool evaporation rates	10.00	
Pool minimum thickness	5	mm
Surface thermal conductivity	0.00221	kJ/m.s.degK
Surface roughness factor	2.634	
Surface thermal diffusivity	9.48E-7	m2/s
Type of Bund Surface	Concrete	
Bund Height	0	m
Bund Failure Modeling	Bund cannot fail	

Toxic Parameters

Toxics: minimum probability of death	0.001	
Toxics: height for calculation of effects	0	m
Toxics: results grid step in Y-direction	2.5	m
Toxics: results grid step in X-direction	25	m
Multi-comp. toxic calc. method	Mixture Probit	
Toxic Averaging Time - New Parameter	600	s
Probit Calculation Method	Use Probit	
Building Exchange Rate	4	/hr
Tail Time	1800	s
Indoor Calculations	Unselected	
Wind Dependent Exchange Rate	Case Specified	
Set averaging time equal to exposure time	Use a fixed averaging time	
Cut-off fraction of toxic load for exposure time calculation	0.05	fraction

Cut-off concentration for exposure time calculations	0	fraction

Weather Parameters

Atmospheric pressure	1.013	bar
Atmospheric molecular weight	28.97	
Atmospheric specific heat at constant pressure	1.004	kJ/kg.degK
Wind speed reference height	10	m
Temperature reference height	0	m
Cut-off height for wind speed profile	1	m
Wind speed profile	Power Law	
Atmospheric T and P Profile	Temp.Logarithmic; Pres.Linear	
Atmospheric Temperature	25	degC
Relative Humidity	0.7	fraction
Parameter	0.1	
Length	183.2	mm
Surface Roughness	Use Parameter	
Surface Temperature for Dispersion Calculations	9.85	degC
Surface Temperature for Pool Calculations	9.85	degC
Solar Radiation Flux	0.5	kW/m2
Building Exchange Rate	4	/hr
Tail Time	1800	s
Surface Type	3m - City centre with high and low rise buildings	
Mixing Layer Height for Pasquil Stability A	1300	m
Mixing Layer Height for Pasquil Stability A/B	1080	m
Mixing Layer Height for Pasquil Stability B	920	m
Mixing Layer Height for Pasquil Stability B/C	880	m
Mixing Layer Height for Pasquil Stability C	840	m
Mixing Layer Height for Pasquil Stability C/D	820	m
Mixing Layer Height for Pasquil Stability D	800	m
Mixing Layer Height for Pasquil Stability E	400	m
Mixing Layer Height for Pasquil Stability F	100	m
Mixing Layer Height for Pasquil Stability G	100	m

SheungShuiArea30_v1 (RunRow 2030 rush_mm

Parameters JFI

Discharge Parameters

Continuous Critical Weber number	12.5	
Instantaneous Critical Weber number	12.5	
Venting equation constant	24.82	
Relief valve safety factor	1.2	
Minimum RV diameter ratio	1	
Critical pressure greater than flow phase	0.3447	bar
Maximum release velocity	500	m/s
Minimum drop diameter allowed	0.01	um
Maximum drop diameter allowed	1E4	um
Default Liquid Fraction	1	fraction
Continuous Drop Slip factor	1	
Instantaneous Drop Slip factor	1	
Number of Time Steps	100.00	
Maximum Number of Data Points	1,000.00	
Tolerance	0.0001	
Thermal coupling to the wall	No modelling of heat transfer	
Use Bernoulli for forced -phase liq-liq discharge	Use compressible flow eqn	
Capping of pipe flow rates	Use leak scenario cap, disallow flashing	
Velocity capping method	FixedVelocity	
Droplet Method - continuous only	Modified CCPS	
Thermodynamic Option for Gas Pipellines	Non-ideal Gas	
Excess Flow Valve velocity head losses	0	
Non-Return Valve velocity head losses	0	
Shut-Off Valve velocity head losses	0	
Frequency of bends in long pipes	0	/m
Frequency of couplings in long pipes	0	/m
Frequency of junctions in long pipes	0	/m
Line length	10	m
Pipe roughness	0.0457	mm
Air changes	3	/hr
Elevation	1	m
Atmospheric Expansion Method	Closest to Initial Conditions	
Tank Roof Failure Model Effects	Instantaneous effects	
Frequency of Excess Flow Valves	0	/m
Frequency of Non-Return Valves	0	/m
Frequency of Shut-Off Valves	0	/m
Mechanism for forcing droplet breakup - Inst.	Use flashing correlation	
Mechanism for forcing droplet breakup - Cont	Do not force correlation	
Flashing in the orifice	No flashing in the orifice	
Handling of droplets	Not Trapped	
Indoor mass modification factor	3	
Vacuum Relief Valve	Operating	
Vacuum Relief Valve Set Point	0	bar

Dispersion Parameters

Expansion zone length/source diameter ratio	0.01	
Near Field Passive Entrainment Parameter	1	
Jet Model	Morton et.al.	
Jet entrainment coefficient alpha1	0.17	
Jet entrainment coefficient alpha2	0.35	

Drag coefficient between plume and air	0	
Dense cloud parameter gamma - continuous	0	
Dense cloud parameter gamma - instant	0.3	
Dense cloud parameter K - continuous	1.15	
Dense cloud parameter K - instantaneous	1.15	
Modeling of instantaneous expansion	Standard Method	
Maximum Cloud/Ambient Velocity Difference	0.1	
Maximum Cloud/Ambient Density Difference	0.015	
Maximum Non-passive entrainment fraction	0.3	
Maximum Richardson number	15	
Distance multiple for full passive entrainment	2	
Core Averaging Time	18.75	s
Ratio instantaneous/continuous sigma-y	1	
Ratio instantaneous/continuous sigma-z	1	
Droplet evaporation thermodynamics model	No Rainout, Equilibrium	
Ratio Droplet/ expansion velocity for inst. release	0.8	
Expansion energy cutoff for droplet angle	0.69	kJ/kg
Coefficient of Initial Rainout	0	
Flag to reset rainout position	Do not reset rainout position	
Richardson Number for passive transition above pool	0.015	
Pool Vaporization entrainment parameter	1.5	
Richardson number criterion for cloud lift-off	-20	
Flag for Heat/Water vapor transfer	Heat and Water	
Surface over which the dispersion occurs	Land	
Minimum temperature allowed	-262.1	degC
Maximum temperature allowed	626.9	degC
Minimum release velocity for cont. release	0.1	m/s
Minimum Continuous Release Height	0	m
Maximum distance for dispersion	5E4	m
Maximum height for dispersion	1000	m
Minimum cloud depth	0.02	m
Treatment of top mixing layer	Constrained	
Model In Use	Best Estimate	
Lee Length	Calculate	
Lee Half-Width	Calculate	
Lee Height	Calculate	
K-Factor	Calculate	
Switch Distance	Calculate	
Maximum Initial Step Size	10	m
Minimum Number of Steps per Zone	5.00	
Factor for Step Increase	1.2	
Maximum Number of Output Steps	1,000.00	
Flag for finite duration correction	QI without Duration Adjustment	
Quasi-instantaneous transition parameter	0.8	
Relative tolerance for dispersion calculations	0.001	
Relative tolerance for droplet calculations	0.001	
Initial integration step size - Instantaneous	0.01	s
Initial integration step size - Continuous	0.01	m
Maximum integration step size - Instantaneous	100	s
Maximum integration step size - Continuous	100	m
Criterion for halting dispersion model	Risk based	
Impingement Option	Use Velocity Modification Factor	
Impinged velocity limit	500	m/s
Impinged Velocity Factor	0.25	
Dispersion Model to use	Version 2 model	

Fixed step size - Instantaneous	0.01	s
Fixed step size - Continuous	0.1	m
Number of fixed size output steps	20.00	
Multiplier for output step sizes	1.2	

Event Tree Probabilities

Probability of a BLEVE	0	fraction
Probability of a Pool Fire	0	fraction
Toxic Probability	0	fraction
Continuous no Rainout Immediate Ignition	1	fraction
Continuous no Rainout Long Duration Horizontal Fraction	1	fraction
Continuous no Rainout Long Duration Horizontal Jet Fire	1	fraction
Continuous no Rainout Long Duration Vertical Jet Fire	1	fraction
Continuous no Rainout Short Duration Fraction	0	fraction
Continuous no Rainout Short Duration BLEVE	0	fraction
Continuous no Rainout Short Duration Flash Fire	0	fraction
Continuous no Rainout Short Duration Explosion	0	fraction
Continuous no Rainout Delayed Ignition Flash Fire	0	fraction
Continuous no Rainout Delayed Ignition Explosion	0	fraction
Continuous with Rainout Immediate Ignition	0.05	fraction
Continuous with Rainout Long Duration Horizontal Fraction	0.6	fraction
Continuous with Rainout Long Duration Horizontal Jet Fire	0	fraction
Continuous with Rainout Long Duration Horizontal Pool Fire	0	fraction
Continuous with Rainout Long Duration Horizontal Jet Fire with Pool Fire	1	fraction
Continuous with Rainout Long Duration Vertical Pool Fire	0	fraction
Continuous with Rainout Long Duration Vertical Jet Fire	0	fraction
Continuous with Rainout Short Duration Fraction	1	fraction
Continuous with Rainout Long Duration Vertical Jet Fire with Pool Fire	1	fraction
Continuous with Rainout Short Duration BLEVE with Pool Fire	1	fraction
Continuous with Rainout Short Duration BLEVE alone	0	fraction
Continuous with Rainout Short Duration Flash Fire with Pool Fire	0	fraction
Continuous with Rainout Short Duration Flash Fire Alone	0	fraction
Continuous with Rainout Short Duration Explosion with Pool Fire	0	fraction
Continuous with Rainout Short Duration Explosion Alone	0	fraction
Continuous with Rainout Short Duration Pool Fire	0	fraction
Continuous with Rainout Residual Pool Fire	0.15	fraction
Continuous with Rainout Delayed Ignition Flash Fire	0	fraction
Continuous with Rainout Delayed Ignition Explosion	0.4	fraction
Instantaneous no Rainout Immediate Ignition	1	fraction
Instantaneous no Rainout BLEVE	0	fraction
Instantaneous no Rainout Immediate Flash Fire	0	fraction
Instantaneous no Rainout Immediate Explosion	0	fraction
Instantaneous no Rainout Delayed Ignition Flash Fire	0	fraction
Instantaneous no Rainout Delayed Ignition Explosion	0	fraction
Instantaneous with Rainout Immediate Ignition	0.9	fraction
Instantaneous with Rainout BLEVE with Pool Fire	1	fraction
Instantaneous with Rainout BLEVE Alone	0	fraction
Instantaneous with Rainout Immediate Flash Fire with Pool Fire	0	fraction
Instantaneous with Rainout Immediate Flash Fire Alone	0	fraction
Instantaneous with Rainout Immediate Explosion with Pool Fire	0	fraction
Instantaneous with Rainout Immediate Explosion Alone	0	fraction
Instantaneous with Rainout Immediate Pool Fire Alone	0	fraction
Instantaneous with Rainout Residual Pool Fire	0.15	fraction
Instantaneous with Rainout Delayed Ignition Flash Fire	0	fraction
Instantaneous with Rainout Delayed Ignition Explosion	0.4	fraction

Immediate Ignition	0.1	fraction
Explosion Given Ignition	0.5	fraction
Long Duration Jet Fire	0.5	fraction
Short Duration Any Ignition of Cloud	0.5	fraction
Short Duration Ignition of Cloud with Pool Fire	0	fraction
Long Duration Horizontal Jet Fire with Pool	0	fraction
Long Duration Vertical Jet Fire with Pool	0	fraction
Short Duration Fraction for Effects	0	fraction
Short Duration BLEVE not Flash Fire	0.5	fraction
Volume based explosion probabilities	No	
FlamespeedLowMedium	0.45	m/s
FlamespeedMediumHigh	0.75	m/s
Obstructed Cloud Volume (1)	200	m3
Obstructed Cloud Volume (2)	3000	m3
Obstructed Cloud Volume (3)	6000	m3
Low Flame Speed Probability (1)	0	fraction
Low Flame Speed Probability (2)	0.3	fraction
Low Flame Speed Probability (3)	0.6	fraction
Medium Flame Speed Probability (1)	0.3	fraction
Medium Flame Speed Probability (2)	0.6	fraction
Medium Flame Speed Probability (3)	0.9	fraction
High Flame Speed Probability (1)	0.6	fraction
High Flame Speed Probability (2)	0.9	fraction
High Flame Speed Probability (3)	1	fraction

Explosion Parameters

Over Pressure Level 1	0.02068	bar
Over Pressure Level 2	0.1379	bar
Over Pressure Level 3	0.2068	bar
Explosion Location Criterion	Cloud Front (LFL Fraction)	
Minimum explosive mass	0	kg
Minimum Explosion Energy	5E6	kJ
Explosion Efficiency	0.1	fraction
Coefficient for zone of heavy damage	0.03	
Coefficient for zone of light damage	0.06	
Explosion efficiency	10	%
Air or Ground burst	Air burst	
Explosion Mass Modification Factor	3	
Use of mass modification factor	Early and late explosions	

Fireball and BLEVE Blast Parameters

Maximum surface emissive power	400	kW/m2
Radiation Dose for Fireball risk calculations	5.784E6	
Calculate Dose	Unselected	
Calculate Probit	Unselected	
Calculate Lethality	Unselected	
TNO model flame temperature	1727	degC
Mass Modification Factor	3	
Calculation method for fireball	DNV Recommended	
Fireball Maximum Exposure Duration	20	s
Intensity Levels (1)	4	kW/m2
Intensity Levels (2)	12.5	kW/m2
Intensity Levels (3)	37.5	kW/m2
Probit Levels (1)	2.73	
Probit Levels (2)	3.72	

Probit Levels (3)	7.5	
Dose Levels (1)	1.27E6	
Dose Levels (2)	5.8E6	
Dose Levels (3)	2.51E7	
Lethality Levels (1)	0.01	
Lethality Levels (2)	0.1	
Lethality Levels (3)	1	
Ground Reflection	Ground Burst	
Ideal Gas Modeling	Model as real gas	
Minimum Distance	0	m
Number of Distance Points	100.00	
Ground Reflection	Ground Burst	
Ideal Gas Modeling	Model as real gas	
Minimum Distance	0	m
Number of Distance Points	100.00	
Ground Reflection	Ground Burst	
Ideal Gas Modeling	Model as real gas	
Minimum Distance	0	m
Number of Distance Points	100.00	

Flammable Parameters

Height for calculation of flammable effects	0	m
Flammable result grid step in X-direction	10	m
LFL fraction to finish	0.8	
Angle of inclination	0	deg
Observer direction	Variable	
Flammable mass calculation method	Mass between LFL and UFL	
Flammable Base averaging time	18.75	s
Radiation level for Jet/Pool Fire Risk	35	kW/m2
Cut Off fraction for cloud volume	0.001	fraction
UFL Multiple for immediate ignition	1	
Cut Off Time for Short Continuous Releases	20	s
Observer type radiation modelling flag	Planar	
Probit A Value	-36.38	
Probit B Value	2.56	
Probit N Value	1.333	
Height for reports	Centreline Height	
Angle of orientation	0	deg
Relative tolerance for radiation calculations	0.01	fraction
Number of Lethality Ellipses	5.00	
Ellipse linear spacing variable	Probit	
Minimum Probability Of Death	0.01	fraction
Number of radiation/distance points in linked radiation calculations	50.00	
Method for fitting ellipse to flash fire shape	ChiSq method	
Absolute tolerance for linked radiation calcs	1e-010	
Solar radiation	Exclude from calculations	
For time-varying releases	Don't Model Short Duration Effects	
Match fireball duration and mass released	No	

General Parameters

Maximum release duration	3600	s
Height for concentration output	0	m
Rotation	0	deg
Lower Elevation	0	m
Multicomponent aerosol behaviour	Single aerosol modelling	

General Risk Parameters

Use Free Field Modelling	No Free Field	
Distance to Site Boundary	0	m
Late Pool Fire	Exclude Effects	
Minimum Case Frequency	1e-012	/AvgeYear
Minimum Event Probability	1e-012	
Population Omega Factor	0.000168	
Maximum Number of Subsquares across Ellipse	10.00	
Maximum Number of Subdivisions per Square	5.00	
Factor for Toxic F-N Spread	2	
Grid Sizing	Calculated	
Grid Bounds Minimum X	-1000	m
Grid Bounds Maximum X	1000	m
Grid Bounds Minimum Y	-1000	m
Grid Bounds Maximum Y	1000	m
Grid Calculation Method	Number of cells	
Grid cell size	10	m
Maximum number of cells	40,000.00	
Aversion Index	1.2	
Indoor Population Omega Factor	0	
Number of wind subdivisions per sector	1.00	
Method for handling Indoor/Outdoor risk	Indoor and outdoor risk calculations	
Inter-ellipse interpolation method	Weighted	
Method option	Normal dispersion	
Cylinder height over radius ratio	3	
Building damage method	Worst point	
Reflection method	Calculated Angle	
Number of X steps per view	11.00	
Minimum X step	0.1	m
Number of time steps - continuous clouds	5.00	
Between Cloud Views	Minimise Gaps	
Pressure exceedance curves	Calculate	
Elevation of Floor or Ceiling	0	m
Concentration method for filling	Stoichiometric	
Minimum probability of death for explosions	0.001	
Minimum Pressure Filter	0.01	bar
Separation specification	Use Ratio	
Critical Separation Ratio	0.5	
Cloud Shape of Area Integration	Elliptical	
Explosion efficiency method	100% efficiency	
Explosion Type Calculation Method	Polynomial Curve-Fit Equations	
Number of Blast Curve Discretization Points	30,000.00	
Maximum No. effect points along transect	2.00	
Low to medium criterion	0.006	
Medium to high criterion	0.08	
Options available	Volume Averaged	
Method option:	Ground reflection	
Reflection factor	1	
Unconfined Explosion Strength	2	
Explosion Efficiency	1	fraction
Flammable Mass Calculation Type	Area Weighted Mass Integral	
Minimum Explosion Energy	0	kJ
Maximum number of time steps	100.00	
Number of timesteps - time varying clouds	10.00	
Active Shut Down	No Shut Down	

Fraction of Population Indoors for Societal Risk	0.9	fraction
Fraction of Population Indoors for Individual Risk	0	fraction

Indoor Vulnerability

Vulnerability Model	Discrete Overpressure	
Pressure Method - Building calculation	Reflected	
Pressure Method - Individual Risk	Side on	
Pressure Method - Grid population	Side on	
Overpressure for Lethality (1)	0.1	bar
Overpressure for Lethality (2)	0.3	bar
Lethality (1)	0.025	fraction
Lethality (2)	1	fraction
Lethality (1)	1	fraction
Equation Constant (1)	0.3	bar
Equation Exponent (1)	1	
Overpressure Offset (1)	0.3	bar
Impulse Offset (1)	0	N.s/m2
ProbitA	-10.46	
ProbitB	1.35	
ProbitN	1	
Number of overpressures	2.00	
Number of impulses	1.00	
Fireball (Societal Radiation Criteria Zone)	0.5	fraction
Fireball (Individual Radiation Criteria Zone)	1	fraction
Fireball (Societal Flammable Probit Zone)	0	fraction
Fireball (Individual Flammable Probit Zone)	0	fraction
Jet Fire (Societal Radiation Criteria Zone)	1	fraction
Jet Fire (Individual Radiation Criteria Zone)	1	fraction
Jet Fire (Societal Flammable Probit Zone)	0	fraction
Jet Fire (Individual Flammable Probit Zone)	0	fraction
Pool Fire (Societal Radiation Criteria Zone)	1	fraction
Pool Fire (Individual Radiation Criteria Zone)	1	fraction
Pool Fire (Societal Flammable Probit Zone)	0	fraction
Pool Fire (Individual Flammable Probit Zone)	0	fraction
Light Explosion Damage vulnerability	0.025	fraction
Heavy explosion damage vulnerability	1	fraction
Method for Radiation Vulnerability	Use Probit method	
Flash Fire Vulnerability	0.1	
Toxic Vulnerability	1	
Pool Fire Radiation Intensity Level (1)	4	kW/m2
Pool Fire Radiation Intensity Level (2)	12.5	kW/m2
Pool Fire Radiation Intensity Level (3)	37.5	kW/m2
Jet Fire Radiation Intensity Level (1)	4	kW/m2
Jet Fire Radiation Intensity Level (2)	12.5	kW/m2
Jet Fire Radiation Intensity Level (3)	37.5	kW/m2
Fire Ball Radiation Intensity Level (1)	4	kW/m2
Fire Ball Radiation Intensity Level (2)	12.5	kW/m2
Fire Ball Radiation Intensity Level (3)	37.5	kW/m2

Jet Fire Parameters

Maximum SEP for a Jet Fire	400	kW/m2
Jet Fire Averaging Time	20	s
Calculate Dose	Unselected	
Calculate Probit	Unselected	
Calculate Lethality	Unselected	

Crosswind Angle	0	deg
Correlation	DNV Recommended	
Horizontal Options	Use standard method	
Rate Modification Factor	3	
Jet Fire Maximum Exposure Duration	20	s
Emissivity Method	E and F calculated	
Intensity Levels (1)	4	kW/m2
Intensity Levels (2)	12.5	kW/m2
Intensity Levels (3)	37.5	kW/m2
Probit Levels (1)	2.73	
Probit Levels (2)	3.72	
Probit Levels (3)	7.5	
Dose Levels (1)	1.27E6	
Dose Levels (2)	5.8E6	
Dose Levels (3)	2.51E7	
Lethality Levels (1)	0.01	
Lethality Levels (2)	0.1	
Lethality Levels (3)	1	

Outdoor Vulnerability

Vulnerability Model	Discrete Overpressure	
Pressure Method - Building calculation	Reflected	
Pressure Method - Individual Risk	Side on	
Pressure Method - Grid population	Side on	
Overpressure for Lethality (1)	0.3	bar
Lethality (1)	1	fraction
Lethality (1)	1	fraction
Equation Constant (1)	0.3	bar
Equation Exponent (1)	1	
Overpressure Offset (1)	0.3	bar
Impulse Offset (1)	0	N.s/m2
ProbitA	-10.46	
ProbitB	1.35	
ProbitN	1	
Number of overpressures	1.00	
Number of impulses	1.00	
Fireball (Societal Radiation Criteria Zone)	1	fraction
Fireball (Individual Radiation Criteria Zone)	1	fraction
Fireball (Societal Flammable Probit Zone)	0.14	fraction
Fireball (Individual Flammable Probit Zone)	1	fraction
Jet Fire (Societal Radiation Criteria Zone)	1	fraction
Jet Fire (Individual Radiation Criteria Zone)	1	fraction
Jet Fire (Societal Flammable Probit Zone)	0.14	fraction
Jet Fire (Individual Flammable Probit Zone)	1	fraction
Pool Fire (Societal Radiation Criteria Zone)	1	fraction
Pool Fire (Individual Radiation Criteria Zone)	1	fraction
Pool Fire (Societal Flammable Probit Zone)	0.14	fraction
Pool Fire (Individual Flammable Probit Zone)	1	fraction
Light Explosion Damage vulnerability	0	fraction
Heavy explosion damage vulnerability	1	fraction
Method for Radiation Vulnerability	Use Probit method	
Flash Fire Vulnerability	1	
Toxic Vulnerability	1	
Pool Fire Radiation Intensity Level (1)	4	kW/m2
Pool Fire Radiation Intensity Level (2)	12.5	kW/m2

Pool Fire Radiation Intensity Level (3)	37.5	kW/m2
Jet Fire Radiation Intensity Level (1)	4	kW/m2
Jet Fire Radiation Intensity Level (2)	12.5	kW/m2
Jet Fire Radiation Intensity Level (3)	37.5	kW/m2
Fire Ball Radiation Intensity Level (1)	4	kW/m2
Fire Ball Radiation Intensity Level (2)	12.5	kW/m2
Fire Ball Radiation Intensity Level (3)	37.5	kW/m2

Pool Fire Parameters

Instantaneous releases	10	s
Continuous releases	10	s
Calculate Dose	Not selected	
Calculate Probit	Not selected	
Calculate Lethality	Not selected	
MaxExposureDuration	20	s
Radiative fraction for general fires	0.4	fraction
Intensity Levels (1)	4	kW/m2
Intensity Levels (2)	12.5	kW/m2
Intensity Levels (3)	37.5	kW/m2
Dose Levels (1)	1.27E6	
Dose Levels (2)	5.8E6	
Dose Levels (3)	2.51E7	
Probit Levels (1)	2.73	
Probit Levels (2)	3.72	
Probit Levels (3)	7.5	
Lethality Levels (1)	0.01	
Lethality Levels (2)	0.1	
Lethality Levels (3)	1	

Pool Vaporization Parameters

Toxics cut-off rate for pool evaporation	0.001	kg/s
Flammable cut-off rate for pool evaporation	0.1	kg/s
Concentration power to use in pool rate load calculation	1	
Maximum number of pool evaporation rates	10.00	
Pool minimum thickness	5	mm
Surface thermal conductivity	0.00221	kJ/m.s.degK
Surface roughness factor	2.634	
Surface thermal diffusivity	9.48E-7	m2/s
Type of Bund Surface	Concrete	
Bund Height	0	m
Bund Failure Modeling	Bund cannot fail	

Toxic Parameters

Toxics: minimum probability of death	0.001	
Toxics: height for calculation of effects	0	m
Toxics: results grid step in Y-direction	2.5	m
Toxics: results grid step in X-direction	25	m
Multi-comp. toxic calc. method	Mixture Probit	
Toxic Averaging Time - New Parameter	600	s
Probit Calculation Method	Use Probit	
Building Exchange Rate	4	/hr
Tail Time	1800	s
Indoor Calculations	Unselected	
Wind Dependent Exchange Rate	Case Specified	
Set averaging time equal to exposure time	Use a fixed averaging time	
Cut-off fraction of toxic load for exposure time calculation	0.05	fraction

Cut-off concentration for exposure time calculations	0	fraction

Weather Parameters

Atmospheric pressure	1.013	bar
Atmospheric molecular weight	28.97	
Atmospheric specific heat at constant pressure	1.004	kJ/kg.degK
Wind speed reference height	10	m
Temperature reference height	0	m
Cut-off height for wind speed profile	1	m
Wind speed profile	Power Law	
Atmospheric T and P Profile	Temp.Logarithmic; Pres.Linear	
Atmospheric Temperature	25	degC
Relative Humidity	0.7	fraction
Parameter	0.1	
Length	183.2	mm
Surface Roughness	Use Parameter	
Surface Temperature for Dispersion Calculations	9.85	degC
Surface Temperature for Pool Calculations	9.85	degC
Solar Radiation Flux	0.5	kW/m2
Building Exchange Rate	4	/hr
Tail Time	1800	s
Surface Type	3m - City centre with high and low rise buildings	
Mixing Layer Height for Pasquil Stability A	1300	m
Mixing Layer Height for Pasquil Stability A/B	1080	m
Mixing Layer Height for Pasquil Stability B	920	m
Mixing Layer Height for Pasquil Stability B/C	880	m
Mixing Layer Height for Pasquil Stability C	840	m
Mixing Layer Height for Pasquil Stability C/D	820	m
Mixing Layer Height for Pasquil Stability D	800	m
Mixing Layer Height for Pasquil Stability E	400	m
Mixing Layer Height for Pasquil Stability F	100	m
Mixing Layer Height for Pasquil Stability G	100	m

SheungShuiArea30 v1 (RunRow 2030 rush mm

Parameters FF, X

Discharge Parameters

Continuous Critical Weber number	12.5	
Instantaneous Critical Weber number	12.5	
Venting equation constant	24.82	
Relief valve safety factor	1.2	
Minimum RV diameter ratio	1	
Critical pressure greater than flow phase	0.3447	bar
Maximum release velocity	500	m/s
Minimum drop diameter allowed	0.01	um
Maximum drop diameter allowed	1E4	um
Default Liquid Fraction	1	fraction
Continuous Drop Slip factor	1	
Instantaneous Drop Slip factor	1	
Number of Time Steps	100.00	
Maximum Number of Data Points	1,000.00	
Tolerance	0.0001	
Thermal coupling to the wall	No modelling of heat transfer	
Use Bernoulli for forced -phase liq-liq discharge	Use compressible flow eqn	
Capping of pipe flow rates	Use leak scenario cap, disallow flashing	
Velocity capping method	FixedVelocity	
Droplet Method - continuous only	Modified CCPS	
Thermodynamic Option for Gas Pipellines	Non-ideal Gas	
Excess Flow Valve velocity head losses	0	
Non-Return Valve velocity head losses	0	
Shut-Off Valve velocity head losses	0	
Frequency of bends in long pipes	0	/m
Frequency of couplings in long pipes	0	/m
Frequency of junctions in long pipes	0	/m
Line length	10	m
Pipe roughness	0.0457	mm
Air changes	3	/hr
Elevation	1	m
Atmospheric Expansion Method	Closest to Initial Conditions	
Tank Roof Failure Model Effects	Instantaneous effects	
Frequency of Excess Flow Valves	0	/m
Frequency of Non-Return Valves	0	/m
Frequency of Shut-Off Valves	0	/m
Mechanism for forcing droplet breakup - Inst.	Use flashing correlation	
Mechanism for forcing droplet breakup - Cont	Do not force correlation	
Flashing in the orifice	No flashing in the orifice	
Handling of droplets	Not Trapped	
Indoor mass modification factor	3	
Vacuum Relief Valve	Operating	
Vacuum Relief Valve Set Point	0	bar

Dispersion Parameters

Expansion zone length/source diameter ratio	0.01	
Near Field Passive Entrainment Parameter	1	
Jet Model	Morton et.al.	
Jet entrainment coefficient alpha1	0.17	
Jet entrainment coefficient alpha2	0.35	

Drag coefficient between plume and air	0	
Dense cloud parameter gamma - continuous	0	
Dense cloud parameter gamma - instant	0.3	
Dense cloud parameter K - continuous	1.15	
Dense cloud parameter K - instantaneous	1.15	
Modeling of instantaneous expansion	Standard Method	
Maximum Cloud/Ambient Velocity Difference	0.1	
Maximum Cloud/Ambient Density Difference	0.015	
Maximum Non-passive entrainment fraction	0.3	
Maximum Richardson number	15	
Distance multiple for full passive entrainment	2	
Core Averaging Time	18.75	s
Ratio instantaneous/continuous sigma-y	1	
Ratio instantaneous/continuous sigma-z	1	
Droplet evaporation thermodynamics model	No Rainout, Equilibrium	
Ratio Droplet/ expansion velocity for inst. release	0.8	
Expansion energy cutoff for droplet angle	0.69	kJ/kg
Coefficient of Initial Rainout	0	
Flag to reset rainout position	Do not reset rainout position	
Richardson Number for passive transition above pool	0.015	
Pool Vaporization entrainment parameter	1.5	
Richardson number criterion for cloud lift-off	-20	
Flag for Heat/Water vapor transfer	Heat and Water	
Surface over which the dispersion occurs	Land	
Minimum temperature allowed	-262.1	degC
Maximum temperature allowed	626.9	degC
Minimum release velocity for cont. release	0.1	m/s
Minimum Continuous Release Height	0	m
Maximum distance for dispersion	5E4	m
Maximum height for dispersion	1000	m
Minimum cloud depth	0.02	m
Treatment of top mixing layer	Constrained	
Model In Use	Best Estimate	
Lee Length	Calculate	
Lee Half-Width	Calculate	
Lee Height	Calculate	
K-Factor	Calculate	
Switch Distance	Calculate	
Maximum Initial Step Size	10	m
Minimum Number of Steps per Zone	5.00	
Factor for Step Increase	1.2	
Maximum Number of Output Steps	1,000.00	
Flag for finite duration correction	QI without Duration Adjustment	
Quasi-instantaneous transition parameter	0.8	
Relative tolerance for dispersion calculations	0.001	
Relative tolerance for droplet calculations	0.001	
Initial integration step size - Instantaneous	0.01	s
Initial integration step size - Continuous	0.01	m
Maximum integration step size - Instantaneous	100	s
Maximum integration step size - Continuous	100	m
Criterion for halting dispersion model	Risk based	
Impingement Option	Use Velocity Modification Factor	
Impinged velocity limit	500	m/s
Impinged Velocity Factor	0.25	
Dispersion Model to use	Version 2 model	

Fixed step size - Instantaneous	0.01	s
Fixed step size - Continuous	0.1	m
Number of fixed size output steps	20.00	
Multiplier for output step sizes	1.2	

Event Tree Probabilities

Probability of a BLEVE	0	fraction
Probability of a Pool Fire	0	fraction
Toxic Probability	0	fraction
Continuous no Rainout Immediate Ignition	0	fraction
Continuous no Rainout Long Duration Horizontal Fraction	0	fraction
Continuous no Rainout Long Duration Horizontal Jet Fire	0	fraction
Continuous no Rainout Long Duration Vertical Jet Fire	0	fraction
Continuous no Rainout Short Duration Fraction	0	fraction
Continuous no Rainout Short Duration BLEVE	0	fraction
Continuous no Rainout Short Duration Flash Fire	0	fraction
Continuous no Rainout Short Duration Explosion	0	fraction
Continuous no Rainout Delayed Ignition Flash Fire	1	fraction
Continuous no Rainout Delayed Ignition Explosion	0	fraction
Continuous with Rainout Immediate Ignition	0.05	fraction
Continuous with Rainout Long Duration Horizontal Fraction	0	fraction
Continuous with Rainout Long Duration Horizontal Jet Fire	0	fraction
Continuous with Rainout Long Duration Horizontal Pool Fire	0	fraction
Continuous with Rainout Long Duration Horizontal Jet Fire with Pool Fire	0	fraction
Continuous with Rainout Long Duration Vertical Pool Fire	0	fraction
Continuous with Rainout Long Duration Vertical Jet Fire	0	fraction
Continuous with Rainout Short Duration Fraction	0	fraction
Continuous with Rainout Long Duration Vertical Jet Fire with Pool Fire	0	fraction
Continuous with Rainout Short Duration BLEVE with Pool Fire	0	fraction
Continuous with Rainout Short Duration BLEVE alone	0	fraction
Continuous with Rainout Short Duration Flash Fire with Pool Fire	0	fraction
Continuous with Rainout Short Duration Flash Fire Alone	0	fraction
Continuous with Rainout Short Duration Explosion with Pool Fire	0	fraction
Continuous with Rainout Short Duration Explosion Alone	0	fraction
Continuous with Rainout Short Duration Pool Fire	0	fraction
Continuous with Rainout Residual Pool Fire	0.15	fraction
Continuous with Rainout Delayed Ignition Flash Fire	0.6	fraction
Continuous with Rainout Delayed Ignition Explosion	0.4	fraction
Instantaneous no Rainout Immediate Ignition	0	fraction
Instantaneous no Rainout BLEVE	0	fraction
Instantaneous no Rainout Immediate Flash Fire	0	fraction
Instantaneous no Rainout Immediate Explosion	0	fraction
Instantaneous no Rainout Delayed Ignition Flash Fire	1	fraction
Instantaneous no Rainout Delayed Ignition Explosion	0	fraction
Instantaneous with Rainout Immediate Ignition	0.9	fraction
Instantaneous with Rainout BLEVE with Pool Fire	0	fraction
Instantaneous with Rainout BLEVE Alone	0	fraction
Instantaneous with Rainout Immediate Flash Fire with Pool Fire	0	fraction
Instantaneous with Rainout Immediate Flash Fire Alone	0	fraction
Instantaneous with Rainout Immediate Explosion with Pool Fire	0	fraction
Instantaneous with Rainout Immediate Explosion Alone	0	fraction
Instantaneous with Rainout Immediate Pool Fire Alone	0	fraction
Instantaneous with Rainout Residual Pool Fire	0.15	fraction
Instantaneous with Rainout Delayed Ignition Flash Fire	0.6	fraction
Instantaneous with Rainout Delayed Ignition Explosion	0.4	fraction

Immediate Ignition	0.1	fraction
Explosion Given Ignition	0.5	fraction
Long Duration Jet Fire	0.5	fraction
Short Duration Any Ignition of Cloud	0.5	fraction
Short Duration Ignition of Cloud with Pool Fire	0	fraction
Long Duration Horizontal Jet Fire with Pool	0	fraction
Long Duration Vertical Jet Fire with Pool	0	fraction
Short Duration Fraction for Effects	0	fraction
Short Duration BLEVE not Flash Fire	0.5	fraction
Volume based explosion probabilities	No	
FlamespeedLowMedium	0.45	m/s
FlamespeedMediumHigh	0.75	m/s
Obstructed Cloud Volume (1)	200	m3
Obstructed Cloud Volume (2)	3000	m3
Obstructed Cloud Volume (3)	6000	m3
Low Flame Speed Probability (1)	0	fraction
Low Flame Speed Probability (2)	0.3	fraction
Low Flame Speed Probability (3)	0.6	fraction
Medium Flame Speed Probability (1)	0.3	fraction
Medium Flame Speed Probability (2)	0.6	fraction
Medium Flame Speed Probability (3)	0.9	fraction
High Flame Speed Probability (1)	0.6	fraction
High Flame Speed Probability (2)	0.9	fraction
High Flame Speed Probability (3)	1	fraction

Explosion Parameters

Over Pressure Level 1	0.02068	bar
Over Pressure Level 2	0.1379	bar
Over Pressure Level 3	0.2068	bar
Explosion Location Criterion	Cloud Front (LFL Fraction)	
Minimum explosive mass	0	kg
Minimum Explosion Energy	5E6	kJ
Explosion Efficiency	0.1	fraction
Coefficient for zone of heavy damage	0.03	
Coefficient for zone of light damage	0.06	
Explosion efficiency	10	%
Air or Ground burst	Air burst	
Explosion Mass Modification Factor	3	
Use of mass modification factor	Early and late explosions	

Fireball and BLEVE Blast Parameters

Maximum surface emissive power	400	kW/m2
Radiation Dose for Fireball risk calculations	5.784E6	
Calculate Dose	Unselected	
Calculate Probit	Unselected	
Calculate Lethality	Unselected	
TNO model flame temperature	1727	degC
Mass Modification Factor	3	
Calculation method for fireball	DNV Recommended	
Fireball Maximum Exposure Duration	20	s
Intensity Levels (1)	4	kW/m2
Intensity Levels (2)	12.5	kW/m2
Intensity Levels (3)	37.5	kW/m2
Probit Levels (1)	2.73	
Probit Levels (2)	3.72	

Probit Levels (3)	7.5	
Dose Levels (1)	1.27E6	
Dose Levels (2)	5.8E6	
Dose Levels (3)	2.51E7	
Lethality Levels (1)	0.01	
Lethality Levels (2)	0.1	
Lethality Levels (3)	1	
Ground Reflection	Ground Burst	
Ideal Gas Modeling	Model as real gas	
Minimum Distance	0	m
Number of Distance Points	100.00	
Ground Reflection	Ground Burst	
Ideal Gas Modeling	Model as real gas	
Minimum Distance	0	m
Number of Distance Points	100.00	
Ground Reflection	Ground Burst	
Ideal Gas Modeling	Model as real gas	
Minimum Distance	0	m
Number of Distance Points	100.00	

Flammable Parameters

Height for calculation of flammable effects	0	m
Flammable result grid step in X-direction	10	m
LFL fraction to finish	0.8	
Angle of inclination	0	deg
Observer direction	Variable	
Flammable mass calculation method	Mass between LFL and UFL	
Flammable Base averaging time	18.75	s
Radiation level for Jet/Pool Fire Risk	35	kW/m2
Cut Off fraction for cloud volume	0.001	fraction
UFL Multiple for immediate ignition	1	
Cut Off Time for Short Continuous Releases	20	s
Observer type radiation modelling flag	Planar	
Probit A Value	-36.38	
Probit B Value	2.56	
Probit N Value	1.333	
Height for reports	Centreline Height	
Angle of orientation	0	deg
Relative tolerance for radiation calculations	0.01	fraction
Number of Lethality Ellipses	5.00	
Ellipse linear spacing variable	Probit	
Minimum Probability Of Death	0.01	fraction
Number of radiation/distance points in linked radiation calculations	50.00	
Method for fitting ellipse to flash fire shape	ChiSq method	
Absolute tolerance for linked radiation calcs	1e-010	
Solar radiation	Exclude from calculations	
For time-varying releases	Don't Model Short Duration Effects	
Match fireball duration and mass released	No	

General Parameters

Maximum release duration	3600	s
Height for concentration output	0	m
Rotation	0	deg
Lower Elevation	0	m
Multicomponent aerosol behaviour	Single aerosol modelling	

General Risk Parameters

Use Free Field Modelling	No Free Field	
Distance to Site Boundary	0	m
Late Pool Fire	Exclude Effects	
Minimum Case Frequency	1e-012	/AvgeYear
Minimum Event Probability	1e-012	
Population Omega Factor	0.000168	
Maximum Number of Subsquares across Ellipse	10.00	
Maximum Number of Subdivisions per Square	5.00	
Factor for Toxic F-N Spread	2	
Grid Sizing	Calculated	
Grid Bounds Minimum X	-1000	m
Grid Bounds Maximum X	1000	m
Grid Bounds Minimum Y	-1000	m
Grid Bounds Maximum Y	1000	m
Grid Calculation Method	Number of cells	
Grid cell size	10	m
Maximum number of cells	40,000.00	
Aversion Index	1.2	
Indoor Population Omega Factor	0	
Number of wind subdivisions per sector	1.00	
Method for handling Indoor/Outdoor risk	Indoor and outdoor risk calculations	
Inter-ellipse interpolation method	Weighted	
Method option	Normal dispersion	
Cylinder height over radius ratio	3	
Building damage method	Worst point	
Reflection method	Calculated Angle	
Number of X steps per view	11.00	
Minimum X step	0.1	m
Number of time steps - continuous clouds	5.00	
Between Cloud Views	Minimise Gaps	
Pressure exceedance curves	Calculate	
Elevation of Floor or Ceiling	0	m
Concentration method for filling	Stoichiometric	
Minimum probability of death for explosions	0.001	
Minimum Pressure Filter	0.01	bar
Separation specification	Use Ratio	
Critical Separation Ratio	0.5	
Cloud Shape of Area Integration	Elliptical	
Explosion efficiency method	100% efficiency	
Explosion Type Calculation Method	Polynomial Curve-Fit Equations	
Number of Blast Curve Discretization Points	30,000.00	
Maximum No. effect points along transect	2.00	
Low to medium criterion	0.006	
Medium to high criterion	0.08	
Options available	Volume Averaged	
Method option:	Ground reflection	
Reflection factor	1	
Unconfined Explosion Strength	2	
Explosion Efficiency	1	fraction
Flammable Mass Calculation Type	Area Weighted Mass Integral	
Minimum Explosion Energy	0	kJ
Maximum number of time steps	100.00	
Number of timesteps - time varying clouds	10.00	
Active Shut Down	No Shut Down	

Fraction of Population Indoors for Societal Risk	0.9	fraction
Fraction of Population Indoors for Individual Risk	0	fraction

Indoor Vulnerability

Vulnerability Model	Discrete Overpressure	
Pressure Method - Building calculation	Reflected	
Pressure Method - Individual Risk	Side on	
Pressure Method - Grid population	Side on	
Overpressure for Lethality (1)	0.1	bar
Overpressure for Lethality (2)	0.3	bar
Lethality (1)	0.025	fraction
Lethality (2)	1	fraction
Lethality (1)	1	fraction
Equation Constant (1)	0.3	bar
Equation Exponent (1)	1	
Overpressure Offset (1)	0.3	bar
Impulse Offset (1)	0	N.s/m2
ProbitA	-10.46	
ProbitB	1.35	
ProbitN	1	
Number of overpressures	2.00	
Number of impulses	1.00	
Fireball (Societal Radiation Criteria Zone)	0.5	fraction
Fireball (Individual Radiation Criteria Zone)	1	fraction
Fireball (Societal Flammable Probit Zone)	0	fraction
Fireball (Individual Flammable Probit Zone)	0	fraction
Jet Fire (Societal Radiation Criteria Zone)	1	fraction
Jet Fire (Individual Radiation Criteria Zone)	1	fraction
Jet Fire (Societal Flammable Probit Zone)	0	fraction
Jet Fire (Individual Flammable Probit Zone)	0	fraction
Pool Fire (Societal Radiation Criteria Zone)	1	fraction
Pool Fire (Individual Radiation Criteria Zone)	1	fraction
Pool Fire (Societal Flammable Probit Zone)	0	fraction
Pool Fire (Individual Flammable Probit Zone)	0	fraction
Light Explosion Damage vulnerability	0.025	fraction
Heavy explosion damage vulnerability	1	fraction
Method for Radiation Vulnerability	Use Probit method	
Flash Fire Vulnerability	0.1	
Toxic Vulnerability	1	
Pool Fire Radiation Intensity Level (1)	4	kW/m2
Pool Fire Radiation Intensity Level (2)	12.5	kW/m2
Pool Fire Radiation Intensity Level (3)	37.5	kW/m2
Jet Fire Radiation Intensity Level (1)	4	kW/m2
Jet Fire Radiation Intensity Level (2)	12.5	kW/m2
Jet Fire Radiation Intensity Level (3)	37.5	kW/m2
Fire Ball Radiation Intensity Level (1)	4	kW/m2
Fire Ball Radiation Intensity Level (2)	12.5	kW/m2
Fire Ball Radiation Intensity Level (3)	37.5	kW/m2

Jet Fire Parameters

Maximum SEP for a Jet Fire	400	kW/m2
Jet Fire Averaging Time	20	s
Calculate Dose	Unselected	
Calculate Probit	Unselected	
Calculate Lethality	Unselected	

Crosswind Angle	0	deg
Correlation	DNV Recommended	
Horizontal Options	Use standard method	
Rate Modification Factor	3	
Jet Fire Maximum Exposure Duration	20	s
Emissivity Method	E and F calculated	
Intensity Levels (1)	4	kW/m2
Intensity Levels (2)	12.5	kW/m2
Intensity Levels (3)	37.5	kW/m2
Probit Levels (1)	2.73	
Probit Levels (2)	3.72	
Probit Levels (3)	7.5	
Dose Levels (1)	1.27E6	
Dose Levels (2)	5.8E6	
Dose Levels (3)	2.51E7	
Lethality Levels (1)	0.01	
Lethality Levels (2)	0.1	
Lethality Levels (3)	1	

Outdoor Vulnerability

Vulnerability Model	Discrete Overpressure	
Pressure Method - Building calculation	Reflected	
Pressure Method - Individual Risk	Side on	
Pressure Method - Grid population	Side on	
Overpressure for Lethality (1)	0.3	bar
Lethality (1)	1	fraction
Lethality (1)	1	fraction
Equation Constant (1)	0.3	bar
Equation Exponent (1)	1	
Overpressure Offset (1)	0.3	bar
Impulse Offset (1)	0	N.s/m2
ProbitA	-10.46	
ProbitB	1.35	
ProbitN	1	
Number of overpressures	1.00	
Number of impulses	1.00	
Fireball (Societal Radiation Criteria Zone)	1	fraction
Fireball (Individual Radiation Criteria Zone)	1	fraction
Fireball (Societal Flammable Probit Zone)	0.14	fraction
Fireball (Individual Flammable Probit Zone)	1	fraction
Jet Fire (Societal Radiation Criteria Zone)	1	fraction
Jet Fire (Individual Radiation Criteria Zone)	1	fraction
Jet Fire (Societal Flammable Probit Zone)	0.14	fraction
Jet Fire (Individual Flammable Probit Zone)	1	fraction
Pool Fire (Societal Radiation Criteria Zone)	1	fraction
Pool Fire (Individual Radiation Criteria Zone)	1	fraction
Pool Fire (Societal Flammable Probit Zone)	0.14	fraction
Pool Fire (Individual Flammable Probit Zone)	1	fraction
Light Explosion Damage vulnerability	0	fraction
Heavy explosion damage vulnerability	1	fraction
Method for Radiation Vulnerability	Use Probit method	
Flash Fire Vulnerability	1	
Toxic Vulnerability	1	
Pool Fire Radiation Intensity Level (1)	4	kW/m2
Pool Fire Radiation Intensity Level (2)	12.5	kW/m2

Pool Fire Radiation Intensity Level (3)	37.5	kW/m2
Jet Fire Radiation Intensity Level (1)	4	kW/m2
Jet Fire Radiation Intensity Level (2)	12.5	kW/m2
Jet Fire Radiation Intensity Level (3)	37.5	kW/m2
Fire Ball Radiation Intensity Level (1)	4	kW/m2
Fire Ball Radiation Intensity Level (2)	12.5	kW/m2
Fire Ball Radiation Intensity Level (3)	37.5	kW/m2

Pool Fire Parameters

Instantaneous releases	10	s
Continuous releases	10	s
Calculate Dose	Not selected	
Calculate Probit	Not selected	
Calculate Lethality	Not selected	
MaxExposureDuration	20	s
Radiative fraction for general fires	0.4	fraction
Intensity Levels (1)	4	kW/m2
Intensity Levels (2)	12.5	kW/m2
Intensity Levels (3)	37.5	kW/m2
Dose Levels (1)	1.27E6	
Dose Levels (2)	5.8E6	
Dose Levels (3)	2.51E7	
Probit Levels (1)	2.73	
Probit Levels (2)	3.72	
Probit Levels (3)	7.5	
Lethality Levels (1)	0.01	
Lethality Levels (2)	0.1	
Lethality Levels (3)	1	

Pool Vaporization Parameters

Toxics cut-off rate for pool evaporation	0.001	kg/s
Flammable cut-off rate for pool evaporation	0.1	kg/s
Concentration power to use in pool rate load calculation	1	
Maximum number of pool evaporation rates	10.00	
Pool minimum thickness	5	mm
Surface thermal conductivity	0.00221	kJ/m.s.degK
Surface roughness factor	2.634	
Surface thermal diffusivity	9.48E-7	m2/s
Type of Bund Surface	Concrete	
Bund Height	0	m
Bund Failure Modeling	Bund cannot fail	

Toxic Parameters

Toxics: minimum probability of death	0.001	
Toxics: height for calculation of effects	0	m
Toxics: results grid step in Y-direction	2.5	m
Toxics: results grid step in X-direction	25	m
Multi-comp. toxic calc. method	Mixture Probit	
Toxic Averaging Time - New Parameter	600	s
Probit Calculation Method	Use Probit	
Building Exchange Rate	4	/hr
Tail Time	1800	s
Indoor Calculations	Unselected	
Wind Dependent Exchange Rate	Case Specified	
Set averaging time equal to exposure time	Use a fixed averaging time	
Cut-off fraction of toxic load for exposure time calculation	0.05	fraction

Cut-off concentration for exposure time calculations	0	fraction

Weather Parameters

Atmospheric pressure	1.013	bar
Atmospheric molecular weight	28.97	
Atmospheric specific heat at constant pressure	1.004	kJ/kg.degK
Wind speed reference height	10	m
Temperature reference height	0	m
Cut-off height for wind speed profile	1	m
Wind speed profile	Power Law	
Atmospheric T and P Profile	Temp.Logarithmic; Pres.Linear	
Atmospheric Temperature	25	degC
Relative Humidity	0.7	fraction
Parameter	0.1	
Length	183.2	mm
Surface Roughness	Use Parameter	
Surface Temperature for Dispersion Calculations	9.85	degC
Surface Temperature for Pool Calculations	9.85	degC
Solar Radiation Flux	0.5	kW/m2
Building Exchange Rate	4	/hr
Tail Time	1800	s
Surface Type	3m - City centre with high and low rise buildings	
Mixing Layer Height for Pasquil Stability A	1300	m
Mixing Layer Height for Pasquil Stability A/B	1080	m
Mixing Layer Height for Pasquil Stability B	920	m
Mixing Layer Height for Pasquil Stability B/C	880	m
Mixing Layer Height for Pasquil Stability C	840	m
Mixing Layer Height for Pasquil Stability C/D	820	m
Mixing Layer Height for Pasquil Stability D	800	m
Mixing Layer Height for Pasquil Stability E	400	m
Mixing Layer Height for Pasquil Stability F	100	m
Mixing Layer Height for Pasquil Stability G	100	m

(4)

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand groups

From: **Aidia SW CHAN/AFCD/HKSARG@AFCD** - 2020/07/22 上午 11:01

To: Ada NW WONG/HD/HKSARG@HD

Cc: Chole CU NG/AFCD/HKSARG@AFCD

Subject: Re: Fw: s16 application for Sheung Shui Areas 4&30 and Po Shek Wu Rd - Ecological Assessment

History: This message has been replied to and forwarded.

Dear Ada,

While the s.16 application should mention if there would be any ecological impact arising from the relaxation of plot ratio and building height, we consider an ecological assessment is not necessary.

Aidia

Ada NW WONG	Dear Aidia, An ecological assessment was condu...	17/07/2020 18:01:58

From: Ada NW WONG/HD/HKSARG@HD
To: Aidia SW CHAN/AFCD/HKSARG@AFCD
Cc: WY LO/HD/HKSARG@HD
Date: 17/07/2020 18:01
Subject: Re: Fw: s16 application for Sheung Shui Areas 4&30 and Po Shek Wu Rd - Ecological Assessment

Dear Aidia,

An ecological assessment was conducted for one of the three public housing sites at Sheung Shui Areas 4 & 30 and Po Shek Wu Road, Sheung Shui in 2017 (Site 1 see below) to support the rezoning of the sites (from non-residential zones to residential zones with domestic plot ratio of 6 and building height restriction at +130mPD) which was just completed in early 2020.

To optimize the utilisation of the sites, HD is preparing the s.16 planning application for minor relaxation of domestic plot ratio from 6 to 6.5 and building height restriction from 130mPD to 150mPD to accommodate an addition of about 270 flats, of which about 110 flats at Site 1.

Given the nature of the above proposed application for minor relaxation, we should be grateful for your agreement on nil requirement of ecological assessment for the proposed application as the ecological assessment endorsed for the rezoning shall suffice. Your reply **by 22.7.2020 (Wed)** would be appreciated. Thanks.

Best Regards,

Ada Wong
PO/2, HD
Tel: 2761 7427

----- Forwarded by Kerry KK LEE/HD/HKSARG on 2020/06/02 上午 09:35 -----

From: Aidia SW CHAN/AFCD/HKSARG@AFCD
To: "Bill Ho" <bhsk@aechk.hk>
Cc: "'Carol KY CHAN'" <carol.chan@housingauthority.gov.hk>, djs@aechk.hk, glpc@aechk.hk, jhtleung@pland.gov.hk, "'Kerry KK LEE'" <kerry.lee@housingauthority.gov.hk>, "'Andy KW WONG'" <kwunwah.wong@housingauthority.gov.hk>, "'Leslie KC YUEN'" <leslie.yuen@hd.gov.hk>, "'Flora SK LAI'" <shinkwan.lai@housingauthority.gov.hk>
Date: 2017/03/23 下午 05:00
Subject: Re: Agreement No. CB20160204 Consutlancy Service for Ecological Assessment for Sheung Shui Area 30 (Site 1), New Territories - 1st, 2nd & Final Draft Ecological Assessment Reports

Dear Bill,

I have no further comment on the 1st and 2nd Draft Ecological Assessment Reports, and no comment on the Final Draft Ecological Assessment Report please.

Aidia Chan
NC/N, AFCD

From: "Bill Ho" <bhsk@aechk.hk>

To: <aidia_sw_chan@afcd.gov.hk>

Cc: <jhtleung@pland.gov.hk>, <djs@aechk.hk>, <glpc@aechk.hk>, "'Flora SK LAI'" <shinkwan.lai@housingauthority.gov.hk>, "'Leslie KC YUEN'" <leslie.yuen@hd.gov.hk>, "'Andy KW WONG'" <kwunwah.wong@housingauthority.gov.hk>, "'Carol KY CHAN'" <carol.chan@housingauthority.gov.hk>, "'Kerry KK LEE'" <kerry.lee@housingauthority.gov.hk>

Date: 09/03/2017 10:37

Subject: Agreement No. CB20160204 Consutlancy Service for Ecological Assessment for Sheung Shui Area 30 (Site 1), New Territories - 1st, 2nd & Final Draft Ecological Assessment Reports

Dear Aidia,

Thank you for your comments on the 1st Draft Ecological Assessment Report (Issue 3) on 10th February and the 2nd Draft Ecological Assessment Report (Issue 1) on 17th February.

As spoken with you this morning, we now submit our responses to your comments, the revised 1st Draft Ecological Assessment Report (Issue 4), revised 2nd Draft Ecological Assessment Report (Issue 2), as well as the Final Draft Ecological Assessment Report (Issue 4) which includes the evaluation of impacts and mitigation measures for your reviews and comments. Due to the large sizes of the files, please kindly download the four files through the links of our (**aec Ltd**) Google Drive: https://drive.google.com/open?id=0B2nHQV3un7q7UDVyQWthTm1iYW8 . Please kindly let us know if you have problems gaining access to the files.

As agreed with you, it would be very helpful of you to give your comments on the Reports on or by 22nd March 2017. Thank you.

Should you have any queries or require hard copies of Reports to facilitate your review, please do not hesitate to contact us.

Regards,

Bill Ho
Ecologist

ecology
arboriculture
landscape
aec

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香港房屋委員會
Hong Kong Housing Authority

本署檔號 Our Ref. HD(P) 8/3/KLN/18 電話 Tel No. 2761 5303

來函檔號 Your Ref. 圖文傳真 Fax No. 2761 5870

27 April 2021

By Hand

Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point
Hong Kong

Dear Sir/Madam,

Section 16 Planning Application for Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Permitted Public Housing Development in "Residential (Group A)4" Zone,
Government Land in Areas 4 and 30, Sheung Shui, New Territories
(Application no. A/FSS/280)

Reference is made to the captioned Section 16 application received by the Town Planning Board on 25.3.2021 and the comments received from Planning Department dated 13.4.2021, 16.4.2021, 20.4.2021 and 26.4.2021 on the Traffic Impact Assessment, Air Ventilation Assessment, Planning Statement and Sewerage Impact Assessment. We submit herewith the table summarizing the responses to comments as well as the revised figures and relevant attachments to substantiate the application.

Should you have any queries or need further information, please contact the undersigned or Ms. Yoko Cheung at 2761 5342. Thank you.

Yours faithfully,

E. IP

(Emily IP)
for Director of Housing

Encl.

香港九龍何文田佛光街33號房屋委員會總辦事處
Housing Authority Headquarters, 33, Fat Kwong Street, Ho Man Tin, Kowloon, Hong Kong.
互聯網網址：
Internet Homepage Address: http://www.housingauthority.gov.hk

S.16 Application No. A/FSS/280

Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Permitted Public Housing Development in "Residential (Group A)4" Zone, Government Land in Areas 4 and 30, Sheung Shui, New Territories

Responses to Comments

Comments	Responses
Railway Development Office, Highways Department (13.4.2021)	
General Comments:- 1. The application site falls within the railway protection boundary of the existing East Rail Line. As the operation of the existing railway system is not under the jurisdiction of this office, the applicant should consult MTRCL with respect to operation, maintenance, safety and future construction of the existing railway network, with reference to the procedures in PNAP APP-24 and DEVB TC(W) No, 1/2019 for private and public works respectively.	Site 2 Please refer to the attached letter to MTRC dated 10/6/2020 (**Attachment 1**) "20200610 1st GBP Submission to MTRC" for our submission of GBP seeking MTRC's comment and the reply letter from MTRC dated 29/6/2020 (**Attachment 2**) "20200629_reply from MTRC for 1st GBP submission" respectively. Since that there is only a small western corner of the development within the railing protection boundary and no major works was proposed in such area, MTRC had no adverse comment for the GBP submission. The procedures in PNAP APP-24 and DEVB TC(W) No. 1/2019 will be referred and MTRC will be consulted for works within the existing railing protection zone.
Comments on Traffic Impact Assessment:- 2. Para. 7.3.1 - The applicant should make reference to the latest information on the maximum capacity of North South Corridor from the public domain and/or Subcommittee on Matters Relating to Railways of Legislative Council, and update the paragraph accordingly.	The quoted capacity in the TIA report has made reference to the latest available information from the public domain, i.e. Executive Summary of Review and Update of the Railway Development Strategy 2000 (https://www.hyd.gov.hk/en/publications_and_publicity/publications/review_and_update_railway_development_strategy_2000_es/doc/es_e.pdf).

Comments	Responses
3. Para. 7.3.2 - Please further elaborate how the additional 1,127 passengers during the critical AM peak hour can be determined. Please also provide the overall critical patronage and v/c ratio (in 4 ppsm and 6 ppsm) of the East Rail Line.	The additional 1,127 passengers are derived by 37% (i.e. adopted modal split of rail mode as stated in Para 7.3.2) x 3,046 (i.e. estimated pedestrian trips induced by the proposed developments at Sites 1 and 2 as detailed in Table 6.5). The patronage and v/c ratio of the East Rail Line should be assessed holistically under strategic study. Nevertheless, the increase in passenger demand induced by the proposed development on the future North South Corridor is no more than 1.5% of its carrying capacity. Hence, the additional passenger demand on the future North South Corridor is considered negligible.
4. Please advise whether the additional patronage from NOL contributing to the East Rail Line has been considered. A table showing the railway network assumption for the design year when conducting the traffic impact assessment may be required.	Further to responses to above item 3, the patronage and v/c ratio of the East Rail Line should be assessed holistically under strategic study. Nevertheless, the increase in passenger demand induced by the proposed development on the future North South Corridor is no more than 1.5% of its carrying capacity. Hence, the additional passenger demand on the future North South Corridor is considered negligible
<u>Urban Design and Landscape Section, Planning Department (</u>16.4.2021)	
1. Figure 40 – 43 – The consultant should show the test point IDs and demarcation of each focus area on the same figure.	Noted. Figure 43 is revised (**Attachment 3**) to show the test point IDs and demarcation of each focus area in the same figure.
2. **Summer weighted average VR contour plot** (Figure 47) – It is confusing and arbitrary to identify the air paths based on the weighted average VR contour plots. The consultant should revise the arguments and indicate the air paths where appropriate.	Noted. Figure 47 is revised (**Attachment 4**) removing the air path mark-up. In Section 6.2, "building separations" are identified, the phase "air path" are removed to avoid confusion (**Attachment 5**).

Comments	Responses
3. **S wind** (section 6.3.8) – The consultant should make sure the discussions in this section are referred to S wind but not SSE wind.	It is confirmed that the section 6.3.8 is referred only to S wind. The typo "SSE/S" are removed from all paragraphs in this section (**Attachment 6**).
<u>Urban Design and Landscape Section, Planning Department (20.4.2021)</u>	
Both Site 1 and Site 2 1. Approximate number of trees to be affected due to the proposed development and new tree planting should be provided in the application.	320 numbers of trees, including 114 numbers of dead trees (but excluding invasive tree species) were affected within Site 1 and 33 numbers of trees (excluding invasive tree species) were affected within Site 2. Approximately 87 numbers of trees will be provided within Site 1 and 74 numbers of trees will be provided within Site 2. Relevant tree felling applications were submitted and approved by Tree Preservation Committee of Housing Department.
2. Typical landscape details with major dimensions for the proposed works and planning arrangement etc. should be provided in the application to demonstrate the viability of the proposal.	Noted. Please refer to typical planter details (**attached Details 1 & 2 for Site 1 and Details 3 & 4 for Site 2**) and planting schedules for information.
3. Spot levels, vehicular and pedestrian entrances should be clearly indicated on the plans.	Noted. Please refer to the **attached revised plans** showing the spot levels, vehicular and pedestrian entrances for your information.
<u>Hong Kong Police Force (20.4.2021)</u>	
1. Proposed number of parking spaces for both motor vehicle and bicycle may not be sufficient to meet with the demand of residents.	The motor vehicle parking provision is in accordance with the standard under HKPSG, which has been agreed with TD, while the bicycle parking provision has been agreed with TD.
2. There is an anticipated growth of traffic flow in light of the Fanling North Development in the vicinity and the adjacent industrial buildings.	New Development Area in Fanling North and the developments in the adjacent industrial buildings have been considered in the traffic forecast. Please refer to para 4.2.2 and 4.2.3 of the TIA report.

Comments	Responses
<u>Drainage Services Department (26.4.2021)</u>	
1. We have no comment on the subject submission from public drainage / sewerage operation and maintenance point of view but the following for your note: - Sewerage Impact Assessment (SIA) Section 4.1.6 – To our understanding, the required upgrading works (i.e. section of the proposed manhole WS02-FMH002 and existing manhole FMH1004850 and section of FMH1004850 and FMH1004853 to be enlarged to 375mm dia. and 450mm dia. respectively) will be carried out by the applicant (not CE49/2018(CE)). Please indicate it in the section for sake of clarity.	Noted. Section 4.1.6 and Drawing no. WS02/SIA/005 have been revised accordingly.

- End -

香港房屋委員會
Hong Kong Housing Authority

Our Ref. : HD(AR) MTRC/1029/S2

Tel. No. : 2129 3236

Fax No. : 2129 3480 Date : 10 June 2020

Messrs. Railway Protection & Land Survey Section,
Fo Tan Railway House,
No. 9, Lok King Street
Fo Tan, New Territories
Hong Kong.

Attn: To whom it may concern

Dear Sir/ Madam,

Public Housing Development at Sheung Shui Areas 4 and 30 Site 2, Phase 1 & 2
General Building Plan Submission

With reference to the captioned development, one set of General Building Plans are enclosed for your comment (drawing numbers refer to the attached drawing list).

2. Owing to the tight housing program of the project, grateful if you could advise us your comments, if any, on the attached drawings by 10 July 2020.

3. Should you have any query or require any further information, please contact the undersigned at 2129 3236.

(Gigi AU)
Architect/78
For Director of Housing

Encl.
c.c.
DLN (Attn. Arthur AU) (by email only)
SE/99, BSE/C10, CE/T234, GE/13 (w/o)
File via A/78, STO(A)/48 w/A3 drawings

Drawing No.	Rev.	Drawing Title
NR14/2/SITE/A/ICU101		SITE LOCATION PLAN, GENERAL NOTES AND F.S. NOTES
NR14/2/SITE/A/ICU102	#	LIFT SCHEDULE
NR14/2/SITE/A/ICU103	#	MODIFICATION TABLE
NR14/2/SITE/A/ICU104	#	GENERAL CALCULATION
NR14/2/SITE/A/ICU105	#	SITE COVERAGE CALCULATION
NR14/2/SITE/A/ICU106	#	GROUND FLOOR PLAN
NR14/2/SITE/A/ICU107	#	FIRST FLOOR PLAN
NR14/2/SITE/A/ICU108	#	SECOND FLOOR PLAN
NR14/2/SITE/A/ICU109	#	THIRD FLOOR PLAN
NR14/2/SITE/A/ICU110	#	TYPICAL BLOCK PLAN
NR14/2/SITE/A/ICU111	#	MASTER LAYOUT PLAN
NR14/2/SITE/A/ICU112	#	SITE ELEVATION 1
NR14/2/SITE/A/ICU113	#	SITE ELEVATION 2
NR14/2/SITE/A/ICU114	#	SITE SECTION 1
NR14/2/SITE/A/ICU115	#	SITE SECTION 2
NR14/2/SITE/A/ICU116	#	OPEN SPACE CALCULATION
NR14/2/SITE/A/ICU117	#	DOMESTIC BLOCK EXIT ROUTE DEMONSTRATIONS
NR14/2/SITE/A/ICU118	#	SITE LOCATION AND BOUNDARY SETTING OUT PLAN
NR14/2/SITE/A/ICU201	#	SITE EVA LAYOUT PLAN FOR PUBLIC VEHICLE PARK
NR14/2/SITE/A/ICU202	#	SITE EVA LAYOUT PLAN FOR PODIUM
NR14/2/SITE/A/ICU203	#	SITE EVA LAYOUT PLAN FOR TOWERS
NR14/2/SITE/A/ICU204	#	MAJOR FAÇADE FACING EVA AND CALCULATION
NR14/2/SITE/A/ICU301	#	LIST OF G.F.A. CONCESSIONS CALCULATION 1 (BLOCK 1)
NR14/2/SITE/A/ICU302	#	LIST OF G.F.A. CONCESSIONS CALCULATION 2 (BLOCK 2)
NR14/2/SITE/A/ICU303	#	LIST OF G.F.A. CONCESSIONS CALCULATION 3 (BLOCK 3)
NR14/2/SITE/A/ICU304	#	LIST OF G.F.A. CONCESSIONS CALCULATION 4 (PUBLIC VEHICLE PARK)
NR14/2/SITE/A/ICU305	#	LIST OF G.F.A. CONCESSIONS CALCULATION (FOR DOMESTIC)
NR14/2/SITE/A/ICU306	#	LIST OF G.F.A. CONCESSIONS CALCULATION (FOR NON-DOMESTIC)
NR14/2/SITE/A/ICU401	#	SCHEDULE
NR14/2/SITE/A/ICU402	#	G/F, 1/F, 2/F & 3/F G.F.A. & LIST OF G.F.A. CONCESSIONS CALCULATIONS
NR14/2/SITE/A/ICU403	#	G/F, 1/F, & 2/F U.F.A. & U.F.S. CALCULATION
NR14/2/SITE/A/ICU404	#	COMPARTMENTATION
NR14/2/BL1/A/ICU101	#	BLOCK 1 - GROUND FLOOR PLAN
NR14/2/BL1/A/ICU102	#	BLOCK 1 - FIRST FLOOR PLAN
NR14/2/BL1/A/ICU103	#	BLOCK 1 - SECOND FLOOR PLAN
NR14/2/BL1/A/ICU104	#	BLOCK 1 - THIRD FLOOR PLAN
NR14/2/BL1/A/ICU105	#	BLOCK 1 - TYPICAL FLOOR PLAN (4/F TO 39/F)
NR14/2/BL1/A/ICU106	#	BLOCK 1 - MAIN ROOF PLAN
NR14/2/BL1/A/ICU107	#	BLOCK 1 - ELEVATION 1 & 2
NR14/2/BL1/A/ICU201	#	BLOCK 1 - ELEVATION 3 & 4
NR14/2/BL1/A/ICU202	#	BLOCK 1 - SECTION 1 & 2
NR14/2/BL1/A/ICU401	#	BLOCK 1 - SCHEDULE
NR14/2/BL1/A/ICU402	#	BLOCK 1 - G.F.A. CALCULATION 1
NR14/2/BL1/A/ICU403	#	BLOCK 1 - G.F.A. CALCULATION 2
NR14/2/BL1/A/ICU404	#	BLOCK 1 - G.F.A. CALCULATION 3

Drawing No.	Rev.	Drawing Title
NR14/2/BL1/A/ICU405	#	BLOCK 1 - U.F.A. & U.F.S. CALCULATION
NR14/2/BL1/A/ICU406	#	BLOCK 1 - WINDOW AREA CALCULATION FOR TYPICAL LOBBY
NR14/2/BL2/A/ICU101	#	BLOCK 2 - GROUND FLOOR PLAN
NR14/2/BL2/A/ICU102	#	BLOCK 2 - FIRST FLOOR PLAN
NR14/2/BL2/A/ICU103	#	BLOCK 2 - SECOND FLOOR PLAN
NR14/2/BL2/A/ICU104	#	BLOCK 2 - THIRD FLOOR PLAN
NR14/2/BL2/A/ICU105	#	BLOCK 2 - TYPICAL FLOOR PLAN (4/F TO 39/F)
NR14/2/BL2/A/ICU106	#	BLOCK 2 - MAIN ROOF PLAN
NR14/2/BL2/A/ICU107	#	BLOCK 2 - LIFT MACHINE ROOM PLAN, EMERGENCY GENERATOR ROOM PLAN & TOP ROOF PLAN
NR14/2/BL2/A/ICU201	#	BLOCK 2 - ELEVATION 1 & 2
NR14/2/BL2/A/ICU202	#	BLOCK 2 - ELEVATION 3 & 4
NR14/2/BL2/A/ICU301	#	BLOCK 2 - SECTION 1 & 2
NR14/2/BL2/A/ICU401	#	BLOCK 2 - SCHEDULE
NR14/2/BL2/A/ICU402	#	BLOCK 2 - G.F.A. CALCULATION 1
NR14/2/BL2/A/ICU403	#	BLOCK 2 - G.F.A. CALCULATION 2
NR14/2/BL2/A/ICU404	#	BLOCK 2 - U.F.A. & U.F.S. CALCULATION
NR14/2/BL2/A/ICU405	#	BLOCK 2 - WINDOW AREA CALCULATION FOR TYPICAL LOBBY
NR14/2/BL3/A/ICU101	#	BLOCK 3 - GROUND FLOOR PLAN
NR14/2/BL3/A/ICU102	#	BLOCK 3 - FIRST FLOOR PLAN
NR14/2/BL3/A/ICU103	#	BLOCK 3 - SECOND FLOOR PLAN
NR14/2/BL3/A/ICU104	#	BLOCK 3 - THIRD FLOOR PLAN
NR14/2/BL3/A/ICU105	#	BLOCK 3 - TYPICAL FLOOR PLAN (4/F TO 39/F)
NR14/2/BL3/A/ICU106	#	BLOCK 3 - MAIN ROOF PLAN
NR14/2/BL3/A/ICU107	#	BLOCK 3 - LIFT MACHINE ROOM PLAN, EMERGENCY GENERATOR ROOM PLAN & TOP ROOF PLAN
NR14/2/BL3/A/ICU201	#	BLOCK 3 - ELEVATION 1 & 2
NR14/2/BL3/A/ICU202	#	BLOCK 3 - ELEVATION 3 & 4
NR14/2/BL3/A/ICU301	#	BLOCK 3 - SECTION 1 & 2
NR14/2/BL3/A/ICU401	#	BLOCK 3 - SCHEDULE
NR14/2/BL3/A/ICU402	#	BLOCK 3 - G.F.A. CALCULATION 1
NR14/2/BL3/A/ICU403	#	BLOCK 3 - G.F.A. CALCULATION 2
NR14/2/BL3/A/ICU404	#	BLOCK 3 - U.F.A. & U.F.S. CALCULATION
NR14/2/BL3/A/ICU405	#	BLOCK 3 - WINDOW AREA CALCULATION FOR TYPICAL LOBBY
NR14/2/CAL/A/ICU201	#	PRESCRIBED WINDOW FOR DOMESTIC BLOCKS
NR14/2/CAL/A/ICU202	#	PRESCRIBED WINDOW PLANE - CAL
NR14/2/CAL/A/ICU301	#	MODULAR FLAT TYPE (SHEET 1)
NR14/2/CAL/A/ICU302	#	MODULAR FLAT TYPE (SHEET 2)
NR14/2/CAL/A/ICU303	#	MODULAR FLAT TYPE (SHEET 3)
NR14/2/CAL/A/ICU401	#	SITE COVERAGE GREENARY AREA
NR14/2/CAL/A/ICU402	#	DIAGRAM OF COMPLIANCE TO S.B.D. GUIDELINES FOR BUILDING SETBACK (S.B.D. ASSESSMENT)
NR14/2/CAL/A/ICU403	#	DIAGRAM OF COMPLIANCE TO S.B.D. GUIDELINES FOR CONTINUOUS PROJECT FAÇADE LENGTH (LP) OF BUILDINGS (S.B.D. ASSESSMENT)
NR14/2/CAL/A/ICU404	#	DIAGRAM OF COMPLIANCE TO S.B.D. GUIDELINES FOR ASSESSMENT PLANS FOR

Drawing No.	Rev.	Drawing Title
		PERMEABILITY (P) OF BUILDINGS (LOW ZONE) (SHEET 1) (S.B.D. ASSESSMENT)
NR14/2/CAL/A/ICU405	#	DIAGRAM OF COMPLIANCE TO S.B.D. GUIDELINES FOR ASSESSMENT PLANS FOR PERMEABILITY (P) OF BUILDINGS (LOW ZONE) (SHEET 2) (S.B.D. ASSESSMENT)
NR14/2/CAL/A/ICU406	#	DIAGRAM OF COMPLIANCE TO S.B.D. GUIDELINES FOR ASSESSMENT PLANS FOR PERMEABILITY (P) OF BUILDINGS (MIDDLE ZONE) (SHEET 1) (S.B.D. ASSESSMENT)
NR14/2/CAL/A/ICU407	#	DIAGRAM OF COMPLIANCE TO S.B.D. GUIDELINES FOR ASSESSMENT PLANS FOR PERMEABILITY (P) OF BUILDINGS (MIDDLE ZONE) (SHEET 2) (S.B.D. ASSESSMENT)
NR14/2/CAL/A/ICU408	#	DIAGRAM OF COMPLIANCE TO S.B.D. GUIDELINES FOR ASSESSMENT PLANS FOR PERMEABILITY (P) OF BUILDINGS (HIGH ZONE) (SHEET 1) (S.B.D. ASSESSMENT)
NR14/2/CAL/A/ICU409	#	DIAGRAM OF COMPLIANCE TO S.B.D. GUIDELINES FOR ASSESSMENT PLANS FOR PERMEABILITY (P) OF BUILDINGS (HIGH ZONE) (SHEET 2) (S.B.D. ASSESSMENT)
NR14/2/CAL/A/ICU410	#	DIAGRAM OF COMPLIANCE TO S.B.D. GUIDELINES FOR ASSESSMENT ELEVATIONAL PROJECTION FOR PERMEABILITY (P) OF BUILDINGS (SHEET 1) (S.B.D. ASSESSMENT)
NR14/2/CAL/A/ICU411	#	DIAGRAM OF COMPLIANCE TO S.B.D. GUIDELINES FOR ASSESSMENT ELEVATIONAL PROJECTION FOR PERMEABILITY (P) OF BUILDINGS (SHEET 2) (S.B.D. ASSESSMENT)
NR14/2/CAL/A/ICU501	#	A-1a FLAT - CALCULATION
NR14/2/CAL/A/ICU502	#	B-2 FLAT - CALCULATION
NR14/2/CAL/A/ICU503	#	B-2y FLAT - CALCULATION
NR14/2/CAL/A/ICU504	#	B-5 FLAT - CALCULATION
NR14/2/CAL/A/ICU505	#	C-1a FLAT - CALCULATION
NR14/2/CAL/A/ICU506	#	C-1ay FLAT - CALCULATION
NR14/2/CAL/A/ICU507	#	C-1b FLAT - CALCULATION
NR14/2/CAL/A/ICU508	#	C-1by FLAT - CALCULATION
NR14/2/CAL/A/ICU509	#	C-3 FLAT - CALCULATION
NR14/2/CAL/A/ICU510	#	C-8by FLAT - CALCULATION
NR14/2/CAL/A/ICU511	#	D-3 FLAT - CALCULATION
NR14/2/CAL/A/ICU512	#	PRECAST FAÇADE TYPE P8 (TYPE A-1a FLAT)
NR14/2/CAL/A/ICU513	#	PRECAST FAÇADE TYPE P3 (TYPE B-2 & B-2y FLAT)
NR14/2/CAL/A/ICU514	#	PRECAST FAÇADE TYPE P7 (TYPE B-5 FLAT)
NR14/2/CAL/A/ICU515	#	PRECAST FAÇADE TYPE P6 (TYPE C-1a, C-1ay, C-1b & C-1by FLAT)
NR14/2/CAL/A/ICU516	#	PRECAST FAÇADE TYPE P1 (TYPE C-8by FLAT)
NR14/1/PVP/A/ICU101	#	PUBLIC VEHICLE PARK - GROUND FLOOR PLAN
NR14/1/PVP/A/ICU102	#	PUBLIC VEHICLE PARK - LEVEL M FLOOR PLAN
NR14/1/PVP/A/ICU103	#	PUBLIC VEHICLE PARK - LEVEL 1 FLOOR PLAN
NR14/1/PVP/A/ICU104	#	PUBLIC VEHICLE PARK - LEVEL 2 TO LEVEL 5 FLOOR PLAN
NR14/1/PVP/A/ICU105	#	PUBLIC VEHICLE PARK - LEVEL 6 TO LEVEL 7 FLOOR PLAN
NR14/1/PVP/A/ICU106	#	PUBLIC VEHICLE PARK - LEVEL 8A AND LOWER ROOF PLAN
NR14/1/PVP/A/ICU107	#	PUBLIC VEHICLE PARK - UPPER ROOF PLAN
NR14/1/PVP/A/ICU201	#	PUBLIC VEHICLE PARK - ELEVATIONS
NR14/1/PVP/A/ICU301	#	PUBLIC VEHICLE PARK - SECTIONS
NR14/1/PVP/A/ICU401	#	PUBLIC VEHICLE PARK - SCHEDULE

Drawing issued with no revision

MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk

Hong Kong Housing Authority
Housing Authority Headquarters
33 Fat Kwong Street
Ho Man Tin
Kowloon, Hong Kong
Attention: Mr. Gigi Au, Architect/78

Your ref: HD(AR) MTRC/1029/S2

Our ref: O/RAP/SHS/1000-026

29 June 2020
By post

Dear Madam,

Public Housing Development at Sheung Shui Areas 4 and 30 Site 2 Phase 1 and 2
General Building Plan Submission

We refer to your letter dated 10 June 2020 regarding the captioned submission. We note that only a small western corner of the development fall within our railway protection boundary and also no major works was proposed in such railway protection area. Hence, we have no adverse comments on the captioned submission from railway protection point of view.

Should you have any queries, please contact our Mr. Matthew Cheng at 9850 0359 or the undersigned at 2688 1379.

Yours faithfully,

Kenneth W. H. Tan
for Railway Protection & Land Survey Manager
KT/MC
Enclosure: nil

MTR Headquarters Building, Telford Plaza, Kowloon Bay,
Kowloon, Hong Kong. GPO Box 9916, Hong Kong.
Tel (852) 2993 2111 Fax (852) 2798 8822

香港九龍灣德福廣場港鐵總部大樓
香港郵政總局信箱9916號
電話 (852) 2993 2111 傳真 (852) 2798 8822

MIX
Paper from responsible sources
FSC™ C123738

22. Footpath 3

15. Open Carpark 2

21. Footpath 2

6. Ka Fu Close

14. Open Carpark 1

3. Choi Fat Street

2. Choi Yuen Road

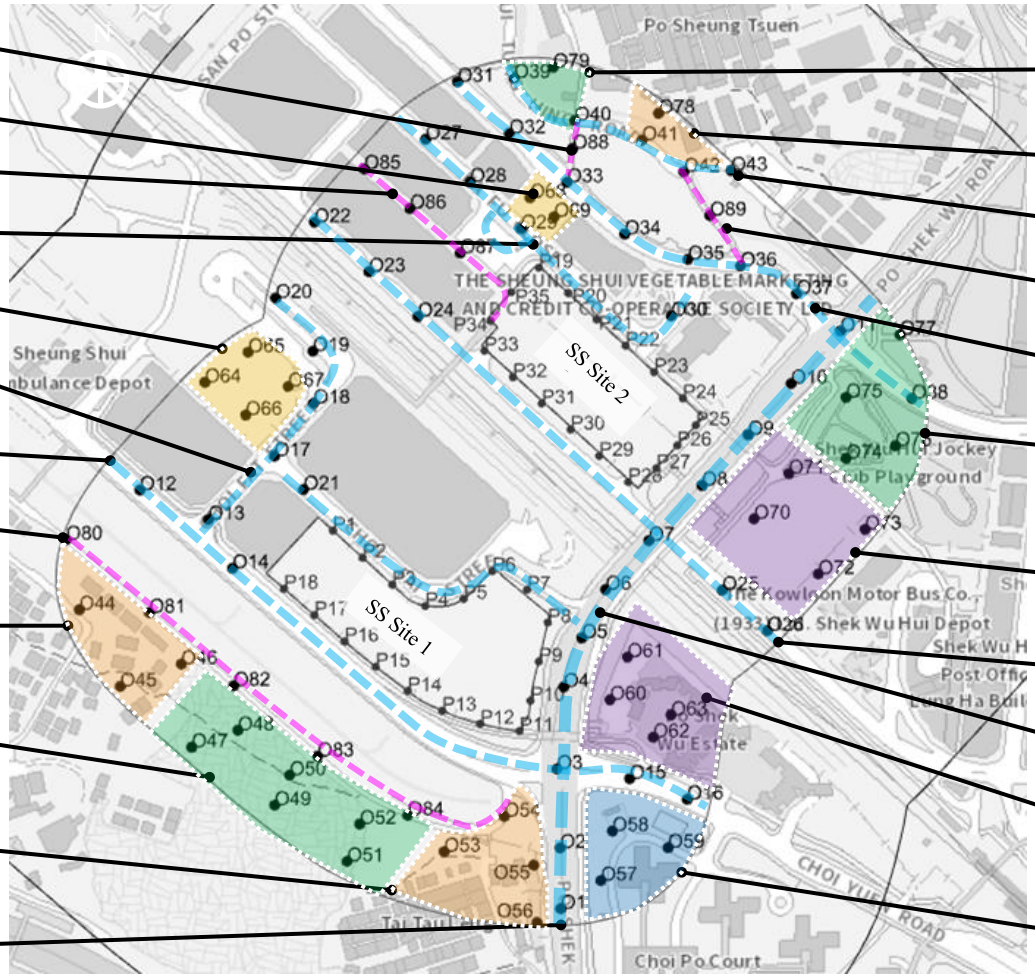
20. Footpath 1

9. Hak Ka Wai Village & Tsung Pak Long

10. Farmland

11. Tai Tau Leng

1. Po Shek Wu Road



19. Sheung Shui Heung Sitting-Out Area No. 9

18.Po Sheung Tsuen

8. Sheung Shui Tung Hing Road

23. Footpath 4

7. Po Wan Road

17. Shek Wu Hui Jockey Club Playground

16. PSWR Site

5. San Wan Road

4. Choi Fai Street

13. Po Shek Wu Estate

12. Choi Po Court

Figure 43 Location of Focus Areas outside the Application Site

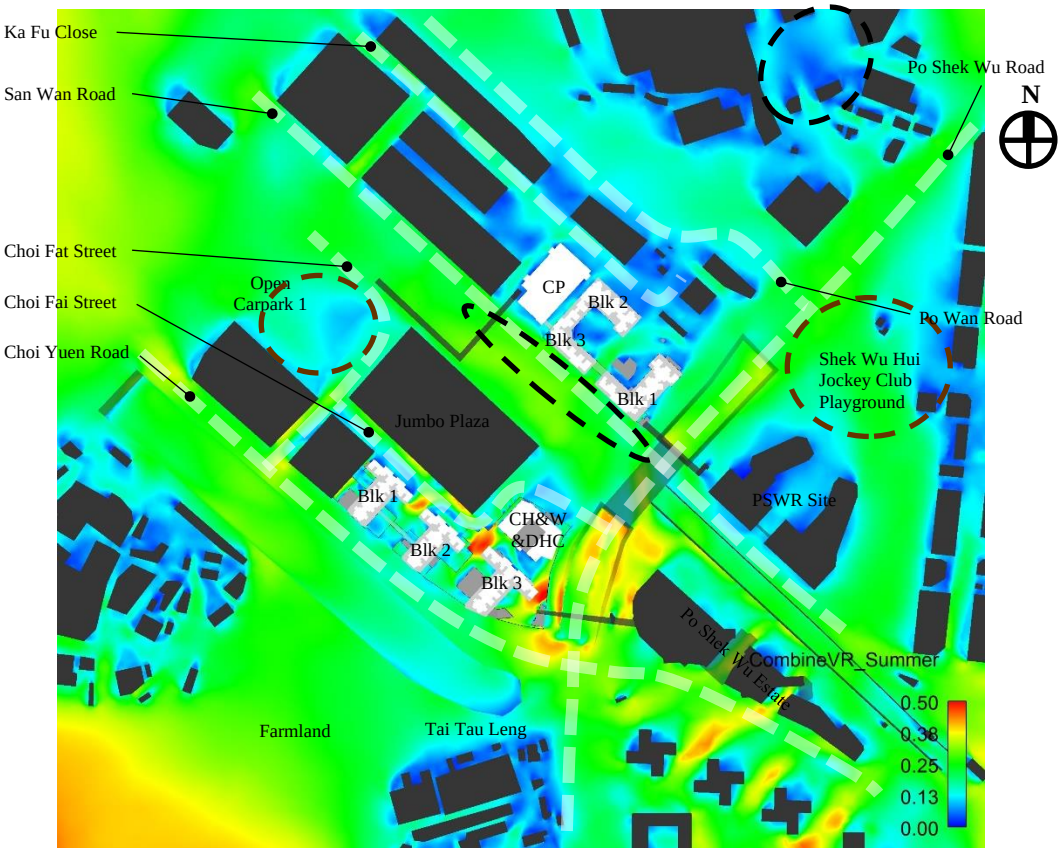


Figure 46 Contour Plot for Summer Weighted Average VR for Baseline Scheme

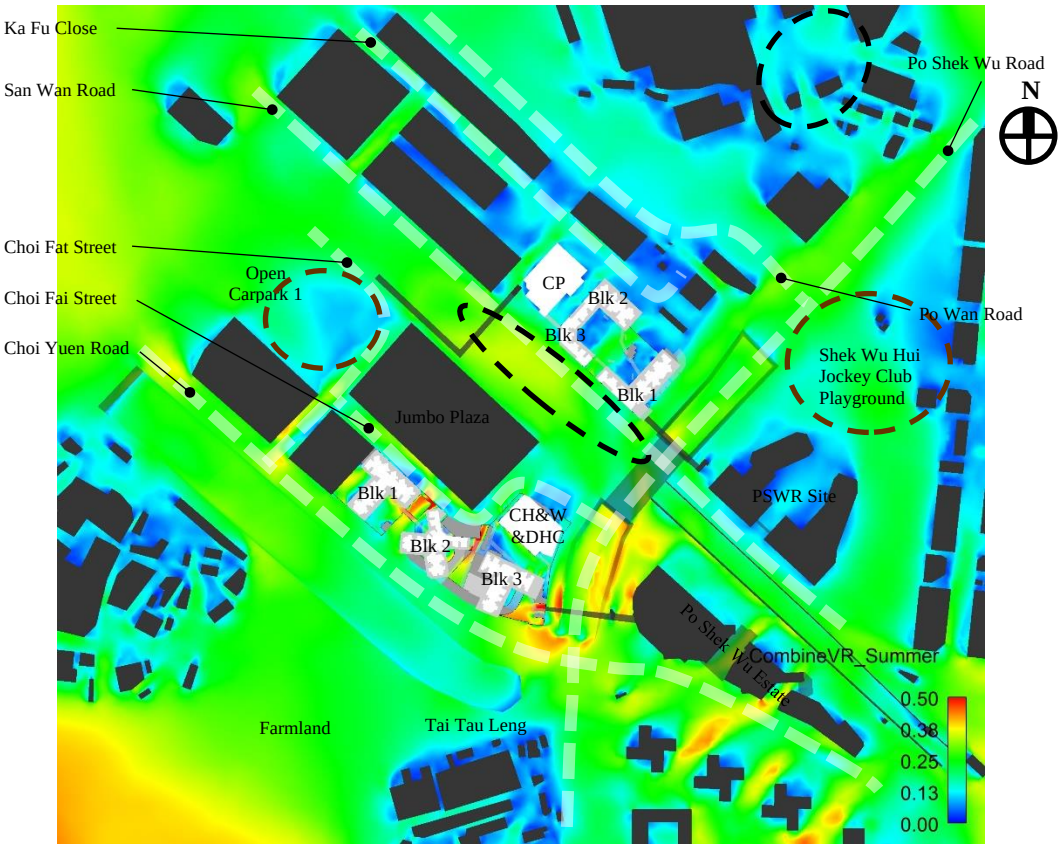


Figure 47 Contour Plot for Summer Weighted Average VR for Proposed Scheme

6.2 Summer Weighted Average

The contour plots of summer weighted VR for the Baseline Scheme and Proposed Scheme are shown Figure 46 and Figure 47.

Majority of the summer prevailing winds comes from the south-western quadrant, the wide-open farmland at the upwind location of the Development allow more wind to reach SS Site 1 and SS Site 2. The provided 15m building separations in SS Site 1 and SS Site 2 align with the south-western prevailing winds. The widened building separation (15m) between Block 3 and Carpark of SS Site 2 in the Proposed Scheme further increase the wind permeability, and the wind performance of the Proposed Scheme is slightly better than that of the Baseline Scheme under annual condition. The most observable difference is found at the San Wan Road and Sheung Shui Wai (**black** circle).

The more permeable podium of SS Site 1 would also be effective to allow summer prevailing winds to channel from the farmland towards the downwind areas, such as San Wan Road and SS Site 2. When the prevailing wind arrives SS Site 2, the provided ground and podium floor empty bays further widened the building separation in the Proposed Scheme, which would promote more wind penetration across the SS Site 2 Development to reach downwind area, such as Sheung Shui Wai. Thus, an overall higher VR would be observed in San Wan Road and Sheung Shui Wai in the Proposed Scheme.

On the other hand, under Baseline Scheme with less wind enhancement features, the Development would have lower wind permeability. A portion of the prevailing wind is likely to be diverted by SS Site 2, then travel towards Open Carpark 1, Po Shek Wu Road and further towards Shek Wu Hui Jockey Club Playground instead. Thus, slightly higher VR would be observed near Open Carpark 1 and Shek Wu Hui Jockey Club Playground in Baseline Scheme (brown circle).

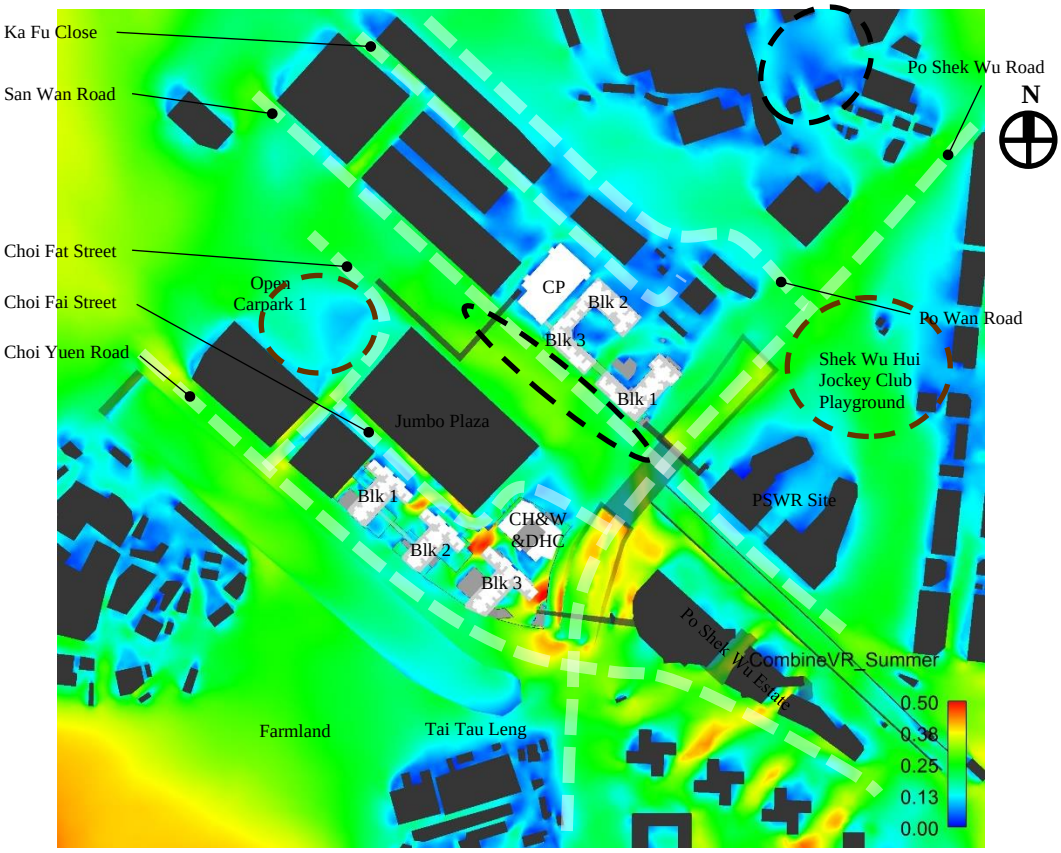


Figure 46 Contour Plot for Summer Weighted Average VR for Baseline Scheme

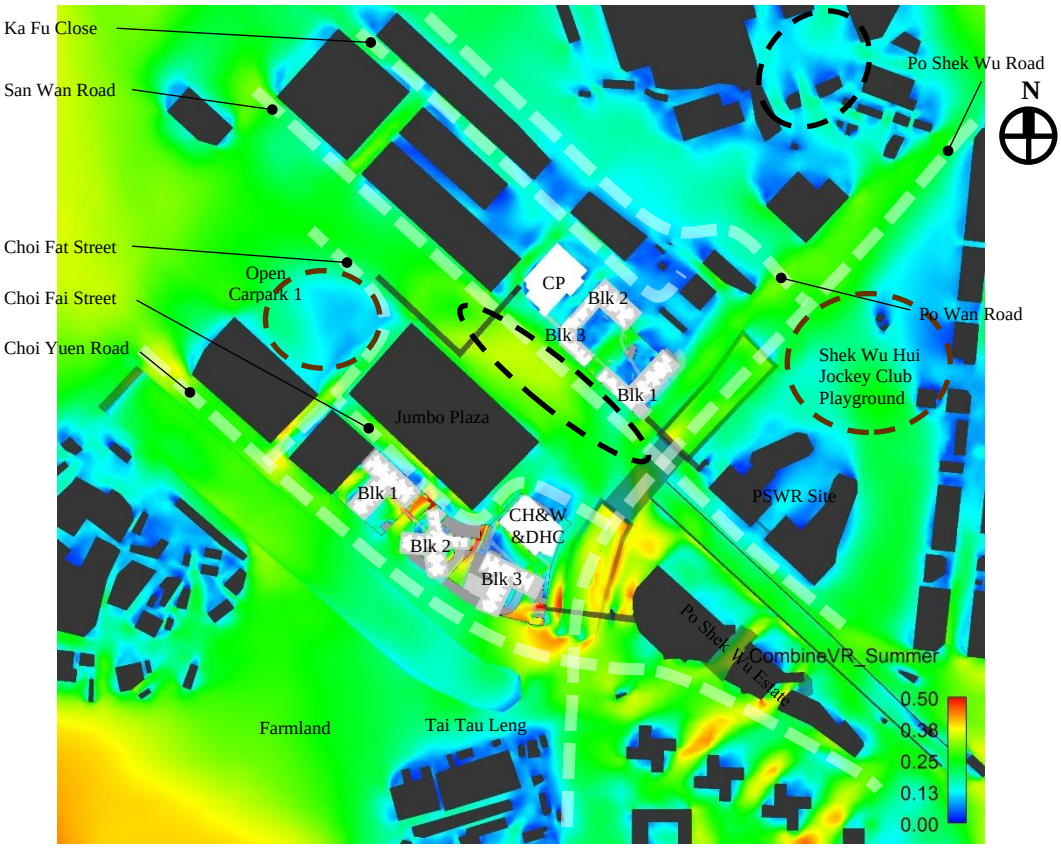


Figure 47 Contour Plot for Summer Weighted Average VR for Proposed Scheme

6.3.8 S Wind Direction

Under S wind, the incoming wind would be slightly diverted by the low-rise village clusters Tai Tau Leng to the south of the Development. A portion of the S wind would be diverted towards the open Farmland and then reach Choi Yuen Road and southwest boundary of the SS Site 1 Development (grey arrow). The incoming wind would penetrate through the reserved air paths and permeable PTI in SS Site 1 and reach Choi Fai Street.

Another portion of incoming S wind would stream along Po Shek Wu Road and reach SS Site 2. The Jumbo Plaza would block some of the wind from reaching SS Site 2. The southwest façade of SS Site 2 would downwash and divert the wind towards San Wan Road. Slightly better wind environment is observed there (brown circle). The two reserved air paths allow the S wind to penetrate through the SS Site 2 Development and re-join the stream at Po Shek Wu Road. As the Open Carpark 2 and East portion of Po Wan Road are located at the leeward area of SS Site 2, slightly calm wind environment is observed in these areas (**black** circle).

Baseline Scheme

As the incoming S wind reach SS Site 1, the permeable PTI and the building separations between building blocks in Baseline Scheme allow wind to penetrate through the Development and reach Choi Fai Street.

At SS Site 2, the empty bays provided on ground floor and podium floor in Baseline Scheme allow wind penetration across the Development. The provided building separation in SS Site 2 also allows good wind penetration and allow wind to re-join Po Shek Wu Road.

Proposed Scheme

The two reserved ~ 15m building separations and the wider air paths (24 - 34m) provided at podium level in the SS Site 1 Proposed Scheme creates higher wind permeability. Thus, the S prevailing wind can more effectively penetrate through SS Site 1 (pink arrow) to reach SS Site 2, then more prevailing wind could be downwashed towards San Wan Road (brown circle) comparing to Baseline Scheme.

At SS Site 2, the larger building separation of ~ 15m between Carpark Block and Block 2 and wider wind entrance (24 - 27m) at ground and podium levels allow more wind to penetrate through the Development (purple arrow) and divert to Open Carpark 2 and Eastern part of Po Wan Road (**black** circle). The wind shadow effect at these areas is mitigated.

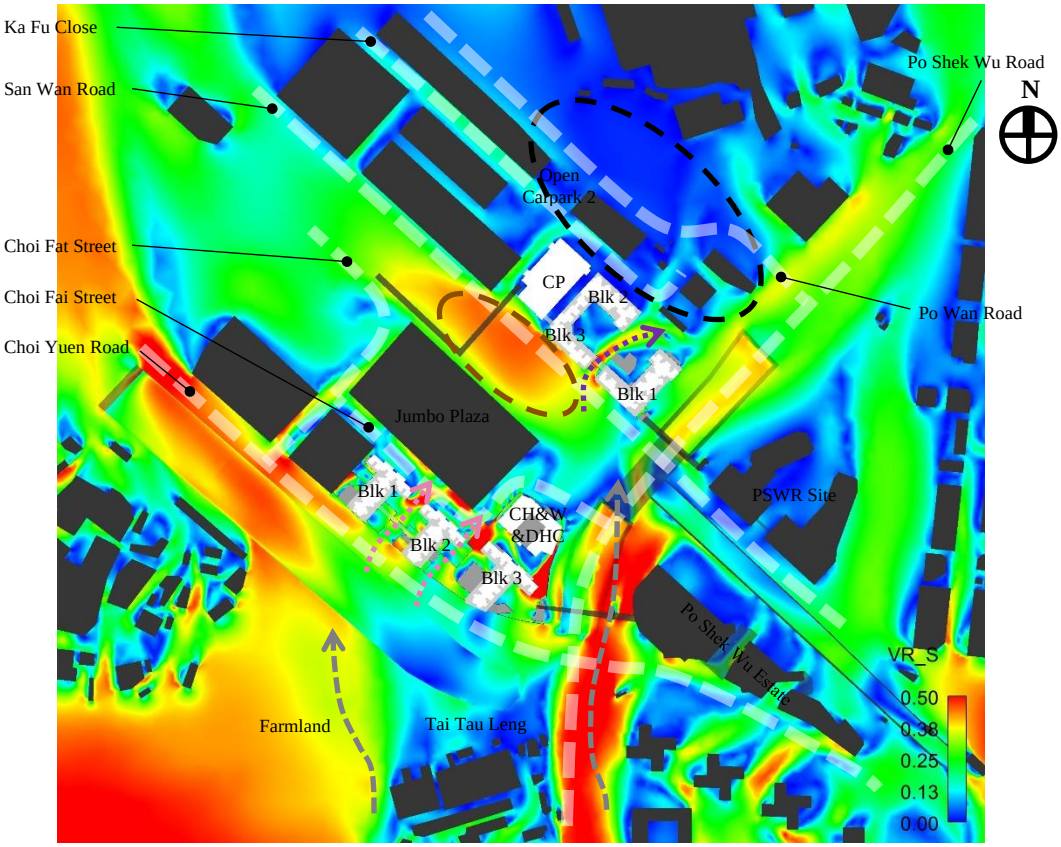


Figure 62 Contour Plot of VR for Baseline Scheme under S Wind

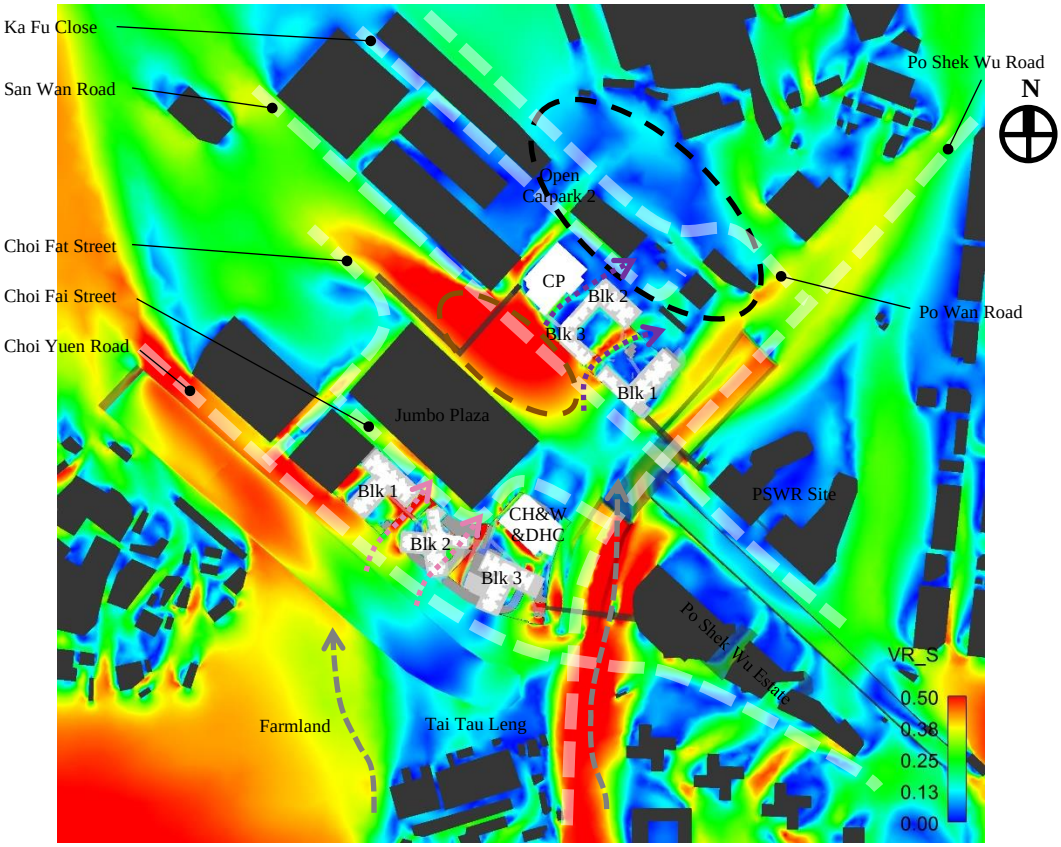
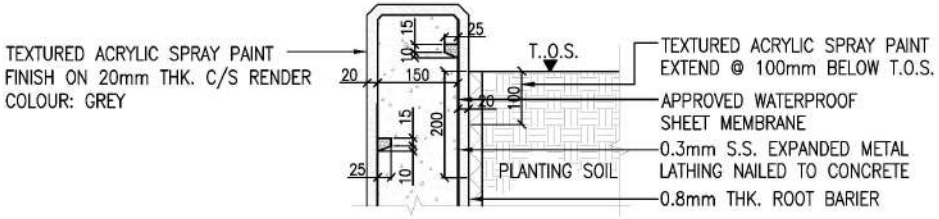
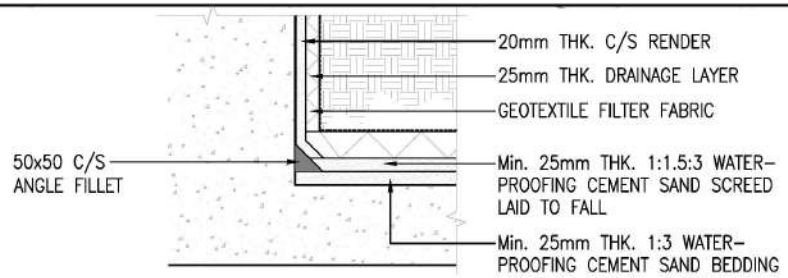


Figure 63 Contour Plot of VR for Proposed Scheme under S Wind



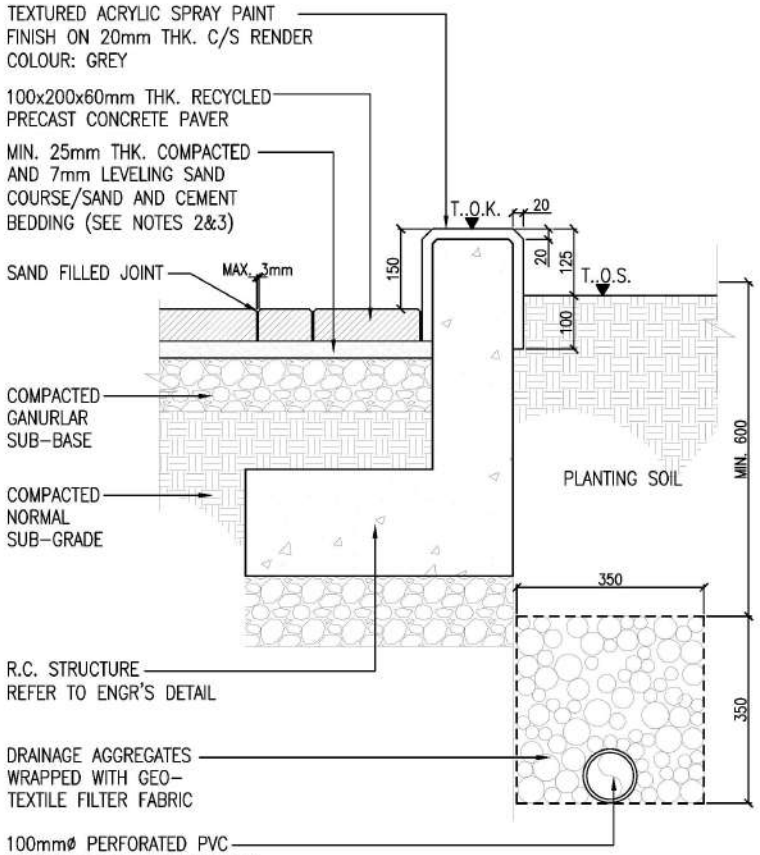
C TYPICAL WALL PLANTER DETAIL 1
SPOT DETAIL SCALE 1:10



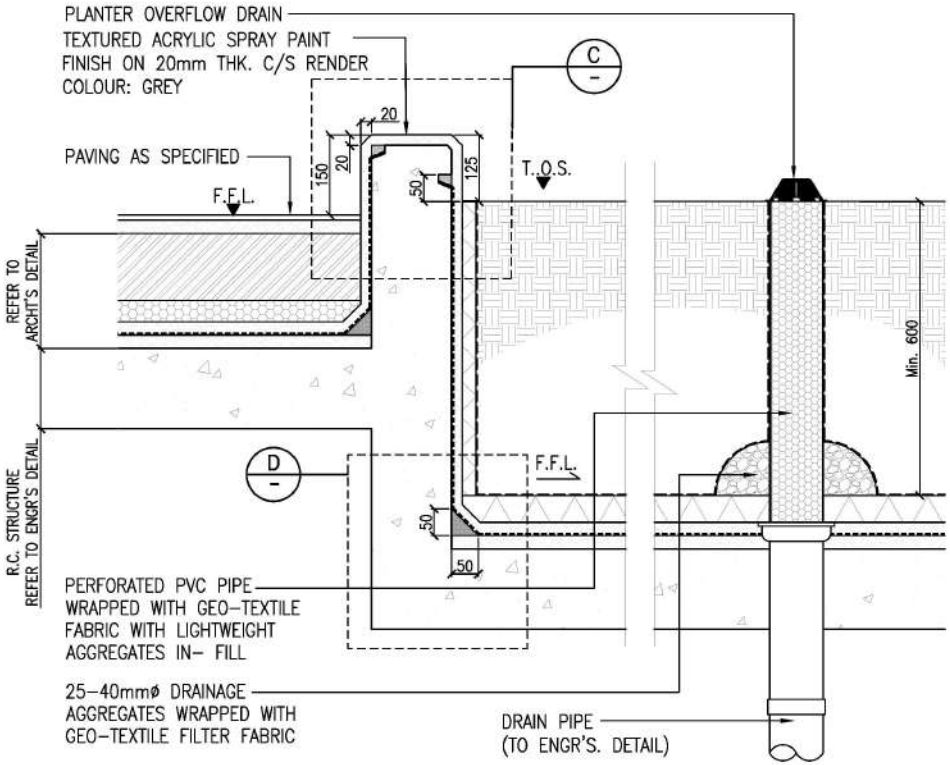
D TYPICAL WALL PLANTER DETAIL 2
SPOT DETAIL SCALE 1:10

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH LANDSCAPE MATERIAL SCHEDULE, LANDSCAPE PAVING PLANS AND DETAILED PAVING PATTERNS.
2. ADD 7% CEMENT BY WEIGHT TO SAND COURSE AT
   (a) 600mm IN ALL DIRECTIONS AROUND FIXED ITEMS: MANHOLES, GULLIES, INSPECTION CHAMBERS, ROAD HUMPS, SURFACE CHANNELS, ETC.
   (b) RAMPS, SLOPE SURFACE UP TO 1:10 GRADIENT.
3. SAND AND CEMENT BEDDING SHALL BE USED IN AREAS SUBJECT TO HIGH PRESSURE WATER JET CLEANSING OR AS DIRECTED BY THE ENGINEER. SAND AND CEMENT BEDDING SHALL BE A MIXTURE OF 85% SAND AND 15% CEMENT BY MASS. THE SAND AND CEMENT SHALL BE THOROUGHLY MIXED WITH NO ADDITION OF WATER. SAND AND CEMENT BEDDING SHALL ALSO BE USED FOR OTHER TYPES OF UNIT PAVING SUCH AS CLAY PAVERS, ETC. IF NECESSARY.
4. CHECK AND VERUFY SITE CONDITION, FOR ANY DISCREPANCY IMMEDIATELY NOTIFY CM.
5. ACTUAL LEVEL FOR CONSTRUCTION SHAL REFERT O ARCHITECT AND STRUCTURAL ENGR'S DRAWINGS.
6. EXACT LOCATION OF PLANTING DRAIN & PAVING AREA FLOOR DRAIN REFER TO ARCHITECT AND ENGR'S DRAWING.

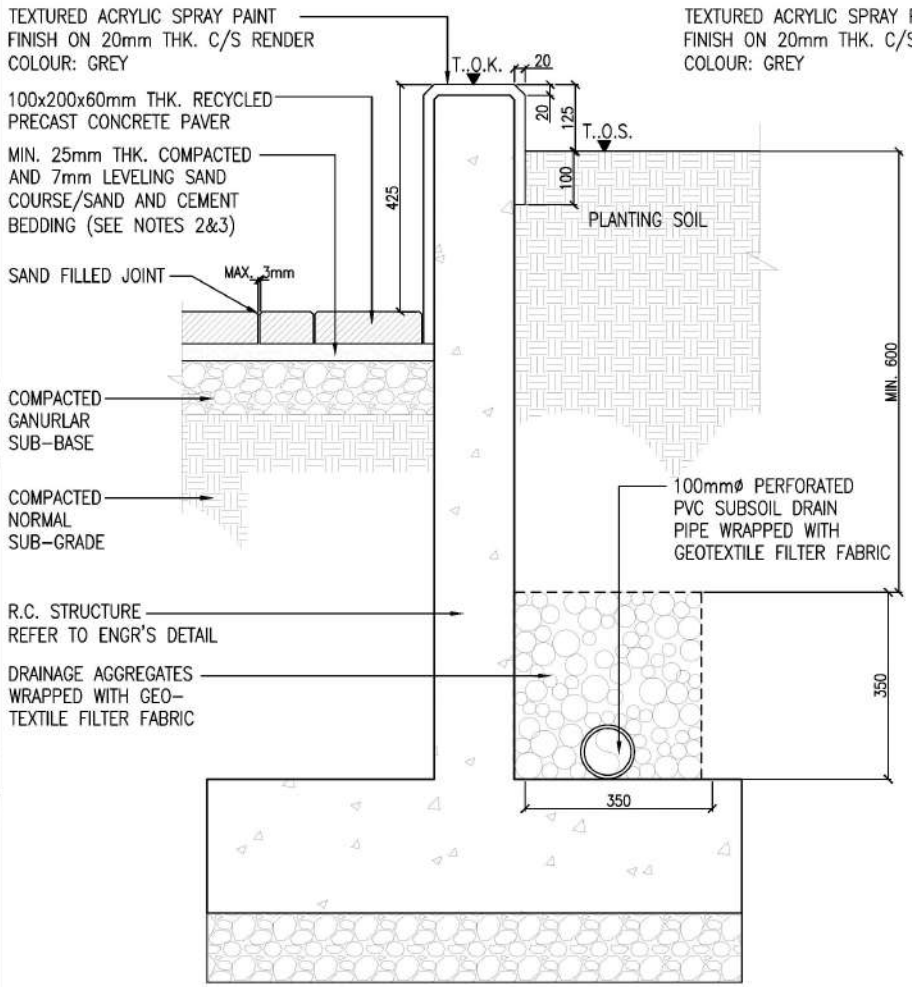


A TYPICAL KERB PLANTER DETAIL (KP1)
ON GRADE SCALE 1:20

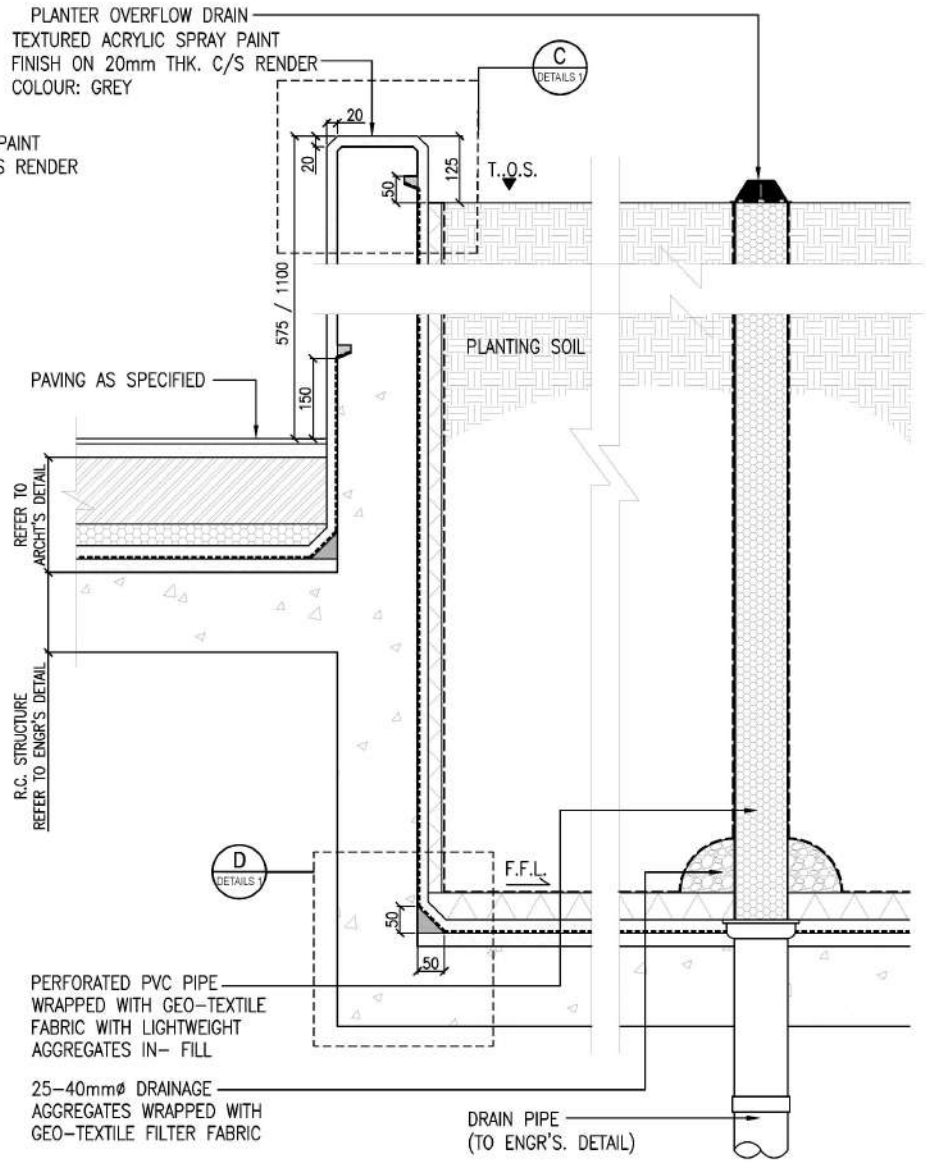


B TYPICAL KERB PLANTER DETAIL (KP2)
ON SLAB SCALE 1:20

PROJECT	DRAWING TITLE	
PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2	TYPICAL KERB PLANTER DETAILS	房屋署 HOUSING DEPARTMENT
		DATE: April 2021 — DETAILS 1



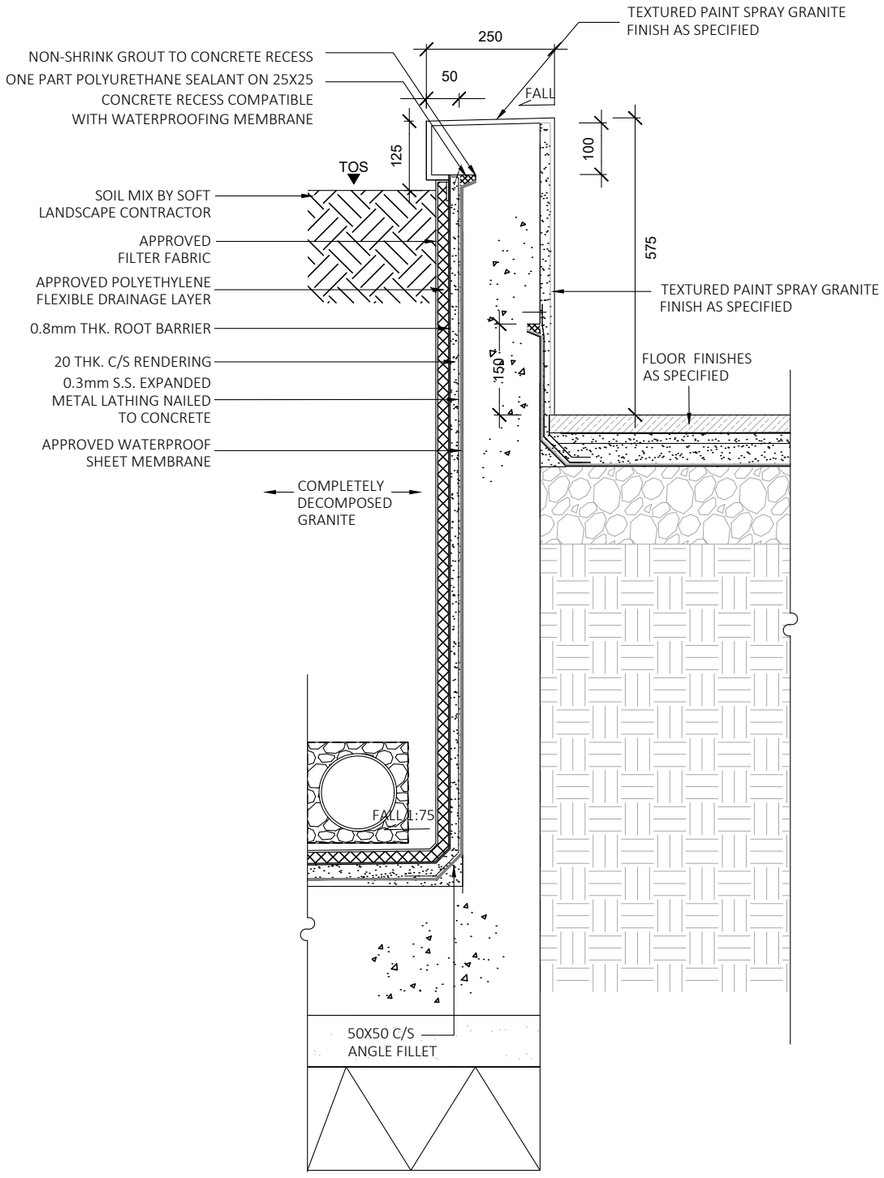
B TYPICAL RAISED PLANTER DETAIL (RP1)
ON GRADE SCALE 1:20



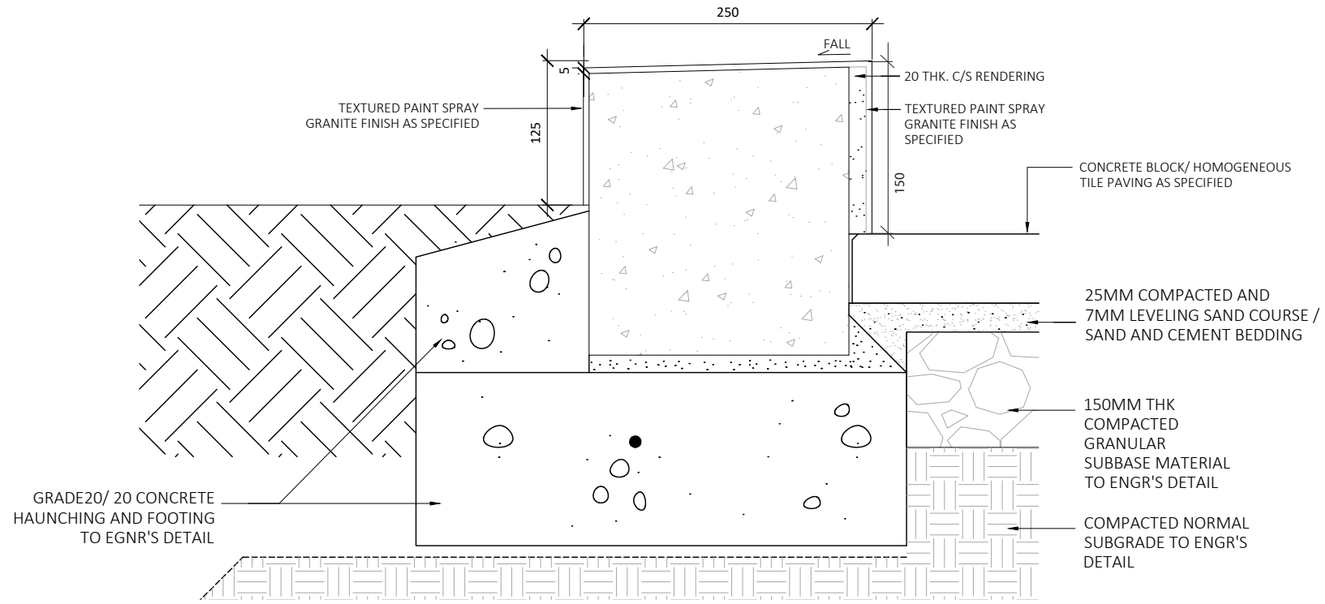
NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH LANDSCAPE MATERIAL SCHEDULE, LANDSCAPE PAVING PLANS AND DETAILED PAVING PATTERNS.
2. ADD 7% CEMENT BY WEIGHT TO SAND COURSE AT
   (a) 600mm IN ALL DIRECTIONS AROUND FIXED ITEMS: MANHOLES, GULLIES, INSPECTION CHAMBERS, ROAD HUMPS, SURFACE CHANNELS, ETC.
   (b) RAMPS, SLOPE SURFACE UP TO 1:10 GRADIENT.
3. SAND AND CEMENT BEDDING SHALL BE USED IN AREAS SUBJECT TO HIGH PRESSURE WATER JET CLEANSING OR AS DIRECTED BY THE ENGINEER. SAND AND CEMENT BEDDING SHALL BE A MIXTURE OF 85% SAND AND 15% CEMENT BY MASS. THE SAND AND CEMENT SHALL BE THOROUGHLY MIXED WITH NO ADDITION OF WATER. SAND AND CEMENT BEDDING SHALL ALSO BE USED FOR OTHER TYPES OF UNIT PAVING SUCH AS CLAY PAVERS, ETC. IF NECESSARY.
4. CHECK AND VERIFY SITE CONDITION, FOR ANY DISCREPANCY IMMEDIATELY NOTIFY CM.
5. ACTUAL LEVEL FOR CONSTRUCTION SHAL REFERT O ARCHITECT AND STRUCTURAL ENGR'S DRAWINGS.
6. EXACT LOCATION OF PLANTING DRAIN & PAVING AREA FLOOR DRAIN REFER TO ARCHITECT AND ENGR'S DRAWING.

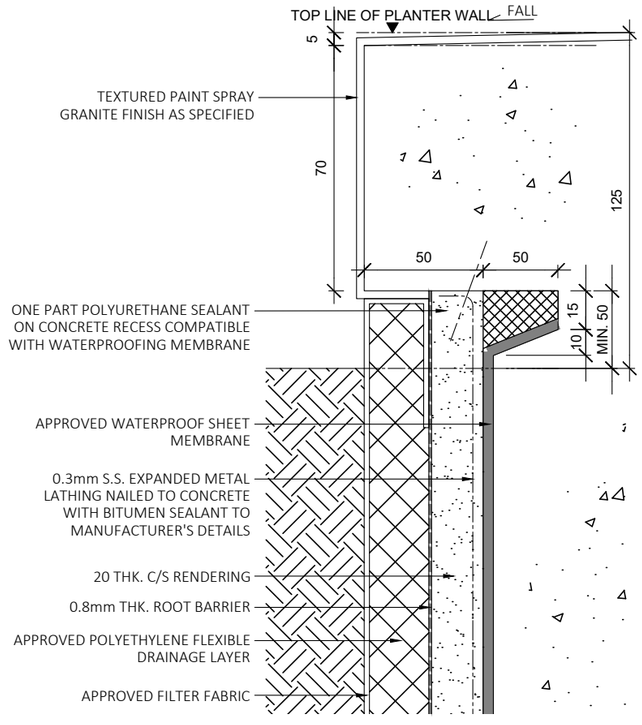
PROJECT	DRAWING TITLE	
PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2	TYPICAL RAISED PLANTER DETAILS	房屋署 HOUSING DEPARTMENT
		DATE: April 2021 — DETAILS 2



A. Section showing typical planter wall details (on ground)



B. Section showing typical planter kerb details (on ground)



C. Section showing typical planter wall blow-up details

Note:
Min. 300mm soil depth for green roof planting; min. 600mm soil depth for shrub planting; min. 1200mm soil depth for tree planting

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

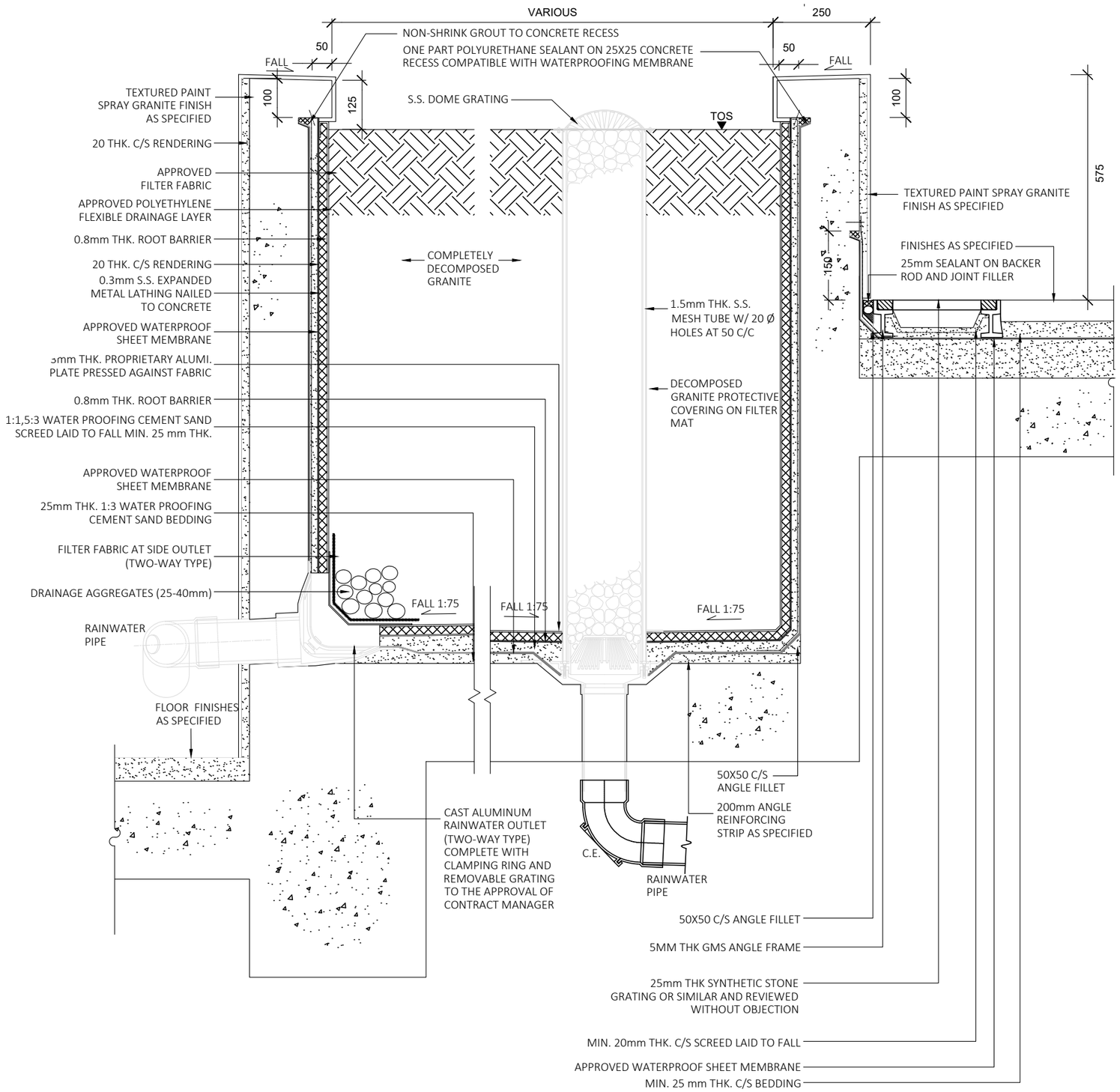
TYPICAL PLANTER DETAILS

SCALE: N.T.S. (A3)

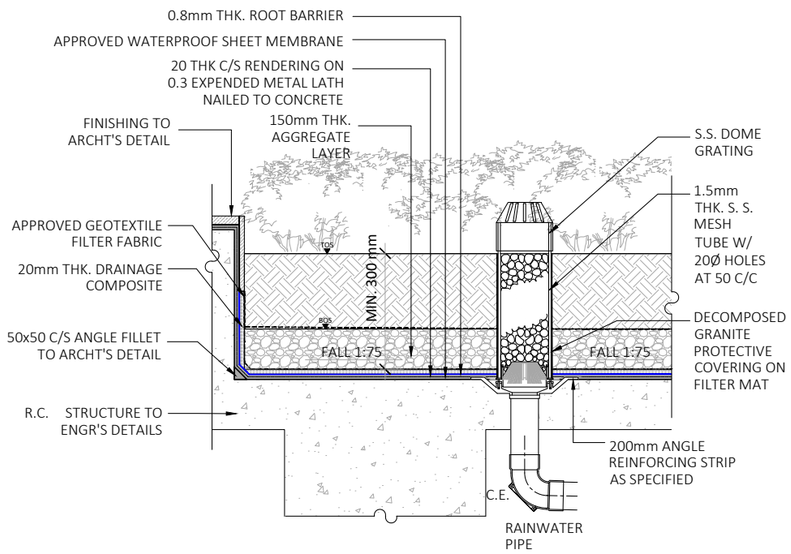
房屋署
HOUSING DEPARTMENT

DATE: APRIL 2021

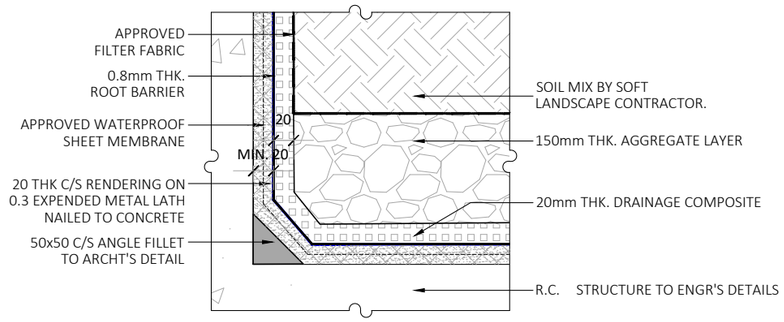
DETAILS 3



A. Section showing typical planter wall details (on structure)



B. Section showing typical green roof details



C. Section showing typical green roof blow-up details

Note:
Min. 300mm soil depth for green roof planting; min. 600mm soil depth for shrub planting; min. 1200mm soil depth for tree planting

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

TYPICAL PLANTER DETAILS

SCALE: N.T.S. (A3)

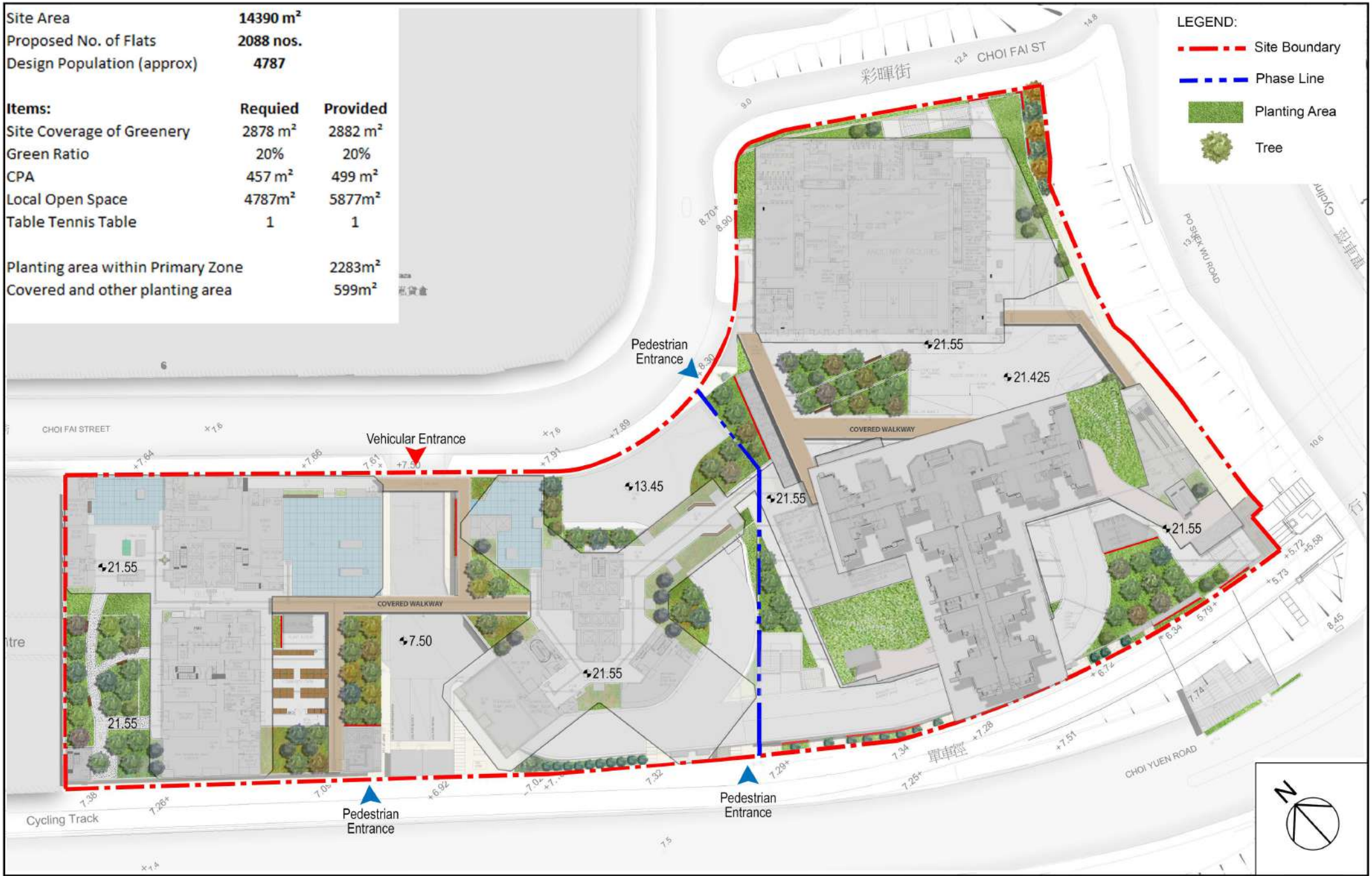
房屋署
HOUSING DEPARTMENT

DATE: APRIL 2021

DETAILS 4

Site Area	**14390 m²**
Proposed No. of Flats	**2088 nos.**
Design Population (approx)	**4787**

Items:	**Requied**	**Provided**
Site Coverage of Greenery	2878 m²	2882 m²
Green Ratio	20%	20%
CPA	457 m²	499 m²
Local Open Space	4787m²	5877m²
Table Tennis Table	1	1
Planting area within Primary Zone		2283m²
Covered and other planting area		599m²



PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

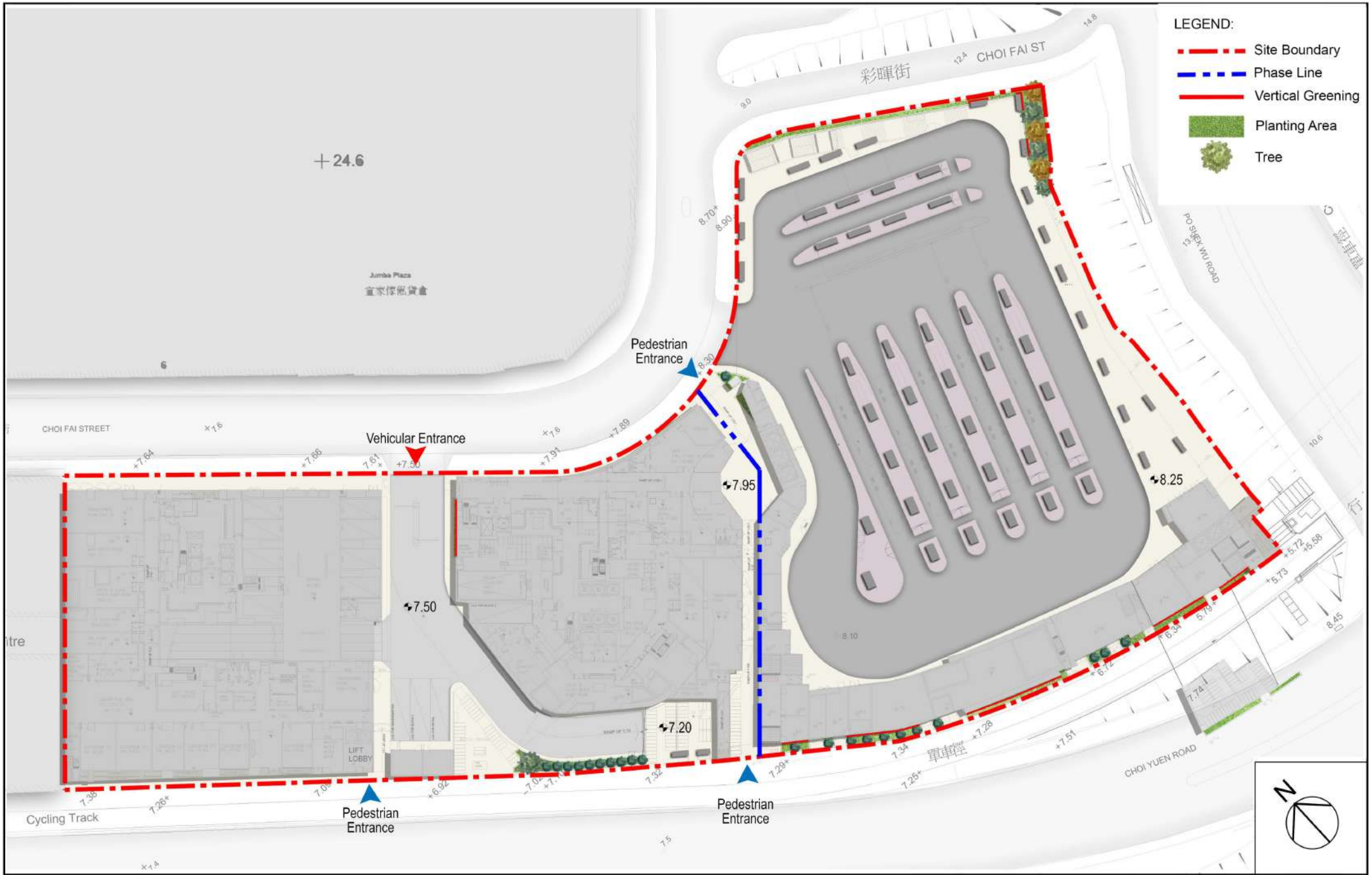
LANDSCAPE MASTER PLAN **(OVERALL)**

SCALE : 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: March 2021

PLAN 5



PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

LANDSCAPE MASTER PLAN (GROUND FLOOR LEVEL)

SCALE : 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: March 2021

PLAN 6

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

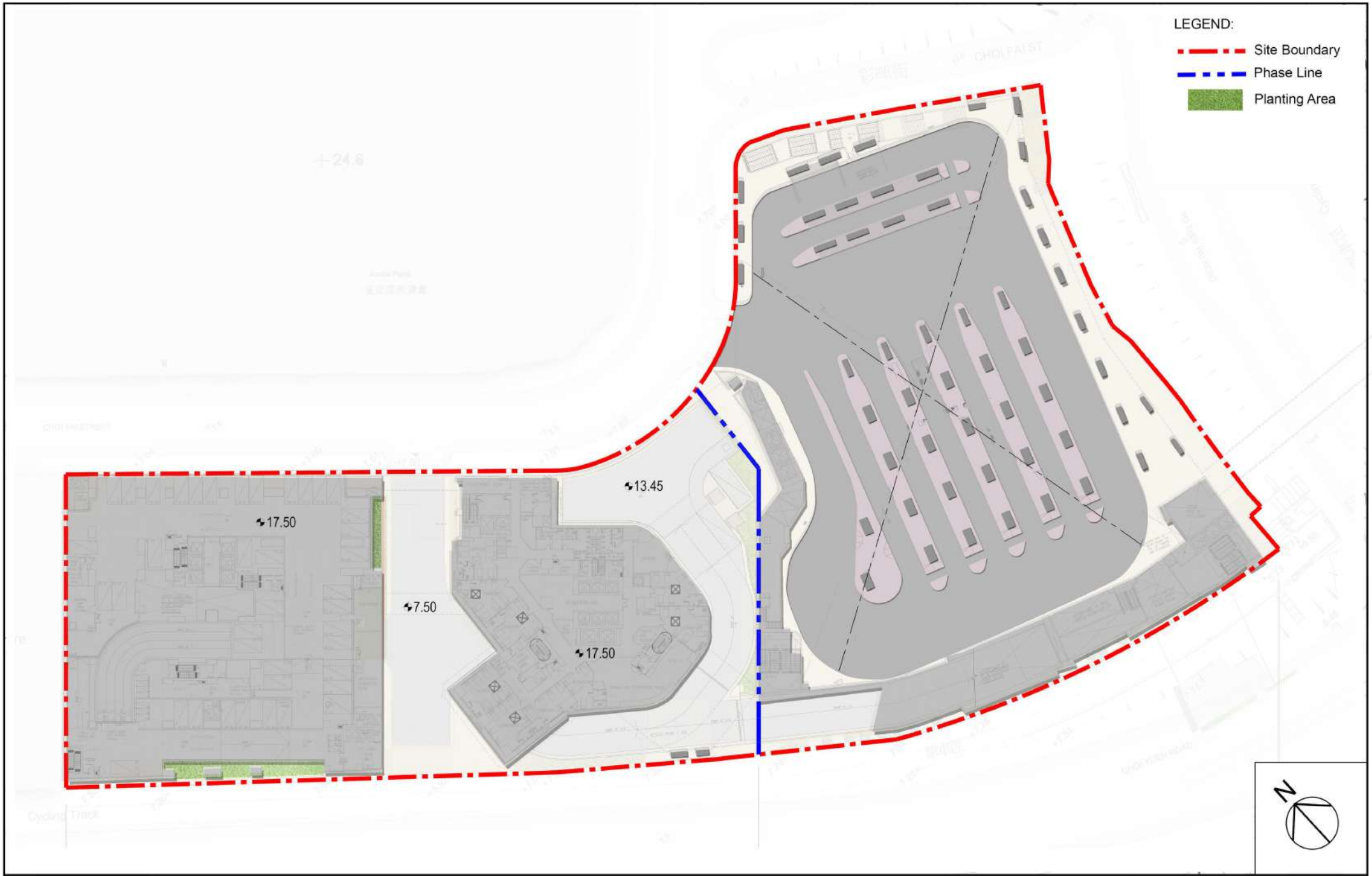
LANDSCAPE MASTER PLAN (PODIUM FIRST LEVEL)

SCALE : 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: March 2021

PLAN 7



PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

LANDSCAPE MASTER PLAN (PODIUM SECOND LEVEL)

SCALE : 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: March 2021

PLAN 8

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

LANDSCAPE MASTER PLAN (PODIUM THIRD LEVEL)

SCALE : 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: March 2021

PLAN 9

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

LANDSCAPE MASTER PLAN (PODIUM THIRD LEVEL) - LOCAL OPEN SPACE

SCALE : 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: March 2021

PLAN 10

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

LANDSCAPE MASTER PLAN (ROOF GARDEN) - LOCAL OPEN SPACE

SCALE : 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: March 2021

PLAN 11

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

LANDSCAPE MASTER PLAN (ROOF GARDEN) - LOCAL OPEN SPACE

SCALE : 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: March 2021

PLAN 12

PLANTING SCHEDULE

TREES

CODE	BOTANICAL NAME	CHINESE NAME	SIZE	SPACING (mm)	REMARKS
ELHA	*Elaeocarpus hainanensis*	水石榕	HS	4000	on podium
ELCH	*Elaeocarpus chinensis*	中華杜英	HS	4000	on podium
STLA	*Sterculia lanceolata*	假蘋婆	HS	4000	on podium
TACH	*Tabebuia chrysotricha*	黃花風鈴木	HS	4000	on grade/on podium
TEMT	*Terminalia mantaly 'Tricolour'*	錦葉欖仁	HS	4000	on grade/on podium

PALMS

CODE	BOTANICAL NAME	CHINESE NAME	SIZE (Ht.xSp.) (mm)	SPACING (mm)	REMARKS
RHHU	*Rhapis humilis*	細葉棕竹	400 x 300	500	on podium

LARGE SHRUBS

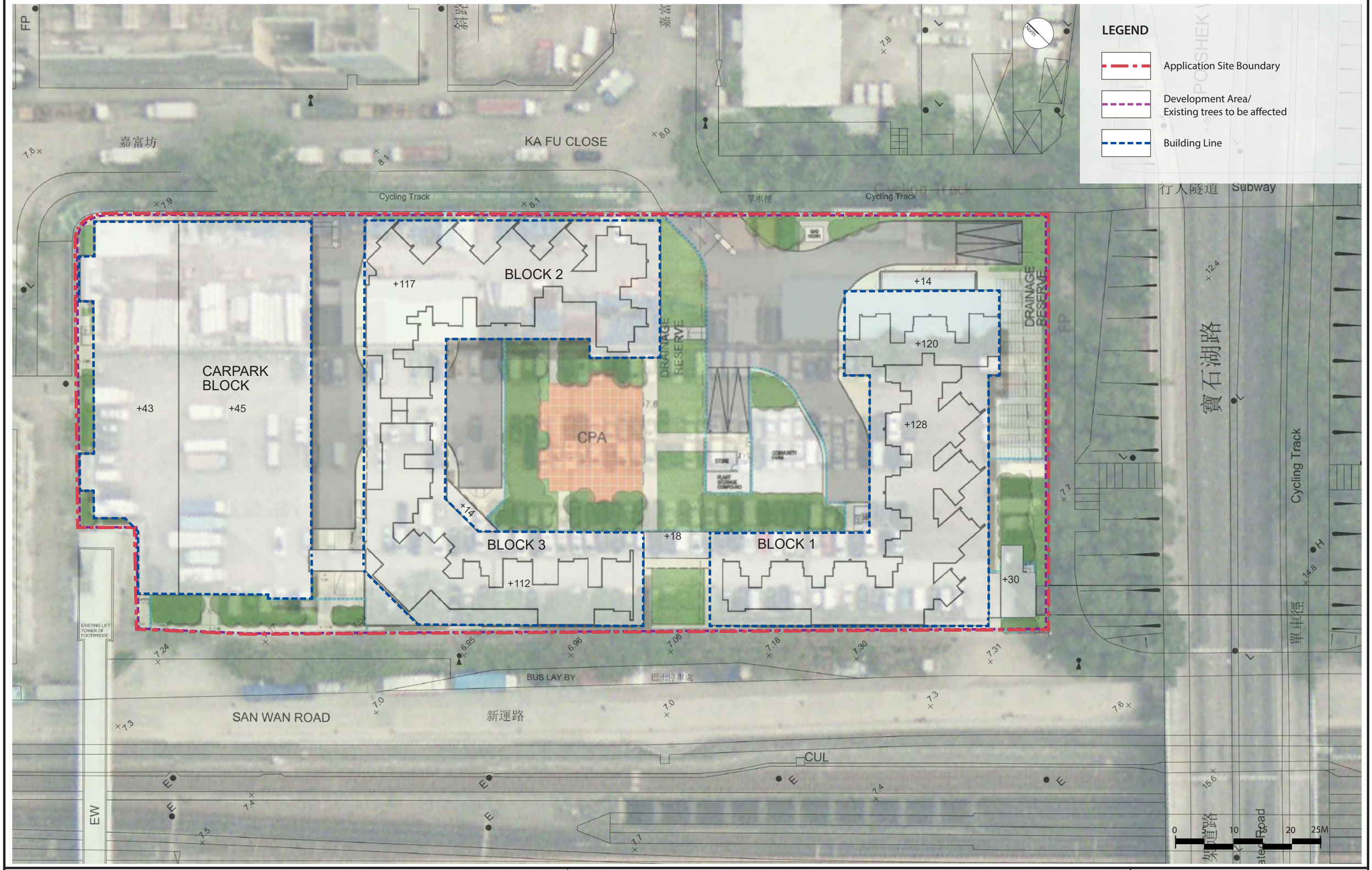
CODE	BOTANICAL NAME	CHINESE NAME	SIZE (Ht.xSp.) (mm)	SPACING (mm)	REMARKS
Aod	*Aglaia odorata*	米仔蘭	600 x 500	750	on grade / on podium
Caj	*Camellia japonica* (red)	山茶	500 x 400	600	on grade / on podium
Duv	*Duranta erecta* 'Variegata'	花葉假連翹	400 x 300	500	on grade / on podium
Ofr	*Osmanthus fragrans*	桂花	500 x 400	600	on grade / on podium
Sar	*Schefflera arboricola*	鴨腳木(鵝掌藤)	500 x 400	600	on grade / on podium

SMALL SHRUBS

CODE	BOTANICAL NAME	CHINESE NAME	SIZE (Ht.xSp.) (mm)	SPACING (mm)	REMARKS
Asd	*Asparagus densiflorus 'Myers'*	狐尾天冬	300 x 200	400	on grade / on podium
Clt	*Clerodendrum thomsonae*	龍吐珠	500 x 450	600	on grade / on podium
Dud	*Duranta erecta* 'Golden Leave'	金連翹	300 x 300	500	on grade / on podium
Mca	*Melastoma candidum*	野牡丹	400 x 300	500	on grade / on podium

GROUND COVER

CODE	BOTANICAL NAME	CHINESE NAME	SIZE (Ht.xSp.) (mm)	SPACING (mm)	REMARKS
Nea	*Nephrolepis auriculata*	腎蕨	250 x 250	400	on grade / on podium
Oja	*Ophiopogon jaburan*	花葉沿階草	100 x 100	200	on grade / on podium
Pmy	*Phyllanthus myrtifolius*	瘤腺葉下珠	200 x 300	400	on grade / on podium



PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

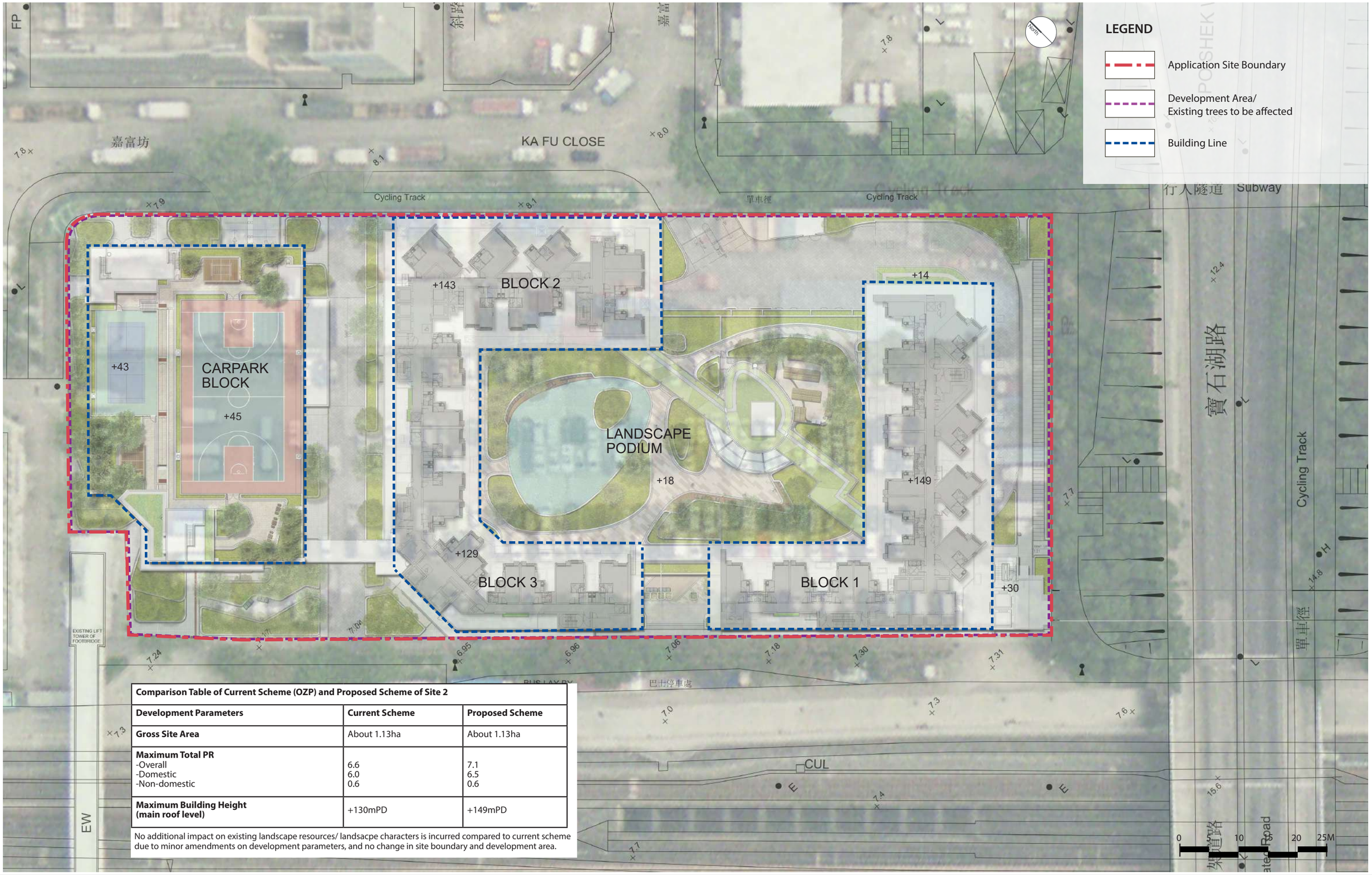
SITE 2 LAYOUT PLAN (CURRENT SCHEME)

SCALE: 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: MARCH 2021

PLAN 15



Comparison Table of Current Scheme (OZP) and Proposed Scheme of Site 2		
Development Parameters	**Current Scheme**	**Proposed Scheme**
Gross Site Area	About 1.13ha	About 1.13ha
Maximum Total PR -Overall -Domestic -Non-domestic	 6.6 6.0 0.6	 7.1 6.5 0.6
Maximum Building Height (main roof level)	+130mPD	+149mPD

No additional impact on existing landscape resources/ landsacpe characters is incurred compared to current scheme due to minor amendments on development parameters, and no change in site boundary and development area.

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

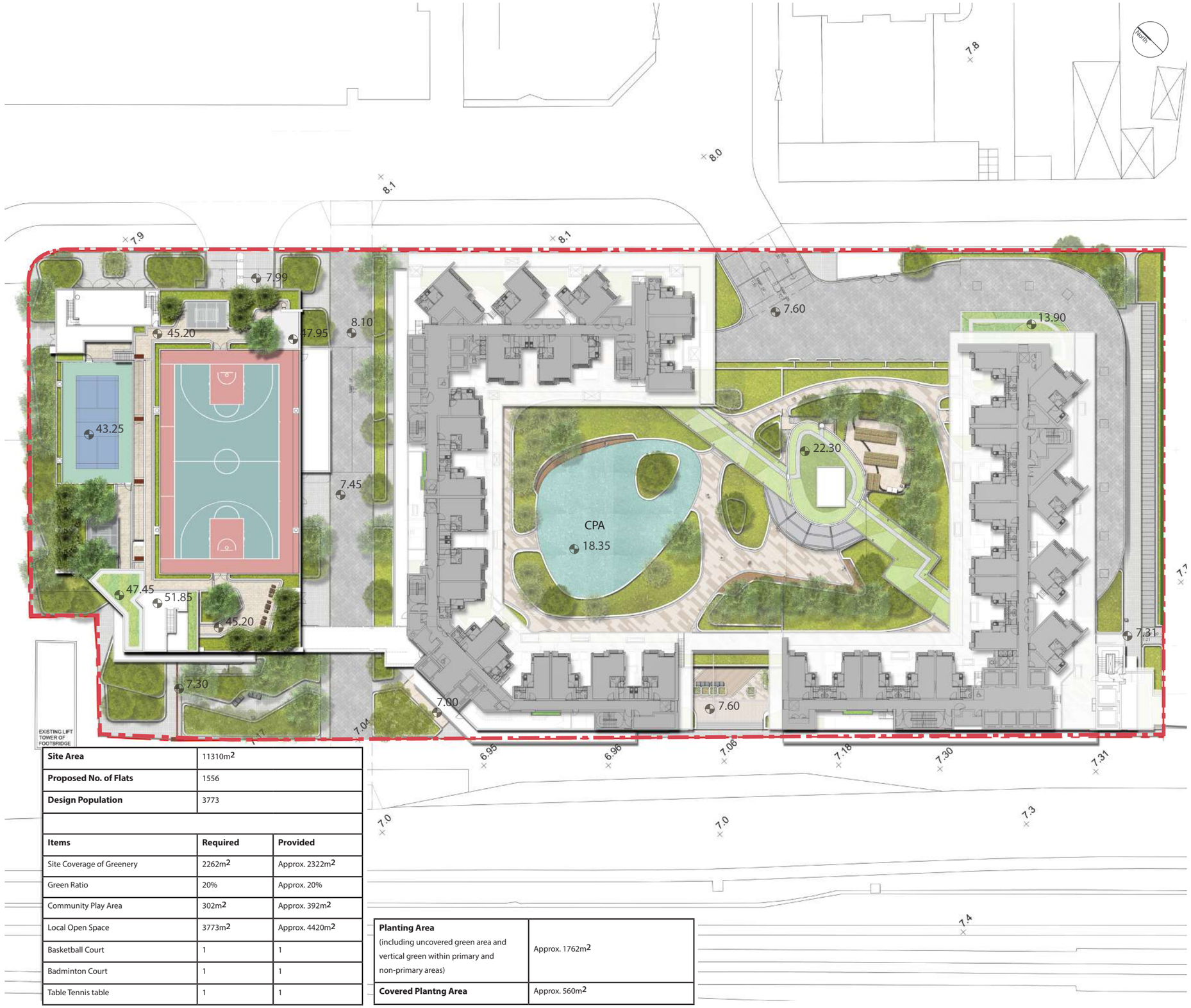
SITE 2 LAYOUT PLAN (PROPOSED SCHEME)

SCALE: 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: MARCH 2021

PLAN 16



Site Area	11310m^2
Proposed No. of Flats	1556
Design Population	3773

Items	**Required**	**Provided**
Site Coverage of Greenery	2262m^2	Approx. 2322m^2
Green Ratio	20%	Approx. 20%
Community Play Area	302m^2	Approx. 392m^2
Local Open Space	3773m^2	Approx. 4420m^2
Basketball Court	1	1
Badminton Court	1	1
Table Tennis table	1	1

Planting Area (including uncovered green area and vertical green within primary and non-primary areas)	Approx. 1762m^2
Covered Plantng Area	Approx. 560m^2

LEGEND

- Application Site Boundary
- xx.xx Finish Floor Level
- Proposed Architectural Scheme
- Proposed New Tree Planting
- Proposed Shrub Planting
- Proposed Green Roof
- Proposed Vertical Greening
- Proposed Tile Paving at Podium
- Proposed Block Paving at Ground Floor
- Proposed Seating
- Proposed Community Farm Planter Pots
- Proposed Pavilion
- CPA Proposed Community Play Area
- Moveable Planter
- Proposed Green Roof on Covered Walkway
- Proposed Basketball Court
- Proposed Badminton Court

0 5 10 15 20 25M

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

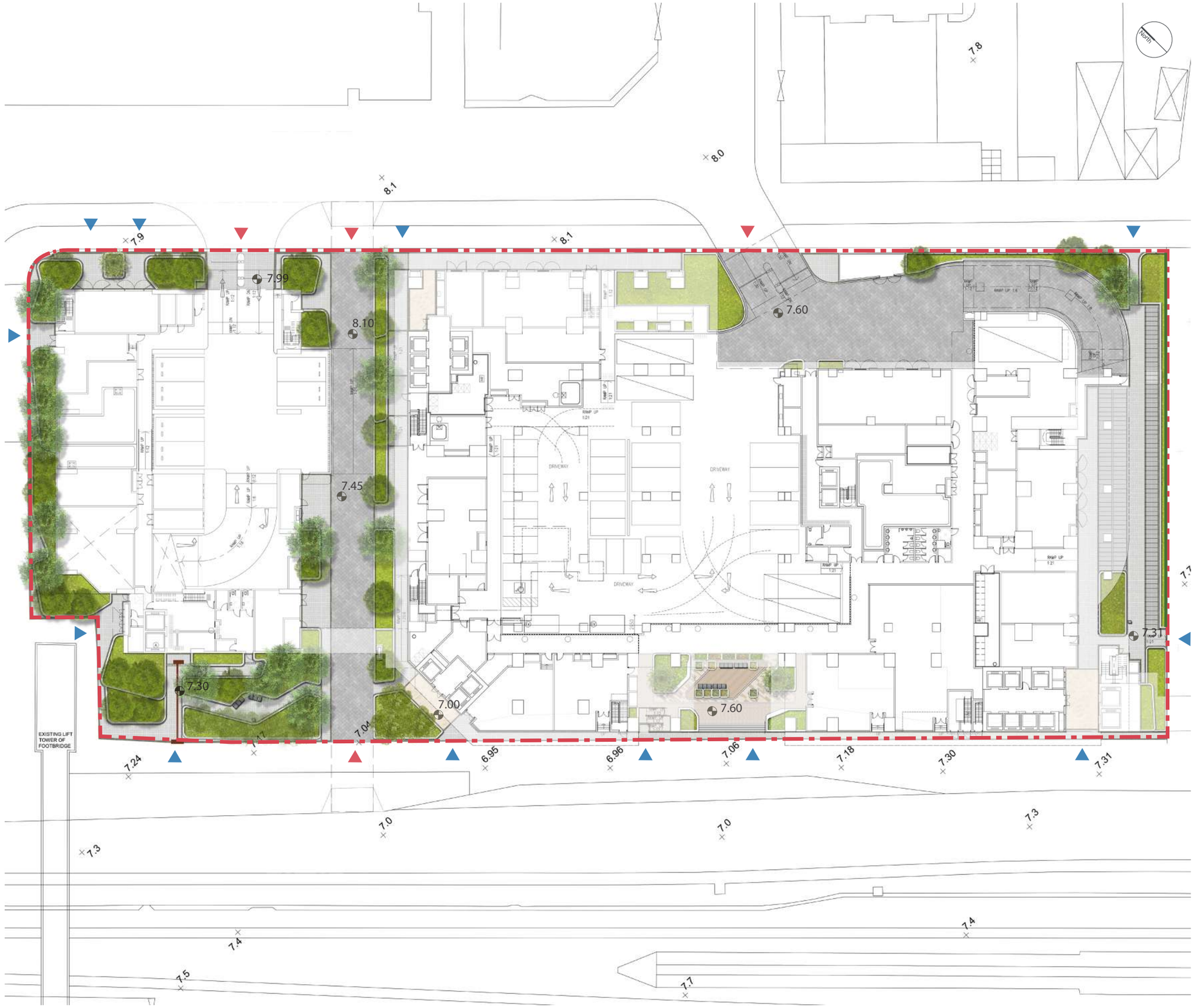
SITE 2 LANDSCAPE MASTER PLAN (OVERALL)

SCALE: 1:600 (A3)

房屋署 HOUSING DEPARTMENT

DATE: MARCH 2021

PLAN 17



LEGEND

- Application Site Boundary
- xx.xx Finish Floor Level
- Proposed Architectural Scheme
- Proposed New Tree Planting
- Proposed Shrub Planting
- Proposed Vertical Greening
- Proposed Block Paving
- Proposed Feature Paving At Lobby
- Proposed Timber Effect Tile
- Proposed Seating
- Moveable Planter
- Pedestrian Entrance
- Vehicular Entrance

0 5 10 15 20 25M

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

SITE 2 LANDSCAPE MASTER PLAN(G/F)

SCALE: 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: MARCH 2021

PLAN 18

North

LEGEND

- Application Site Boundary
- XX.XX Finish Floor Level
- Proposed Architectural Scheme
- Proposed Shrub Planting
- Proposed Green Roof

0 5 10 15 20 25M

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

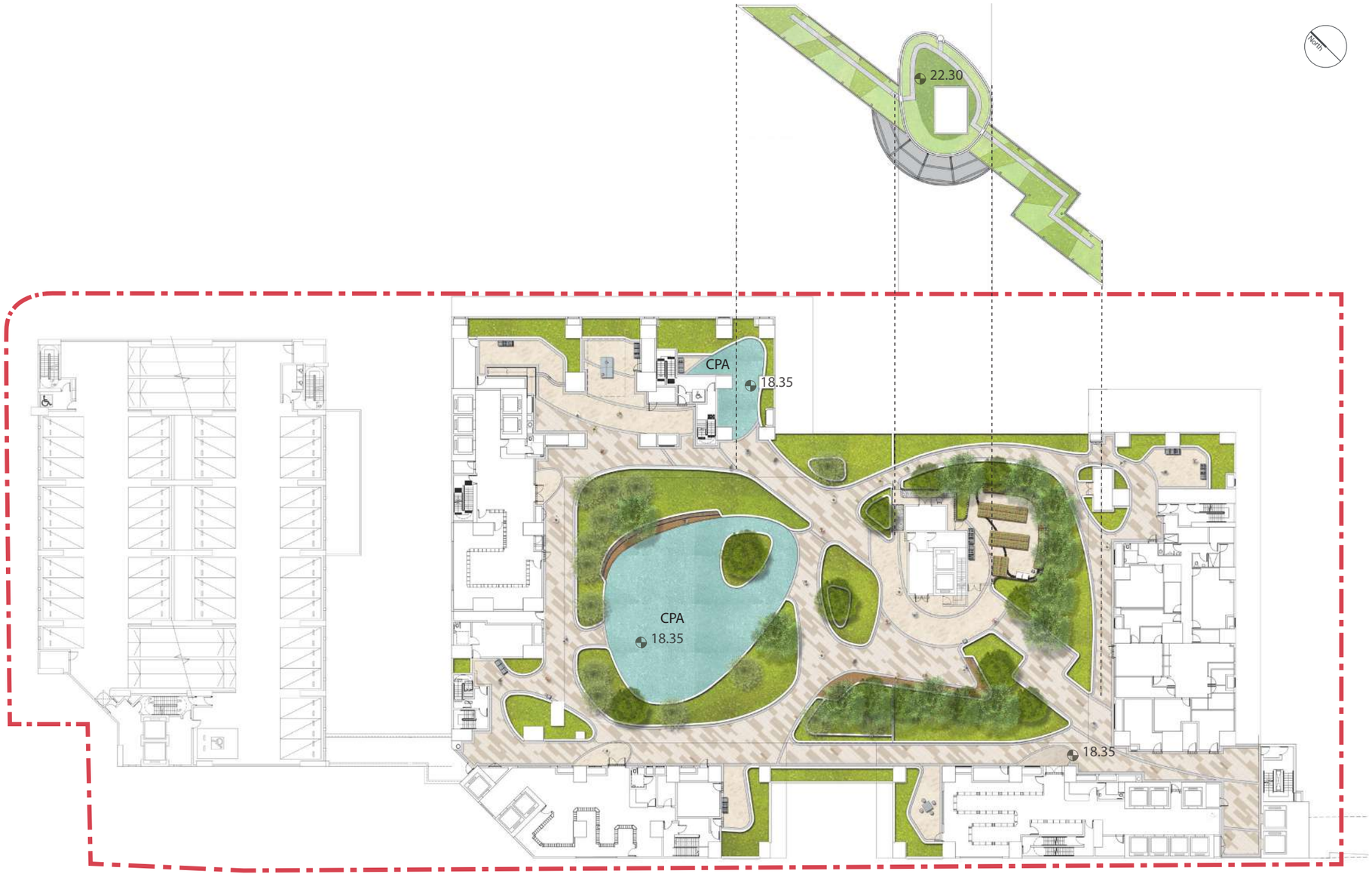
SITE 2 LANDSCAPE MASTER PLAN (1/F)

SCALE: 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: MARCH 2021

PLAN 19



LEGEND

- Application Site Boundary
- xx.xx Finish Floor Level
- Proposed Architectural Scheme
- Proposed New Tree Planting
- Proposed Shrub Planting
- Proposed Tile Paving
- Proposed Seating
- Proposed Community Farm Planter Pots
- CPA Proposed Community Play Area
- Proposed Green Roof on Covered Walkway
- Proposed Table Tennis

0 5 10 15 20 25M

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

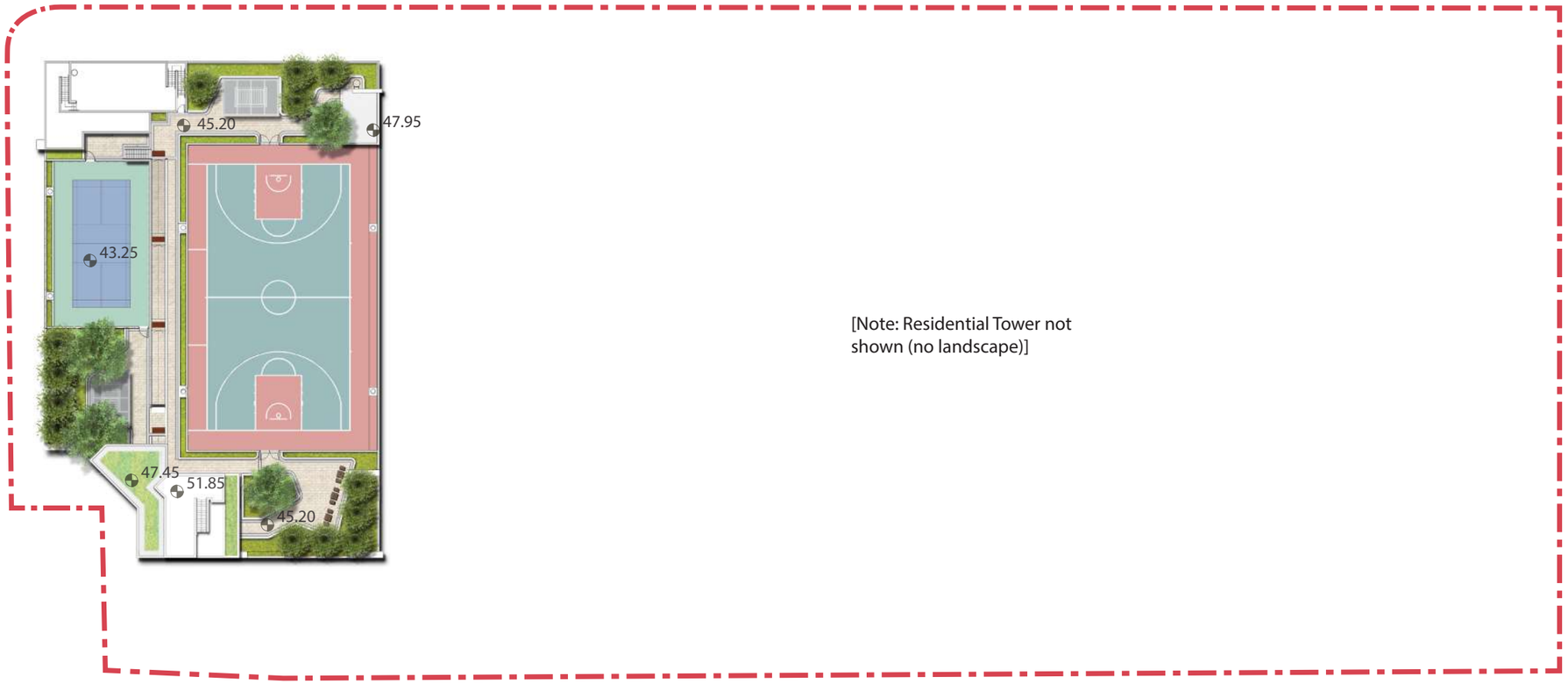
SITE 2 LANDSCAPE MASTER PLAN (2/F)

SCALE: 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: MARCH 2021

PLAN 20



LEGEND

- Application Site Boundary
- xx.xx Finish Floor Level
- Proposed Architectural Scheme
- Proposed New Tree Planting
- Proposed Shrub Planting
- Proposed Paving
- Proposed Seating
- Proposed Pavilion
- Proposed Badminton Court
- Proposed Basketball Court
- Proposed Green Roof

0 5 10 15 20 25M

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

SITE 2 LANDSCAPE MASTER PLAN (8/F & R/F)

SCALE: 1:600 (A3)

房屋署 HOUSING DEPARTMENT

DATE: MARCH 2021

PLAN 21

LEGEND

- Application Site Boundary
- Local Open Spcace
- XX.XX Finish Floor Level
- Pedestrian Entrance
- Vehicular Entrance

0 5 10 15 20 25M

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

SITE 2 LOCAL OPEN SPACE (G/F)

SCALE: 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: MARCH 2021

PLAN 22

LEGEND

- Application Site Boundary
- Local Open Spcace
- Community Play Area
- xx.xx Finish Floor Level

0 5 10 15 20 25M

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

SITE 2 LOCAL OPEN SPACE (2/F)

SCALE: 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: MARCH 2021

PLAN 23

LEGEND

- Application Site Boundary
- Local Open Spcace
- xx.xx Finish Floor Level

0 5 10 15 20 25M

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

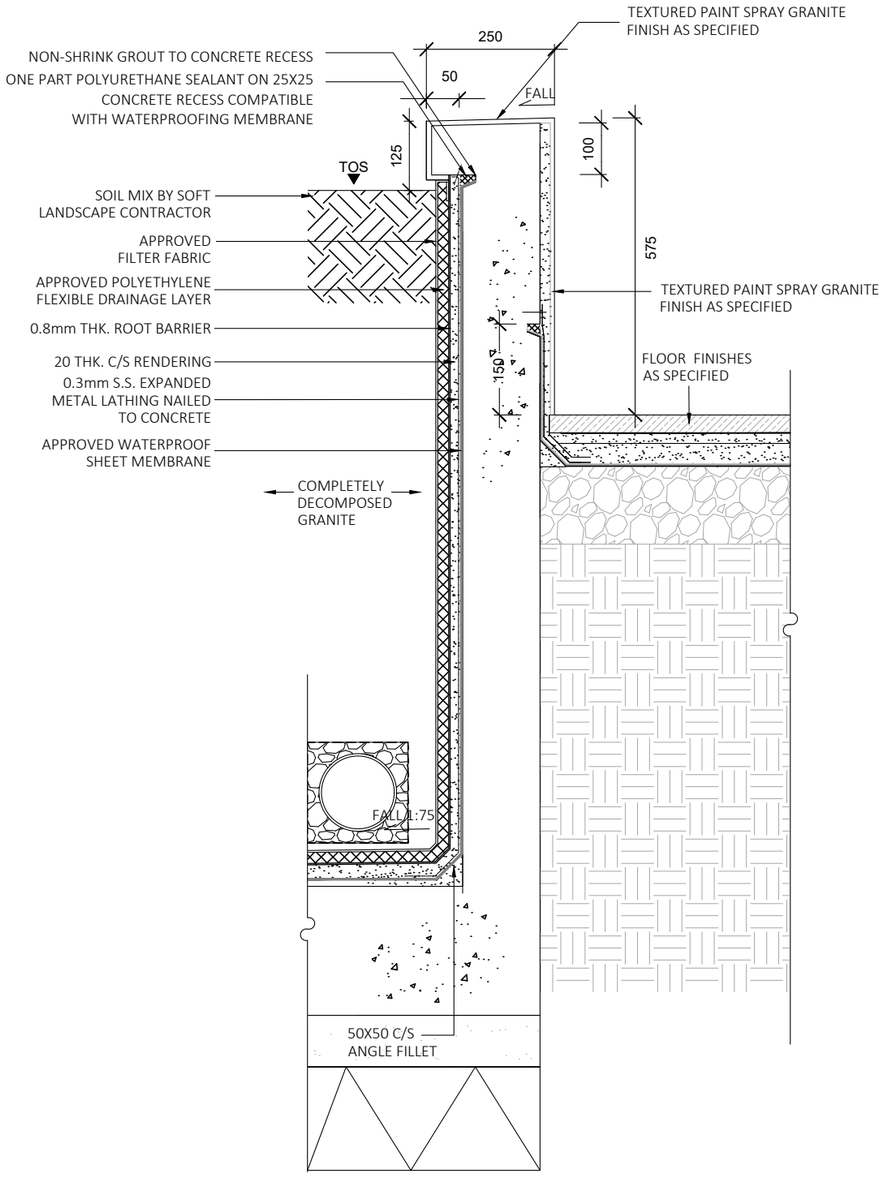
SITE 2 LOCAL OPEN SPACE (8/F & R/F)

SCALE: 1:600 (A3)

房屋署
HOUSING DEPARTMENT

DATE: MARCH 2021

PLAN 24



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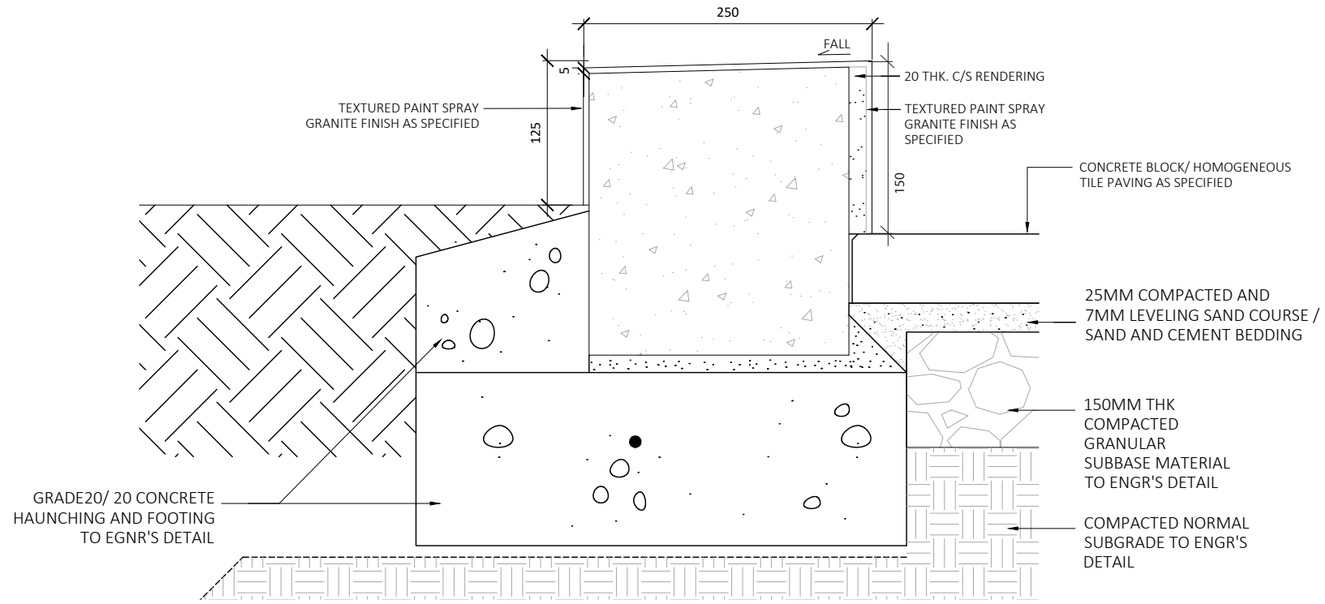

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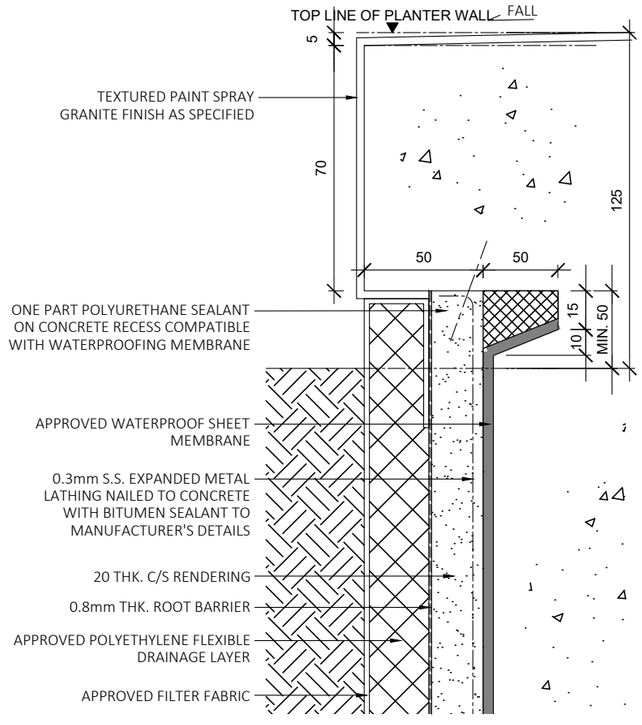


C. Section showing typical planter wall blow-up details

Note:
Min. 300mm soil depth for green roof planting; min. 600mm soil depth for shrub planting; min. 1200mm soil depth for tree planting

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

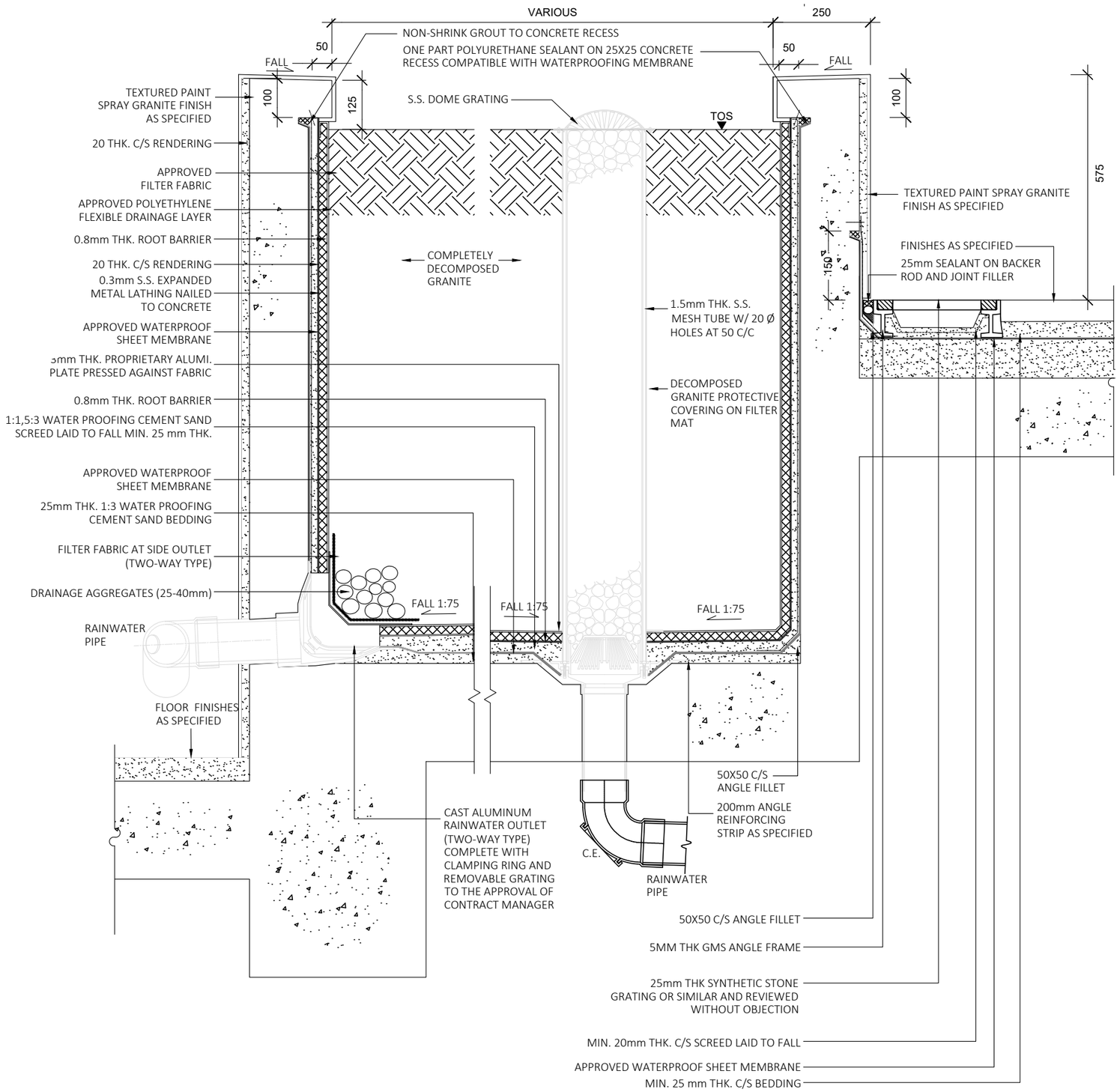
TYPICAL PLANTER DETAILS

SCALE: N.T.S. (A3)

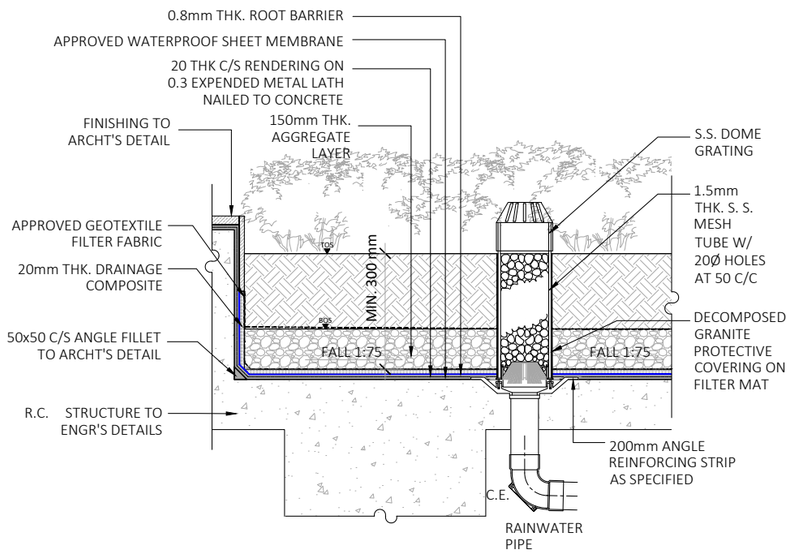
房屋署
HOUSING DEPARTMENT

DATE: APRIL 2021

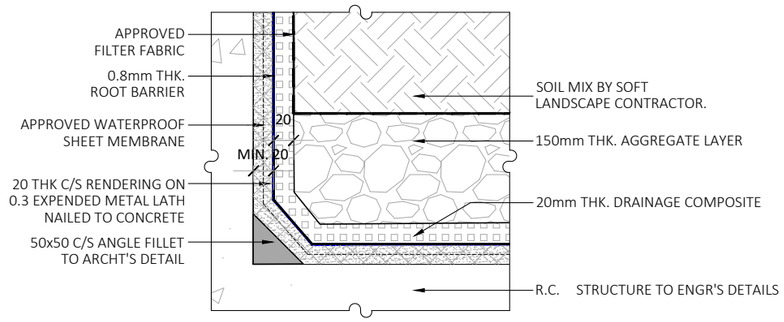
DETAILS 3



A. Section showing typical planter wall details (on structure)



B. Section showing typical green roof details



C. Section showing typical green roof blow-up details

Note:
Min. 300mm soil depth for green roof planting; min. 600mm soil depth for shrub planting; min. 1200mm soil depth for tree planting

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENTS AT AREAS 4 & 30 SITES 1 & 2

DRAWING TITLE

TYPICAL PLANTER DETAILS

SCALE: N.T.S. (A3)

房屋署
HOUSING DEPARTMENT

DATE: APRIL 2021

DETAILS 4

PLANTING SCHEDULE					
TREES					
CODE	BOTANICAL NAME	CHINESE NAME	SIZE	SPACING (MM)	REMARKS
Cru	*Crateva unilocularis*	魚木	Heavy Standard	4000	On grade/ On podium
Ilm	*Ilex rotunda var. microcarpa*	小果鐵冬青	Heavy Standard	4000	On grade/ On podium
Tar	*Tabebuia rosea*	紅花風鈴木	Heavy Standard	4000	On grade/ On podium
Tet	*Terminalia tricolor*	錦葉欖仁	Heavy Standard	4000	On grade/ On podium
SHRUBS					
CODE	BOTANICAL NAME	CHINESE NAME	SIZE (Ht. x Sp.)	SPACING (MM)	REMARKS
Ago	*Aglaia odorata*	米仔蘭	600x500	600	On grade/ On podium
Duv	*Duranta repens* 'Variegata'	花葉假連翹	400x300	500	On grade/ On podium
Fac	*Fagraea ceilanica*	灰莉	400x300	500	On grade/ On podium
Mup	*Murraya paniculata*	九里香	600x500	600	On grade/ On podium
GROUNDCOVER					
CODE	BOTANICAL NAME	CHINESE NAME	SIZE (Ht. x Sp.)	SPACING (MM)	REMARKS
Nea	*Nephrolepis auriculata*	腎蕨	250x250	400	On grade/ On podium
Lis	*Liriope spicata*	山麥冬	100x150	200	On grade/ On podium
Phm	*Phyllanthus myrtifolius*	瘤腺葉下珠	200x300	400	On grade/ On podium
CLIMBERS					
CODE	BOTANICAL NAME	CHINESE NAME	SIZE	SPACING (MM)	REMARKS
Loj	*Lonicera japonica*	忍冬	3 shoots per plant. Each shoot 1000mm long	500	On grade
Qui	*Quisqualis indica* (red)	使君子（紅）		500	On grade

香港房屋委員會
Hong Kong Housing Authority

本署檔號 Our Ref. HD(P)8/3/FL16 電話 Tel No. 2761 5303
來函檔號 Your Ref. 圖文傳真 Fax No. 2761 5870

6 May 2021

By Hand

Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point
Hong Kong

Dear Sir/Madam,

Section 16 Planning Application for Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Permitted Public Housing Developments in "Residential (Group A)4" Zone, Government Land in Areas 4 & 30, Sheung Shui, New Territories

Reference is made to the captioned Section 16 application received by the Town Planning Board on 25.3.2021 and the comments received from Planning Department dated 20.4.2021, 30.4.2021 and 4.5.2021 on the Landscape Proposal, Sewerage Impact Assessment and Visual Appraisal. We submit herewith the table summarizing the responses to comments as well as the revised photomontages to substantiate the application.

Should you have any queries or need further information, please contact the undersigned or Ms. Yoko Cheung at 2761 5342. Thank You.

Yours faithfully,

E. Ip
(Emily IP)
for Director of Housing

Encl.

S.16 Application No. A/FSS/280

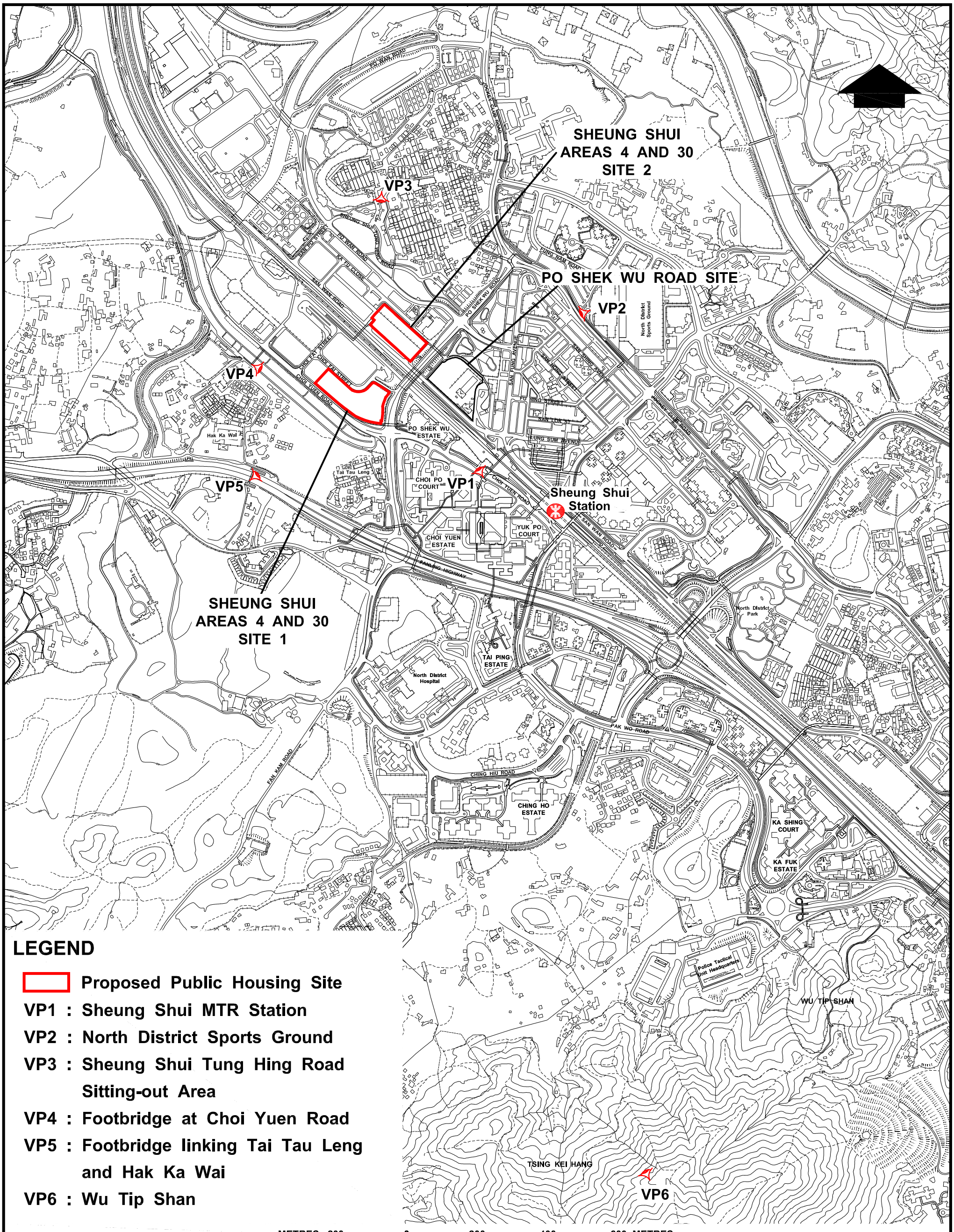
Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Permitted Public Housing Development in "Residential (Group A)4" Zone, Government Land in Areas 4 and 30, Sheung Shui, New Territories

Responses to Comments

Comments	Responses
Urban Design and Landscape Section, Planning Department (20.4.2021)	
Both Site 1 and Site 2 **1.** Approximate number of trees to be affected due to the proposed development and new tree planting should be provided in the application.	206 and 33 numbers of trees were affected within Site 1 and Site 2 respectively. A broadbrush tree survey with the above tree information has already been submitted during the rezoning submission in 2019. There are no additional trees and impact on existing landscape resources/ landscape characters incurred compared to the submitted scheme for rezoning. Due to various site constraints, total of 161 heavy standard trees (i.e. 87 and 74 numbers in Site 1 and 2 respectively) will be provided within the Sites. Relevant tree felling applications and compensatory tree planting proposals were submitted and approved by Tree Preservation Committee (TPC) of Housing Department. Small trees, shrubs, groundcovers and climbers will be provided as far as possible to maximize the greenery coverage with the Sites in the future development.

Comments	Responses
Environmental Protection Department (30.4.2021)	
According to the prevailing procedures for the vetting of environmental aspects of public housing schemes, we trust that the Hong Kong Housing Authority will submit the required Environmental Assessment Study, including the noise impact assessment for our agreement in due course, we therefore consider approval conditions on submission of NIA and implementation of the mitigation measures identified are not required under this s.16 planning application.	Noted.
Regarding the Sewerage Impact Assessment, we have the following comments: • It is noted that the flat nos would increase from 3,520 to 3,644 yet the residential population would decrease from 11,040 to 10,059 from the SIA report. The applicant shall provide breakdown (i.e. sites 1 and 2 respectively), rationale and justification on that. Furthermore, the applicant shall confirm that the proposed relaxation of plot ratio and building height restrictions would not generate additional sewage from the site.	The flat nos. for Site 1 and Site 2 are changed from 2,040 to 2,088 and 1,480 to 1,556 respectively while the population change of Site 1 and Site 2 are from 5,712 to 4,787 and 4,144 to 3,773 respectively (design buffer have been considered for the design population in the SIA). The estimated population was based on 2.8 persons per flat in earlier design stage, whereas the current population was based on the actual flat mix. Since there is no additional population, it is confirmed that the proposed relaxation of plot ratio and building height restrictions would not generate additional sewage from the development.
Planning Department (verbal comment) (4.5.2021)	
Key plans of the Photomontages in the Visual Appraisal Please revise 'Po Shek Wu Road' to 'Po Shek Wu Road Site'.	Plans 1 to 7 are revised accordingly.

- End -



LEGEND

- Proposed Public Housing Site
- VP1 : Sheung Shui MTR Station
- VP2 : North District Sports Ground
- VP3 : Sheung Shui Tung Hing Road Sitting-out Area
- VP4 : Footbridge at Choi Yuen Road
- VP5 : Footbridge linking Tai Tau Leng and Hak Ka Wai
- VP6 : Wu Tip Shan

VIEWPOINTS LOCATION PLAN FOR SHEUNG SHUI AREAS 4 AND 30 SITES 1 & 2

HOUSING DEPARTMENT
PLANNING SECTIONS

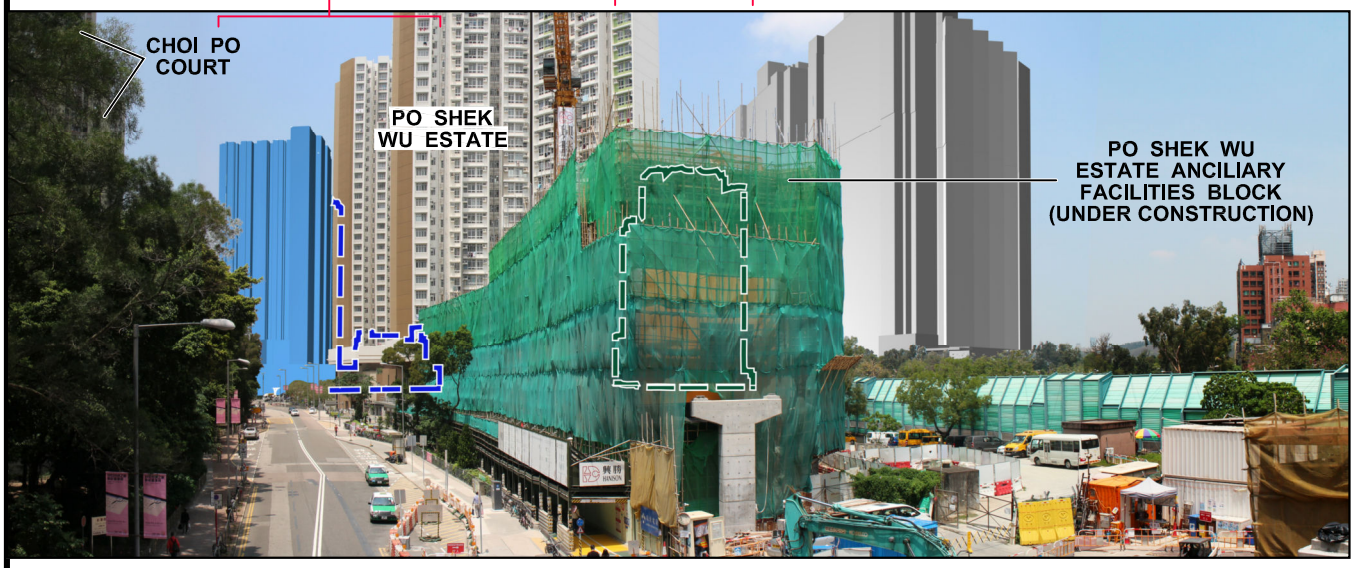
PLAN 1

DATE : March 2021

BASE EXTRACTED FROM SHT. Nos. 2-SE-B, 2-SE-D, 3-SW-A & 3-SW-C

21_0245N_LocationPlan

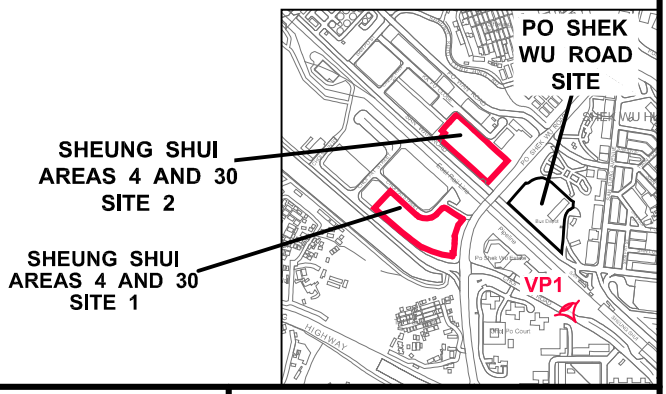
Current Scheme



Proposed Scheme

LEGEND:

- Site 1
- Site 2
- Differences between the Current Scheme and Proposed Scheme
- Planned Public Housing Site at Po Shek Wu Road (Not part of this application and subject to detailed design)
- Application Site



PHOTOMONTAGE AT VIEWPOINT 1 (VIEW FROM SHEUNG SHUI MTR STATION)

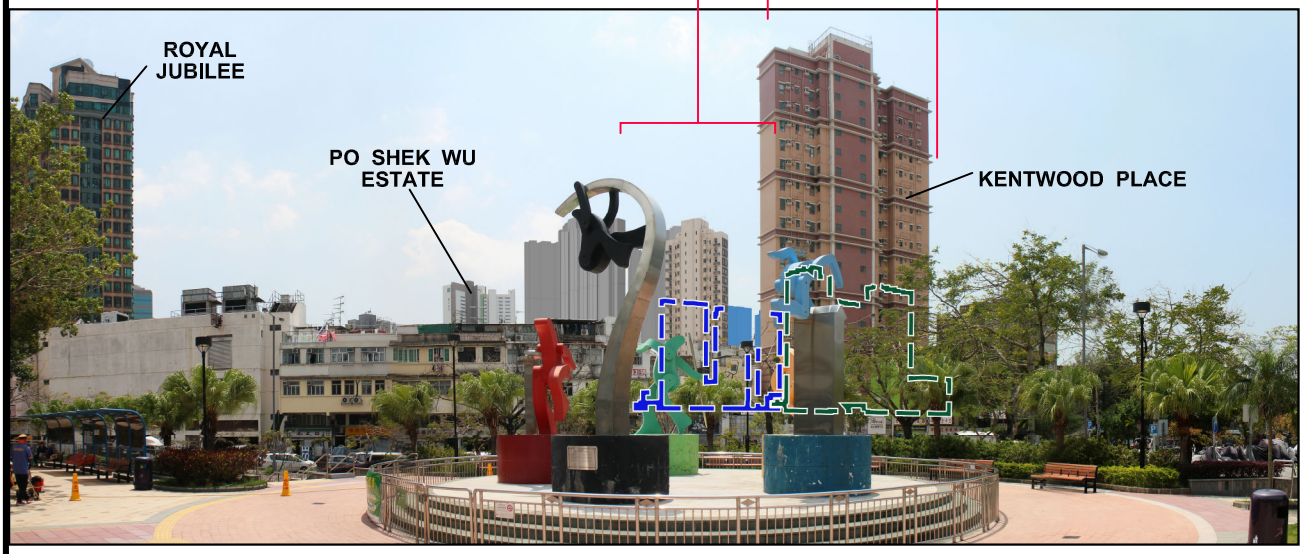
HOUSING DEPARTMENT
PLANNING SECTIONS

PLAN 2

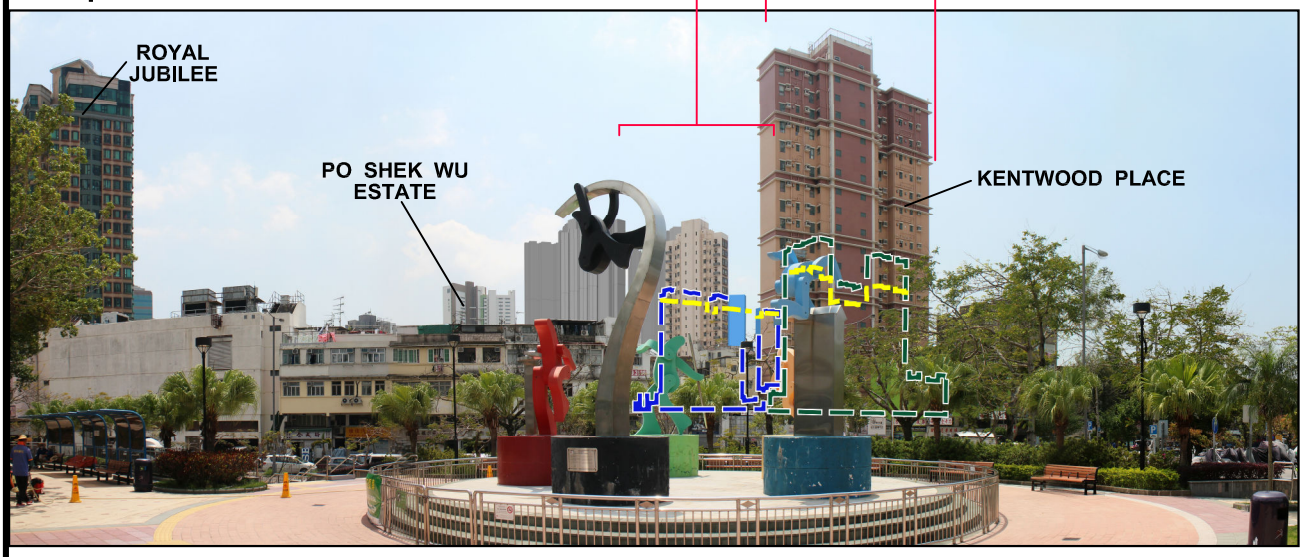
DATE : March 2021

21_0245N_VP1

Current Scheme

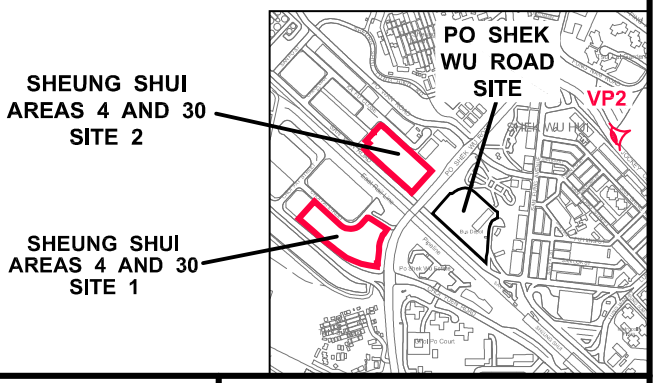


Proposed Scheme



LEGEND:

- Site 1
- Site 2
- Differences between the Current Scheme and Proposed Scheme
- Planned Public Housing Site at Po Shek Wu Road (Not part of this application and subject to detailed design)
- Application Site



PHOTOMONTAGE AT VIEWPOINT 2 (VIEW FROM NORTH DISTRICT SPORTS GROUND)

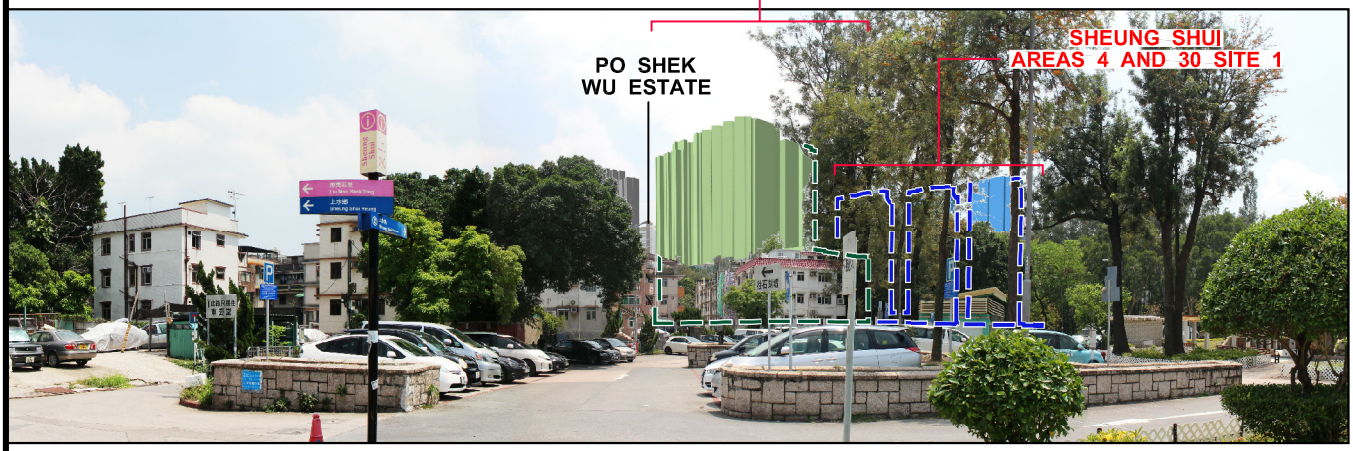
HOUSING DEPARTMENT
PLANNING SECTIONS

PLAN 3

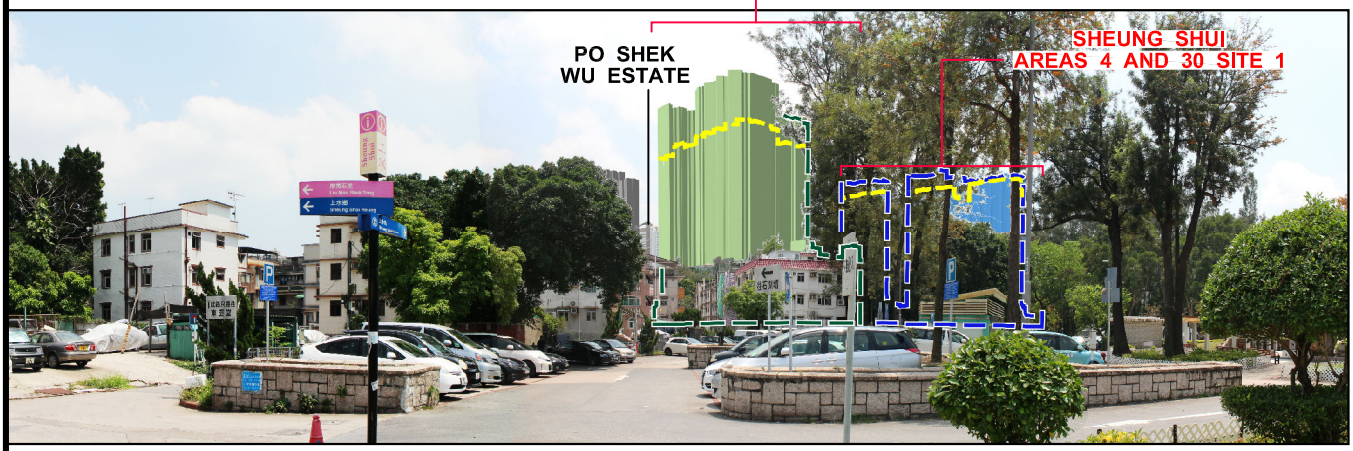
DATE :
March 2021

21_0245N_VP2

Current Scheme

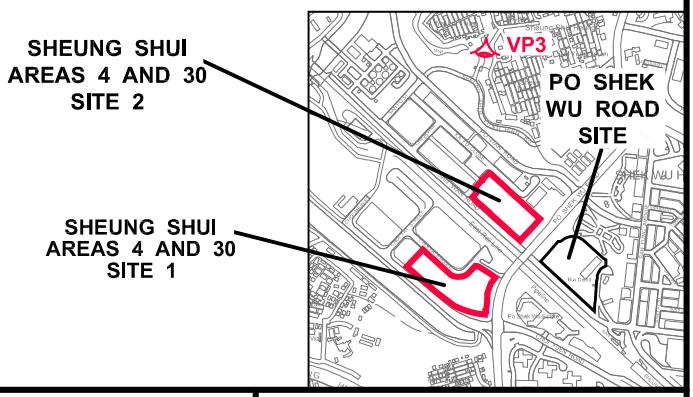


Proposed Scheme



LEGEND:

- Site 1
- Site 2
- Differences between the Current Scheme and Proposed Scheme
- Planned Public Housing Site at Po Shek Wu Road (Not part of this application and subject to detailed design)
- Application Site



PHOTOMONTAGE AT VIEWPOINT 3 (VIEW FROM SHEUNG SHUI TUNG HING ROAD SITTING-OUT AREA)

HOUSING DEPARTMENT
PLANNING SECTIONS

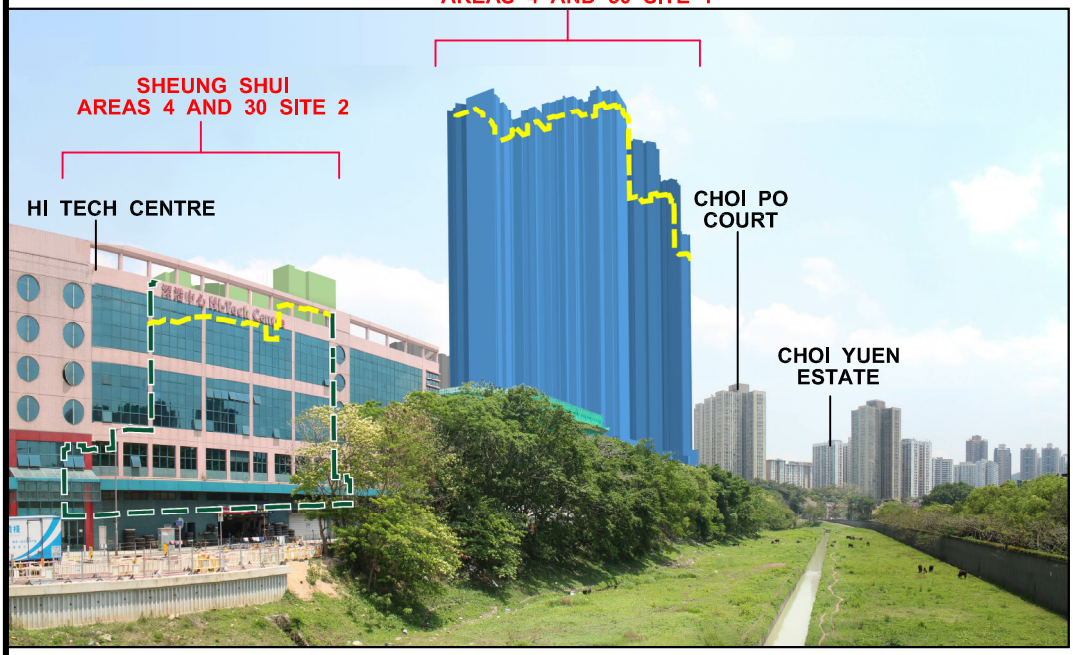
PLAN 4

DATE :
March 2021

21_0245N_VP3

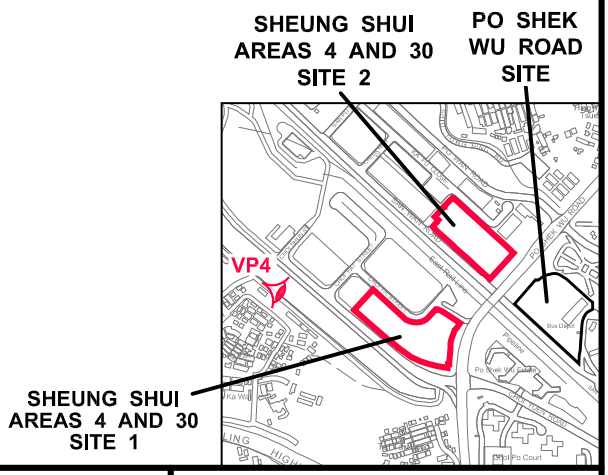
Current Scheme

Proposed Scheme



LEGEND:

- Site 1
- Site 2
- Differences between the Current Scheme and Proposed Scheme
- Planned Public Housing Site at Po Shek Wu Road (Not part of this application and subject to detailed design)
- Application Site



PHOTOMONTAGE AT VIEWPOINT 4 (VIEW FROM FOOTBRIDGE AT CHOI YUEN ROAD)

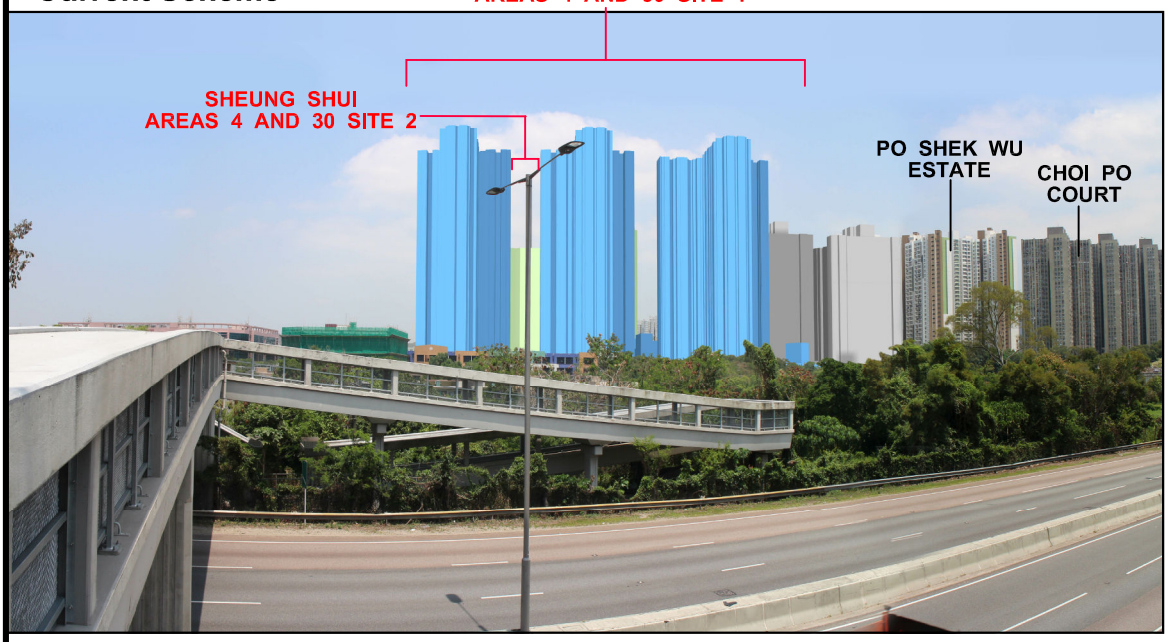
HOUSING DEPARTMENT
PLANNING SECTIONS

PLAN 5

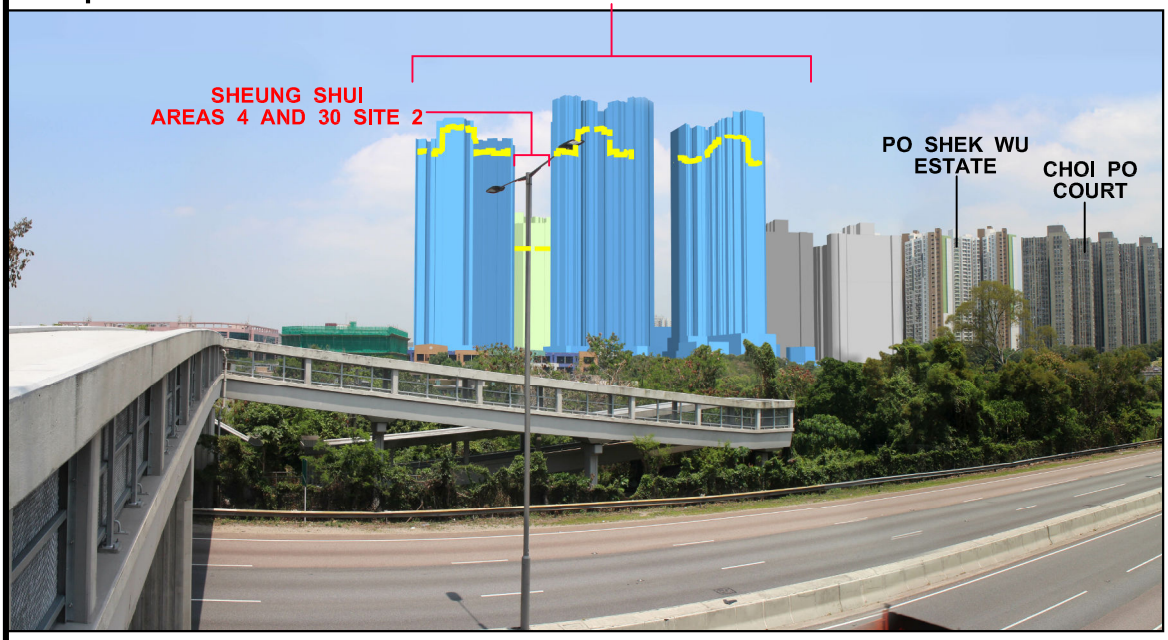
DATE :
March 2021

21_0245N_VP4

Current Scheme

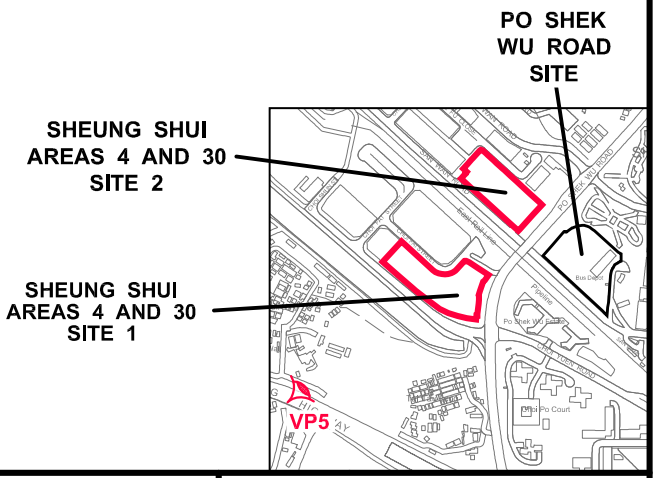


Proposed Scheme



LEGEND:

- Site 1
- Site 2
- Differences between the Current Scheme and Proposed Scheme
- Planned Public Housing Site at Po Shek Wu Road (Not part of this application and subject to detailed design)
- Application Site



PHOTOMONTAGE AT VIEWPOINT 5 (VIEW FROM FOOTBRIDGE LINKING TAI TAU LENG AND HAK KA WAI)

HOUSING DEPARTMENT
PLANNING SECTIONS

PLAN 6

DATE :
March 2021

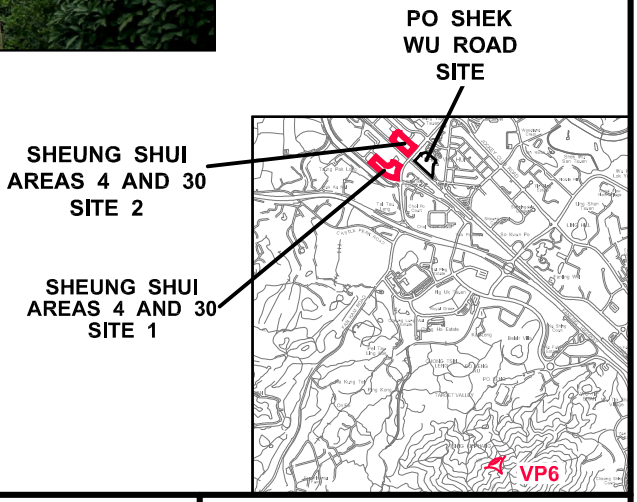
21_0245N_VP5

Current Scheme

Proposed Scheme

LEGEND:

- Site 1
- Site 2
- Planned Public Housing Site at Po Shek Wu Road (Not part of this application and subject to detailed design)
- Application Site



PHOTOMONTAGE AT VIEWPOINT 6 (VIEW FROM WU TIP SHAN)

HOUSING DEPARTMENT
PLANNING SECTIONS

PLAN 7

DATE : March 2021

21_0245N_VP6

Similar Applications

Approved Applications

Application No.	Uses/Developments	Date of Consideration	Approval Conditions
A/FSS/223	Minor Relaxation of Maximum Gross Floor Area and Building Height Restrictions for Permitted Residential Development	12/09/2014	A1, A2
A/FSS/236	Minor Relaxation of Maximum Gross Floor Area and Building Height Restrictions for permitted Residential Development	07/08/2015	A1, A3-A5

Approval Conditions:

A1 The submission and implementation of landscape proposal

A2 The provision of fire service installations and water supplies for firefighting

A3 The design and provision of car parking spaces and loading and unloading facilities

A4 The submission and implementation of traffic improvement measures

A5 The submission and implementation of environmental mitigation measures

1. Education

Comments of the Secretary for Education (Secy. for Education):

(a) According to the information provided, the estimated total population of the proposed public housing developments is 8,560 with the earliest tentative population intake year to be 2025. Based on the above information, the Hong Kong Planning Standard and Guidelines (HKPSG) and his prevailing practice in calculated the estimated demand of kindergarten, it is anticipated that a demand of about 6 kindergarten classrooms for kindergarten education will be generated. Please ensure that enough kindergarten provisions are included according to the prevailing HKPSG. Please note that the recommended size of a kindergarten should be minimum of 6 classrooms and kindergartens should preferably be located within 0.4km measured radially from residential areas in accordance with paragraphs 2.2.1 and 2.3.7 of Chapter 3 of HKPSG. Please refer to the "Information on Schedule of Accommodation for Kindergartens" (**Appendix IIIa**) for further details as necessary; and

(b) in addition, please review the number of kindergarten classrooms when there are further updates in the development and seek his comments regarding kindergarten provision of public housing developments as necessary.

Information on Schedule of Accommodation (SoA) for Kindergartens (KGs)

You may be aware that the SoA for a 6-classroom KG has been revised to improve the learning environment by increasing the indoor floor area for each student by 20%. The revised SoA-KG has come into effect from October 2017 which is recommended for reserving space in developing new KGs as far as practicable, and is available for reference in Appendix 3 of the "Operation Manual for Pre-primary Institutions".

https://www.edb.gov.hk/attachment/en/edu-system/preprimary-kindergarten/about-preprimary-kindergarten/Operation_Manual_eng.pdf

For KG with more than 6 classrooms, as it targets to accommodate the greater number of students and school staff as in anticipation, the revised SoA for a 6-classroom KG could not fully meet the needs of a KG with more students and teaching staff. In line with the objective of the revised SoA-KG for a 6-classroom KG to improve the learning environment by increasing the indoor floor area for each student by 20%, you may consider to make adjustment to increase the indoor areas (e.g. multi-purpose area/room, small group teaching room, etc.) as far as practicable. Moreover, you may also consider to adjust the numbers and/or size for the items where deemed necessary (e.g. reasonable provision of general facilities, such as Staff Office, Administrative Office, General Store, Kitchen, Laundry and Toilet etc. as mentioned in the Appendix 3 of the Operation Manual for Pre-primary Institutions) to cater for the greater number of teaching staff and students as far as practicable.

Appendix 3

New Recommended Schedule of Accommodation for a 6-classroom Kindergarten

Item	Area (m^2)	No.	Remarks
Classroom	41 each	6	Maximum class size is 30. During the afternoon nap time of a whole-day class, the maximum number of children to be accommodated is 20. The design should be flexible where feasible, such as the use of folding/sliding partitions between classrooms, the provision of a washbasin and storage space for students' use in each classroom.
Multi-purpose Area/Room(s)	41	-	Multi-purpose area/room(s) should be provided to meet the operational needs or for core students learning activities such as music and art activities. Provision of washbasin as necessary, e.g. for art activities.
Small Group Teaching Room	15	1	A small group teaching room should be provided for individual coaching/small group learning to cater for student diversity.
Principal Office	7	1	
Staff Office	38	1	
Administrative Office	9	1	
General Store	22	1	For storage of play equipment, etc. as well as storage of beds, bedding and related items for whole-day students. As for kindergarten operating half-day courses only, the general store could be of $18m^2$.
Medical Room/ Sick bay	11	1	A washbasin is required. Floor finish is suggested to be at least 4mm thick seamless vinyl flooring for hygiene and easy maintenance purposes.
Kitchen (with a separate food store)	24	1	For whole-day kindergartens which intend to serve cooked meals in school, a kitchen which meets the requirements of the Buildings Department/Housing Department, Fire Services Department, Department of Health and other relevant departments should be provided. Refer to Appendix 7 for the basic facilities of the kitchen. A separate food store (of 20% of kitchen area) should also be provided. As for kindergarten operating half-day courses only, the kitchen could be replaced by a pantry with the size of $10m^2$.
Laundry	15	-	For whole-day kindergartens, accommodation such as laundry would be desirable.
Toilet	as appropriate	-	According to the First Schedule of the Education Regulations, the requirements for latrines and urinals are as follows: (a) For boys – One pan and two urinals for every 30 boys. Where urinals are not provided, one pan shall be provided for every 20 boys; (b) For girls – One pan for every 20 girls; In addition, a washbasin should be provided for every 30 boys or 25 girls in a kindergarten. Toilet and sanitary facilities should be adequately provided for staff in accordance with the requirements of Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations.
Indoor Play Area	123	-	Indoor play area should be provided at the rate of not less than 50% of the total classroom space.
Outdoor Play Area	-	-	Outdoor play area with direct access from the classrooms should be provided whenever possible.

MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk

MTR

Secretary, Town Planning Board
15/F, North Point Government Offices,
333 Java Road,
North Point,
Hong Kong

Our ref: T&ESD/TS&SE/EnvE/L1074

Date: 20 APR 2021

By Post and Fax
(Fax no.: 2877 0245 / 2522 8426)

Dear Sir/Madam,

Comments on the Section 16 Planning Application regarding Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Permitted Public Housing Development at Government Land in Areas 4 and 30, Sheung Shui, New Territories (Application No. A/FSS/280)
Operational Railway Noise Concern

The Corporation has, in general, no objection to the Section 16 Planning Application (Application No. A/FSS/280) for minor relaxation of plot ratio and building height restrictions for permitted public housing development at Government Land in Areas 4 and 30, Sheung Shui, New Territories. As the proposed development is situated close to the MTR East Rail Line (EAL), noise from train operation could have a potential impact on any future occupants.

We understand that the applicant has already conducted an Environmental Assessment Study (EAS) for the proposed scheme under this application, including a Railway Noise Impact Assessment (RNIA), which will be reviewed by the Environmental Protection Department (EPD) to ensure full compliance with the statutory requirements. From the RNIA, we noticed that self-protecting block design and fixed glazing windows are the key mitigation measures of railway noise impact. 1m-2.5m long architectural fins are also proposed to further reduce the view angle towards the railway tracks, such that the predicted noise levels at some of the noise sensitive receivers are marginally within the noise limit. However, we wish to caution that the proposed scheme, with an increase in development intensity and building height for the proposed development, can be sensitive to air-borne noise impact, especially the impact noise emitted from the nearby rail turnout infrastructures which could result in adverse noise impact to any future occupants. We recommend that the project proponent obtains the latest information of the rail turnouts with due consideration and addresses the impact noise issue in the calculations or through other assessment approach acceptable by the EPD. We also recommend that the project proponent conducts noise measurement to collect more updated and specific on-site noise source data for the noise assessment.

MTR Headquarters Building, Telford Plaza, Kowloon Bay, Kowloon, Hong Kong. GPO Box 9916, Hong Kong
Tel (852) 2993 2111 Fax (852) 2798 8822
香港九龍灣德福廣場港鐵總部大樓
香港郵政總局信箱9916號
電話 (852) 2993 2111 傳真 (852) 2798 6822

MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk

MTR

Our ref: T&ESD/TS&SE/EnvE/L1074
Date : 20 APR 2021

Should approval be granted to the Section 16 Planning Application, we request that Town Planning Board includes in the Planning Approval conditions requiring the development proponent to conduct a revised noise assessment to evaluate the noise impacts, including any air-borne noise impact, from the EAL, as well as to identify and implement all necessary noise mitigation measures at their own cost and to the satisfaction of the Director of Environmental Protection, to ensure that the future residents of the proposed developments will not be exposed to noise impact from railway operation.

Should you have any queries, please feel free to contact our Environmental Engineering Manager, Ms. Catherine Leung at 2993-4127.

Yours faithfully,

Chan Hing Keung
Deputy General Manager – Train Services & Systems Engineering

c.c	Mr. TSANG Sai Wing, Terence	-	Assistant Director of EPD (Environmental Assessment)
	Mr. LEE Chee Kwan	-	Principal Environmental Protection Officer (Assessment & Noise)

MTR Headquarters Building, Telford Plaza, Kowloon Bay, Kowloon, Hong Kong. GPO Box 9916, Hong Kong
Tel (852) 2993 2111 Fax (852) 2798 8822
香港九龍灣德福廣場港鐵總部大樓
香港郵政總局信箱9916號
電話 (852) 2993 2111 傳真 (852) 2798 8822

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	210331-104348-34188
提交限期 **Deadline for submission:**	20/04/2021
提交日期及時間 **Date and time of submission:**	31/03/2021 10:43:48
有關的規劃申請編號 **The application no. to which the comment relates:**	A/FSS/280
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. skh

意見詳情
Details of the Comment :

增加地面巴士站面積, 容許12.8M 巴士入內及至少5條全日對外巴士線入內作為總站 (e.g. 276, 276A, 276B, 278X, A43/A44,W3, 678, 270A, 270B, 277E), 以舒緩人口外出工作, 以及減少上水巴士總站 / 雞嶺迴旋處 車流.
另外, 要1條全日區內線總站 入內作為總站 (e.g. 273A 由彩園改為此處作總站)

(e.g. 276 系搬入, 以5分鐘一班計, 可減少12車次經上水巴士總站 / 雞嶺迴旋處).

5-2

城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates**
A/FSS/280

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

「提意見人」姓名/名稱 Name of person/company making this comment 侯志強

簽署 Signature _____ 日期 Date 07 APR 2021

RECEIVED
- 7 APR 2021
Town Planning Board

tpbpd@pland.gov.hk

寄件者: [redacted]
寄件日期: 2021年04月20日星期二 23:40
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主旨: A/FSS/280 Area 30 and Area 4 Sheung Shui PH

A/FSS/280
Government Land in Areas 4 and 30, Sheung Shui
Site area : About 25,700sq.m
Zoning : "Res (Group A) 4"
Applied development : Proposed MR of PR to 6.5 and BHR to 149mPH (Approved 6PR and
Site 1: 2,088PH Units / Site 2: 1,556 Units / 511 Vehicle Parking / OS 8,560sq.m
Welfare Facilities / Community Hall / Kindergarten

Dear TPB Members,

Strong objections, the OZP process no longer has any credibility. Amendments are put forward that are already controversial. There are objections that are overturned by reference to mitigation measures. The OZP is approved and then some months later there is invariably an application to substantially increase the size of the developments.

Draft Fanling / Sheung Shui Outline Zoning Plan No. S/FSS/23

Items A1 to A4 and B

(a) land suitable for housing development in Hong Kong is scarce and there is a genuine need for optimising the use of land available to meet the pressing demand for housing. **The proposed developments at the representation sites are compatible with the surrounding environment, suitable for residential development, and sustainable from traffic, visual, air ventilation, environment and landscape perspectives**

(c) **with the adoption of recommended mitigation measures, the proposed housing developments would not be subject to unacceptable environmental impacts or have adverse environmental impacts on their surrounding areas**

Retail facilities would be provided in the proposed public housing developments which would create job opportunities to the residents.

The proposed public housing developments with **BHRs of 100mPD and 130mPD** under Items A1 to A4 were generally **compatible with the surrounding developments** comprising high-rise housing estates. Choi Po Court (**100mPD**) and Po Shek Wu Estate (**114mPD**) in Sheung Shui were close to Items A1 to A3 sites. Cheung Wah Estate (110mPD) in Fanling was near Item A4 site. **Stepped building height profile would also be adopted in Items A1 to A4 sites to preserve the view and wind corridors**

The application provides no details about the promised community services or the layout and disposition of the Open Space.
- Community hall - Residential Care Home for the Elderly (100-place)
- Day Activity Centre - Hostel for Severely Mentally Handicapped Persons
- Hostel for Moderately Mentally Handicapped Persons
- Integrated Vocational Rehabilitation Services Centre

There is no mention of the negative impact the increases in height and bulk would have on the neightbourhood. The land for housing mantra cannot be abused to such an extent that the quality of life of both existing residents and the new intake is seriously compromised.

Mary Mulvihill

Appendix V of RNTPC
Paper No. A/FSS/280

Advisory Clauses

(a) to note the comments of District Lands Office/North, Lands Department that the planning brief of the public housing development may need to be updated if necessary and as appropriate;

(b) to note the comments of the Chief Architect/Central Management Division 2, Architectural Services Department that:

(i) 20% greenery within the Sites shall be provided in accordance with PNAP APP-152; and

(ii) for proposed social welfare/community facilities, it is recommended to provide an elderly friendly environment including barrier-free access/facilities.

(c) to note the comments of the Director of Environmental Protection that the applicant is reminded to update the traffic and rail noise assessment for his review when detailed layout plans for other non-domestic facilities, e.g. ancillary facility block, residential care homes for the elderly, integrated vocational rehabilitation services centre, hostel for moderately handicapped persons, kindergarten, estate management office, etc. becomes available at later stage;

(d) to note the comments of the Secretary of Education to ensure enough kindergarten provisions are included according to the prevailing Hong Kong Planning Standards and Guidelines (HKPSG). Please note that the recommended size of a kindergarten should be minimum of 6 classrooms and kindergartens should preferably be located within 0.4km measured radially from residential areas in accordance with paragraphs 2.2.1 and 2.3.7 of Chapter 3 of HKPSG. Please refer to the "Information on Schedule of Accommodation for Kindergartens" for further details as necessary (Appendix III); and in addition, please review the number of kindergarten classrooms when there are further updates in the development and seek his comments regarding kindergarten provision of public housing developments as necessary; and

(e) to note the comments of the Director of Fire Services that:

(i) detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans; and

(ii) the EVA provision in the Sites shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 under the Building (Planning) Regulation 41D which is administrated by the Buildings Department.